

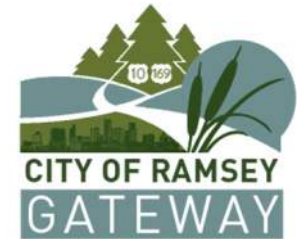
# Ramsey Highway 10 Corridor Improvements

City of Ramsey  
City Council Work Session

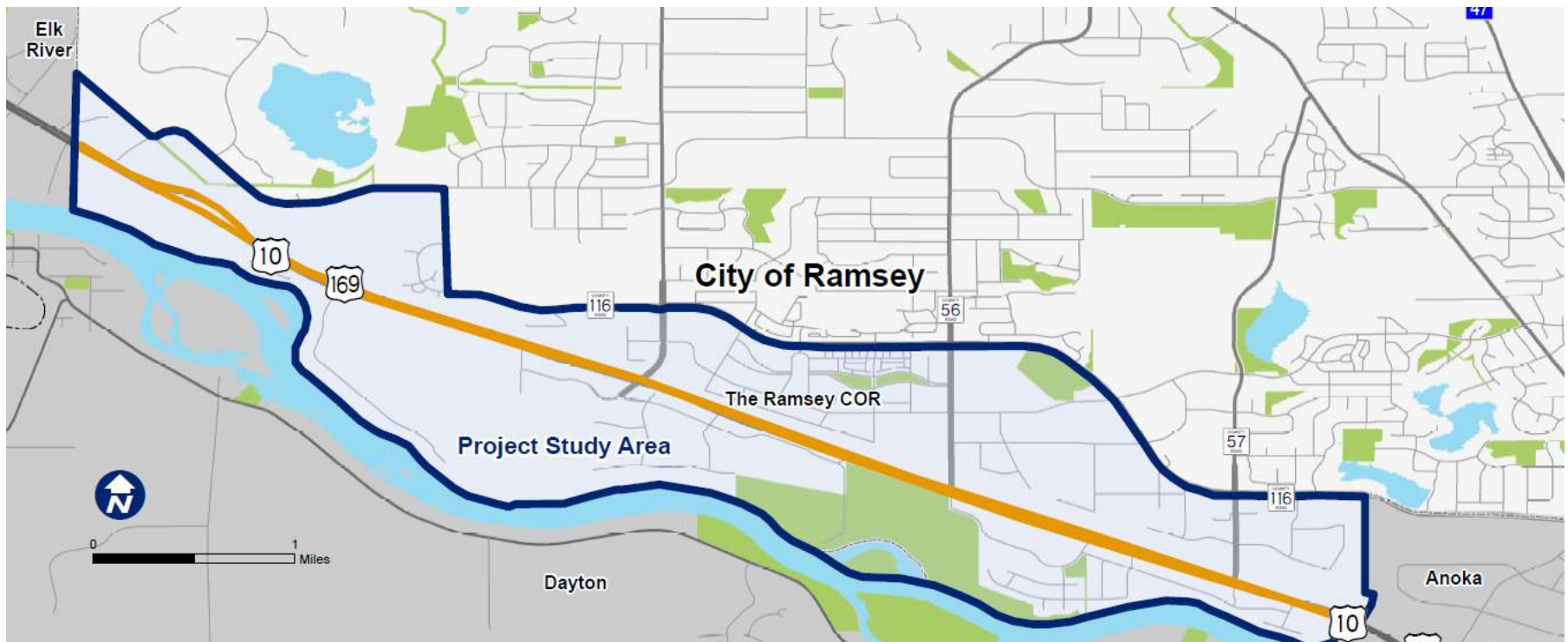
July 16, 2019



# Meeting Overview



- ✓ Recap Public Input
- ✓ Ramsey Blvd TAC Recommendation
- ✓ Sunfish Lake Rail Grade Separation?
- ✓ Next Steps





# Ramsey Gateway Highway 10 Project Business & Property Meetings

Ramsey City Hall - 7:30 - 8:30 am

Wednesday, May 22, 2019 Sunfish Lake Blvd Group  
Thursday, May 23, 2019 Ramsey Blvd Group



**Meeting Format:**  
Presentation and  
Group Discussion



**13**



Business & Property  
Owners Signed In

## What We Heard

Desire to know  
**construction**  
time line and  
impacts to properties



Desire for **frontage roads**  
to be constructed before  
Highway 10 reconstruction  
and completion of the  
Anoka Highway 10 project

Concern that  
**non-traditional**  
Highway 10 access  
may confuse customers

Concern for impacts to  
**recent investments**  
or lost revenue due to  
unknowns



**\*Roundabouts**  
are not ideal for  
industrial park access



Concern with business  
visibility impacted by  
potential Highway  
10 median barrier.

Riverdale Drive is heavily  
used by traffic avoiding  
backups on Highway 10  
and many  
bicyclists



**\*Space for snow  
removal and  
storage is  
an issue**



**\*Sunfish Lake Blvd  
roadway bridge over  
railroad not perceived  
as necessary**



**\*  
Drainage  
is an issue  
along Highway 10**

\* specific to Sunfish Lake Blvd \*\* specific to Ramsey Blvd



# Ramsey Gateway Highway 10 Project

## Public Open House

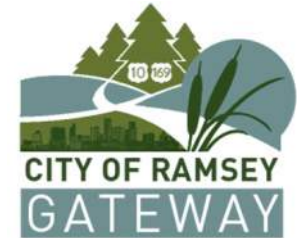
Tuesday, June 4, 2019

Ramsey City Hall

5 pm-7 pm

Open House Format:  
Project Informational  
Boards and Discussion

**102**  
Attendees Signed In



## What We Heard

Frontage road connections are important and need to accommodate large trucks to and from businesses

Desire for selection of alternatives that are most **fundable and efficient** as a single vision for Highway 10 in Ramsey

How attendees heard about the open house:

- 89% Mailing
- 7% Email
- 2% Social Media
- 2% Word-of-Mouth

Desire to know **construction time line and impacts** to properties

Desire to see project sensitivity for environmental resources, planned green space, storm water management, traffic speed enforcement, and cost of lost tax base

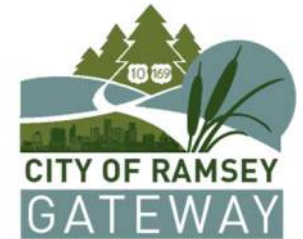
Concern for roundabout **safety, efficiency and potential backups** on the frontage roads and highway.

