

Councilmember \_\_\_\_\_ introduced the following resolution and moved for its adoption:

**RESOLUTION #18-263**

**RESOLUTION APPROVING OPTIONS TO CARRY FORWARD FOR THE HIGHWAY 10 PLAN**

**WHEREAS**, the City Council has commissioned a Highway 10 Plan to outline planned improvements in the Highway 10 Corridor through the year 2045.

**WHEREAS**, multiple scenarios exist at each key node; and

**WHEREAS**, in order to be prudent in the planning process, the City Council desires to select options to carry forward for additional study.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RAMSEY, ANOKA COUNTY, STATE OF MINNESOTA, as follows:\**

- 1) That the City Council approves carrying forward the options outlined in Exhibit A (Highway 10 Plan Update) for future study and design.

That the motion for the adoption of the foregoing resolution was duly seconded by Councilmember and upon vote being taken thereon, the following voted in favor:

and the following voted against the same:

and the following abstained:

and the following were absent:

whereupon said resolution was declared duly passed and adopted by the Ramsey City Council this 11<sup>th</sup> of December, 2018.

---

Mayor

**ATTEST:**

---

City Clerk

**Exhibit A**  
**Highway 10 Plan Update**

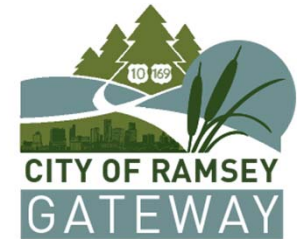
# Ramsey Gateway Highway 10 Project

## City Council Update

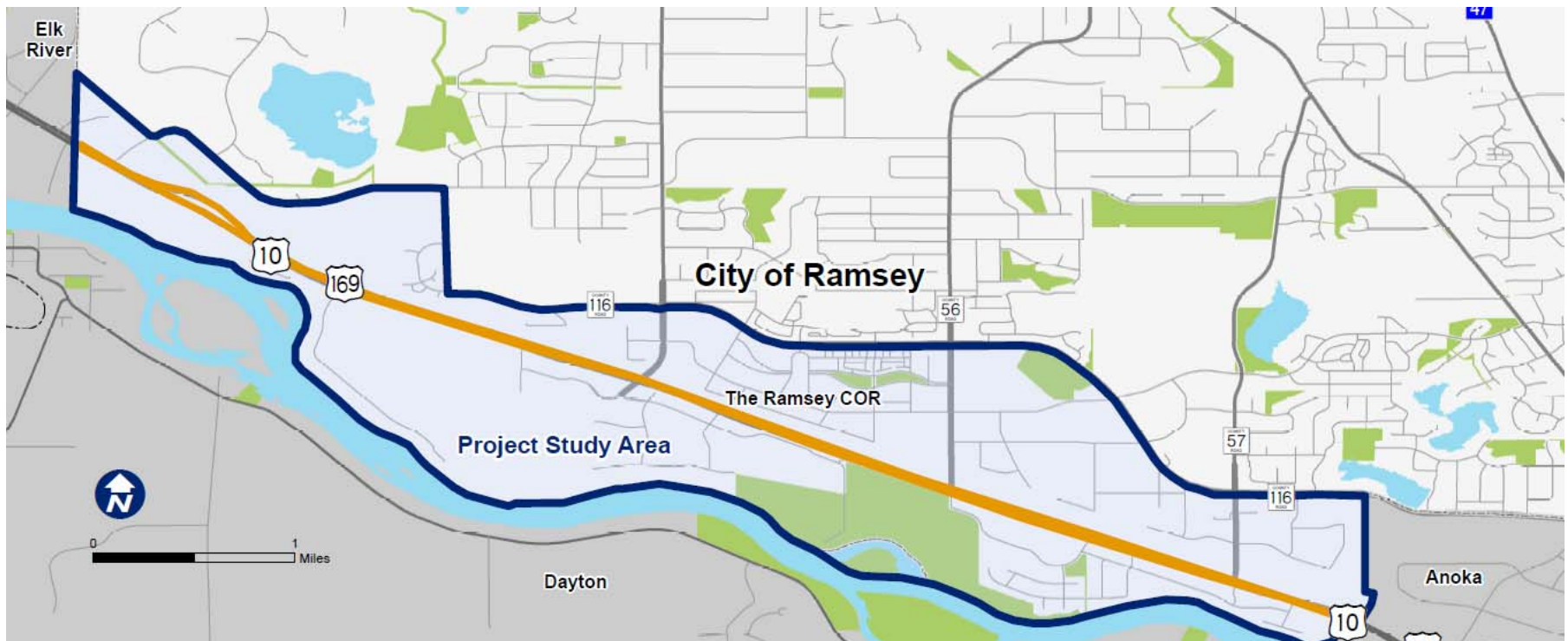
December 11, 2018



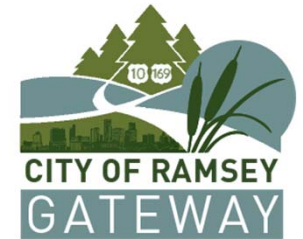
# Meeting Overview



- ✓ Study Recap
- ✓ Concept Development & Evaluation
- ✓ Public Involvement Update
- ✓ Next Steps



