

**City of Ramsey**  
**Agenda**  
**City Council Special Work Session**  
**Tuesday, January 29, 2019**  
**5:30 pm**  
**Lake Itasca Room, 7550 Sunwood Drive NW**

- 1. Call to Order**
- 2. Topics for Discussion**
  - 1. Continue Discussion on Ramsey Gateway Project (Highway 10 Plan)**
- 3. Adjournment**

## CC Special Work Session

Meeting Date: 01/29/2019

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### Title:

Continue Discussion on Ramsey Gateway Project (Highway 10 Plan)

### Purpose/Background:

The purpose of this case is to continue discussions on Highway 10 planning efforts. The City Council received an update on December 11, 2018. See attachment for more details. Additional, more information is available online at [www.ramseygateway.com](http://www.ramseygateway.com) The City Council may approve alternatives as recommended, postpone for future review, or approve additional alternatives based on discussion.

Proposed Outline of Discussion:

- **Quick Review**
  - Study Purpose and Goals
  - Progress To-Date (Schedule)
- **Review Purpose of Council Update**
  - Provide more details on range of concepts (West End and East End)
  - Review evaluation summary East End
  - Discuss next steps/schedule
  - Is the Council comfortable with progress, direction and going public in February/March?
- **West End**
  - Why are improvements needed?
    - Existing issues (traffic, safety, weigh station, rest area, etc.)
    - 2025 and 2045 'No Build' operations
    - Show traffic simulation of each of the above
    - Unsure of corridor vision from Ramsey to Elk River. Signalized U-turns planned at 169/10/101 with interchange upgrade
  - When are improvements needed?
    - Project sequencing (preliminary)
  - Review West End Concepts
  - Explain how these will be evaluated moving forward
- **East End**
  - Ramsey Blvd - Range of concepts; Evaluation Summary
  - Sunfish Lake Blvd – Range of concepts; Evaluation Summary
  - Recap what is still under consideration at both locations and what the Technical Advisory Committee (TAC) has recommended to dismiss
- **Next Steps**
  - Public outreach – February/March

### Timeframe:

1 Hour

### Funding Source:

This case is being handled as part of normal Staff duties. In addition, the City Council has approved a contract with Bolton and Menk for Project Management, Design, and Public Engagement services. This contract is being funded through the Public Improvement Revolving (PIR) Fund.

### Responsible Party(ies):

Community Development Director  
City Engineer  
City Administrator

**Outcome:**

Provide direction on proposed Highway 10 options.

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**Attachments**

Presentation

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**Form Review**

**Inbox**

Kurt Ulrich

Form Started By: Tim Gladhill

Final Approval Date: 01/25/2019

**Reviewed By**

Kurt Ulrich

**Date**

01/25/2019 09:21 AM

Started On: 12/12/2018 10:35 AM

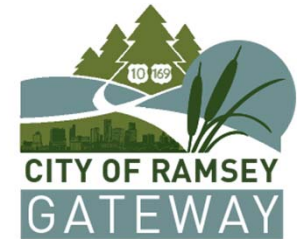
# Ramsey Gateway Highway 10 Project

## City Council Workshop

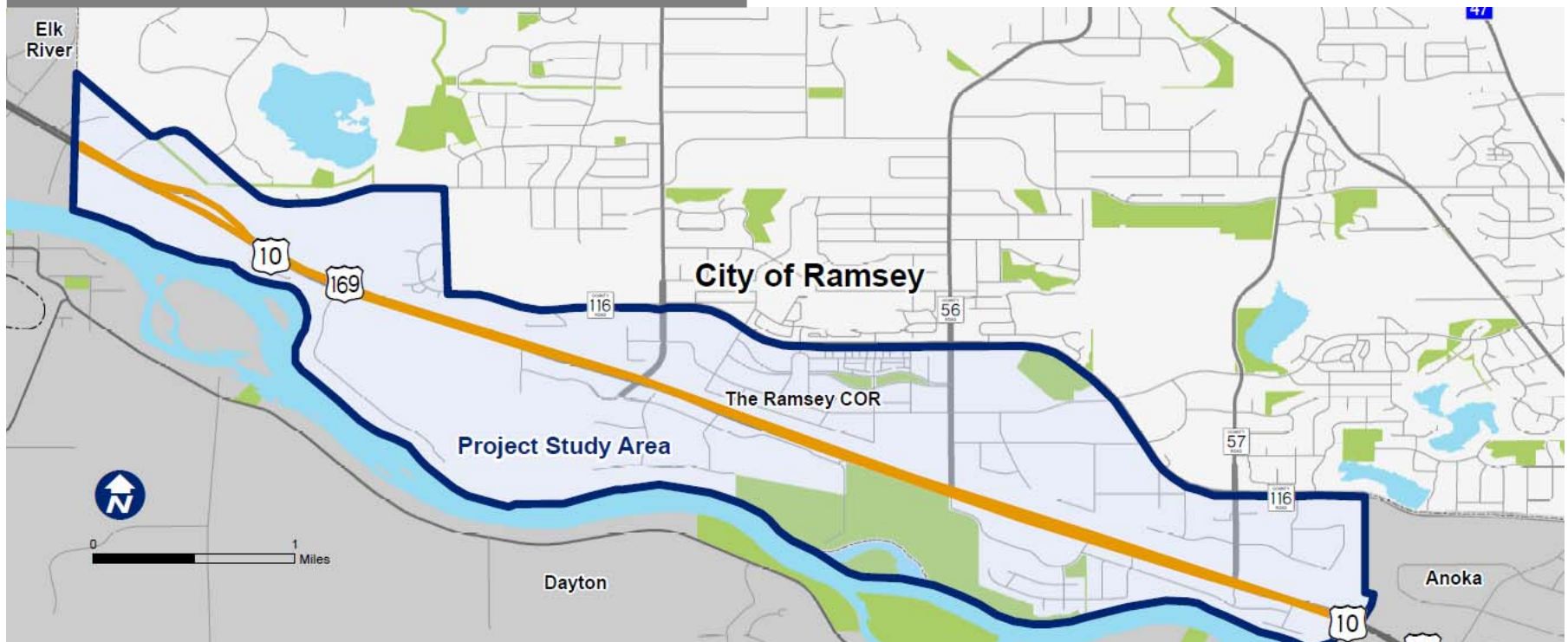
January 29, 2019

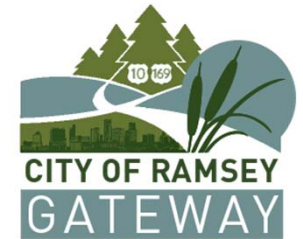


# Meeting Overview



- ✓ Study Recap
- ✓ Purpose of Council Update
- ✓ Draft Improvement Concepts
- ✓ Concept Evaluation
- ✓ Schedule and Next Steps



