

7550 Sunwood Drive NW • Ramsey, MN 55303
City Hall: 763.427.1410 • Fax: 763.427.5543
www.cityoframsey.com

May 19, 2021

Mr. Phillip Bergem, P.E.
Cooperative Agreements Engineer
MnDOT Metro Office of State Aid
1500 West County Rd B2
Roseville, MN 55113-3174

Re: FY 2023 Metro Local Partnership Program Request
Riverdale Drive Extension – Llama Street to Bowers Drive

Dear Mr. Bergem:

The City of Ramsey requests consideration for funding in the FY 2023 Metro Local Partnership Program solicitation for the Riverdale Drive Extension project. The project proposes to extend Riverdale Drive from Llama Street to Bowers Drive, approximately 0.8 miles, along the south side of Trunk Highway 10. The proposed improvements will complete the frontage road system along the south side of TH 10 from Sunfish Lake Boulevard to Bowers Drive. Benefits of the project include:

Local and Regional Priority – The proposed project is depicted in the *Highway 10 Access Planning Study* as “Opportunity/Development/Safety Driven”, indicating this is a regional priority. From the local perspective, there are approximately 250 acres of land adjacent to the proposed roadway that are currently under consideration for development or redevelopment as shown in the attached Concept Sketch. The potential commercial and residential properties would be able to access the Armstrong Boulevard interchange via Riverdale Drive once the new extension is completed.

Mobility and Access Improvements – The proposed project will provide access to new development areas within the City, while reducing direct access to TH 10. The new developments will be able to use the Riverdale Drive frontage road system to access the Armstrong Boulevard interchange, rather than directly accessing TH 10. The 10 ft wide, ADA compliant, multi-use trail will provide accommodations for bicyclists and pedestrians along the corridor.

Safety – As a portion of the project, two direct accesses onto TH 10 will be removed. The accesses will be reconstructed to connect to the new segment of Riverdale Drive. Additionally, a median cross-over along TH 10 will be removed, reducing the potential for severe right-angle crashes. The existing access onto TH 10 at Bowers Drive will be removed, with Bowers Drive terminating in a cul-de-sac. The access onto TH 10 will essentially be shifted approximately 720 feet to the east. The eastbound TH 10 right turn lane at the access location will be extended, reducing the potential for rear-end type collisions.

The project will also extend the functionality, or “reach” of the grade separated crossing of TH 10 and the BNSF railroad at Armstrong Boulevard. This will lead to more reliable emergency response for the area on the south side of TH 10.

Infrastructure Condition – The proposed project extends through an undeveloped portion of the City, where no infrastructure currently exists. The Riverdale Drive extension will ensure these new developments can be accessed via a frontage road system, rather than by TH 10.

Project Readiness – The City of Ramsey has delivered two segments of Riverdale Drive through the Local Partnership Program or its predecessors: the Municipal Agreement program and the Cooperative Agreement program. We are aware of the project and plan requirements and are committed to delivering the project if awarded funding. We are in continual communication with developers and will be able to set the final alignment, obtain right-of-way, and proceed to final design quickly.

CONTACT INFORMATION

For questions related to this proposal, please contact:

Bruce Westby, P.E.

City Engineer

7550 Sunwood Drive NW | Ramsey, MN 55303

763-433-9825 (Direct) | 763-647-4485 (Cell)

bwestby@cityoframsey.com

REASONS FOR THE PROJECT

There are many reasons for completion of the Riverdale Drive extension project. When completed, the proposed project will:

- Complete the frontage road system along the south side of TH 10 from Sunfish Lake Boulevard to Bowers Drive,
- Complete a portion of the improvements detailed in the *Highway 10 Access Planning Study*,
- Remove two accesses and a median cross-over from TH 10, making the area safer for the traveling public,
- Extend the eastbound TH 10 right turn lane at the access near Bowers Drive,
- Extend the functionality, or “reach” of the grade separated crossing of TH 10 and the BNSF railroad at Armstrong Boulevard for emergency response vehicles,
- Provide access to developments being planned in the area of the improvements, and
- Allow infrastructure to be extended into a currently undeveloped portion of the City.