Riverdale Drive is heavily used by traffic avoiding backups on Highway 10 and many bicyclists

\* Mixed perception on the need for a **roadway bridge over the railroad** with reconstruction of the Sunfish Lake Blvd and Highway 10 intersection

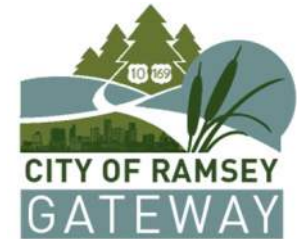
\* Riverdale Drive residents were unsupportive of alternatives that add highway access points and a large amount of frontage road traffic in front their properties

\* specific to Sunfish Lake Blvd



## Study Review

- Picked up from 2014 Study
  - \$300M+ freeway vision not realistic with available funding
  - Identified multiple options \$98-\$110M vision (2014 \$)
  - Rail grade separation not reviewed in detail
- Current Work
  - Looked at existing, 2025 & 2045 conditions
  - Developed purpose & need framework
  - Identified goals & objectives
  - Dismissed concepts not consistent with above
  - More detail on rail grade separations



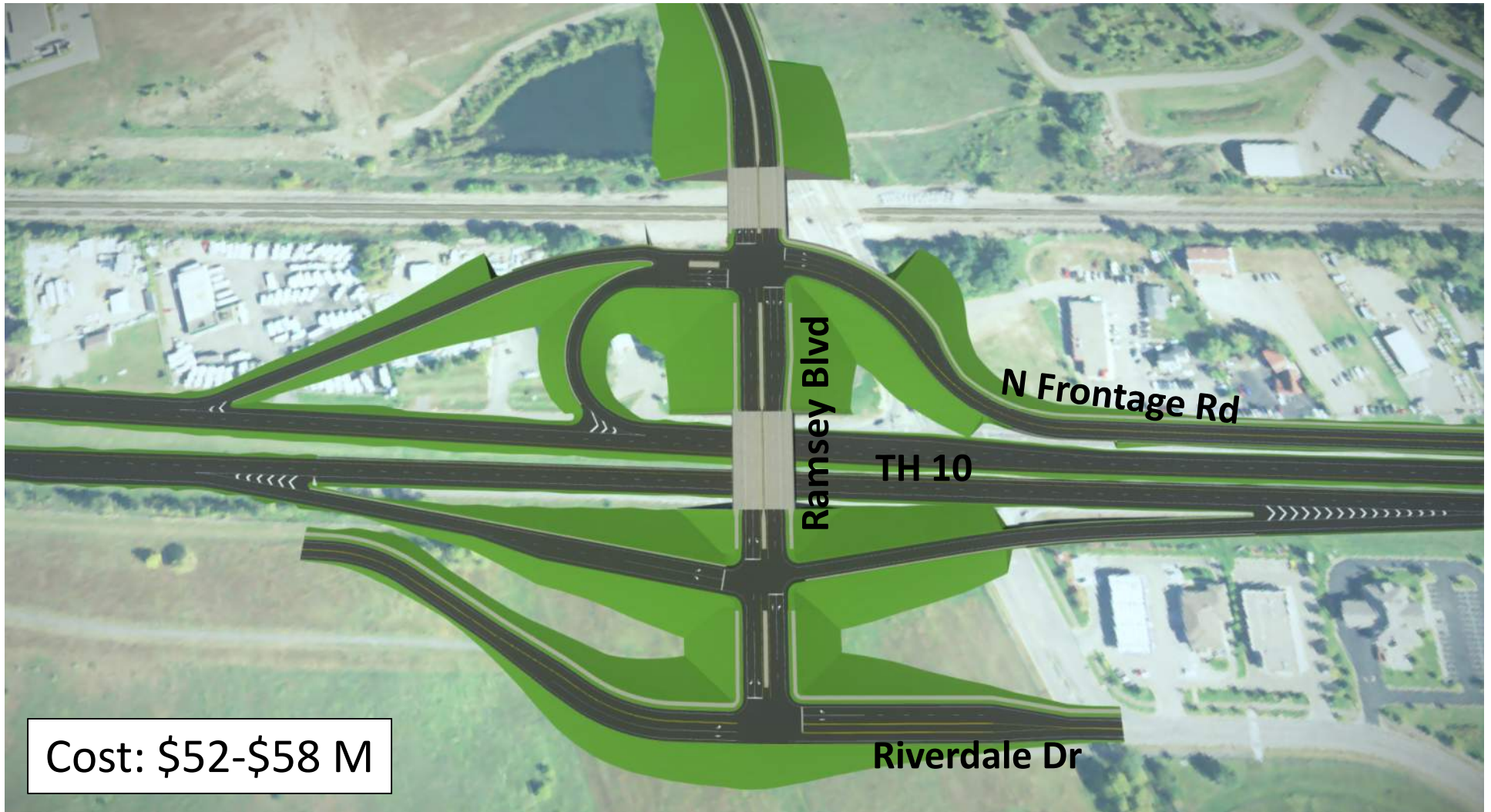
# Ramsey Blvd Concepts

- Railroad Grade Separation on All Concepts
- Entrance/Exit Ramp Options:
  - Tight Diamond
  - Folded WB Off Tight Diamond
  - Overpass with Right-In/Right-Out
  - Tight Diamond with W Frontage Rd



