

Location Eddy Lane, from Starr Avenue to Hastings Way, within Section 4, T 27 N, R 9 W.
(Branch 169, Sections 220, 230, 240, 250, 255 and 260)

Improvements Water Main & Services, Sanitary Sewer & Services, Storm Sewer, Grade, Gravel, Curb & Gutter, Sidewalk, Sidewalk Repair, Driveway Approaches, Bituminous Pavement, and Boulevard Restoration

Abutting Property Eighteen (18)

Right-of-Way 66 feet. No additional acquisition is proposed.

Initiation 2019 CIP

Estimate of Cost

<i>Sanitary Sewer</i>	\$	232,718
<i>Water Main</i>		237,655
<i>Storm Sewer</i>		394,585
<i>Street Construction</i>		<u>321,070</u>
<i>Estimated Construction Cost</i>	\$	1,186,028
<i>Legal, Fiscal & Engineering</i>		118,600
<i>Contingency</i>		<u>118,600</u>
<i>Estimated Project Cost</i>	\$	1,423,228

Existing Conditions

Sanitary Sewer: 18-Inch Concrete – 1941 (Starr Ave. to Anderson Dr.)
18-Inch Concrete – 1947 (Starr Ave. to Anderson Dr.)
15-Inch Concrete – 1941 (Anderson Dr. to Hastings Way)

Water: 12-Inch Cast Iron – 1948 (Starr Ave. to Anderson Dr.)
12-Inch Cast Iron – 1949 (Anderson Dr. to Hastings Way)

Storm Sewer: 48-Inch RCP – 1960 (Starr Ave. to Anderson Dr.)
18-Inch RCP – 1963 (Anderson Dr. to Western Ave.)

Street: Functional Classification - Minor Arterial - 36 to 64 feet wide (FF)
Bituminous Pavement – 1984 with Chip Seal in 2006 (Starr Ave. to Anderson Dr.)
– 1998 with Chip Seal in 2006 (Anderson Dr. to Western Ave.)
– 2001 with Chip Seal in 2006 (Western to Hastings Way)
Curb and Gutter – 1960 (Starr Ave. to Anderson Dr.)
– 2003 (Anderson Dr. to UPRR Tracks)
– 1998 (UPRR Tracks to Western Ave.)
– 2001 (Western Ave. to Hastings Way)
Sdwb – 100%, PCI Range = 16 to 58

**Special
Conditions**

Eddy Lane, from Starr Avenue to Hastings Way, is classified as a minor arterial street.

The existing street has a bituminous pavement with a pavement condition index (PCI) range of 16 to 58. The bituminous pavement was constructed between 1984 and 2001. Eddy Lane is currently 36 – 64 feet wide between the faces of curb.

The existing water main was installed in 1948 & 1949, is 12-inch in diameter, and is constructed of cast iron. The water main is proposed to be replaced with a new 12-inch diameter ductile iron water main.

The existing sanitary sewer was installed in 1941 & 1947, is concrete pipe, and is in need of replacement. The existing sanitary sewer is proposed to be replaced with a new PVC sanitary sewer main of the same diameter as existing.

The existing storm sewer was installed in 1960 & 1963, is reinforced concrete pipe, and is slightly undersized. The storm sewer is proposed to be replaced with a new reinforced concrete pipe storm sewer system of a larger diameter necessary to meet surface water drainage requirements.

An open house was held on Wednesday, February 6th at the Chippewa Valley Regional Airport to receive input and feedback on the street. Significant feedback at the open house referenced high usage of the Eddy Lane / Starr Avenue intersection by truck traffic accessing the industrial park. The proposed project accommodates the truck traffic at that intersection.