ESTIMATED COST SUMMARY

The proposed project will include costs for extending City infrastructure into the area to serve developments with roadways, sanitary sewer and watermain. The City is requesting funding to assist with roadway, trail and storm sewer components of the project. The total project costs are estimated at \$3,650,000, with the roadway, trail and storm sewer construction costs estimated at \$1,693,000. The City is requesting \$710,000 of the \$1,693,000 in eligible construction costs.

The City is committed to preparing a funding package that will include all project costs, including right-of-way, preliminary design, final design, and other City costs required to complete the project. In terms of percentage,

FY2023 LPP Funding Request
City of Ramsey – Riverdale Drive Extension

the City is requesting approximately 42% of the eligible roadway and storm sewer construction costs, which also equates to less than 20% of the total project costs.

<u>Improvement Type</u>	<u>Requested Eligible Cost</u>	<u>City Cost</u>
Roadway, Trail, Storm Sewer and TH 10	\$ 710,000	\$ 983,000
Watermain	\$ 0	\$ 563,000
Sanitary Sewer	\$ 0	\$ 493,000
Right-of-Way	\$ 0	\$ 150,000
Design and Construction Engineering (18% Est)	\$ 0	\$ 495,000
<u>Other Local Project Delivery Costs</u>	<u>\$ 0</u>	<u>\$ 256,000</u>
TOTALS	\$ 710,000	\$2,940,000

BENEFITS TO THE TRUNK HIGHWAY AND LOCAL ROADWAY SYSTEM

The project is intended to improve access, mobility and safety along the TH 10 corridor. This improvement was detailed in the *Highway 10 Access Planning Study*, and will provide benefit to the TH 10 corridor by:

- Removing two accesses to TH 10,
- Removing a median cross-over from TH 10,
- Extending the eastbound TH 10 right turn lane near Bowers Drive,
- Providing access to a new area of development and allowing the new traffic to access TH 10 via the Armstrong Boulevard interchange,
- Allowing better access for emergency vehicles to the area.

TRAFFIC CONTROL DURING CONSTRUCTION

The work along TH 10 will include the removal of two private accesses, removal of a median cross-over and associated left turn lanes, and extension of a right turn lane near Bowers Drive. The work is anticipated to be primarily completed using shoulder closures. No lane closures are anticipated. The frontage road will be constructed along a new alignment, minimizing the need for traffic control on the local roadway system.

SCHEDULE AND STRATEGY

The City has received information from developers indicating there will be a need for the extension of Riverdale Drive in the immediate future. The City will be able to leverage local assessments, State Aid funding, and City trunk utility funding for the project. Those sources, along with Local Partnership Program funding, will allow for a complete financing package to be developed. The project could potentially be designed in 2021, bid in early 2022, and constructed in 2022.

ATTACHMENTS AND OTHER INFORMATION

Concept Sketch - The attached Concept Sketch was originally included in the *Highway 10 Access Planning Study*. The sketch has been shared with developers and the alignment has been refined over the past several years. The sketch also depicts the access closures, the median cross-over closure and the developing area adjacent to the Riverdale Drive Extension.

Existing Conditions - The existing conditions can be seen on the attached figure.

Cost Estimate - A construction cost estimate is attached which aligns with the construction cost summary presented previously in this letter.

Supporting Documentation and Additional Materials - Excerpts from the *Highway 10 Access Planning Study* are attached, including the original concept sketch and the Implementation Plan. The *Highway 10 Access Planning Study* involved strong and effective coordination between the study's project partners:

- MnDOT,
- Anoka County,
- City of Ramsey, and
- City of Anoka.

Letter of Support - A letter is attached from Melissa Barnes, P.E., MnDOT Metro North Area Manager.

Right-of-Way - Right of way will be required for the project. The City is currently working with Anoka County and developers to acquire the right of way. The City intends to acquire the necessary right-of-way for a portion of the proposed Riverdale Drive improvements through the property development process, whereby the necessary right-of-way is conveyed to the City during the platting process. The developers are targeting Preliminary Plat (master plan) approval and Construction Plan approval for Phase 1 of their development in the fall of 2021. The developers then intend to commence construction as soon as conditions allow in the Spring of 2022. However, the City could acquire the necessary right-of-way for the extension of Riverdale Drive earlier, if needed. The right of way will remain dedicated to the City of Ramsey, with none of the property being passed along to MnDOT.