# Project Overview



<https://www.youtube.com/watch?v=Zc3qhNxF82o&feature=youtu.be>

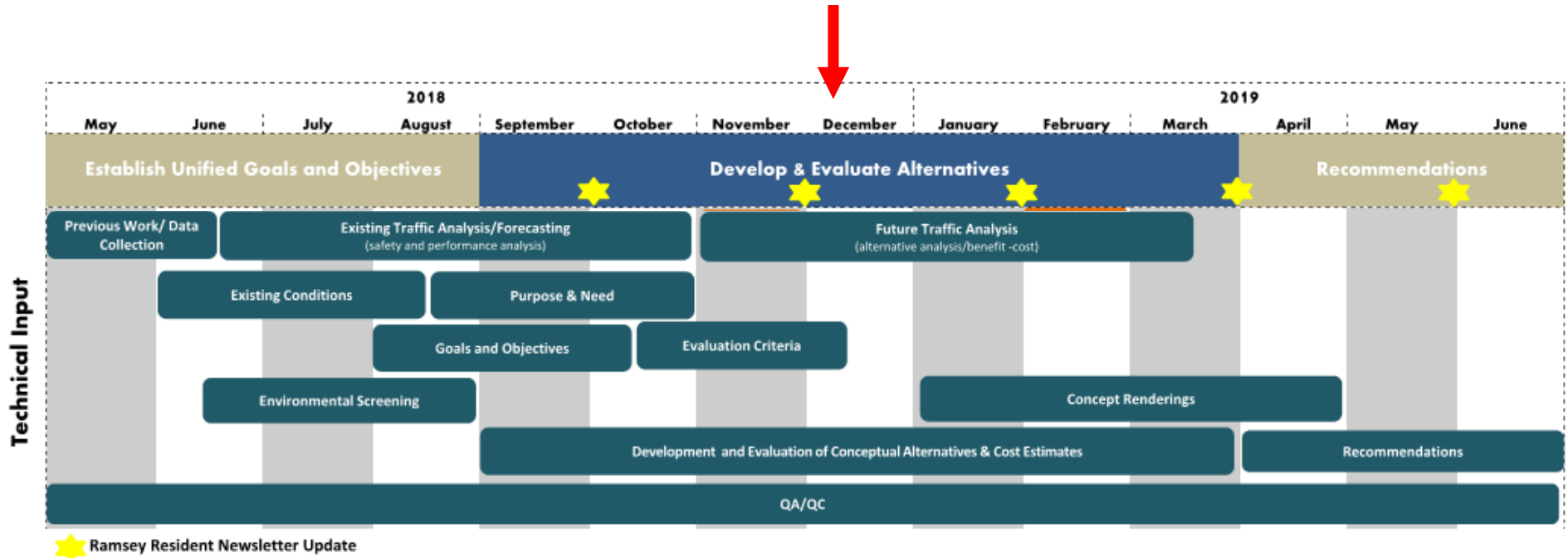
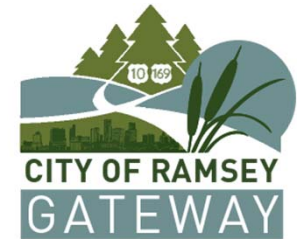


