

SUMMARY OF ENGINEERING RECOMMENDATIONS
2026 Earl Street Reconstruction: Maryland to Minnehaha
City Project No. 26-P-1505

Report Prepared – 04/29/2025
Public Hearing – 12/03/2025

Program

This project entails the full reconstruction of Earl Street from Maryland Avenue to Minnehaha Avenue not including the bridge over Phalen Boulevard. The corridor is currently a Municipal State Aid route and is owned and operated by the city. This project will be paid funded with Common Cent Sales tax funding and assessments.

Pre-Construction Conditions

Currently the roadway is two lanes in each direction with parking restrictions on one side of the roadway. The roadway is in poor condition and many of the sidewalk segments are not pedestrian friendly.

Improvements

In addition to replacing aging infrastructure, the project goals are to:

- Create a vibrant and welcoming corridor.
- Improve mobility for all modes of travel.
- Create an accessible and safe environment for non-motorized users.
- Enhance street-level commerce at nodes.
- Facilitate a community engagement process that addresses the needs of all stakeholders.

Reconstruction is needed to repair and replace sidewalks, pavement, and utilities. Improvements include all new sidewalks, pavement, boulevards, trees, curb, and gutters. Traffic improvements include new lane markings, traffic signals, lighting, and signage. Both public and private utilities will be improved. Public utility improvements include sewer main work, water main replacement and repair, and stormwater management treatments.

Positive Benefits

The primary benefit of this project is to improve roadway, stormwater, and non-motorized infrastructure. Sidewalks and the tree lined boulevards will be preserved. New trees will be added as needed. The Bicycle Plan for the city shows the need for bicycle lanes along this segment. Turn lanes will be studied at key intersections and the corridor will be designed to meet Municipal State Aid (MSA) standards, which will ensure that trucks and commercial vehicles will have adequate space to operate. As previously stated, the reconstruction project will allow for utility upgrades and new roadway/sidewalk improvements. This will greatly reduce the short-term maintenance within the corridor. Most of the street parking will be maintained and there will be a net increase in the number of trees.

Adverse Effects

Based on the corridor analysis, no adverse impacts have been identified.

Effects on Trees

A handful of existing trees will need to be removed to allow for utility services to be replaced. The project will install new trees to ensure no net loss throughout the corridor. Structural soils installed as part of the project will likely increase the success of the new trees. Trees will need to be removed before April 15, 2026 to comply with state bat nesting regulations.

Time Schedule

Project design will be completed by November 2025. The project will be constructed in the 2026 construction season with bidding in Winter 2025. Trees and streetscape elements will likely be added in 2027.

COST ESTIMATE

Construction	\$ 10,440,000
Design and Construction Engineering	<u>\$ 3,480,000</u>

PROJECT TOTAL	\$ 13,920,000
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ESTIMATED FINANCING

Common Cent Sales Tax Funding	<u>\$ 13,920,000</u>
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PROJECT TOTAL	\$ 13,920,000
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Source of Additional Information

For additional information, contact the project manager, Don Pflaum at 651-266-9147.

Summary and Recommendation

The Department of Public Works feels that this is a worthwhile project, and the Engineering Recommendation is to approve the assessment.

Respectfully submitted,



Donald Pflaum, P.E.
Public Works Street Design and Construction

Earl Street Reconstruction (Minnehaha to Maryland)

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