# TAC Recommendation

## Ramsey Blvd Folded Tight Diamond



Cost: \$52-\$58 M



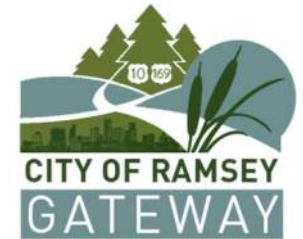
# Lowest Cost

Ramsey Blvd Overpass with Right-In/Right-Out



Cost: \$46-\$51 M

# Ramsey Blvd Preliminary Costs

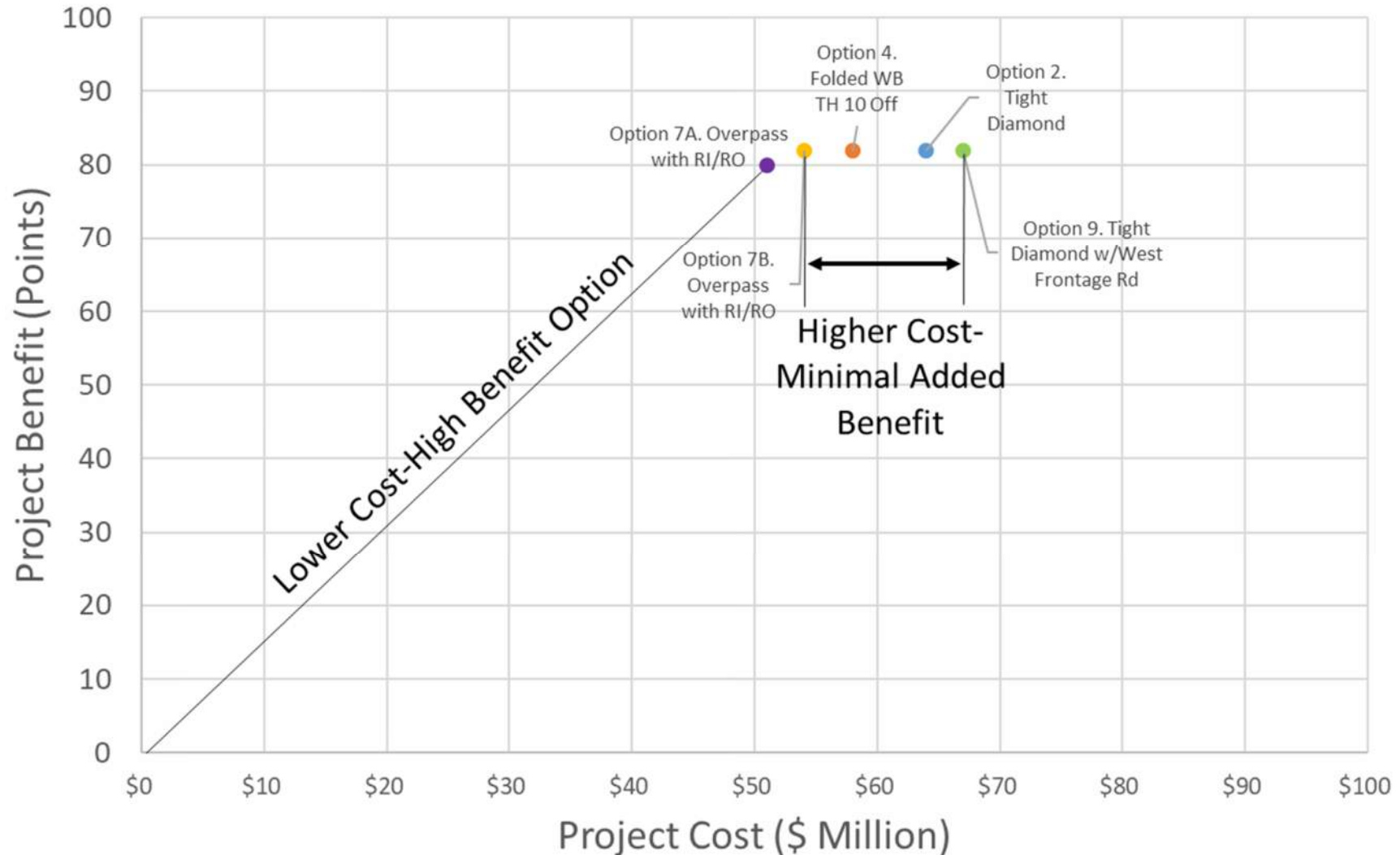


Ramsey Over Cost Estimates	Construction	Right-of-Way	Engineering	TOTAL
Option 2. Tight Diamond	\$34 - \$38 M	\$16 - \$18 M	\$6.8 - \$7.6 M	<b>\$58 - \$64 M</b>
Option 4. Folded WB TH 10 Off	\$30 - \$34 M	\$16 - \$18 M	\$6.1 - \$6.7 M	<b>\$52 - \$58 M</b>