# Goals and Objectives

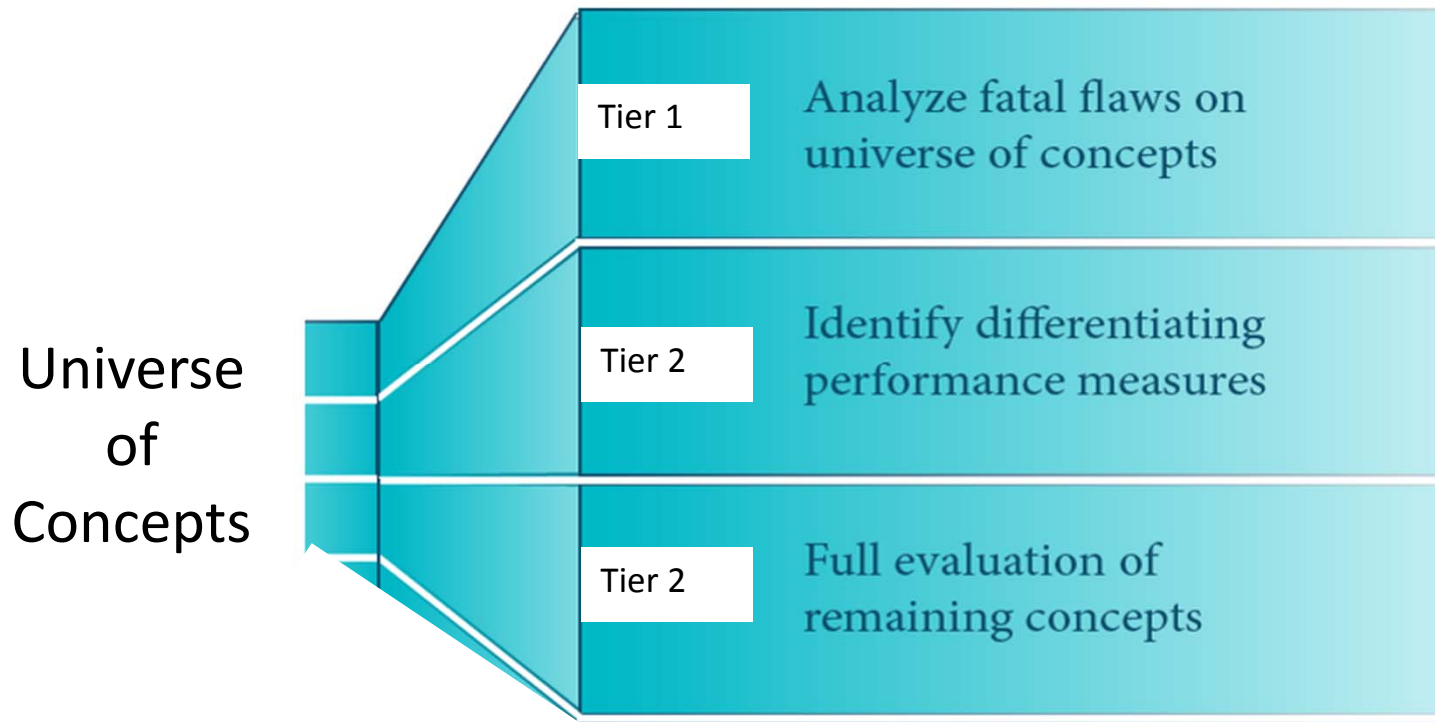
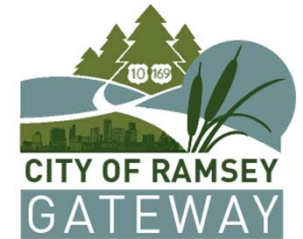
City of Ramsey		Ramsey Gateway Highway 10 Project	
Strategic Goal	Goal	Objective	
<i>Smart, Citizen-Focused Government</i>	<b>Safely accommodate all users (motor vehicles, freight, rail, transit, pedestrians, bicyclists)</b>	Eliminate fatal and serious injury crashes	
		Reduce all crashes in both frequency and severity	
		Provide safe pedestrian and bicycle facilities along roadways and at crossings of roads and rail	
		Minimize vehicle delay from railroad operations that results in backups across adjacent intersections and onto Highway 10	
<i>A Connected and Active Community</i>	<b>Provide efficient mobility and access for all modes of travel</b>	Provide acceptable mobility and system reliability on Highway 10 for access to Ramsey and beyond including regional and statewide tourism destinations	
		Ensure acceptable vehicle delay and travel times for arterial highways (e.g., Highway 10, Sunfish Lake Blvd, Ramsey Blvd, and Armstrong Blvd)	
		Serve the projected regional and local growth demands	
		Provide reasonable and responsible access to optimize mobility and reduce the need for vehicles to enter onto Highway 10 for short trips	
		Provide convenient access for pedestrians and bicyclists to serve demand	
<i>Financial Stability</i>	<b>Develop a financially responsible infrastructure implementation plan</b>	Develop projects and phasing that meet schedule and funding constraints	
		Minimize right-of-way costs	
		Minimize lifecycle costs	
		Maximize benefit-cost of improvements	
		Maximize potential to secure multiple funding scenarios	
<i>A Balance of Rural Character and Urban Growth</i>	<b>Support plans to build a connected and recognizable Highway 10 corridor</b>	Attract visitors and residents to the Highway 10 corridor by car, train/transit, bike or foot	
		Create a cohesive and inviting aesthetic including appropriate signage, lighting and landscape	
		Define right-of-way needs for clarity to affected businesses and property owners	
		Accommodate existing and future land uses	
		Promote business expansion	
		Support connections to Ramsey assets and destinations (parks, trails, The COR, etc.) from either side of Highway 10	
		Seek consistency with state, regional and local plans	
	<b>Provide infrastructure improvements compatible with the natural and built environment</b>	Avoid impacts to environmental resources	
		Minimize impacts to the built environment	

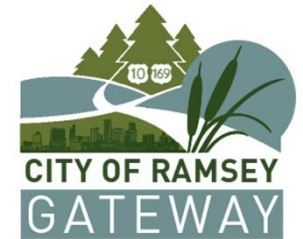


# Project Schedule



# Concept Evaluation Two Tier Process





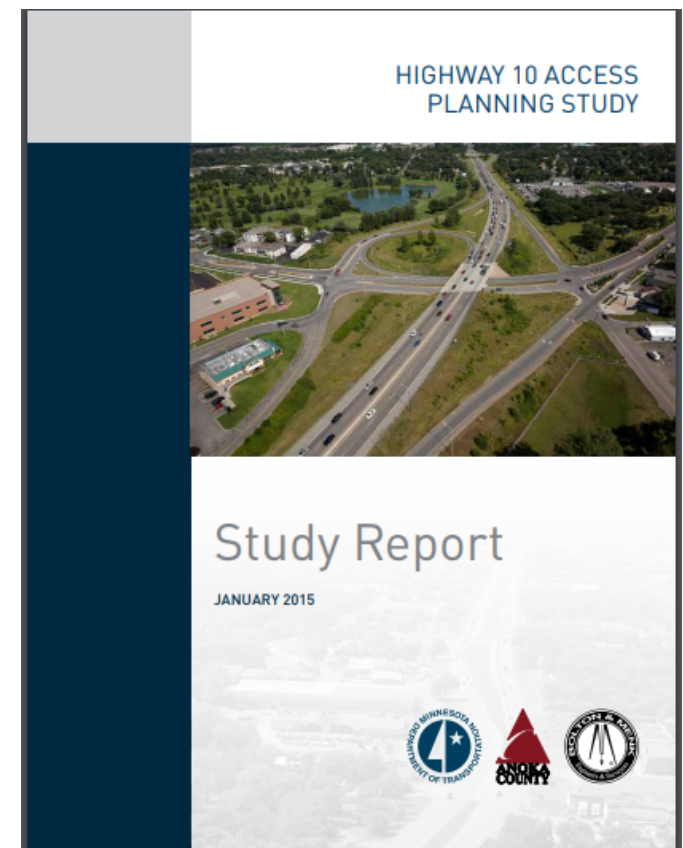
# Universe of Concepts (Started from Access Planning Study)