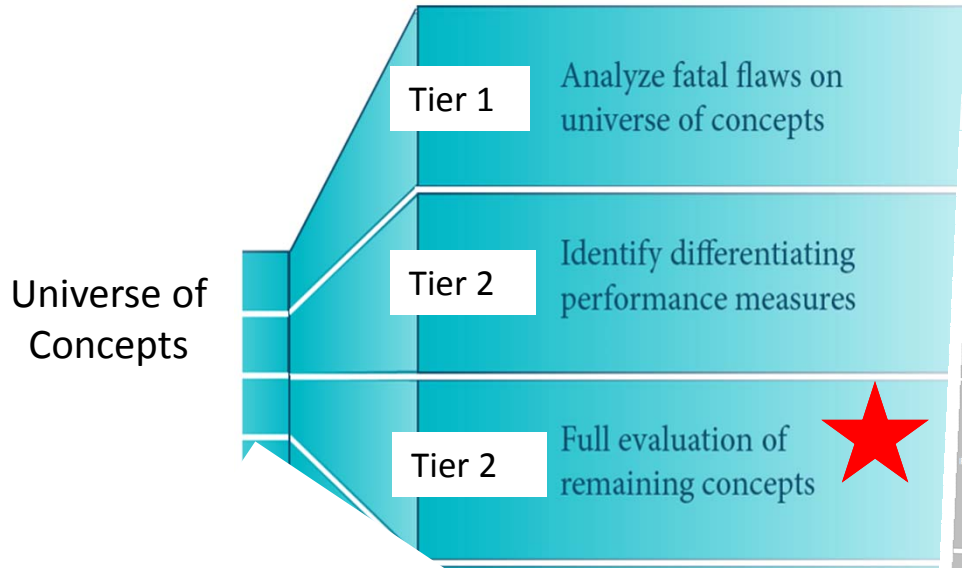
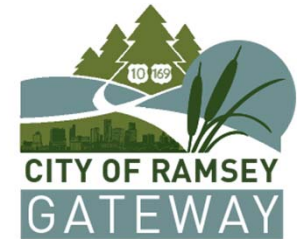


# Ramsey Blvd Concepts

- Railroad Grade Separation Options
- Standard Diamond
- Tight Diamond
- Folded EB On Tight Diamond
- Folded WB Off Tight Diamond
- Folded EB On & WB Off Tight Diamond
- Folded EB On & Semi-folded WB Off Tight Diamond
- Single Point Urban Interchange (SPUI)
- Overpass with Right-In/Right-Out



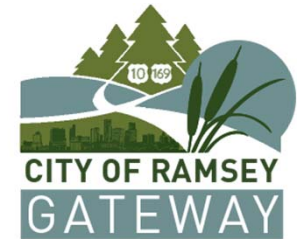
# Concept Evaluation Process



**RAMSEY GATEWAY PROJECT**  
Highway 10/169 Concept DRAFT Evaluation

Objectives	Performance Measure	Sunfish Lake Blvd			
		No Build	Right-of-Way	High T	No Build
<b>Goal A:</b> Safely accommodate all users (motor vehicles, freight, rail, transit, pedestrians, bicyclists)	Eliminate fatal and serious injury crashes				
	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				
	<b>Goal A Total (100 points maximum)</b>				
<b>Goal B:</b> Provide efficient mobility and access for all modes of travel	Provide acceptable mobility and system reliability on Highway 10 for access to Ramsey and beyond including regional				
	Ensure acceptable vehicle delay and travel times for arterial highways (e.g., Sunfish Lake Blvd, Ramsey Blvd, and Armstrong Blvd)				
	Provide reasonable and responsible access to optimize mobility and reduce the need for vehicles to enter onto Highway 10 for short trips				
	<b>Goal B Total (100 points maximum)</b>				
<b>Goal C:</b> Develop a financially responsible infrastructure implementation plan	Minimize right-of-way costs				
	Maximize benefit-cost of improvements				
	Maximize potential to secure multiple funding scenarios				
	<b>Goal C Total (100 points maximum)</b>				
<b>Goal D:</b> Support plans to build a connected and recognizable Highway 10 corridor	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				
	Promote business expansion				
	Seek consistency with state, regional and local plans				
<b>Goal E:</b> Provide infrastructure improvements compatible with the natural and built environment	Avoid impacts to environmental resources				
	Minimize impacts to the built environment				
	<b>Goal E Total (100 points maximum)</b>				
	<b>Overall Total (500 points maximum)</b>				

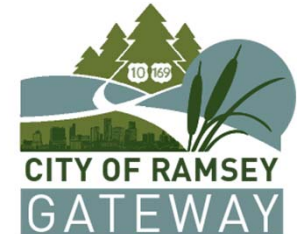
# Evaluation Measures - Differentiators



Project Goals	Measures
Safely accommodates all users	Pedestrian-Vehicle Conflict Points
	Perceived Pedestrian Comfort
Provide efficient mobility and access for all modes of travel	Design Year Traffic Operations
	Requires a Separate Pedestrian Bridge
	Community Connectivity - Provides all movements
	Provides Railroad Grade Separation
	Ease of Business Access - Retail
	Ease of Business Access - Industrial
Compatible with the natural and built environment	Access to Business Park
	Potential Property Impacts*
	Impact to Regional Park
Develop a financially responsible infrastructure implementation plan	Impact to Public Works Campus
	Relative Cost Comparison
Support plans to build a connected and recognizable Highway 10 corridor	Constructability/Long Term Maintenance
	Likelihood of Railroad Approval
	Agency Support to Carry Concept Forward

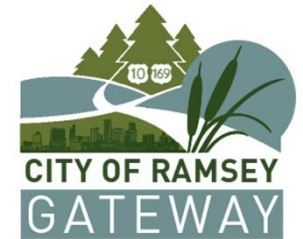
\*Assessment based on planning-level concepts and will require further review to verify actual impacts.

