Final Design Layout Memo
2026 Pelham Boulevard Reconstruction
3/6/26

This layout consists of a legend, cross sections, and two stacked plan views, representing the length of the project.

Legend
Proposed surface improvements are identified, including pavement (roadway), sidewalk, trail (bikeway), and driveways in various shades of gray. New curb and gutters are displayed as blue lines. Proposed lighting locations are shown with a pink bubble and numerical ID. Existing trees are shown throughout by a green bubble.

What this Layout does not show
For simplicity, not all existing underground utilities and planned utility upgrades are shown in this layout. Raised crossings of the trail and sidewalk are planned at several cross streets along Pelham. These raised crossings are not shown in the layout. Intersection control (stop signs) are described below (in the block-by-block Plan View section).

Tree Removal by Impact Type
Trees impacted by the project are identified by a bold circle with 'X' in different colors. The city feels it is important to distinguish each tree impact by type to offer more information and context.

NOTE: this layout shows known tree removals. While the project has made every attempt to limit impacts, the number of trees requiring removal could change during final designs and construction.

The impacts and their descriptions are as follows:

Street: In direct conflict or proximity to proposed street. Construction of street would impact tree root systems and structural stability or the health of the tree during construction or post construction. There is a total of 14 tree removals from street construction.

Bike Trail: In direct conflict or proximity to proposed trail. Construction of trail would impact tree root systems and structural stability or the health of the tree during construction or post construction. There is a total of 15 tree removals from trail construction.

Sidewalk: In direct conflict or proximity to new sidewalk locations or replacement of existing sidewalk. Construction of sidewalk would impact tree root systems and structural stability or the health of the tree during construction or post construction. There is a total of 22 tree removals from sidewalk construction.

Excavation: Proximity to areas of street, sidewalk, or trail excavation which would impact tree root systems and structural stability or the health of the tree. There is a total of 12 tree removals from excavation.

Utilities: Underground utility work conflicts, including lead water service replacement, private sanitary sewer replacement, and/or sewer or water main repairs or installations. There is a total of 14 tree removals from utility replacement.

Health: Poor tree health or condition, including any pre-existing signs of decline and/or structural defects. These are trees recommended for removal regardless of street project. There is a total of 8 tree removals due to the health of trees.

Cross sections

On the left side of the document are five cross sections of the project of varying segments. A cross section represents a perpendicular cut of the corridor looking north and contains width dimensions for each street element. The west side of the street is on the left, the east side of the street is on the right. The cut also displays the different layers below the surface improvements and how their excavation extends beyond the edge of the surface. Each section represents a typical design guiding the segment, but actual widths could vary along the segment. As an example, the first section shows Pelham from Mississippi River Blvd to Otis Ave as a two-lane road of 24’ width, and just east (right) of it is a 5.5’ boulevard, 10’ bikeway, 5’ secondary boulevard, and 6’ sidewalk. The dashed line represents existing surfaces that are not disturbed by construction.

Plan View

To limit the length of the document, the map is split in two sections and stacked one above the other with north to the right. The top view is from Mississippi River Blvd to Doane Ave. The bottom view is from Doane Ave to Franklin Ave.

Mississippi River Blvd to Otis Ave

Beginning at Mississippi River Blvd, the project will shift the roadway approximately 14’ to the west. This shift is carried north midway between Otis Ave and Desnoyer Ave. The shift is necessary to allow the new trail and sidewalk to be built on the east within the existing footprint of Pelham. A four-car parking bay is proposed on the west side to allow visitors access to regional amenities along the river.

Otis Ave to Desnoyer Ave

The intersection of Pelham Blvd and Otis Ave will feature similar geometry as it does today with the all-way stop remaining. Halfway to Desnoyer Ave, the roadway shifts back to meet the existing western curb. The return shift is accompanied by a median to channelize traffic through the maneuver and act as a traffic calming device to control speed. The trail remains a constant 5' off the east side whereas

the east side sidewalk will begin to deviate from the roadway towards the property line past the Metropolitan Council facility.

Desnoyer Ave to Beverly Rd
Desnoyer Ave will be realigned to meet Pelham at a 90-degree instead of the skew today. Significant storm and sanitary work is expected for this section and will impact many trees on the west boulevard as well as the removal of unmanaged vegetation.

Beverly Rd to Doane Ave
An all-way stop will be introduced at Beverly Rd. Planned bump out of the north curb line of Beverly is proposed to reduce the crossing distance and improve safety at this intersection.

Doane Ave to Saint Anthony Ave
A 10' wide median is proposed at Doane. The median will allow a two-staged crossing of Pelham for pedestrians. Space for the median is accomplished by a westward shift of the southbound lane. This shift is necessary to preserve the east boulevard where a significant 48" oak tree exists. Parking on the west side will not be preserved with the project.

Saint Anthony Ave to Wabash Ave
An all-way stop will be introduced for Saint Anthony Ave. The road will match into the existing cross section of the bridge over Interstate 94. No work is proposed on the bridge besides pavement marking changes.

Wabash Ave to Myrtle Ave
The at-grade railroad crossing at Wabash will be removed with the project. A bumpout into Pelham Blvd in the northwest quadrant of Wabash will improve safety and visibility.

Myrtle to Franklin Ave

Due to heavy parking demand, a bumpout of the west curb line at the Myrtle is necessary to improve visibility around parked cars. The bumpout will also reduce the crossing distance and calm through traffic. Parking on the east side will be removed to allow the bikeway extension to Franklin Ave.