## East End

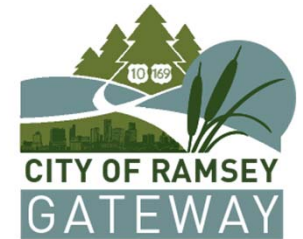
- Grade separate Sunfish Lake Blvd
- Grade separate Ramsey Blvd
- Railroad grade separation at Sunfish Lake Blvd
- Railroad grade separation at Ramsey Blvd
- Supporting frontage road connections

## West End

- Reduced Conflict intersection at Alpine Drive
- Reduced Conflict intersection at Bowers Drive
- Supporting frontage road connections



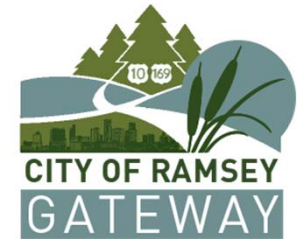
# Concept Development



## New Findings

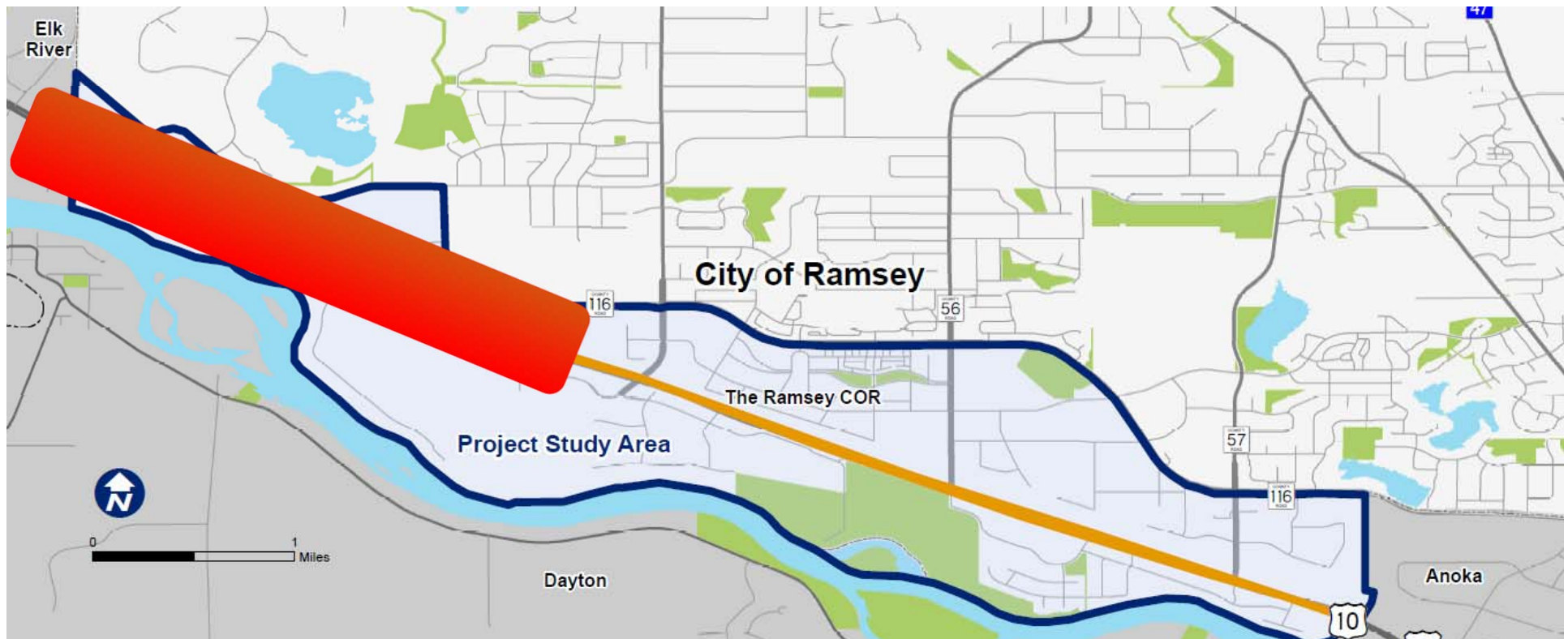
- 2025 and 2045 traffic forecasts
- Influence of Anoka and Elk River projects complete by 2025
- Not practical to phase interchange construction
  - Allows for study of additional interchange types
- At-grade solutions limited





# West End Universe of Concepts

- Jarvis/Alpine and Bowers Drive
  - At-Grade Full Access
  - At-Grade Reduced Conflict (non-signalized)
  - At-Grade Reduced Conflict (signalized)