Option 7A. Overpass with RIRO	\$23 - \$25 M	\$18 - \$20 M	\$4.6 - \$5.0 M	<b>\$46 - \$51 M</b>
Option 7B. Overpass with RIRO	\$27 - \$30 M	\$16 - \$18 M	\$5.5 - \$6.0 M	<b>\$49 - \$54 M</b>
Option 9. Tight Diamond with Frontage Rd	\$41 - \$45 M	\$12 - \$13 M	\$8.2 - \$9.0 M	<b>\$61 - \$67 M</b>



# Ramsey Blvd Preliminary Costs

## Ramsey Options: Cost - Benefit





# Sunfish Lake Boulevard Concepts

## Railroad Grade Separation:

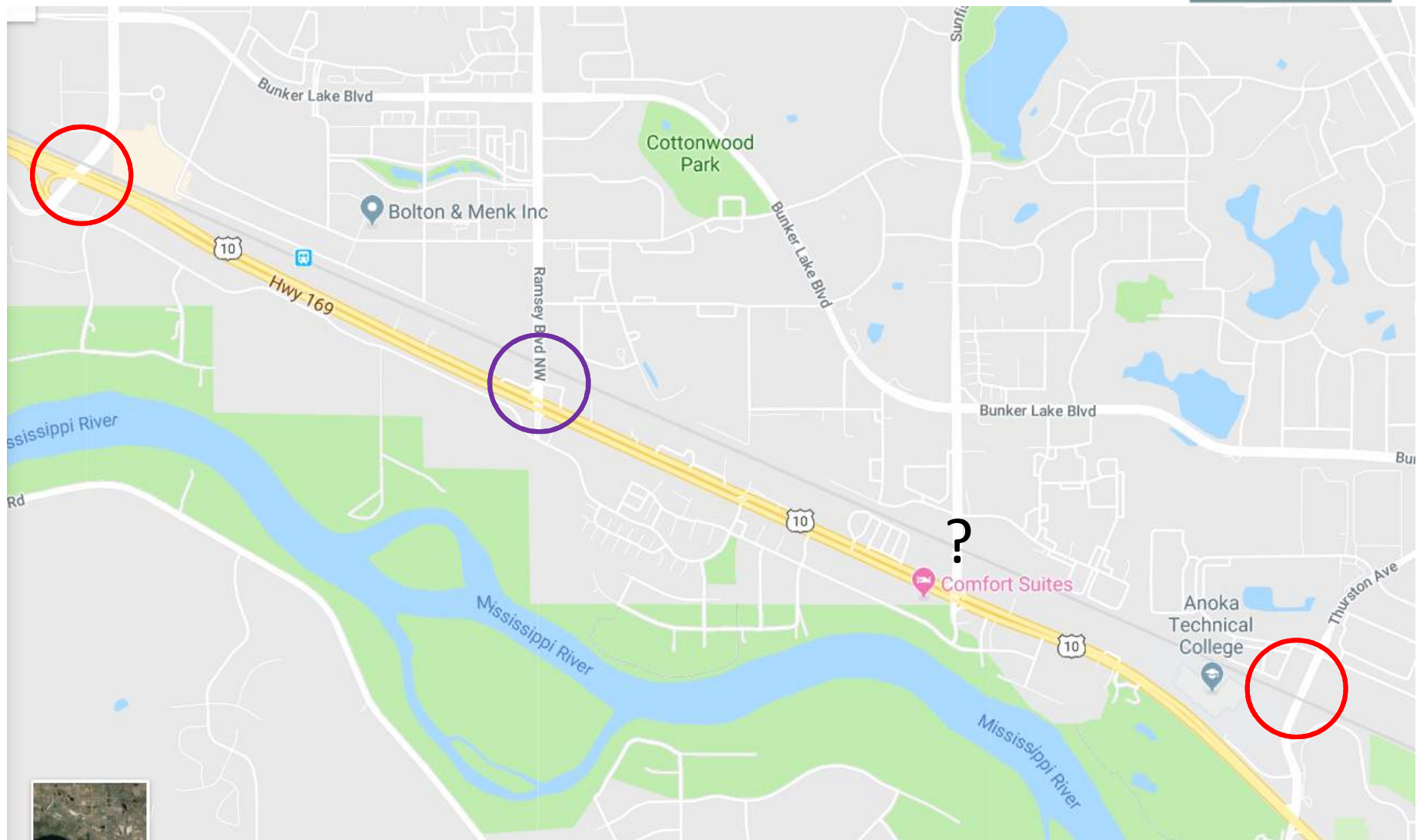
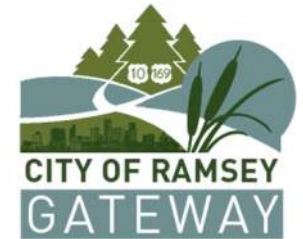
- Overpass with Right-In/Right-Out