Excavations - Excavation will be required below the Class 5 to allow for installation of public utilities along the corridor.

Maintenance - The frontage road, trail and pond will be maintained by the City of Ramsey after completion of construction.

The attachments to this funding request letter include the Concept Sketch, existing conditions graphic, cost estimate, excerpts from the *Highway 10 Access Planning Study*, and letter of support from Melissa Barnes, MnDOT Metro District North Area Manager.

Thank you for the opportunity to submit this project for consideration of funding in the FY 2023 Metro Local Partnership Program. If you have any questions about the project or the information contained in this application, please contact me at (763) 433-9825, or bwestby@cityoframsey.com.

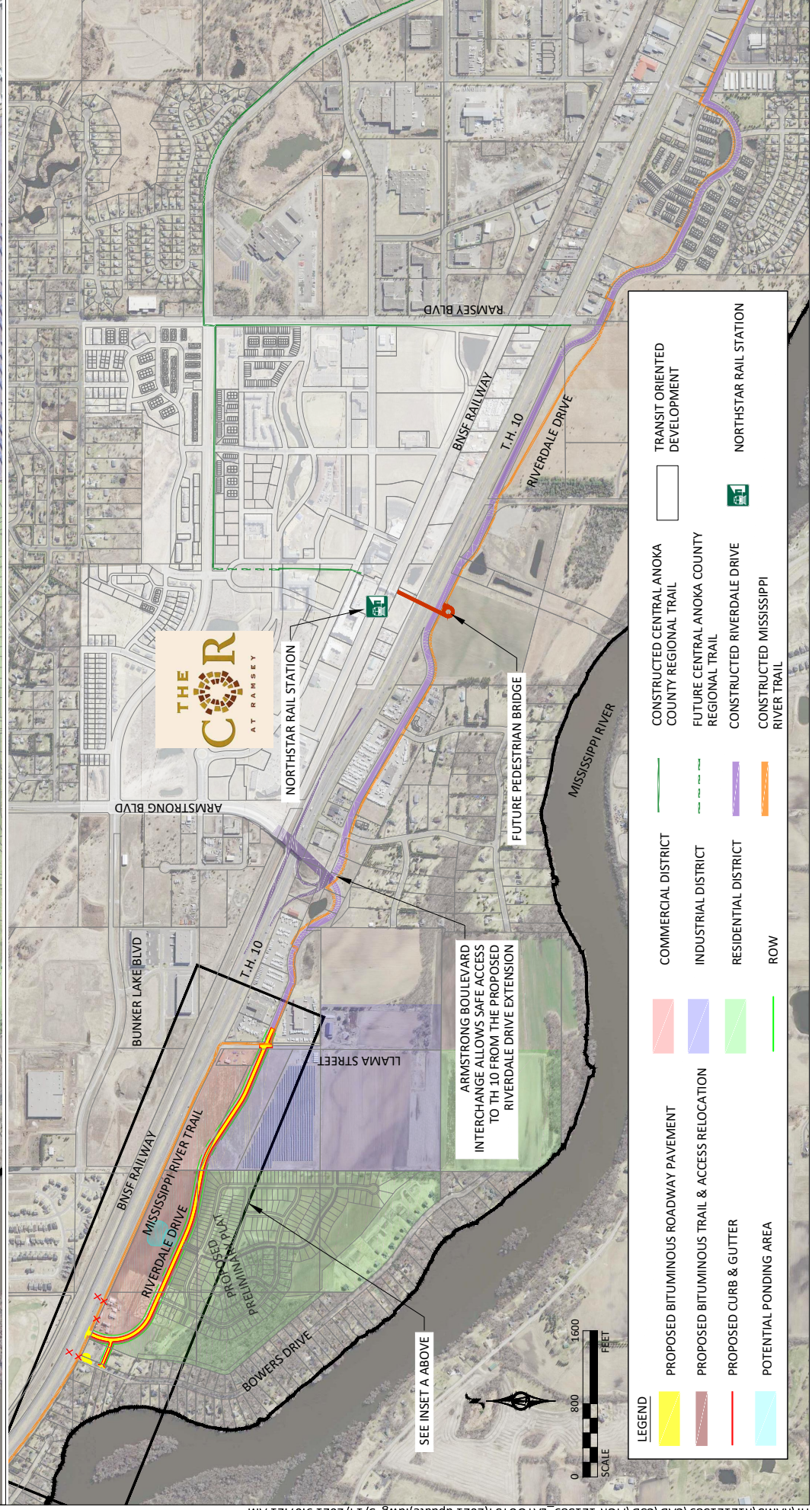
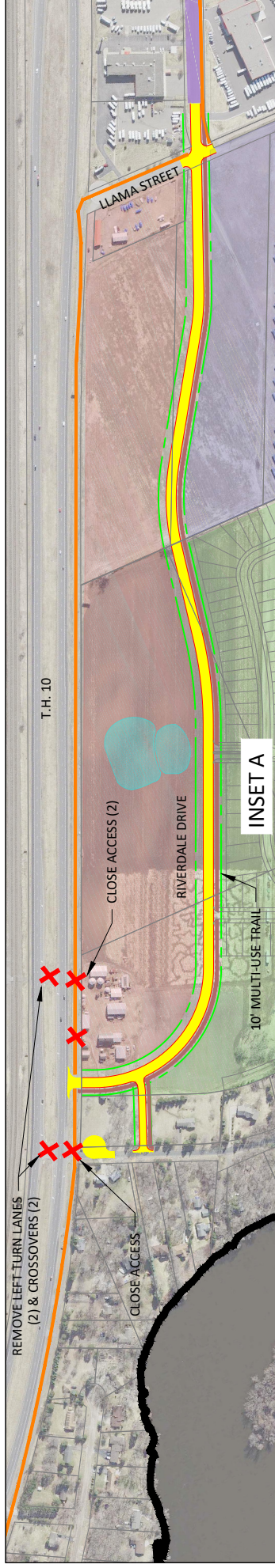
Sincerely,