# Ramsey Blvd Evaluation



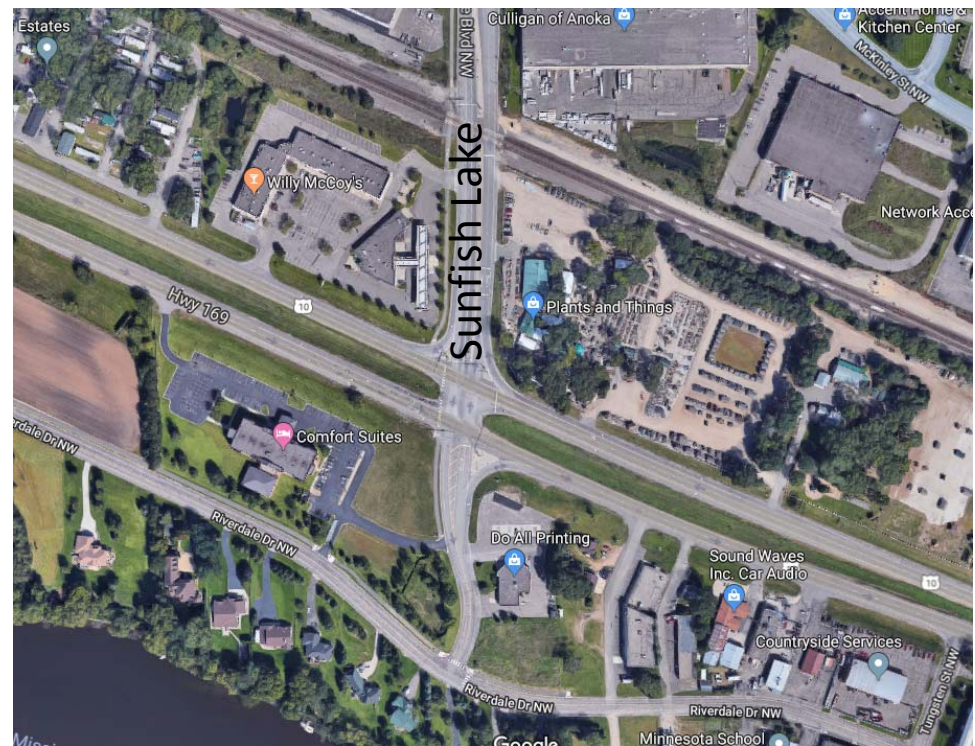
Measure	No Build	RAMSEY BLVD OVER RAILROAD CONCEPTS								RAMSEY BLVD UNDER RAILROAD CONCEPTS								Notes
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
		Standard Diamond	Tight Diamond	Folded EB On Tight Diamond	Folded WB Off Tight Diamond	Folded EB On & WB Off Tight Diamond	Folded EB On & Semi-Folded WB Off Tight Diamond	Overpass with Right-In/Right-Out	Single Point Urban Interchange (SPUI)	Standard Diamond	Tight Diamond	Folded EB On Tight Diamond	Folded WB Off Tight Diamond	Folded EB On & WB Off Tight Diamond	Folded EB On & Semi-Folded WB Off Tight Diamond	Overpass with Right-In/Right-Out	Single Point Urban Interchange (SPUI)	
<b>Pedestrian-Vehicle Conflict Points</b>	13	23	23	43	27	47	47	27	23	23	23	43	27	47	47	27	23	Conflict points were counted where crosswalks and sidewalks connections will be provided
<b>Perceived Pedestrian Comfort</b>																		
<b>Design Year Traffic Operations</b>																		Design year 2045
<b>Ease of Business Access - Retail</b>	From ED TH 18	N/A	N/A							N/A								Azusa traveling to Holiday Gar Station. Green - addr <60+acres Yellow - addr 60-120+acres Red - addr 120+acres
	From WB TH 18	N/A	N/A							N/A								
<b>Ease of Business Access - Industrial</b>	From ED TH 18	N/A																Azusa traveling to 142nd Ave at Ebony St Green - addr <60+acres Yellow - addr 60-120+acres Red - addr 120+acres
	From WB TH 18	N/A																
<b>Potential Property Impacts*</b>	N/A																	
<b>Impact to Regional Park</b>	N/A	21 Acres	4 Acres	21 Acres	4 Acres	21 Acres	21 Acres	4 Acres	4 Acres	21 Acres	4 Acres	21 Acres	4 Acres	21 Acres	21 Acres	4 Acres	4 Acres	Any impact is a concern because the park is already smaller than the average regional park.
<b>Impact to Public Works Campus</b>	N/A																	Underpass options require a right-of-way which impacts the existing Public Works Campus.
<b>Relative Cost Comparison</b>	N/A	-10%	-13%	-11%	-13%	-11%	-11%	-18%	+20%	+6%	Median Cost	+7%	+3%	+10%	+10%	Median Cost	+51%	Green: <10% Median Cost Yellow: +1-10% Median Cost Red: >10% Median Cost
<b>Constructability/Long Term Maintenance</b>	N/A																	Underpass options require a right-of-way which influences the construction schedule and requires extra measures for drainage. Additionally TH 10 grade change is more impactful to traffic than Ramsey grade change.
<b>Likelihood of Railroad Approval</b>	N/A																	Discussion with BNSF Railroad indicates strong preference for an overpass.
<b>Agency Support to Carry Concept Forward</b>	N/A	No Support		No Support		No Support	No Support		No Support	No Support	No Support	No Support	No Support	No Support	No Support	No Support	No Support	

\*Assessment based on planning-level concepts and will require further review to verify actual impacts.