## At-Grade Rail Options:

- Grade-Separated Roundabout
- Center Turn Overpass
- Overpass with Right-In/Right-Out
  - Full Access
  - Reduced Access (No WB on ramp)
- New Loop Ramp Concepts
  - Modified Overpass with RI/RO & loop
  - Modified RI/RO Roundabout & loop

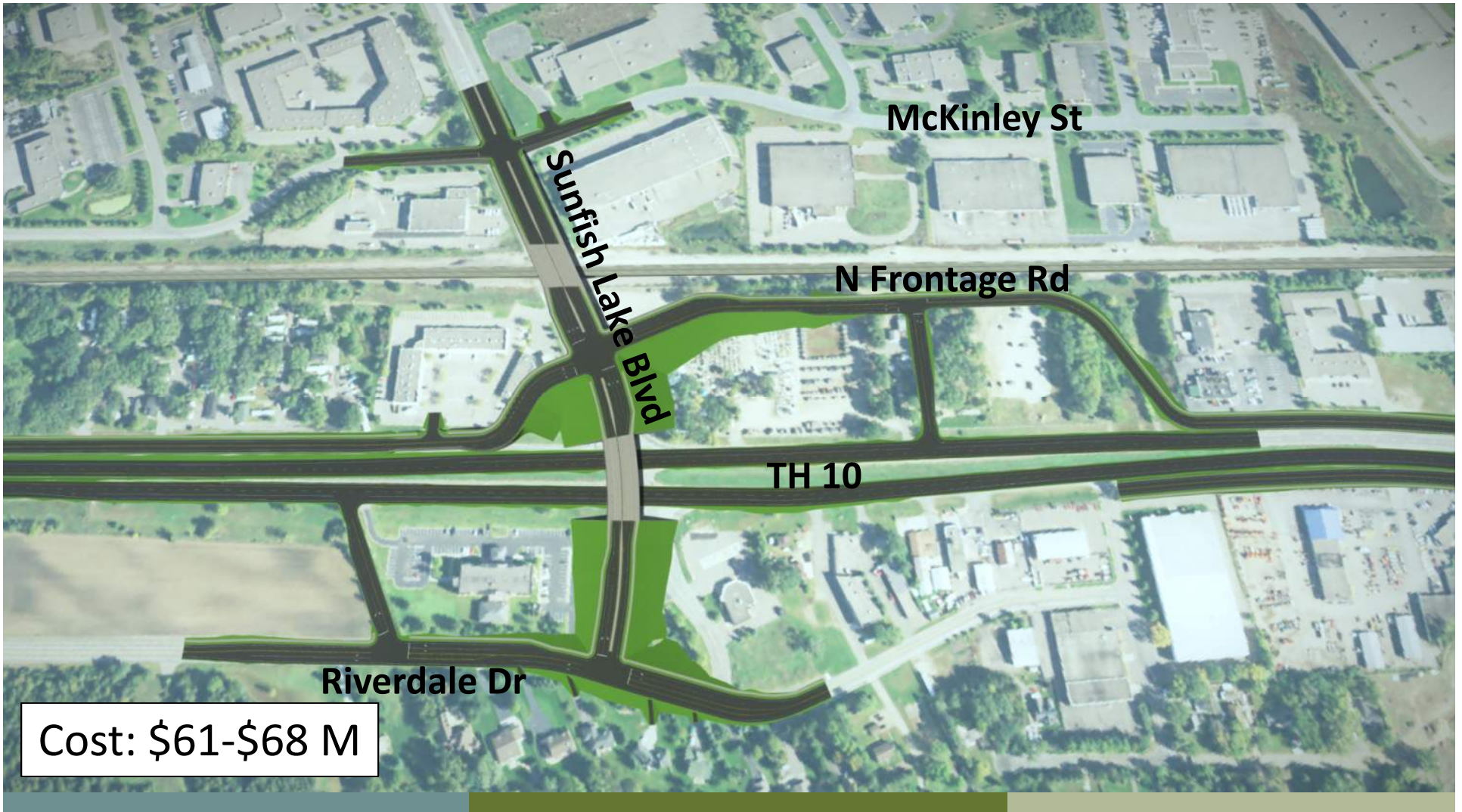
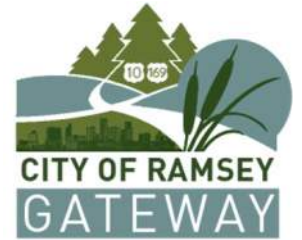