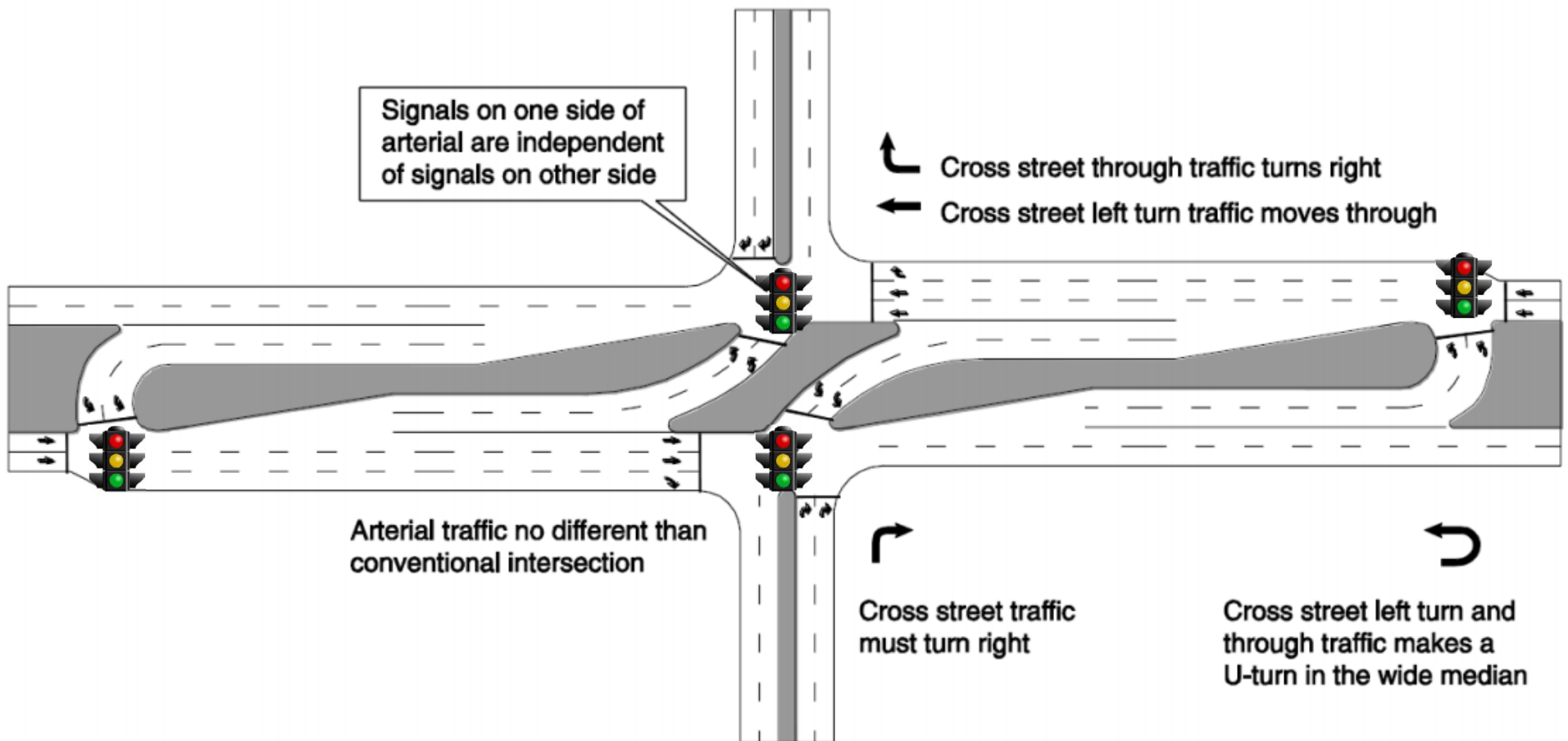
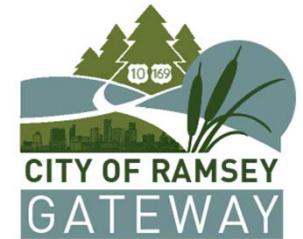
# Tier 1 Screening

## West End

- Concepts Dismissed
  - At-Grade Full Access (non-signalized)
  - At-Grade Reduced Conflict (non-signalized)
- Conflicting Goals
  - Goal 1: Safety
  - Goal 2: Operations