CITY OF RAMSEY



Bruce Westby, P.E.
City Engineer

Attachments: Concept Sketch
Existing Conditions Graphic
Cost Estimate
Excerpts from the *Highway 10 Access Planning Study* (5 Pages)
Letter of Support, MnDOT



LEGEND

	PROPOSED BITUMINOUS ROADWAY PAVEMENT		COMMERCIAL DISTRICT		CONSTRUCTED CENTRAL ANOKA COUNTY REGIONAL TRAIL		TRANSIT ORIENTED DEVELOPMENT
	PROPOSED BITUMINOUS TRAIL & ACCESS RELOCATION		INDUSTRIAL DISTRICT		FUTURE CENTRAL ANOKA COUNTY REGIONAL TRAIL		NORTHSTAR RAIL STATION
	PROPOSED CURB & GUTTER		RESIDENTIAL DISTRICT		CONSTRUCTED RIVERDALE DRIVE		NORTHSTAR RAIL STATION
	POTENTIAL PONDING AREA		ROW		CONSTRUCTED MISSISSIPPI RIVER TRAIL		



PRELIMINARY ENGINEER'S ESTIMATE
 LOCAL PARTNERSHIP PROGRAM APPLICATION
 RIVERDALE DRIVE EXTENSION
 CITY OF RAMSEY, MN
 5/14/2021