# Existing & Proposed Rail Grade Separation



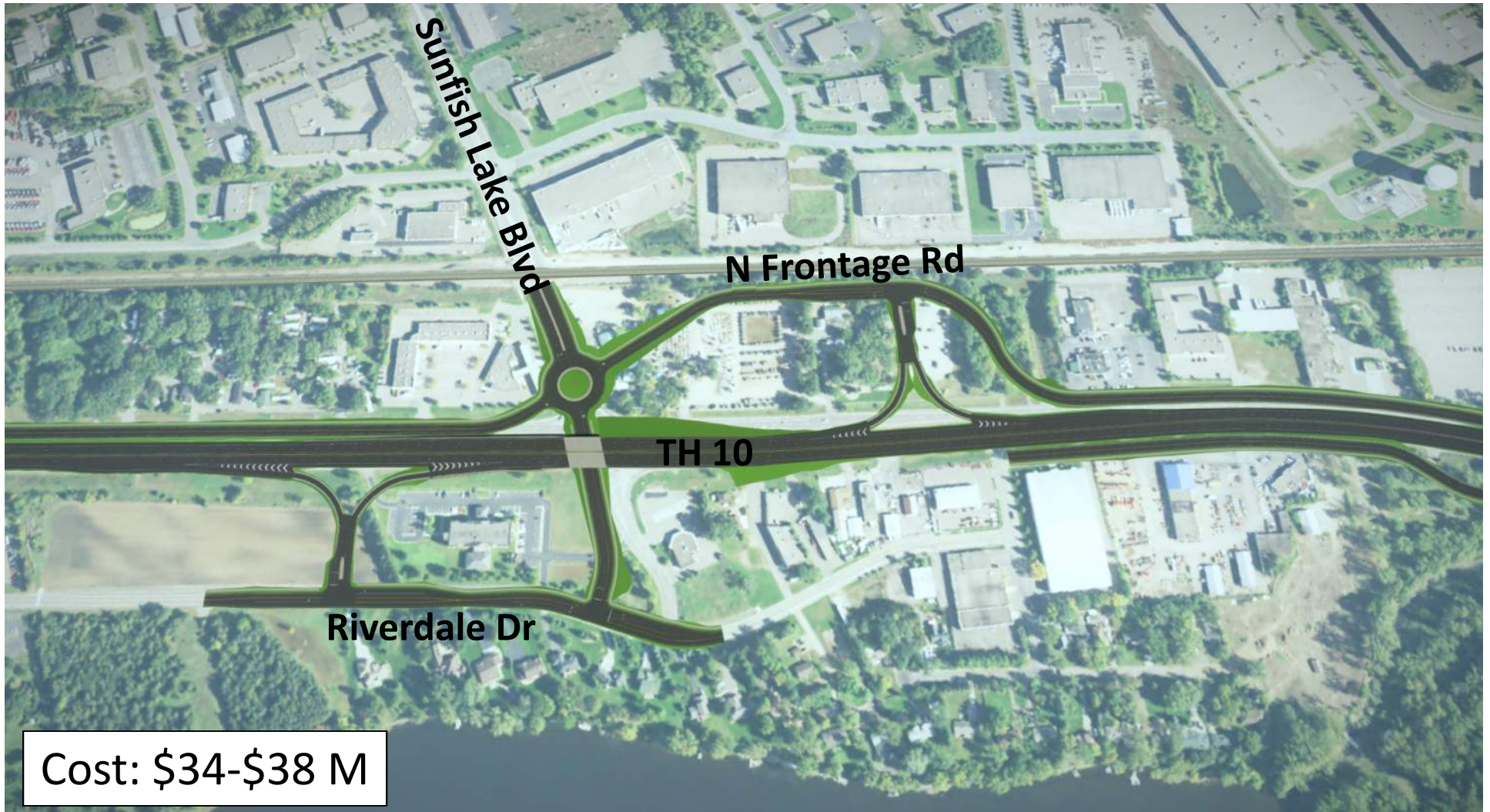
# Sunfish Lake Blvd Concepts

Overpass with Right-In/Right-Out – Option A  
Rail Grade Separation

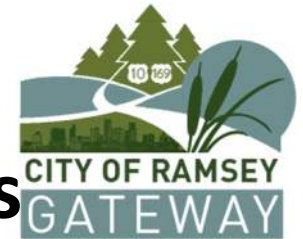


# Sunfish Lake Blvd Concepts

Right-In/Right-Out With Roundabout (Full Access)  
At-Grade Rail



Cost: \$34-\$38 M



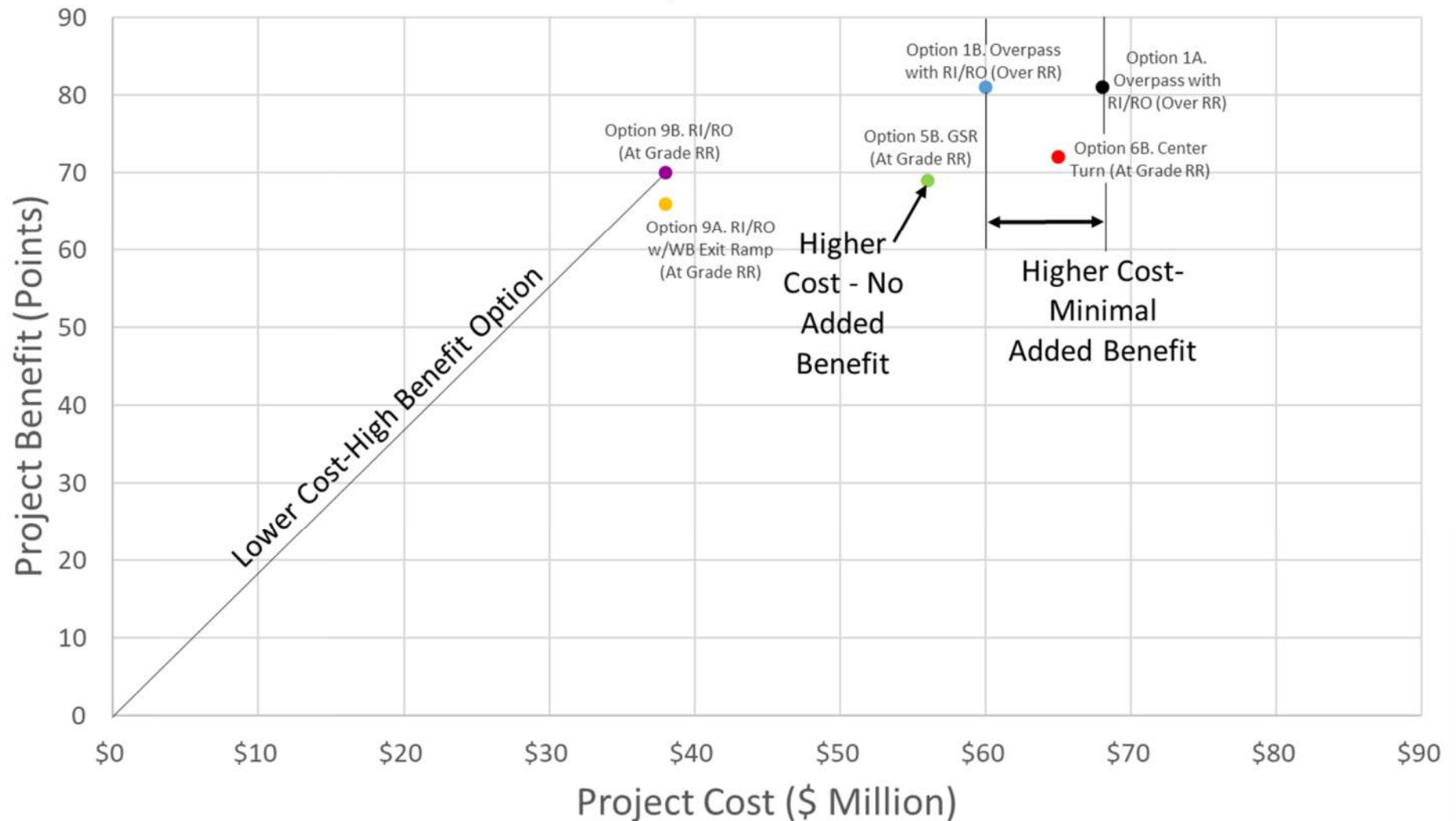
# Sunfish Lake Blvd Preliminary Costs

Sunfish Cost Estimates	Construction	Right-of-Way	Engineering	TOTAL
Option 1A. Overpass with RIRO (Over RR)	\$41 - \$46 M	\$12 - \$13 M	\$8.3 - \$9.1 M	\$61 - \$68 M
Option 1B. Overpass with RIRO (Over RR)	\$35 - \$39M	\$12 - \$13 M	\$7.1 - \$7.8 M	\$54 - \$60 M
Option 5B. Grade Separated RAB (At Grade RR)	\$33 - \$36 M	\$12 - \$13 M	\$6.5 - \$7.2 M	\$51 - \$56 M
Option 6B. Center Turn Overpass (At Grade RR)	\$40 - \$44 M	\$11 - \$12 M	\$7.9 - \$8.8 M	\$59 - \$65 M
Option 9A. Overpass w/RIRO, Reduced Access (At Grade RR)	\$19 - \$21 M	\$11 - \$12 M	\$3.8 - \$4.2 M	\$34 - \$38 M
Option 9B. Overpass w/RIRO, Full Access (At Grade RR)	\$19 - \$21 M	\$11 - \$12 M	\$3.9 - \$4.3 M	\$34 - \$38 M