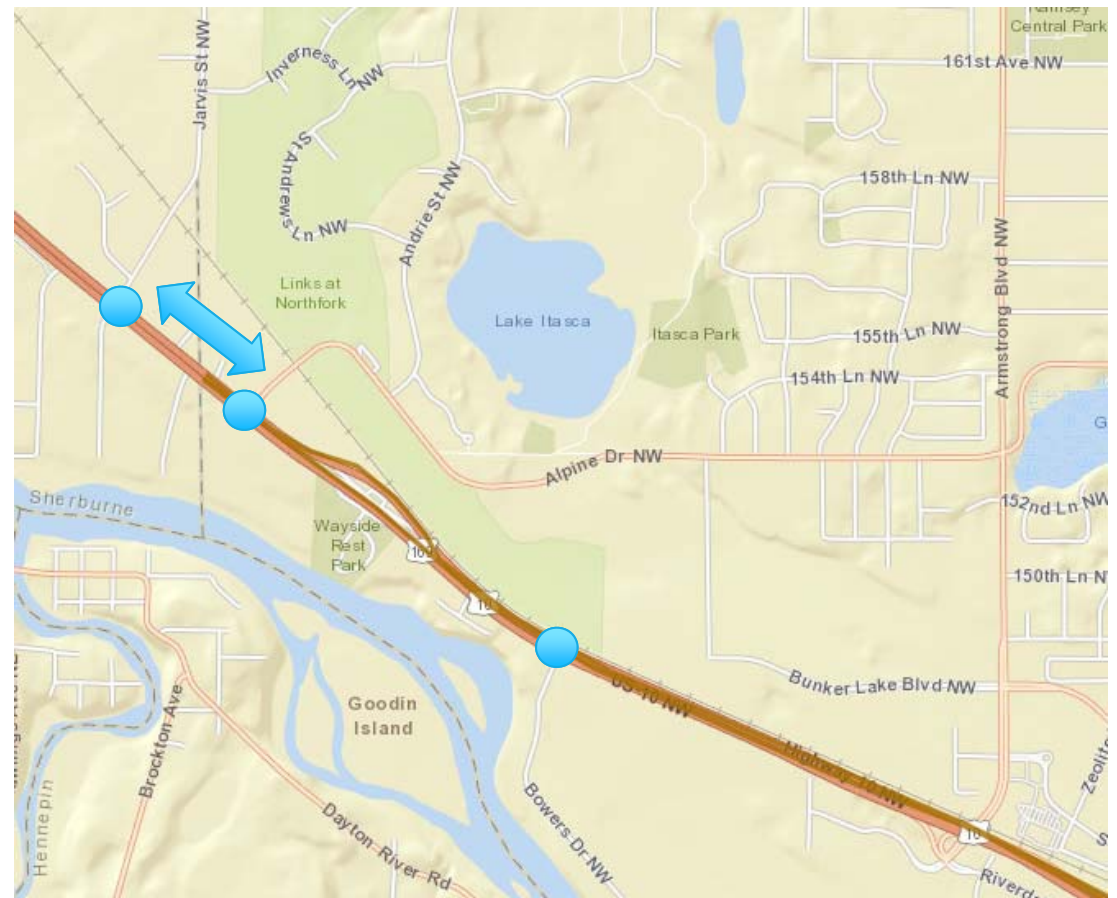
# Signalized RCUT Example

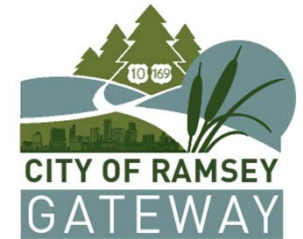




# Concepts to Carry Forward

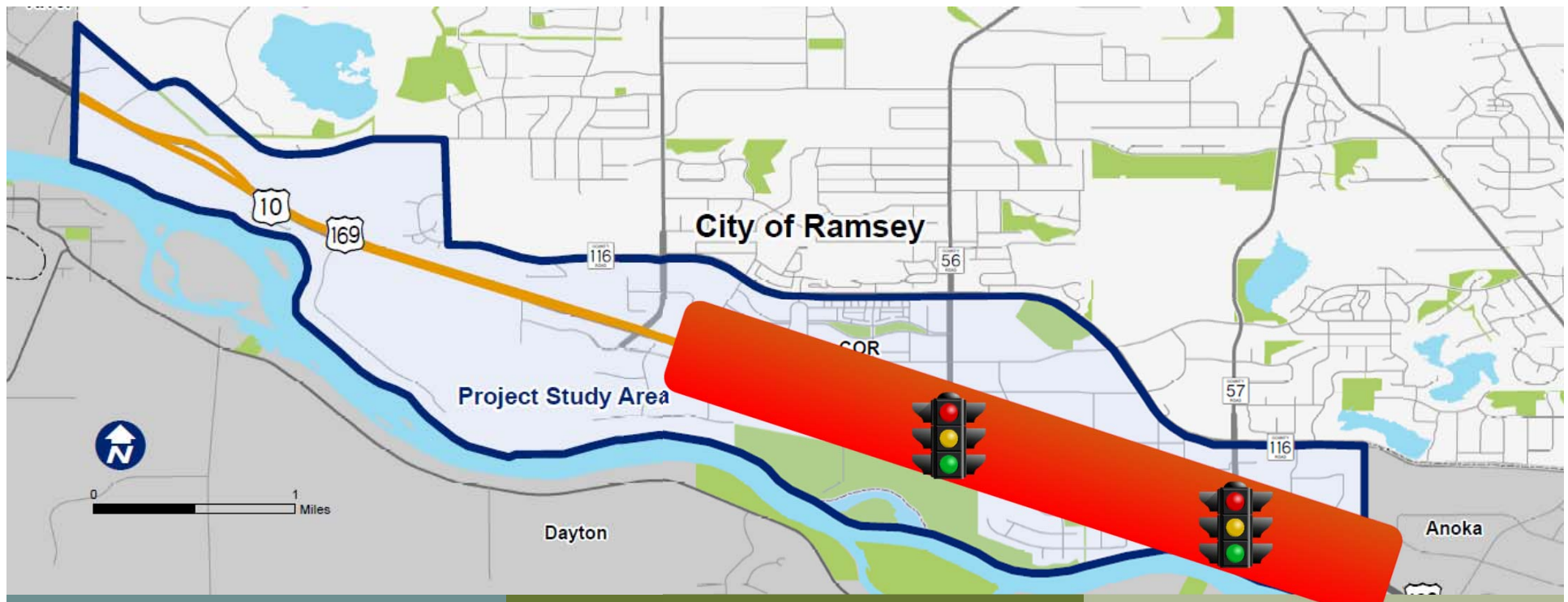
- West End:
  - Signalized RCUT at Jarvis St OR Alpine Drive
  - Right-In/Right-Out at Bowers Drive
  - Frontage Road Connections