ITEM	TOTAL ESTIMATED QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT	PARTICIPATING				NON-PARTICIPATING			
					ROADWAY		STORM SEWER		SANITARY SEWER		WATERMAIN	
					QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT
MOBILIZATION	1	LUMP SUM	\$140,000.00	\$140,000.00	0.48	\$67,200.00	0.13	\$18,200.00	0.18	\$25,200.00	0.21	\$29,400.00
TRAFFIC CONTROL	1	LUMP SUM	\$40,000.00	\$40,000.00	0.48	\$19,200.00	0.13	\$5,200.00	0.18	\$7,200.00	0.21	\$8,400.00
REMOVE BITUMINOUS PAVEMENT	4,100	SQ.YD	\$4.00	\$16,400.00	4,100	\$16,400.00						
COMMON EXCAVATION (P) (EV)	11,810	CU YD	\$12.00	\$141,720.00	11,810	\$141,720.00						
DEWATERING	1	LUMP SUM	\$50,000.00	\$50,000.00					1	\$50,000.00		
AGGREGATE BASE CLASS 5	11,900	TON	\$16.00	\$190,400.00	11,900	\$190,400.00						
BITUMINOUS PAVEMENT (ROADWAY AND TRAIL)	6,600	TON	\$75.00	\$495,000.00	6,600	\$495,000.00						
CONCRETE CURB & GUTTER DES B618	9,300	LIN FT	\$14.00	\$130,200.00	9,300	\$130,200.00						
PEDESTRIAN CURB RAMPS	8	EACH	\$6,000.00	\$48,000.00	8	\$48,000.00						
SIGN PANELS TYPE C	150	SQ FT	\$75.00	\$11,250.00	150	\$11,250.00						
RC PIPE APRON	2	EACH	\$2,000.00	\$4,000.00			2	\$4,000.00				
CHANNEL & POND EXCAVATION	5,000	CU YD	\$10.00	\$50,000.00			5,000	\$50,000.00				
STORM SEWER RC PIPE	3,900	LIN FT	\$50.00	\$195,000.00			3,900	\$195,000.00				
DRAINAGE STRUCTURE W/ CASTING	28	EACH	\$3,080.00	\$86,240.00			28	\$86,240.00				
RANDOM RIPRAP CL III	50	CU YD	\$110.00	\$5,500.00			50	\$5,500.00				
SANITARY SEWER MANHOLE W/ CASTING	16	EACH	\$7,850.00	\$125,600.00					16	\$125,600.00		
PVC PIPE SEWER	4,500	LIN FT	\$62.00	\$279,000.00					4,500	\$279,000.00		
CONNECT TO EXISTING SANITARY MANHOLE	1	EACH	\$5,500.00	\$5,500.00					1	\$5,500.00		
CONNECT TO EXISTING WATER MAIN	2	EACH	\$2,000.00	\$4,000.00							2	\$4,000.00
6" GATE VALVE & BOX	9	EACH	\$3,200.00	\$28,800.00							9	\$28,800.00
HYDRANT	3	EACH	\$4,400.00	\$13,200.00							3	\$13,200.00
WATERMAIN DUCTILE IRON	6,200	LIN FT	\$72.00	\$446,400.00							6,200	\$446,400.00
WATERMAIN FITTINGS	2,500	POUND	\$13.00	\$32,500.00							2,500	\$32,500.00
EROSION CONTROL AND SITE STABILIZATION	1	LUMP SUM	\$64,000.00	\$64,000.00	1	\$64,000.00						
SEEDING	8	ACRE	\$12,500.00	\$100,000.00	8.00	\$100,000.00						
PAVEMENT STRIPING	4,800	LIN FT	\$7.00	\$33,600.00	4,800	\$33,600.00						
PAVEMENT MARKINGS	500	SQ FT	\$25.00	\$12,500.00	500	\$12,500.00						
ROUNDED TOTAL AMOUNTS				\$2,749,000	\$1,329,000	\$364,000	\$493,000	\$563,000				

HIGHWAY 10 ACCESS PLANNING STUDY



Study Report

SEPTEMBER 12, 2014



PROJECT MANAGEMENT TEAM

PROJECT MANAGEMENT TEAM

Representative	Agency	Title
Paul Jung	MnDOT	Project Manager/North Area Engineer
Wayne Norris	MnDOT	North Area Manager (through June 3, 2014)
Sheila Kauppi	MnDOT	North Area Manager (after June 3, 2014)
Jim Henricksen	MnDOT	Metro District Program Management
Kevin Schwartz	MnDOT	Traffic Signal Optimization
Paul Czech	MnDOT	Metro District Planning
Tony Fischer	MnDOT	Metro Freeway Operations
Gayle Gedstad	MnDOT	North Area Traffic Engineer
Gina Mitteco	MnDOT	Metro District Planning
Steve Voss	MnDOT	District 3 Planning Director
Mark Filipi	Metropolitan Council	Travel Forecasting
Doug Fischer	Anoka County	County Engineer
Chris Chromy	Bolton & Menk	Project Manager
Eric Johnson	Bolton & Menk	Deputy Project Manager