# Sunfish Lake Blvd Concepts

- Railroad At-Grade and Grade Separation Options
- Overpass with Right-In/Right-Out
- Standard Diamond
- Tight Diamond
- Single Point Urban Interchange
- Grade-Separated Roundabout
- Center Turn Overpass
- High-T



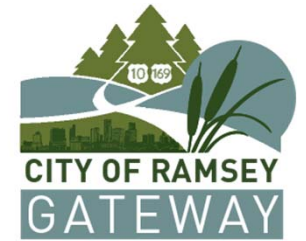
# Sunfish Lake Blvd Evaluation



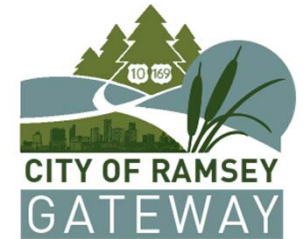
Measures		No Build	SUNFISH LAKE BLVD CONCEPTS										Notes
			GRADE SEPARATED RAILROAD CROSSING							AT GRADE RAILROAD CROSSING			
			1A	1B	3	4	5A	6A	7	2	5B	6B	
		Overpass with Right-Inf/Right Out	Overpass with Right-Inf/Right Out	Standard Diamond	Tight Diamond	Single Point Urban Interchange (SPUI)	Grade Separated Roundabout	Center Turn Overpass	High-T	Single Point Urban Interchange (SPUI)	Grade Separated Roundabout		
<b>Pedestrian-Vehicle Conflict Points</b>		7	26	17	30	30	30	30	30	23	30	30	Conflict points were counted where crosswalks and side walk connections will be provided
<b>Perceived Pedestrian Comfort</b>										Assumes separate ped bridge			
<b>Design Year Traffic Operations</b>													Design year 2045
<b>Requires a Separate Pedestrian Bridge</b>		N/A	NO	NO	NO	NO	NO	NO	NO	YES	NO	NO	
<b>Community Connectivity - Provide all movements</b>													
<b>Ease of Business Access - Retail</b>		From EP TH 18: N/A											Assume traveling to Dalt All Printing Green - addr <60+re+can dr Yellow - addr <60-120+re+can dr Red - addr 120+re+can dr
<b>Ease of Business Access - Industrial</b>		From EP TH 18: N/A											Assume traveling to McKinley St at Unity St Green - addr <60+re+can dr Yellow - addr <60-120+re+can dr Red - addr 120+re+can dr
<b>Access to Business Park</b>		N/A											
<b>Potential Property Impacts*</b>													
<b>Provide Railmed Grade Separation</b>													
<b>Relative Cost Comparison</b>		N/A	+6%	+6%	+12%	+20%	+20%	+11%	Median Cost	-38%	-11%	-13%	Green: <10% Median Cost Yellow: +7-10% Median Cost Red: 10% Median Cost
<b>Constructability/Long Term Maintenance</b>		N/A											TH10 grade change is more impactful to traffic than Sunfish Lake grade change.
<b>Agency Support to Carry Concept Forward</b>		N/A			No Support	No Support				No Support			

\*Assessment based on planning-level concepts and will require further review to verify actual impacts.