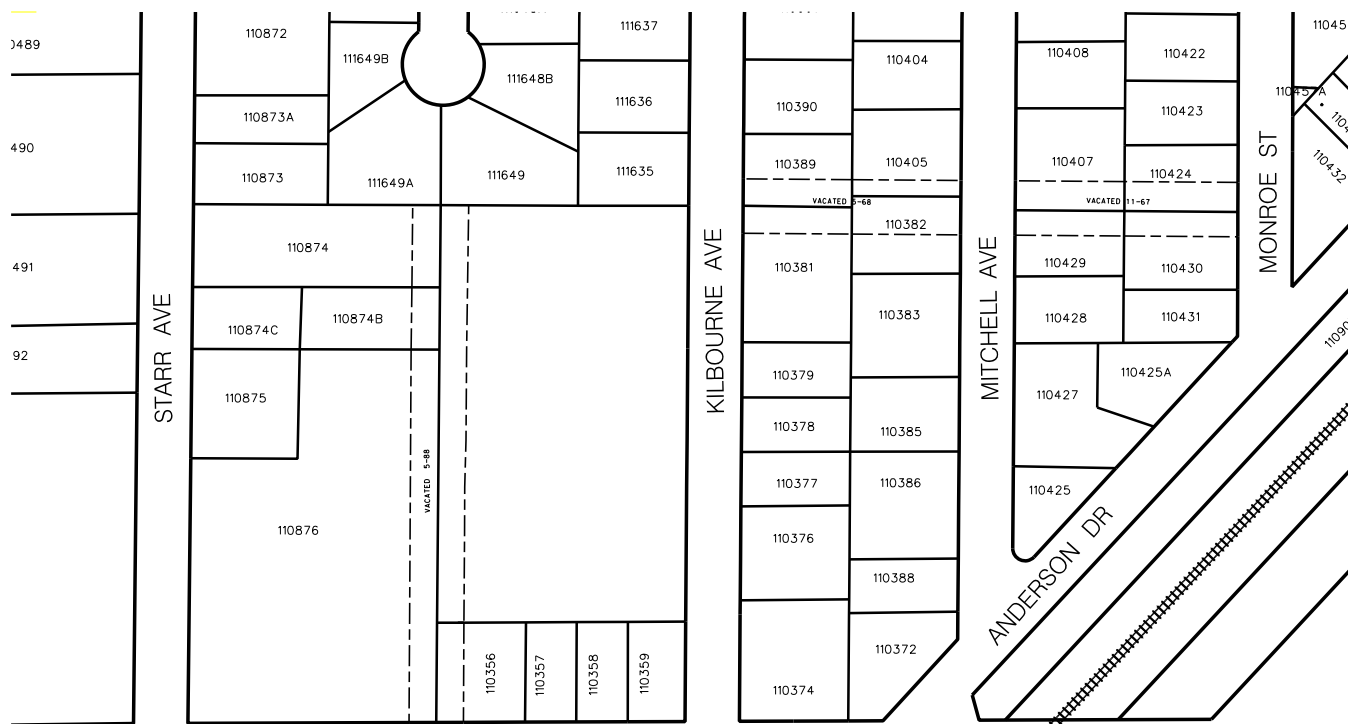
The project proposes the reconstruction of Eddy Lane to include the removal of the existing street and sidewalk, utility replacement, grading, a new gravel base, concrete curb & gutter, sidewalk, sidewalk repair, driveway approaches, boulevard restoration, and a 6-inch thick bituminous pavement. The project proposes to reconstruct the street slightly narrower at the rail crossing to allow for the construction of sidewalks along both sides of Eddy Lane to connect existing sidewalks to the Old Abe State Recreational Trail. A crosswalk crossing Eddy Lane at Kilbourne Avenue is proposed. Also included in the proposed design are bike lanes from Starr Avenue to the Old Abe State Recreational Trail. The intersection of Eddy Lane with Starr Avenue is proposed to be reconstructed as is. The intersection of Eddy Lane with Western Avenue is proposed to be constructed with slightly smaller radii along Western Avenue and a left turn lane from Eddy Lane onto Western Avenue along with a westbound thru lane on Eddy Lane. It is anticipated the detour required for this project will use Hastings Way, Melby Street, and Starr Avenue.

