





















Mn/DOT has accepted the single-point alternative for the purpose of right of way preservation ONLY. When funding for construction becomes available, the SPUI alternative will be reviewed to ensure that it will serve traffic demand and is the most cost effective alternative. Temporary connections at the east end of the project will also need to be reviewed.

IN ADDITION, Mn/DOT HAS DETERMINED:

1. THAT FUTURE TRAFFIC PROJECTIONS AND PROPER INTERCHANGE SPACING DICTATE THAT CONSTRUCTING TWO OF THE THREE PROPOSED INTERCHANGES IN THE CITY OF RAMSEY WILL BE ADEQUATE, WITH THE POSSIBILITY OF A THIRD SERVING AS AN OVERPASS FOR COMMUNITY CONNECTIVITY AND AS AN EMERGENCY VEHICLE ROUTE. NOTE THAT INTERCHANGES AT RAMSEY BLVD/CSAH 56 AND SUNFISH LAKE BLVD/CSAH 57 ARE SHOWN ON THIS LAYOUT, BUT ARMSTRONG BLVD/CSAH 83 IS NOT.
2. THAT THE PROPOSED TH 10 NORTHWARD ALIGNMENT SHIFT SHOWN ON THIS LAYOUT SHOULD BE ELIMINATED, AND THE PROPOSED ROADWAY SHOULD REMAIN ON THE EXISTING ALIGNMENT.
3. THAT CONSTRUCTING TH 10 FROM THE "INSIDE OUT" RATHER THAN FROM THE "OUTSIDE IN" (AS SHOWN ON THIS LAYOUT) WOULD BE MORE ADVANTAGEOUS IN TERMS OF A MEDIAN BARRIER AND FUTURE WIDENING TO A THIRD LANE.

*Received Feb. 9, 2011
from Mark Lindeberg*

PROJECT LOCATION

LEGEND	
	PAVED ROADWAY
	BRIDGES
	RAISED MEDIANS & CURBS
	PAVED SHOULDERS
	BITUMINOUS TRAILS
	CONCRETE TRAILS & SIDE
	FUTURE CONSTRUCTION
	PROPOSED PONDING LOCAT
	PROPOSED TRAFFIC SIGNA
	EXISTING TRAFFIC SIGNA
	TRAFFIC LOCATION AND D:
	SIDE SLOPES
	DRAINAGE FLOW
	PRELIMINARY CONSTRUCTI (TOE OF SLOPE)
	WETLANDS
	EXISTING RIGHT OF WAY
	EXISTING RAILROAD RIGHT
	PROPOSED RIGHT OF WAY
	RETAINING WALLS
	2030 TRAFFIC FORECAST