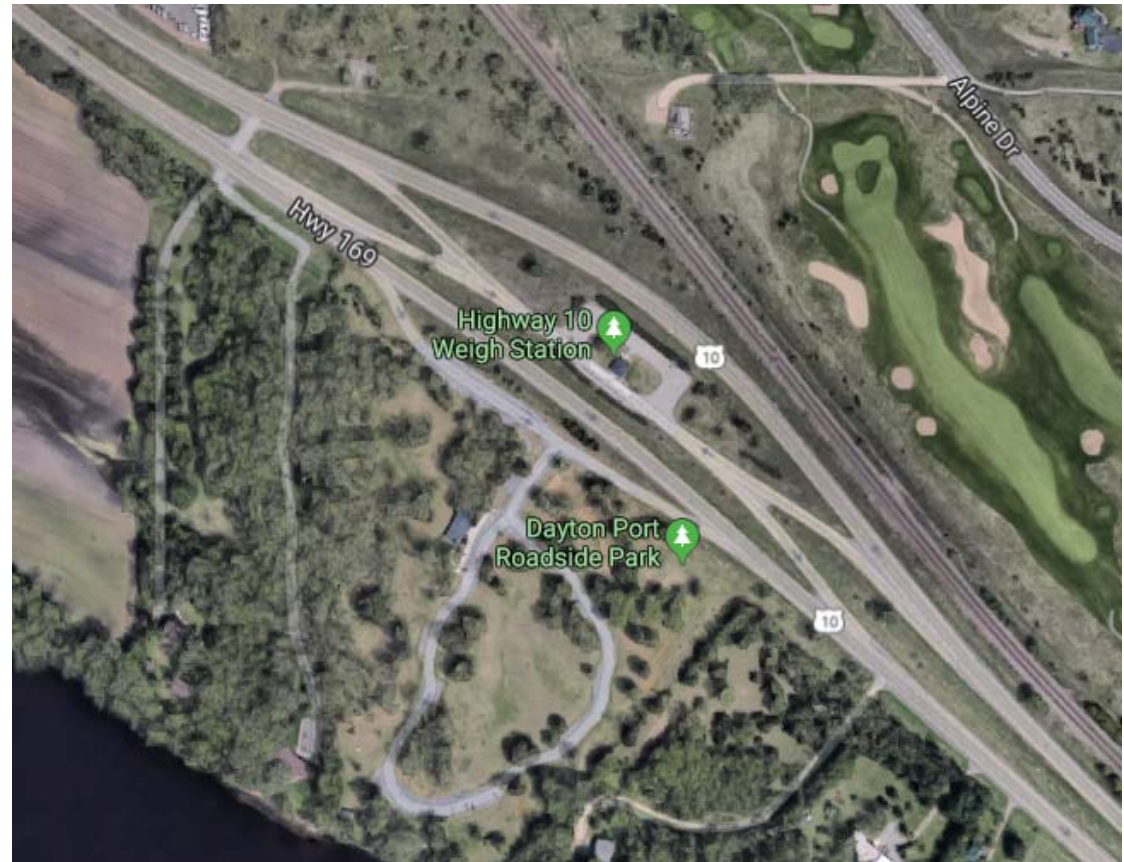
# West End Concepts



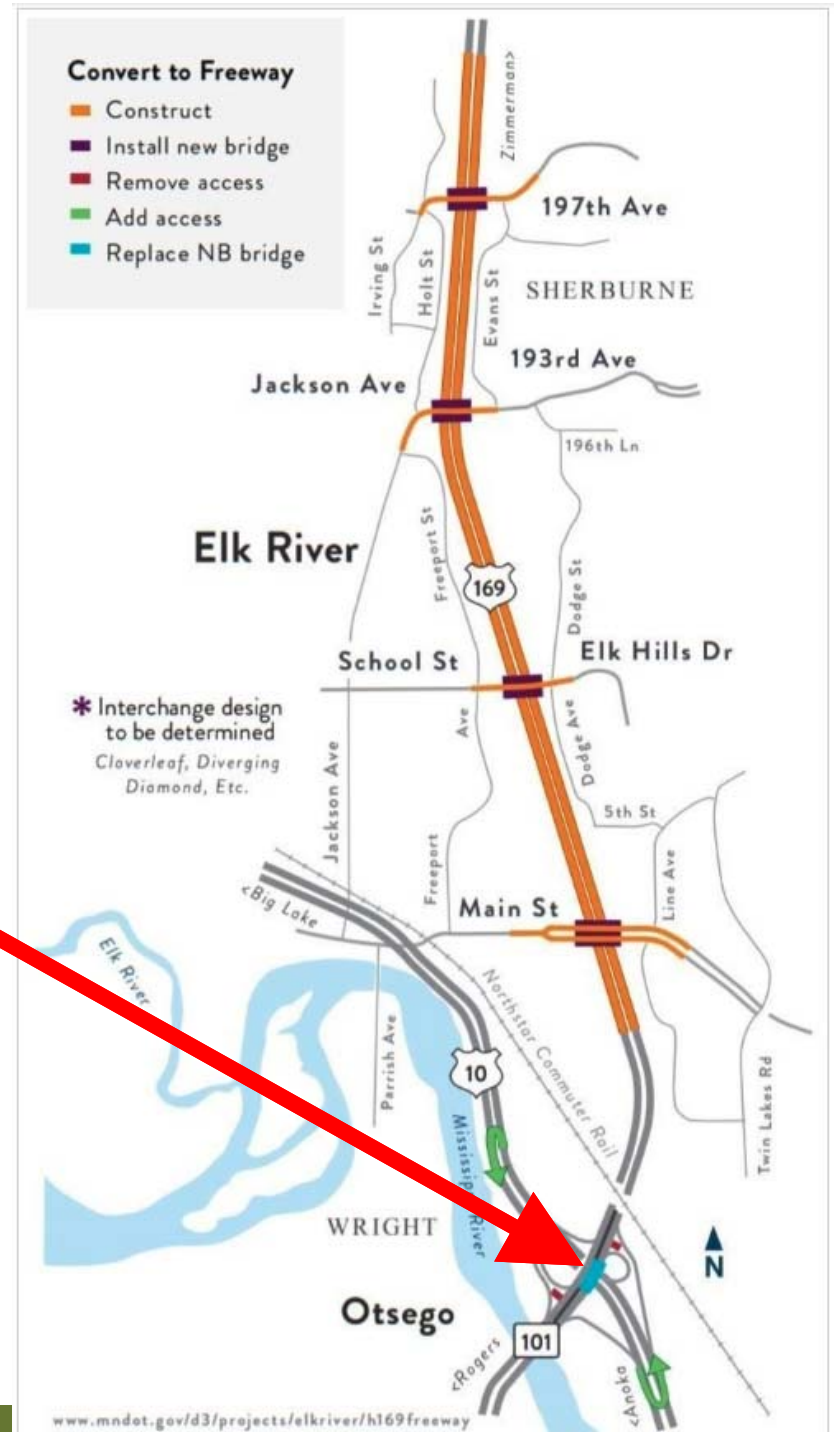
# MnDOT Rest Area/Weigh Station Input



- Weigh station accel/decel lanes substandard length
- Weigh station closed during peak traffic hours for safety
- No plans to close weigh station
- Rest Area entrance/exit confusing