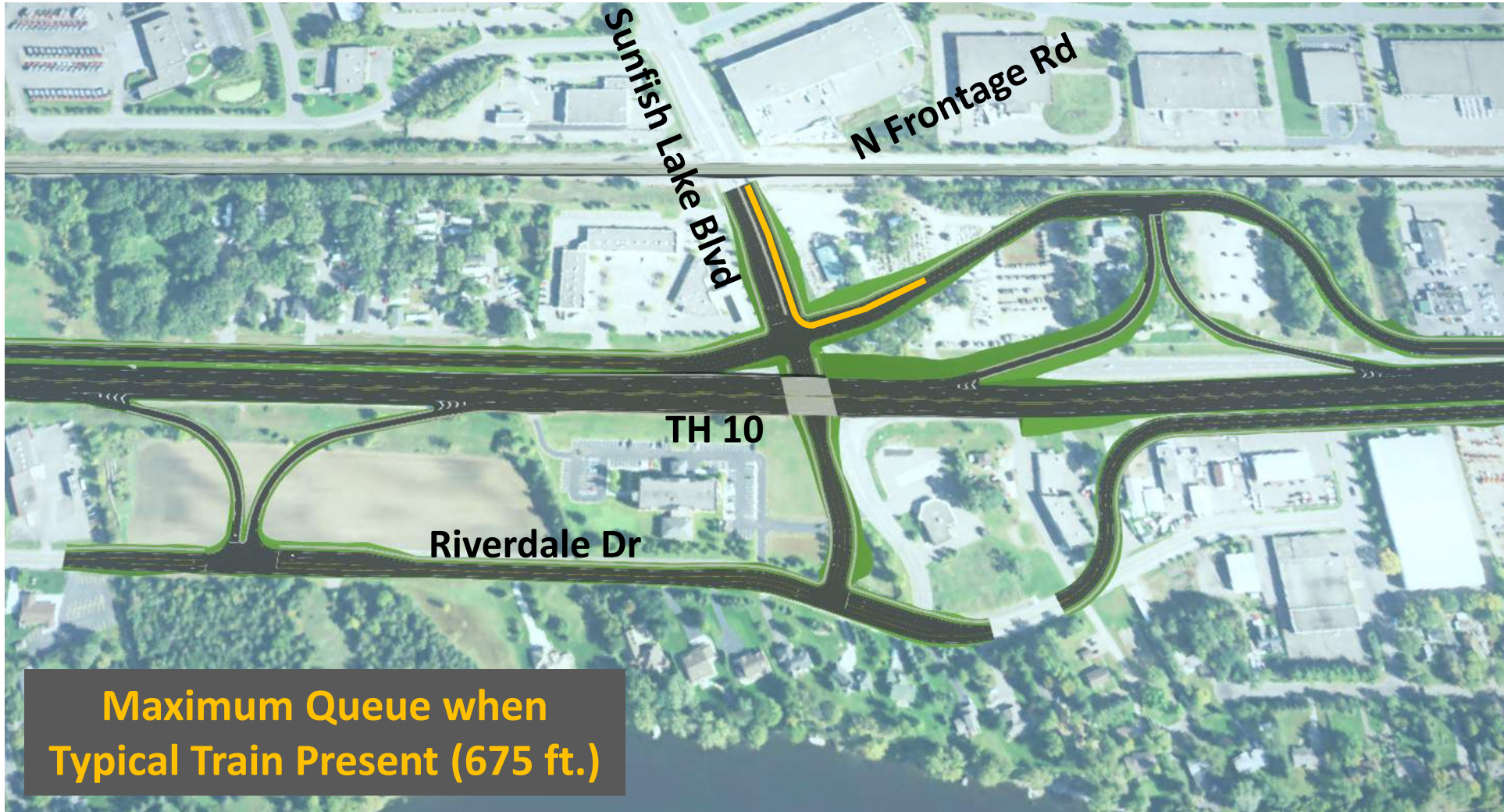
# Sunfish Lake Blvd Preliminary Costs

## Sunfish Options: Cost - Benefit



# Sunfish Lake Blvd Concepts

Right-In/Right-Out With RAB/Signal (Full Access)  
At-Grade Rail

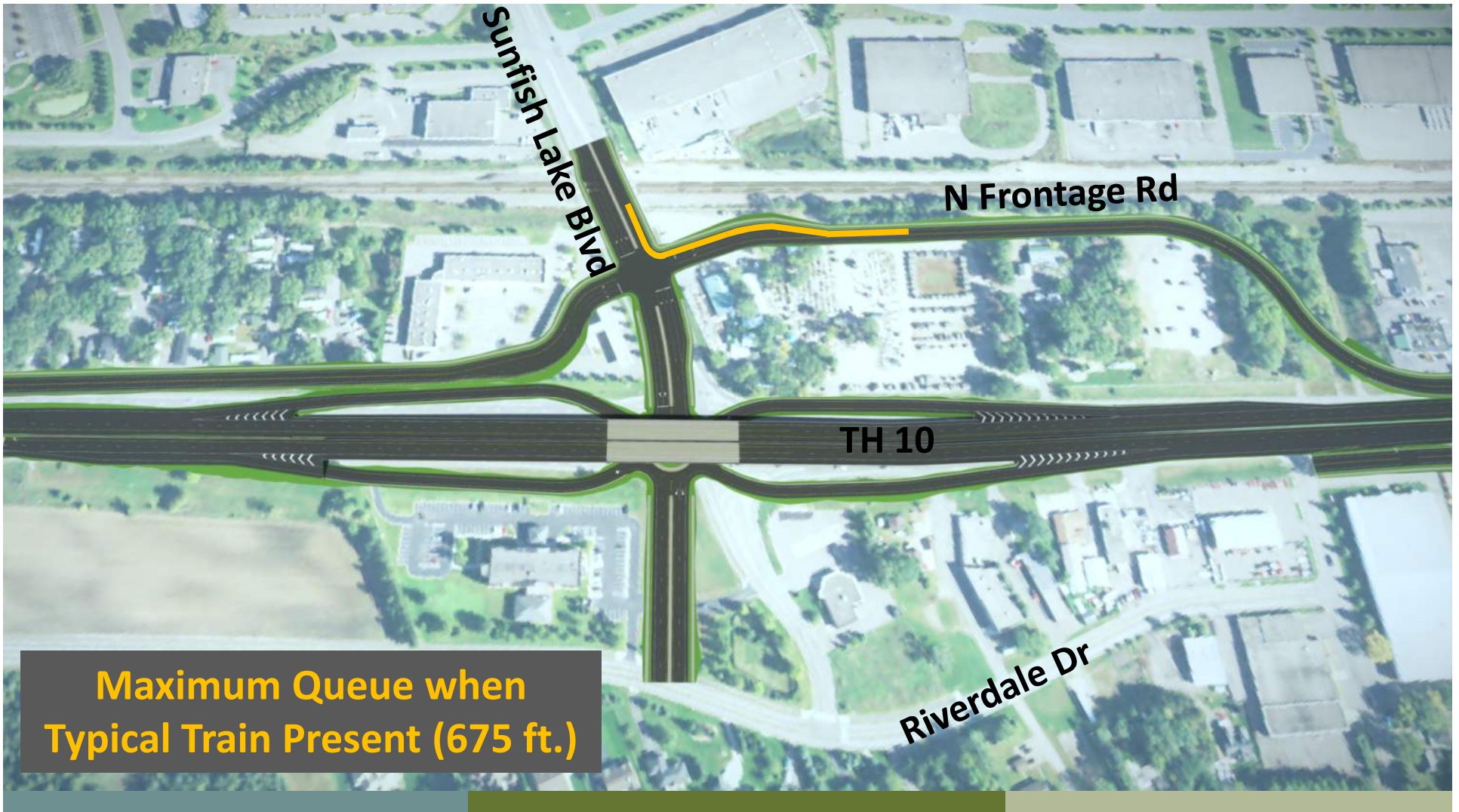


**Maximum Queue when  
Typical Train Present (675 ft.)**

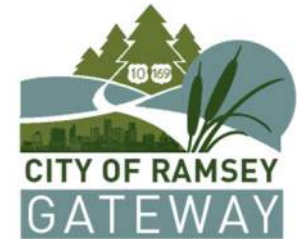
# Sunfish Lake Blvd Concepts

Grade Separated Roundabout

At-Grade Rail



Maximum Queue when  
Typical Train Present (675 ft.)