A “Table Top” intersection was explored at Eddy Lane and Starr Avenue. A Table Top intersection provides traffic calming and more hospitable crossings for persons experiencing mobility limitations by raising the level of the street to the height of the sidewalk at the intersection. A business in the industrial park provided feedback that Starr Avenue is the only route out of the industrial park for shipments in excess of 17 feet of height. Because of the equipment needed to move large items such as these, a Table Top intersection would effectively block their movement. Due to the limitations to the business and lack of alternative routes for this type of shipment, the Table Top design for the Starr Avenue intersection is not proposed.

This section of Eddy Lane is serviced by the Eau Claire Transit Route 3 – North High with transit stops located on Anderson Drive and Western Avenue. Construction impacts from the project will be coordinated with the Transit Division.

Eddy Lane is identified as a neighborhood bicycle route in the City's Bicycle and Pedestrian Plan, which also connects with the City's recreational trail to the east. BPAC supports the plans to reconstruct Eddy Lane with sidewalk along both the north and south sides of the streets. BPAC also recommended enhanced crosswalk treatment where the Old Abe Trail crosses Eddy Lane and recommended exploring expanded bike lane striping in the future.

Construction of Eddy Lane will be coordinated with the City of Eau Claire construction project proposed for Melby Street and the Union Pacific Railroad's safety improvement project for the railroad crossing at Eddy Lane. Both projects are scheduled for 2019.



EDDY LANE
STARR AVE TO HASTINGS WAY



February 1, 2019

Dave Solberg
Director of Engineering
Eau Claire City Hall
2020 Prairie Lane
Eau Claire, WI 54703

Dear Mr. Solberg:

As part of the Bicycle and Pedestrian Advisory Committee (BPAC) work plan, we appreciated the opportunity to discuss the proposed 2019 Capital Improvement Projects with you as they relate to pedestrian and bicycle features of the projects. Overall, BPAC is very supportive of the recommendations of the Engineering Department on the 2019 Capital Improvement Projects and the following is a summary of the comments discussed by the Committee. In making these suggestions, the policies and recommendations contained in the City's Bicycle and Pedestrian Plan and Comprehensive Plan as they relate to pedestrian and bicycle circulation and safety were considered.

Eddy Lane (Starr Avenue to Hastings Way)

This street is identified as a neighborhood bicycle route in the City's Bicycle and Pedestrian Plan which also connects with the City's recreational trail to the east. The Committee supports the plans to reconstruct the street which includes: safety arms to be installed by the railroad for the railroad crossing, installation of bicycle lanes, a sidewalk connection on the north side of the street between Anderson Drive and the recreational trail, a tabletop intersection at Starr Avenue, adding a crosswalk at Kilbourne Avenue, and a reduction of the lane width on the north side of the road in the vicinity of the railroad crossing. The Committee also suggested that consideration be given to the following: providing an enhanced crosswalk treatment where the trail crosses Eddy Lane, and consider reducing the southwest corner radius of the intersection of Eddy Lane and Western Avenue.

Melby Street (Anderson Drive to North Hastings Way)

This street is identified as a primary/regional bicycle route in the City's Bicycle and Pedestrian Plan which also connects with the City's recreational trail to the east. A gap in the sidewalk system is also identified in this area. The Committee supports the plans to reconstruct this section of Melby Street which includes the installation of sidewalk on both the north and south sides of the street. The Committee noted that the installation of the sidewalk should be placed to accommodate both those walking along the sides of the street and those accessing the trail. Desire pathways exist along both sides of the street denoting the areas commonly used by pedestrians and bicyclists. The Committee also suggested that consideration be given to providing an enhanced crosswalk treatment where the

Page 2 of 2

trail crosses Melby Street (similar to Eddy Lane). Finally, the Committee also noted that the City should plan for the eventual striping of bicycle lanes along this section of street when Melby Street west to the airport is reconstructed with bicycle lanes since it is identified as a primary/regional bicycle route.

Again, we appreciate having the opportunity to review and comment on these pedestrian and bicycle related projects. We hope these comments and suggestions will be helpful in your planning and design.

Sincerely,

A handwritten signature in black ink, appearing to read 'Aaron Salmon', written in a cursive style.

Aaron Salmon, Chairperson
Bicycle and Pedestrian Advisory Committee