# TH 10 at TH 101/ TH 169 (Elk River)

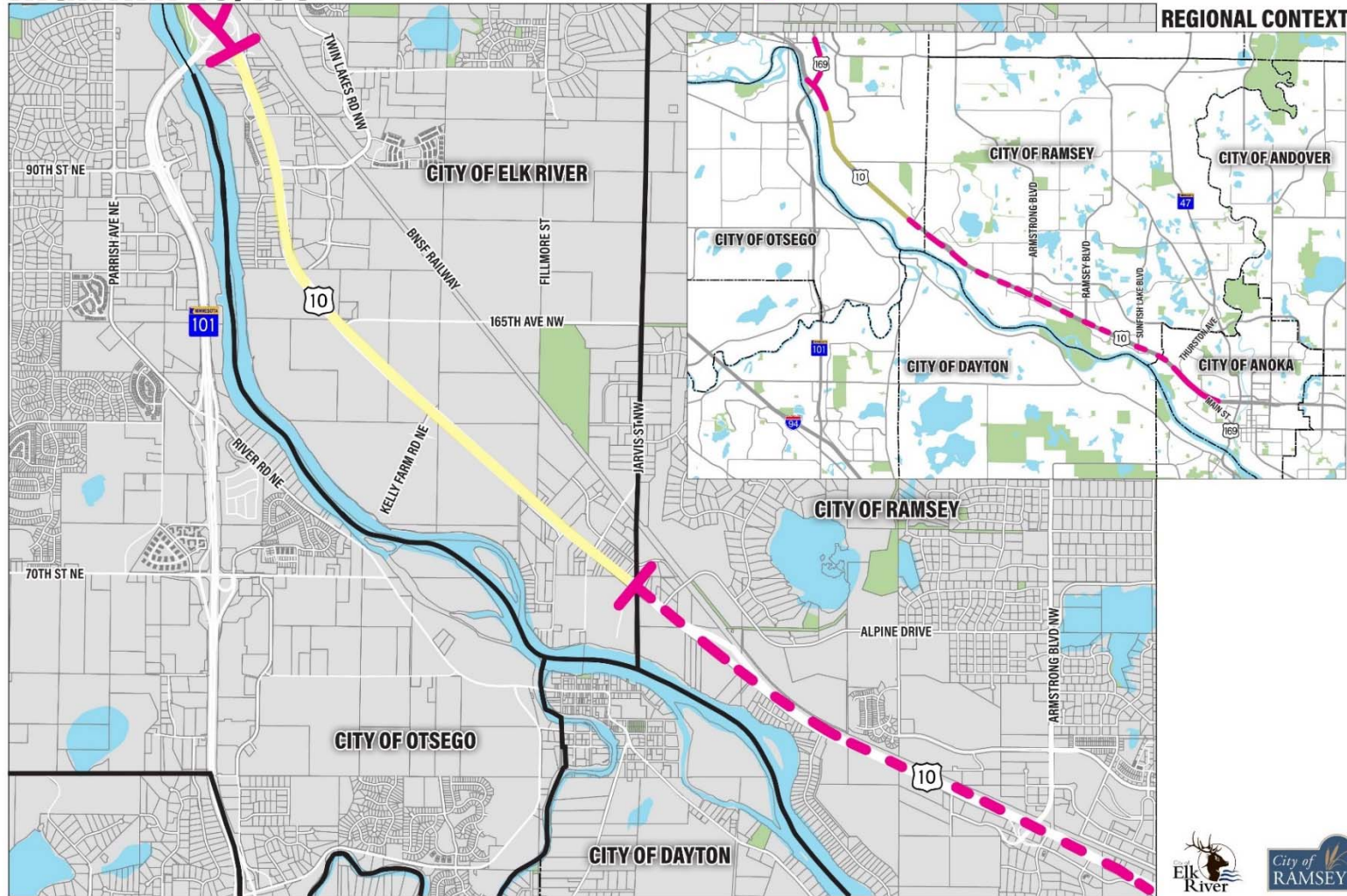


# Corridor Vision West of Ramsey Unknown



## HIGHWAY 10/169

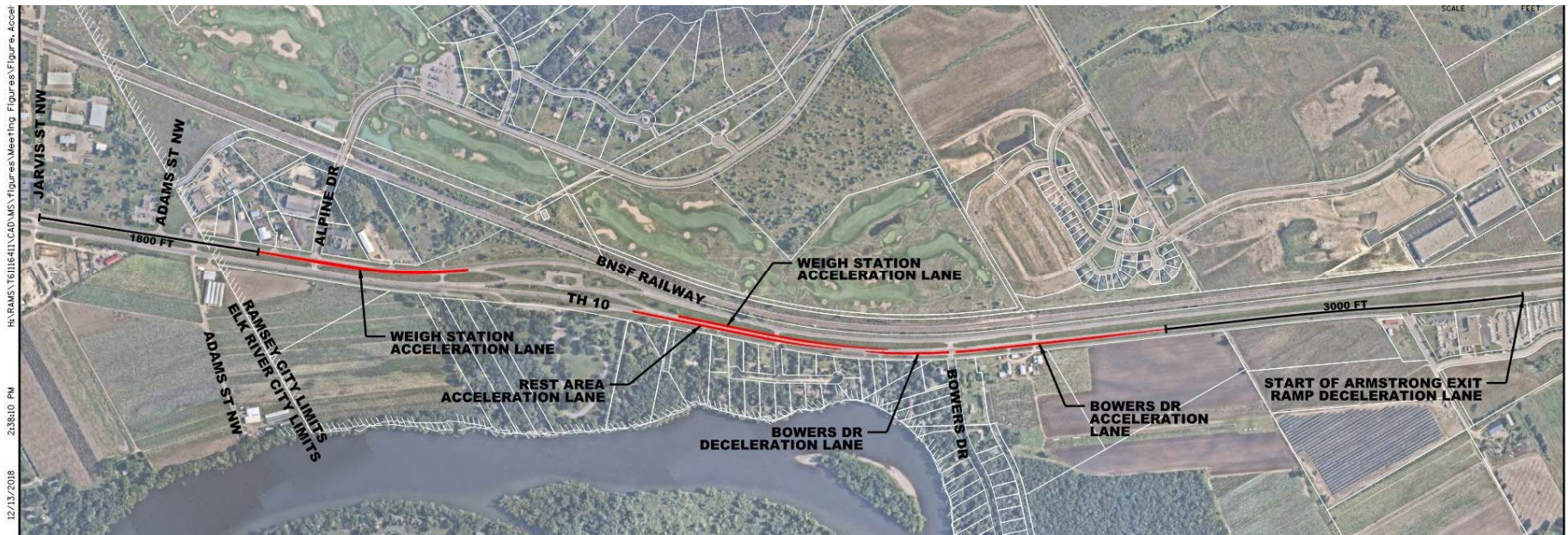
— CITY LIMITS    - - - UNDER STUDY    — FUNDED PROJECT



# West End Range of Concepts - See Link



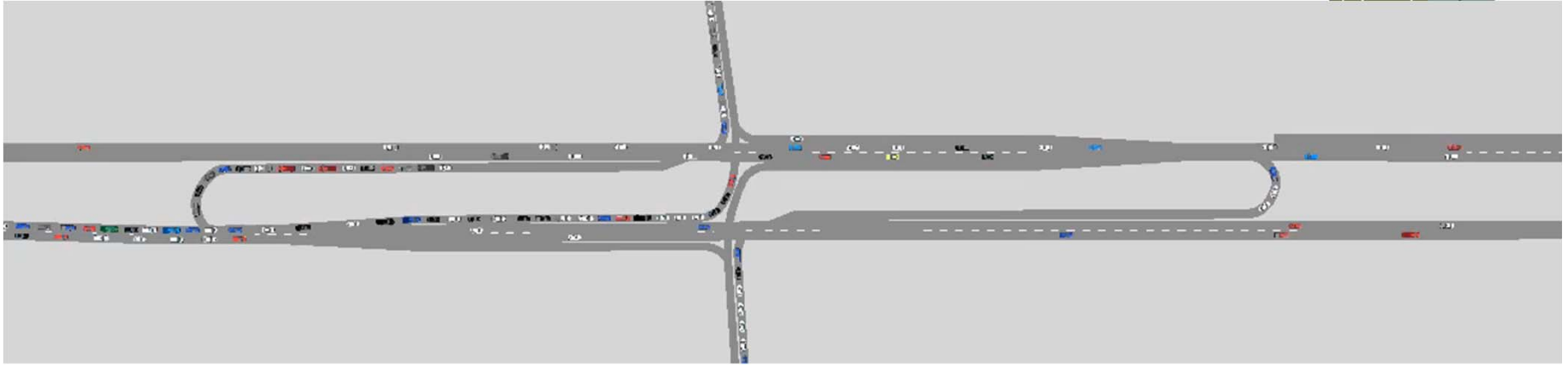
- Signalized RCUT
- Overpass at with RIRO
- Right-in/Right-out at Bowers Dr
- Lengthen accel/decel to weigh station
- Rest Area scenarios
  - Remains in current location
  - Expand to north side Hwy 10 for WB access
  - No longer exists in study area