STUDY ADVISORY COMMITTEE

STUDY ADVISORY COMMITTEE

Representative	Agency	Title
Tim Gladhill	City of Ramsey	Development Services Manager
Bruce Westby	City of Ramsey	Engineer
Carolyn Braun	City of Anoka	Planning Director
Justin Femrite	City of Elk River	Engineer
Arlene McCarthy	Metropolitan Council	Transportation Director
Doug Fischer	Anoka County	County Engineer
Jack Forslund	Anoka County	Multimodal Transportation Director
Andrew Witter	Anoka County	Assistant County Engineer
Jane Rose	Anoka County	Traffic Engineering Manager
Jason Orcutt	Anoka County	Design Engineer
Matthew Parent	Anoka County	Transportation Planner
Steve Voss	MnDOT	District 3 Planning Director
Paul Jung	MnDOT	Project Manager
Wayne Norris	MnDOT	North Area Manager (through June 3, 2014)
Sheila Kauppi	MnDOT	North Area Manager (after June 3, 2014)
Scott McBride	MnDOT	Metro District Engineer
Jim Henricksen	MnDOT	Metro District Program Management
Chris Chromy	Bolton & Menk	Project Manager
Eric Johnson	Bolton & Menk	Deputy Project Manager

Table 3 – Implementation Plan

Priority	Project	Project Description	Potential Funding	Cost			Comments	
				ROW Acquisition	RALF Payback	Construction Total		
Immediate	Subarea 5	Short term pedestrian improvements Median barrier with fence Select trail connections (Wendale to Fair oak - north side and Fair oak to Main - south side)	TH / MA	\$0	\$0	\$390,000	Immediate pedestrian safety improvements targeting key deficiencies Temporary (throw away)	
	5-1-1	Construct Greenhaven Pkwy from Thurston Ave to Main St New intersection on Thurston Ave (signal or roundabout) Remove all-way stop on Thurston Ave	MA / TIF / LOCAL / MSAS	\$2,200,000	\$100,000	\$2,700,000	Continuous local connection from Thurston to Main on N side of TH 10 Dependent upon ROW acquisition	
	5-1-2a	Reduced conflict intersection at Fair oak Ave Frontage Road from Cutters Grove to Fair oak Ave Pedestrian overpass near Wendale Avenue	TAP / TH / HSIP / COC / CIMS / CMAQ / LOCAL / MA / MSAS	\$800,000	\$0	\$8,800,000	Significant safety and mobility improvements on WB Hwy 10 Provide pedestrian accommodations prior to Fair Oak signal removal	
	4-1-2E	North Frontage Rd from Sunfish Lake Blvd to Anoka Tech	MA / LOCAL / MSAS / RALF	\$800,000	\$900,000	\$1,300,000	Continuous local connection from Sunfish to Thurston on N side of TH 10 Closes 11 access points on TH 10	
	3-1-4	Realign TH 10 between Ramsey Blvd and Sunfish Lake Blvd Construct North Frontage Rd	MA / LOCAL / RALF / MSAS / TH / CIMS	\$1,900,000	\$3,000,000	\$6,700,000	Continuous local connection from Ramsey to Sunfish on N side of TH 10 Closes 26 access points on TH 10	
	4-1-2W	South Frontage Rd extension from Traprock St to Ramsey Blvd	MA / LOCAL / MSAS / PRIV	\$300,000	\$0	\$800,000	Continuous local connection from Armstrong to Ramsey Blvd on S side of TH 10 Closes 1 access point on TH 10	
	3-1-1							
			Subtotal			\$29.6 M		
Short-Term	5-1-3	Extension of south frontage road from Fair oak Ave to Main St Roundabout at Main St interchange Removal of TH 10 WBL access at south Fair oak Ave	LOCAL / HSIP / MA / MSAS / TH / CSAH	\$100,000	\$0	\$2,500,000	Continuous local connection from Cutters Grove to Main Needs to be complete prior to improvements at Thurston and TH 10	
	4-1-3	Extend Riverdale Dr east of Tungsten New right-in/right out access on TH 10 Remove driveways on eastbound TH 10 between Sunfish Lake Blvd and Tungsten St	MA / LOCAL / MSAS / PRIV / TH	\$800,000	\$0	\$1,500,000	Dependent upon ROW acquisition, property owner meeting Closes 11 access points on TH 10	