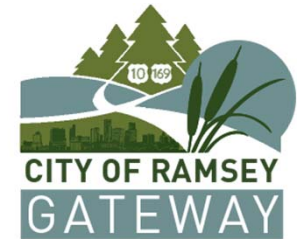




# East End Universe of Concepts

- 6-lane Highway 10
- Ramsey Blvd
  - At-Grade
  - Partial Grade Separation
  - Full Grade Separation
  - Railroad At-Grade
  - Railroad Grade Separation
- Sunfish Lake Blvd
  - At-Grade
  - Partial Grade Separation
  - Full Grade Separation
  - Railroad At-Grade
  - Railroad Grade Separation





# Tier 1 Screening

## East End

- Concepts Dismissed

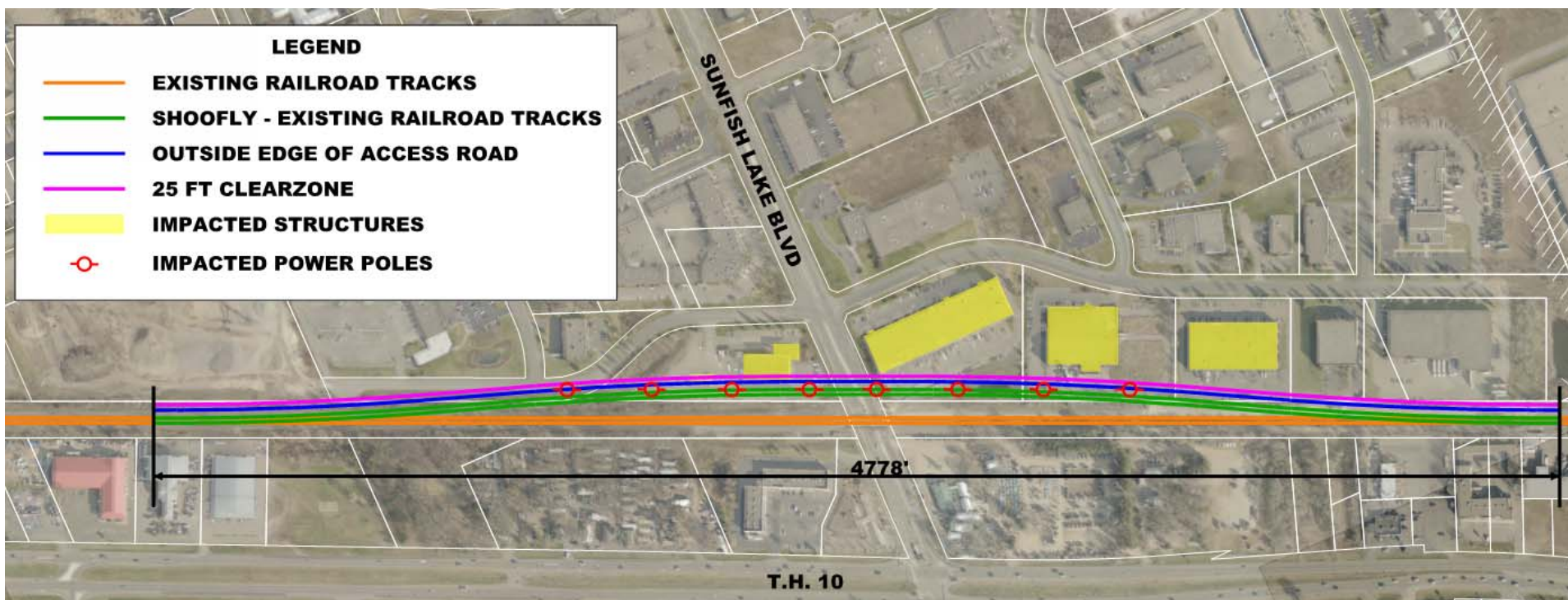
- 6-lane Highway 10
- At-Grade Full Access at Ramsey & Sunfish Lake
- Traditional Full Access Grade-Separation at both Ramsey & Sunfish Lk
  - Traditional full access grade-separation at Sunfish Lake Blvd\*
  - Partial grade-separation at Ramsey Blvd
- Railroad underpass at Sunfish Lake Blvd