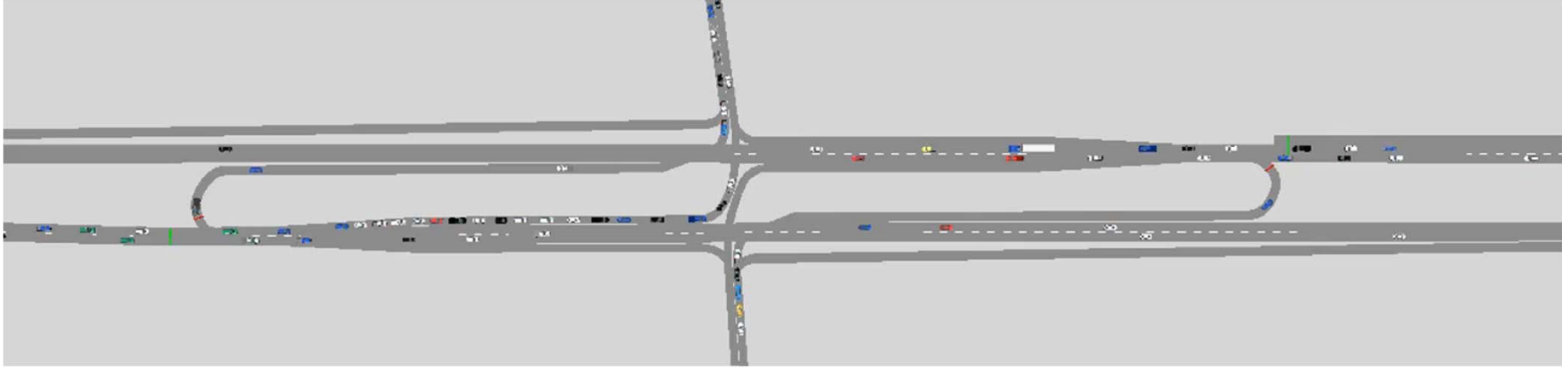
# West End Concepts



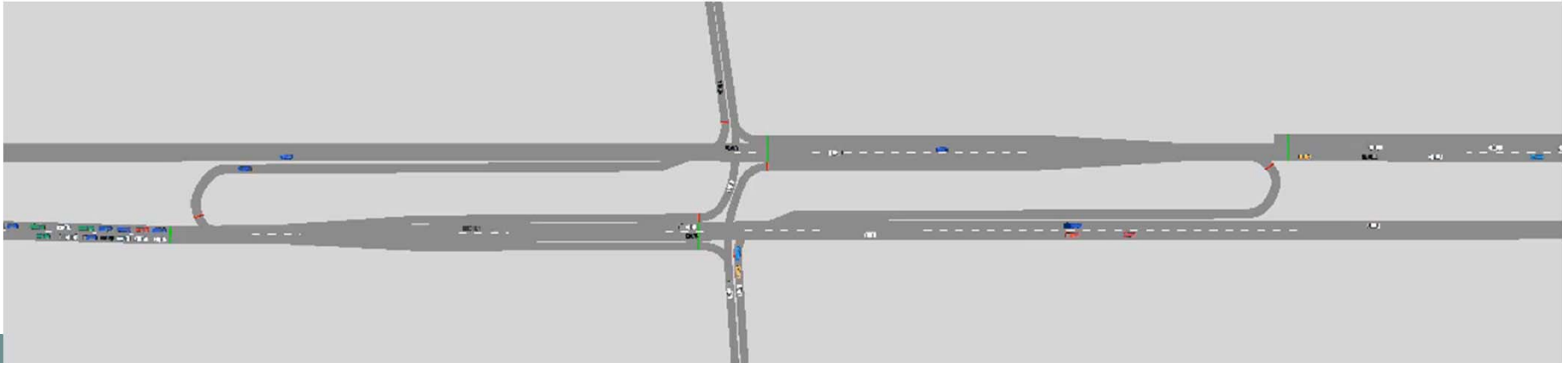
UNSIGNALIZED



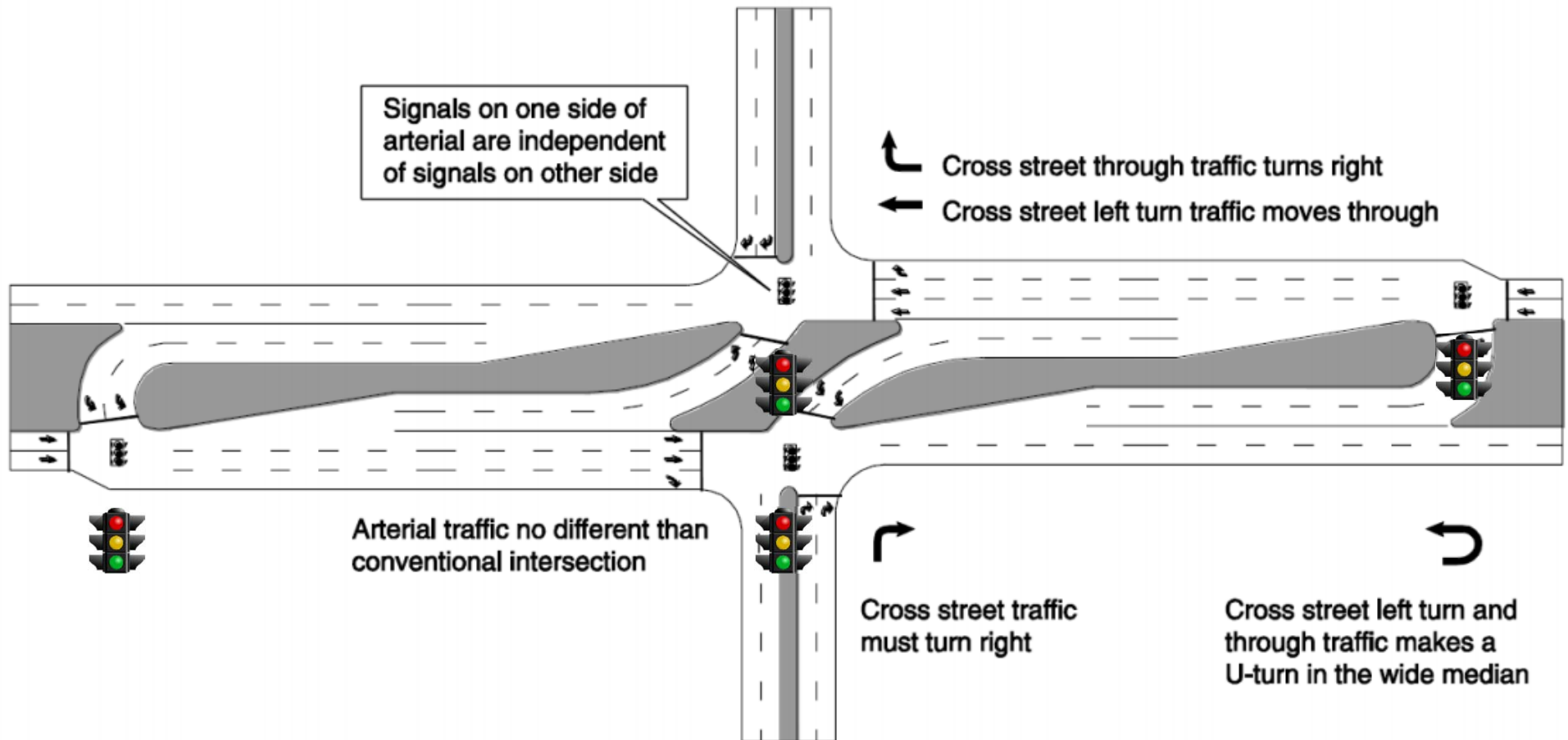
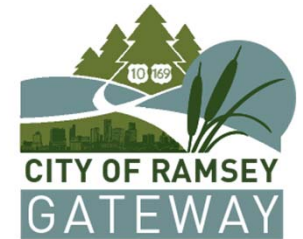
SIGNALIZED U-TURN



