

## **SUMMARY OF ENGINEERING RECOMMENDATIONS 2026 Pelham Boulevard Reconstruction – Common Cent**

Report Prepared – 05/16/26

Public Hearing – 01/28/26

### **PROGRAM**

The Common Cent funded projects propose to reconstruct regionally significant roads that are due for replacement. In conjunction, the project will make improvements to pedestrian and bicycle infrastructure to serve a multimodal purpose. Stormwater treatment facilities will be introduced to improve water quality. Utilities, lighting, and other public infrastructures will be replaced with the project as needed. Sanitary sewer services and their connection to the sewer main can be replaced at the request of the property owners.

### **EXISTING CONDITIONS**

Pelham is a major collector and municipal state-aid route with average daily traffic volume of 5,408 collected in 2024 and PCI rating between 8 and 37.

Pelham Boulevard was originally constructed as a 4-lane roadway in various sections from the 1960s-80s. Beginning in 1964, Pelham from Interstate 94 to Wabash Avenue was built with 7" bituminous pavement over 3.5" bituminous base and 12" gravel. That same year, the sections from Wabash Avenue to Franklin Avenue was constructed using 8" concrete pavement over 6" gravel base. In 1971, the southern section of Pelham from Otis Avenue to St. Anthony Avenue was constructed of 7" bituminous pavement over 12" aggregate base. The concrete pavement from Mississippi River Boulevard to Otis Ave was constructed in 1987 with the sewer separation project.

In 2017, Pelham Boulevard was reduced to a 2-lane road on the existing pavement to make space for a street-level cycle track separated by delineators. In 2021, curb extensions were added at various intersection to enhance bike safety. Neither project brought improvements to the pavement or address the missing sidewalks on the east side of Pelham from Mississippi River Boulevard to Beverly Road. The pavement has reached the end of its life, and the street lacks modern amenities required to serve the travelling public.

### **PROPOSED IMPROVEMENTS**

The project seeks to improve the pavement conditions on the following street segment:

Pelham Boulevard – Mississippi River Boulevard to Franklin Avenue

Improvements to be made as part of the project include reconstructing the roadway to a true 2-lane configuration and repurpose the excess space as an off-street bikeway as part of the Grand Round Implementation Plan. Sidewalks will be added where none currently exists. The project will upgrade existing pedestrian ramps to current Americans with Disabilities Act (ADA) current standards. The at-grade railroad crossing

at Wabash Avenue will also be addressed with this project to anticipate future connections with other multi-use trails in the area.

### **ALTERNATES**

To do nothing would not fulfill the City's responsibility for maintaining and extending pavement life cycle of regionally significant routes promised by the Common Cent program. Without reconstructing, the pavement would continue to disintegrate beyond repair. Maintenance costs would likely increase beyond normal means if not maintained properly on a regular schedule. The existing roadway will not meet the needs of pedestrian and bicyclists.

### **POSITIVE BENEFITS**

The newly reconstructed roadways will improve the durability, ride quality, and useability of the streets, reduce maintenance issues, and continue the City's efforts to improve the transportation system in Saint Paul. The bikeway and pedestrian improvements will enhance neighborhood safety and provide a context sensitive solution for all users.

### **ADVERSE EFFECTS**

Normal problems associated with construction such as noise, dust, reduced access to the neighborhood, and general disruption will be present while the work is being done.

### **EFFECTS ON TREES**

The project seeks to minimize tree impacts where possible by implementing design alternates. If there are trees affected by proposed improvements, the project will remove the tree by contractor.

### **TIME SCHEDULE**

The project is anticipated to take place in the summer of 2026.

### **COST ESTIMATE**

Construction	\$13,180,000
Engineering & Inspection	\$ 3,295,000
Contingency	\$ 1,975,000

<b>PROJECT TOTAL</b>	<b>\$18,450,000</b>
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### **ESTIMATED FINANCING**

Sales Tax	\$14,350,000
Sewer Utility	\$ 1,100,000
St. Paul Regional Water Service	\$ 1,100,000
Assessments	\$ 1,900,000

**PROJECT TOTAL**

**\$18,450,000**

**SOURCE OF ADDITIONAL INFORMATION**

For additional information, contact Jary Lee 651-266-1107.

**SUMMARY AND RECOMMENDATION**

The Department of Public Works has ranked this a high priority project, and the Engineering Recommendation is for approval of the project and financing.

Respectfully submitted,

Jary Lee, PE  
Public Works