- Conflicting Goals

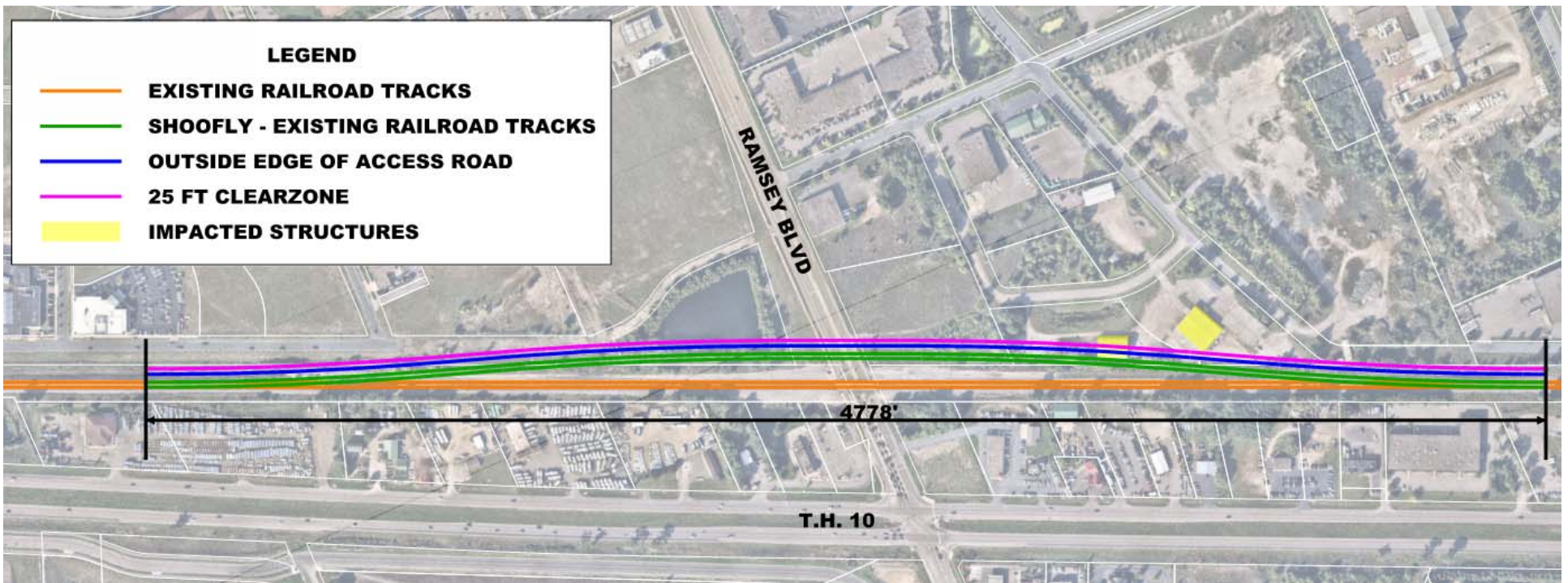
- Goal 1: Safety
- Goal 2: Operations
- Goal 3: Cost
- Goal 4: Support plans/business
- Goal 5: Compatible with environment

*\*Will evaluate non-traditional grade separation options (e.g., overpass with RI/RO and rail grade separation)*

# Sunfish Lake Blvd Railroad Underpass



# Ramsey Blvd Railroad Underpass



# Concepts to Carry Forward



- Ramsey Blvd:
  - Railroad Overpass
  - Railroad Underpass
  - Traditional Full Access Grade Separations
    - Standard Diamond Interchange
    - Tight Diamond Interchange
    - Folded Diamond Interchange
  - Non-Traditional Full Access Grade Separation
    - Overpass with Right-in/Right-out



# Concepts to Carry Forward

- Sunfish Lake Blvd:
  - Partial Access Grade Separation
    - High T (at-grade Railroad)
  - Non-Traditional Full Access Grade Separation
    - Overpass with Right-in/Right-out (Railroad overpass)



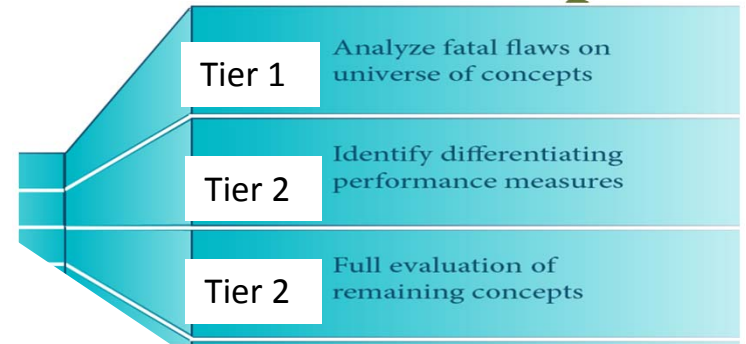
High T - Hwy 13 at CSAH 101 (Savage)



Overpass with RI/RO – Hwy 169 at CSAH 3 (Belle Plaine)

# Evaluation Next Steps

- Develop Concepts
- Complete Tier 2 Evaluation



**RAMSEY GATEWAY PROJECT**  
DRAFT Tier 2 Evaluation

Objectives	Performance Measure	No Build	Concepts
<b>Goal A:</b> Safely accommodate all users (motor vehicles, freight, rail, transit, pedestrians, bicyclists)	<b>Eliminate fatal and serious injury crashes</b> Maintain or improve forecasted crash rates Number of conflict points Score		
	<b>Provide safe pedestrian and bicycle facilities along roadways and at crossings of roads and rail</b> Provides grade-separated crossing of Highway 10 Requires separate pedestrian bridge over Highway 10 Vehicle to pedestrian conflict points Provides buffer between road/rail and rail Provides pedestrian access to areas of demand Score		
	<b>Minimize vehicle delay from railroad operations that results in backups across adjacent intersections and onto Highway 10</b> Provides rail-to-pavement separation Vehicle queue projected to extend onto Hwy 10 Vehicle queue projected to extend thru adjacent intersection Travel time to railroad grade separation (where train present) Score		
<b>Goal A Total (100 points maximum)</b>		0	0



# RAMSEY GATEWAY - WHERE TO INVEST FIRST?

To begin to analyze where investment should start, traffic modeling was used to understand operational impacts of each first build scenario shown below.

○ IMPROVEMENT BUILT   
 ✓ ACCEPTABLE OPERATIONS   
 ✗ FAILING OPERATIONS

2.5X WORSE INCREASE FROM EXISTING SIDESTREET DELAY





# Public Involvement & Next Steps

- Steering Committee – January
- Highway 10 Subcommittee – January
- Public Open House – February