SIGNALIZED



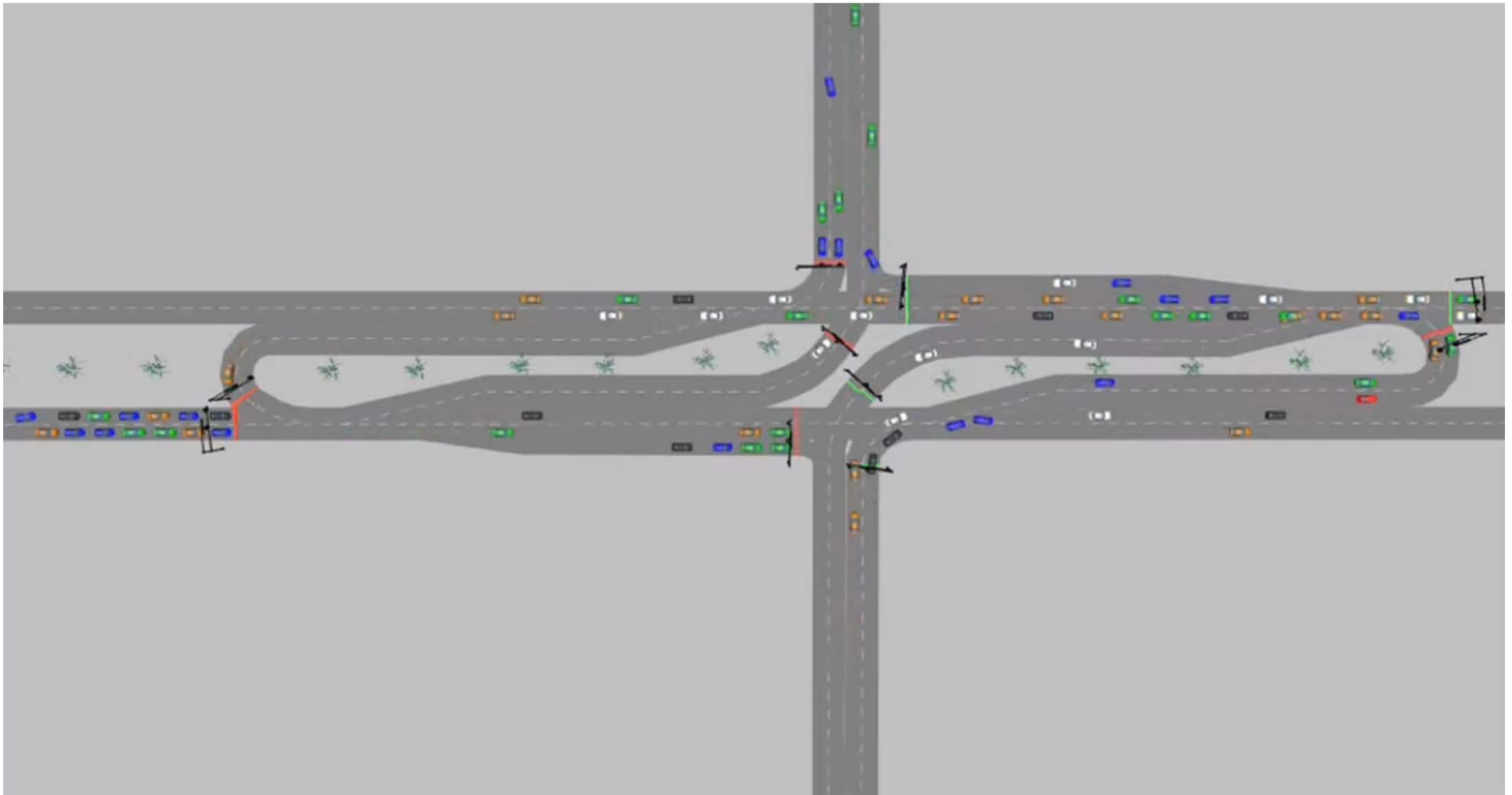
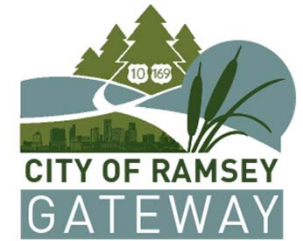
# Signalized RCUT Example



[https://www.youtube.com/watch?time\\_continue=2&v=tnSETIn90hc](https://www.youtube.com/watch?time_continue=2&v=tnSETIn90hc)

# Concept Development

## Signalized RCUT Example





## West End Evaluation Criteria

- Traffic Operations/Safety
- Access
- Property Impacts
- Cost