	4-1-4	Grade separation treatment at Thurston Avenue (westbound flyover, High T, eastbound and westbound flyover, or overpass with RI/RO) Complete N Frontage rd to west	CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF		\$16M - \$26.2M		\$16M for WB Flyover \$26.2 M for Thurston Overpass	
	Subarea 5							
				Subtotal			\$20.9 - \$31.7 M	
Mid-Term	Subarea 4	Grade separation treatment at Sunfish Lake Blvd (westbound flyover, High T, eastbound and westbound flyover, or Sunfish Lake Blvd overpass with RI/RO)	STP / CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF / CSAH		\$11M - \$19.2M		\$11 for WB Flyover up to \$19.2 for EB and WB Flyover	
	Subarea 3	Grade separation treatment at Ramsey Blvd (westbound flyover, High T, eastbound and westbound flyover, Ramsey Blvd overpass with RI/RO)	STP / CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF / CSAH		\$11.4M - \$23.9M		\$11.4 for WB Flyover up to \$23.9 for High T with Local Overpass with RI/RO	
	Subarea 5	Full grade separation conversion at Thurston Ave (if not completed previously)	CIMS / COC / HSIP / LOCAL / MA / TED / MSAS / RALF		\$0 or \$23M - \$26M		EB Flyover or High-T with Local Overpass	
				Subtotal			\$22.4 - \$69.7 M	
					\$9,500,000	\$2,000,000	\$0	Long term access to properties not viable Continue to purchase properties as opportunities present themselves
Opportunity / Development / Safety Driven	3-1-3	Purchase right-of-way along north side of TH 10 between Armstrong Blvd and Ramsey Blvd	RALF / TH	\$100,000	\$0	\$600,000	Development driven	
	3-1-2	Veterans Dr extension to Ramsey Blvd	LOCAL / PRIV	\$0	\$0	\$14,500,000	County working on plan to grade separate all major at-grade BNSF crossings	
	Subarea 4	RR Underpass - Sunfish Lake Boulevard	CIMS / CSAH / CTIB / HSIP / LOCAL / MSAS / RR / STP / TIGER	\$0	\$0	\$11,500,000	County working on plan to grade separate all major at-grade BNSF crossings	
	Subarea 3	RR Underpass - Ramsey Boulevard	CIMS / CSAH / CTIB / HSIP / LOCAL / MSAS / RR / STP / TIGER	\$0	\$0	\$800,000	Continue to monitor the safety of access on TH 10	
	1-1-1	156th St extension Jarvis St to Alpine St	MA / LOCAL / PRIV	\$0	\$0	\$900,000	Continue to monitor the safety of access on TH 10	
	1-1-2	South Frontage Rd extension Edison St to Adams St	MA / LOCAL / PRIV	\$100,000	\$0	\$1,400,000	Continue to monitor the safety of access on TH 10	
	1-1-3	RCUT at Alpine Dr with turn lane improvements and South Frontage Rd to Alpine Dr	HSIP / MA / LOCAL / TH / MSAS	\$200,000	\$0	\$800,000	Continue to monitor the safety of access on TH 10	
	1-1-4	RCUT at Bowers Dr with turn lane improvements	HSIP / MA / LOCAL / TH / MSAS	\$0	\$0	\$200,000	Continue to monitor the safety of access on TH 10	
	1-1-5	Riverdale Blvd extension to Bowers Dr	MA / LOCAL / PRIV / TED	\$500,000	\$200,000	\$1,300,000	Continue to monitor the safety of access on TH 10	
				Subtotal				\$44.7 M
					\$9,500,000	\$2,000,000	\$0	Long term access to properties not viable Continue to purchase properties as opportunities present themselves
					\$0	\$500,000	\$0	Development driven
					\$0	\$14,500,000	\$14,500,000	County working on plan to grade separate all major at-grade BNSF crossings
					\$0	\$11,500,000	\$11,500,000	County working on plan to grade separate all major at-grade BNSF crossings
					\$0	\$800,000	\$800,000	Continue to monitor the safety of access on TH 10
				\$0	\$900,000	\$900,000	Continue to monitor the safety of access on TH 10	
				\$0	\$1,400,000	\$1,400,000	Continue to monitor the safety of access on TH 10	
				\$0	\$800,000	\$800,000	Continue to monitor the safety of access on TH 10	
				\$500,000	\$200,000	\$1,300,000	Continue to monitor the safety of access on TH 10	
			Subtotal				\$200.9 - \$311.7 M	