# Range of Total Cost – East End

Inflated to 2025 dollars

## Both Grade Separated Rail

### TOTAL COST:

Ramsey Folded Tight Diamond \$52-\$58 M

Sunfish Overpass with RI/RO \$54-\$60 M

Frontage Rd (Ramsey-Sunfish) \$12-\$14 M

**\$118 - 132 M**

## One At-Grade Rail

### TOTAL COST:

Ramsey Folded Tight Diamond \$52-\$58 M

Sunfish RI/RO RAB (Full Access) \$34-\$38 M

Frontage Rd (Ramsey-Sunfish) \$12-\$14 M

**\$98 - 110 M**

**Highway 10 Access Planning Study ~ \$98 - 110 M (2014 dollars).....\$150-170 M (2025)**

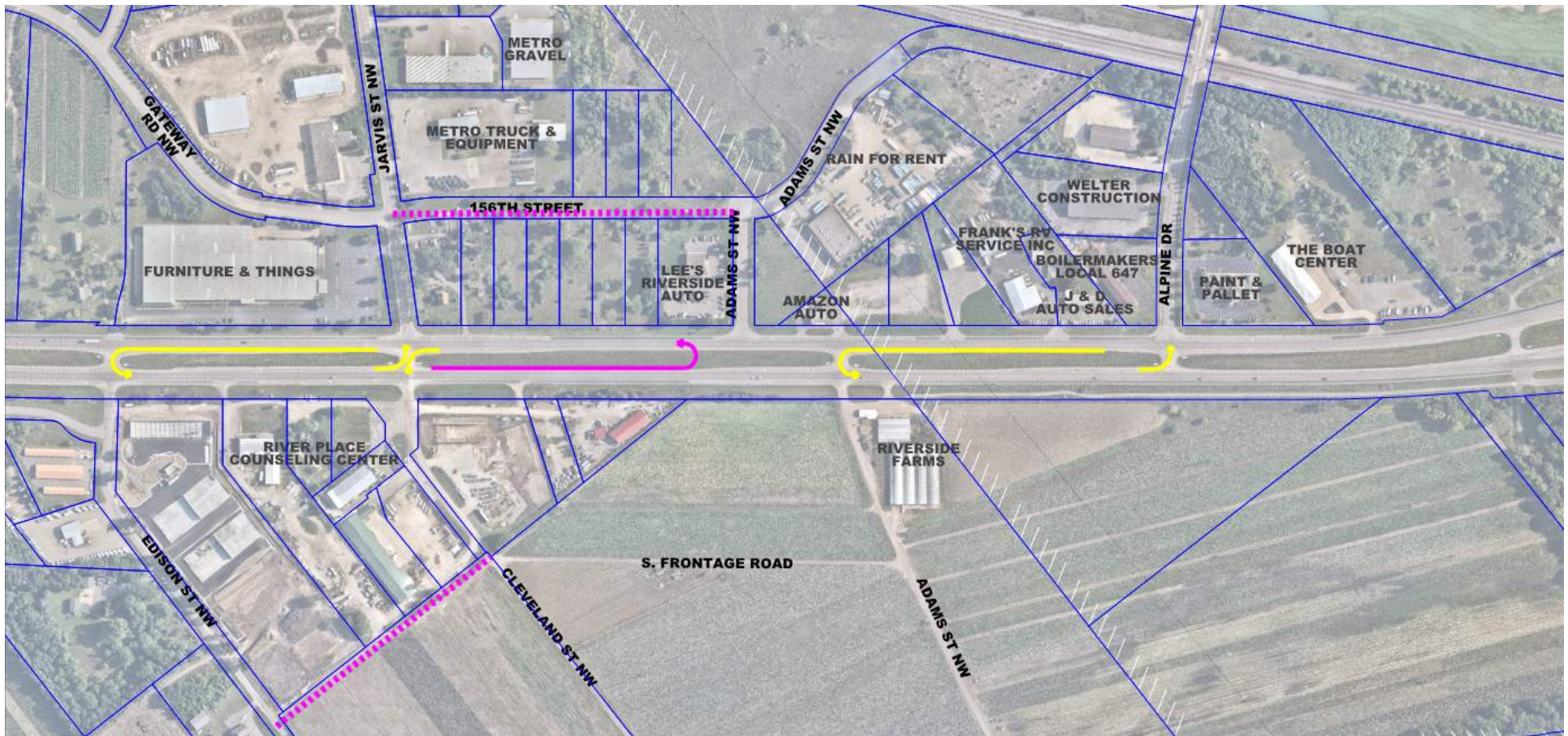
Sunfish Lake Blvd with/without Rail Grade Separation ~\$48 M/ \$36 M

Ramsey Blvd with Rail Grade Separation ~\$50 M

Frontage Road (Ramsey-Sunfish) ~\$12 M

# West End - Interim Option

## Unsignalized RCUTs at Jarvis and Alpine



- Total Cost: ~\$1 M

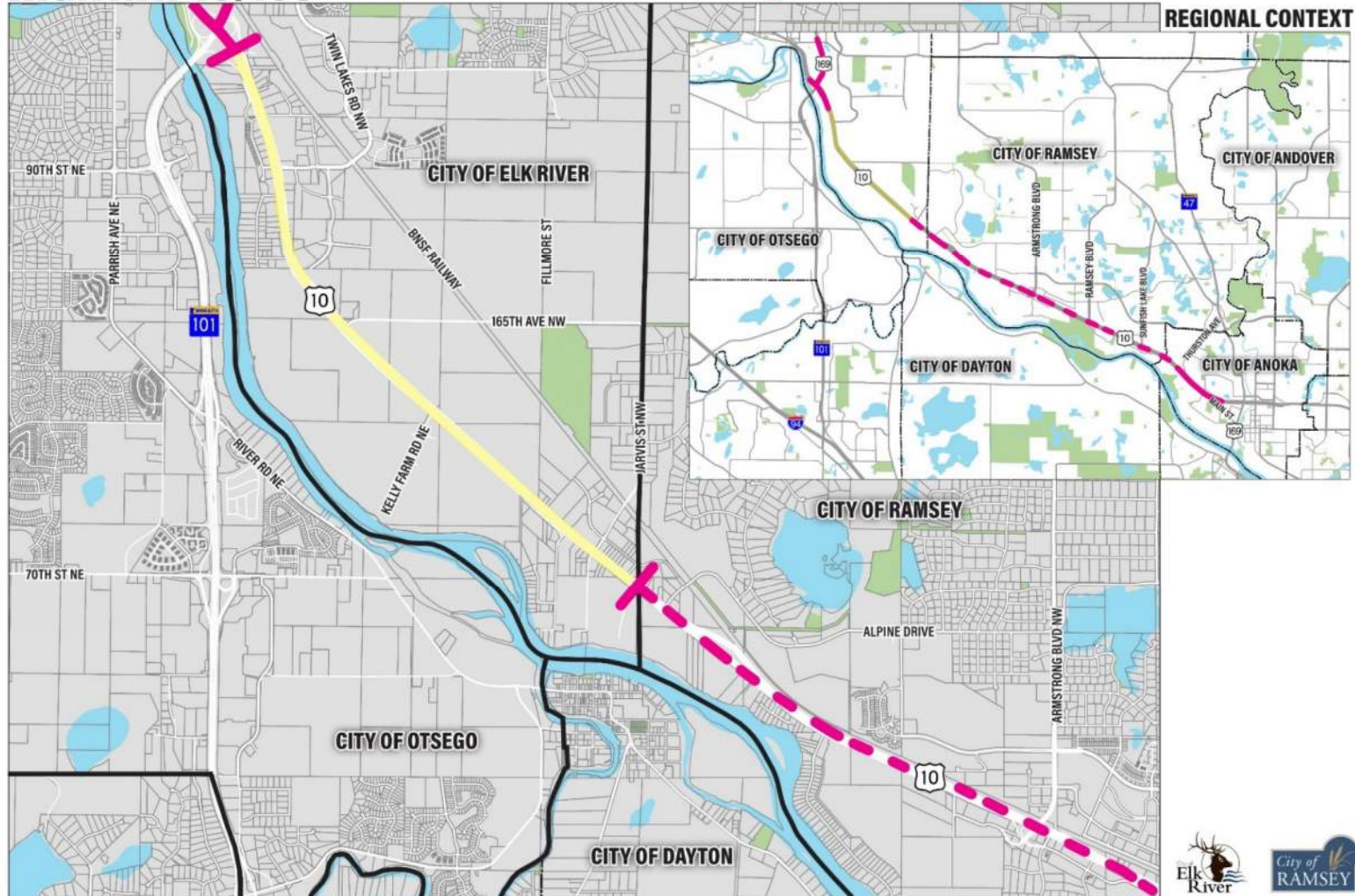
- Minor Reconstruction
- New Turn Lane
- ... Possible Roadway Connection

# Future Study



## HIGHWAY 10/169

— CITY LIMITS    - - - UNDER STUDY    — FUNDED PROJECT



# Next Steps

- TAC Meeting – July 18
- Property Owner Follow Up Meetings – Ongoing
- Phase II – TBD
  - Interchange Review Committee
  - Implementation Plan
  - Funding Plan
  - Additional Design