CIMS
CMAQ
COC
CSAH
CTIB
HSIP
LOCAL

Corridor Investment Management Strategy Funds (State)
Congestion Mitigation and Air Quality Funds (Federal)
Corridors of Commerce Funds (State)
County State Aid Highway Funds (State)
RR Grade Separation benefiting Northstar Corridor
Highway Safety Improvement Program Funds (Federal)
Local County or City Funding

LRIP
MA
MSAS
PRIV
RALF
RR
STP

Local Road Improvement Program Funds (State)
Municipal / Cooperative Agreement Funds (State)
Municipal State Aid System Funds (State)
Private Funding / Development (Private)
Right-of-Way Acquisition Loan Fund (State)
Railroad Grade Crossing Safety Funds (Federal)
Surface Transportation Program Funds (Federal)

TAP
TED
TH
TIF
TIGER
TRLF

Transportation Alternatives Program Funds (Federal)
Transportation / Economic Development (State)
Trunk Highway Funds (State)
Tax Increment Financing Funds (Local)
Transportation Investment Generating Economic Recovery Funds (Federal)
Transportation Revolving Loan Fund (Federal)

TOTAL INVESTMENT
(2014 dollars)
\$115 - \$160 M



Riverdale Dr Extension (Bowers Dr to Llama St)

Highway 10 Access Planning Study



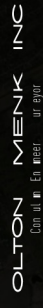
Achieves:

- Critical local system connection along south side of Hwy 10
- Continuous local street along south side of Hwy 10
- Supports city's development goals

Priority: Development Driven

Cost: \$2.0M

- Local Street Extension





May 19, 2021

Bruce Westby, PE
Ramsey City Engineer
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Letter of Support for Riverdale Drive Extension; Llama Street to Bowers Drive

Dear Mr. Westby:

The Minnesota Department of Transportation (MnDOT) understands that the City of Ramsey is preparing to submit a grant application to assist with funding the extension of Riverdale Drive from Llama Street to U.S. Highway 10 through the current Local Partnership Program (LPP) solicitation. It is also our understanding that this project will serve to complete the frontage road connection between Armstrong Boulevard and Bowers Drive south of U.S. Highway 10, and that the project will include the removal of a median crossover and two private accesses to eastbound Highway 10 that serve the property at 8846 Highway 10 NW.

Due to the clear benefits that will be provided to the Trunk Highway system and the local community as a result of this project, MnDOT is pleased to provide this Letter of Support for your LPP grant application for the above-referenced project.

Please contact me at 612.499.8729 or Melissa.barnes@state.mn.us with any questions.

Sincerely,

A handwritten signature in black ink that reads 'Melissa Barnes'.

Digitally signed by Melissa
Barnes
Date: 2021.05.19 09:13:41 -05'00'

Melissa Barnes, PE
North Area Manager
MnDOT Metro District

Equal Opportunity Employer