

Project Overview



Scan the QR code to visit the project website and sign up for updates:
AnokaCountyRamseyGateway.com

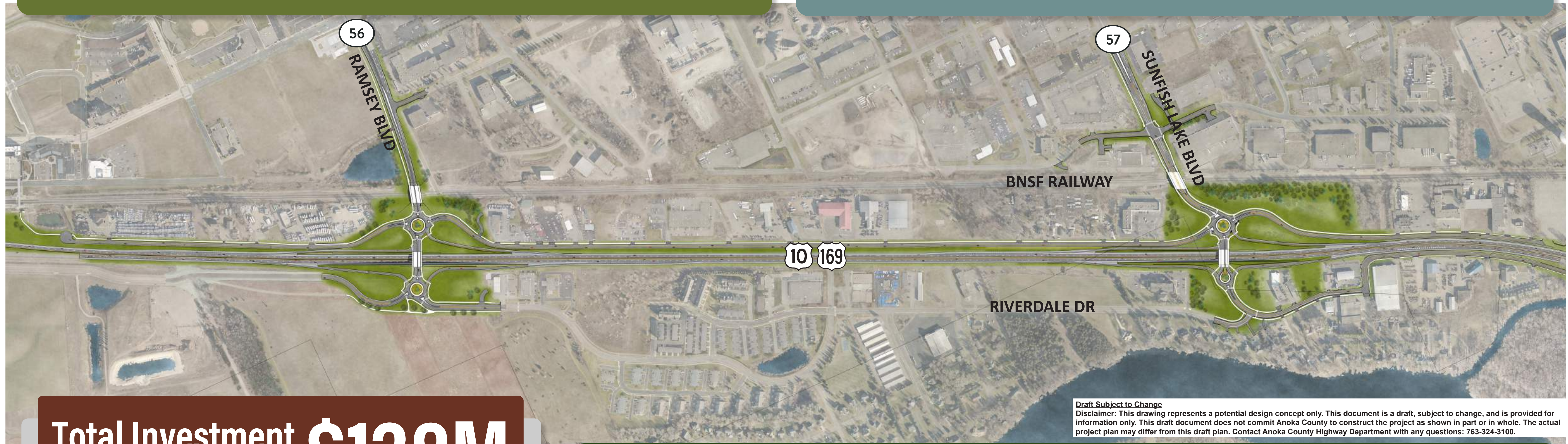


US Highway 10/169 Importance

- » A principal arterial carrying up to 55,000 vehicles per day (2,800 heavy commercial vehicles)
- » Significant commuter and freight corridor between Minneapolis - St Paul, northwestern Minnesota, and into North Dakota
- » Busiest rail line in MN with 57-81 freight trains and 14 commuter trains per day
- » Connection to northern Minnesota lakes and outdoor tourism industry

Project Need

- » 207 crashes between 2015-2019, 3 fatal crashes in the last 10 years
- » Crash rate 2x the state average
- » Traffic backups approaching 1 mile by 2025 and almost 4 miles in 2045
- » Fully funded Anoka and Elk River 2023/24 projects will result in Ramsey having the only two remaining at-grade traffic signals on the US Highway 10/169 freeway system from Minneapolis/St Paul to Elk River.



Draft Subject to Change
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Total Investment Secured! \$138M

Funding Sources:

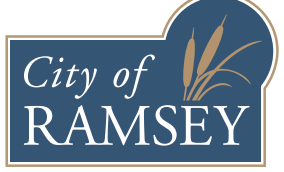
Anoka County, City of Ramsey, MnDOT, INFRA, State General Obligation Bonds, State Bond Funds, State Rail Funds, 2020 and 2021 Bond Funds, Metropolitan Council Regional Solicitation, MN Highway Freight Program, Coronavirus Relief/Response Funds

PROJECT BENEFITS

- ELIMINATES TRAFFIC DELAY AND BACK UPS
- DEDICATED, CONTINUOUS PEDESTRIAN AND BICYCLE CONNECTIONS
- SUBSTANTIAL CRASH REDUCTION
- RAILROAD GRADE SEPARATION
- IMPROVED MOBILITY, SAFETY, AND CONNECTIVITY
- SUPPORTS EXISTING AND FUTURE DEVELOPMENT
- FISCALLY RESPONSIBLE SOLUTION



Public Engagement



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Ramsey Gateway Highway 10 Project Public Engagement Through the Years

UPDATED APRIL 2023

2009
Assessment

2014
Highway 10 Access
Planning Study

2018 - 2019
Ramsey Gateway
Planning Study

2020 - 2023
Vision
Refinement

Materials provided in both English and Spanish since 2021



10
OPEN HOUSES



28+
BUSINESS & PROPERTY
OWNER MEETINGS



5
OAK TERRACE ESTATES
RESIDENT MEETINGS



2
RIVERDALE DR
RESIDENT MEETINGS



2
STEERING COMMITTEE
MEETINGS



22
NEWSLETTERS/
MEETING INVITES



3
PROJECT
WEBSITES



1,269
PROJECT EMAIL
SUBSCRIBERS



10+
CITY COUNCIL
MEETINGS



5+
COUNTY
TRANSPORTATION
COMMITTEE MEETINGS



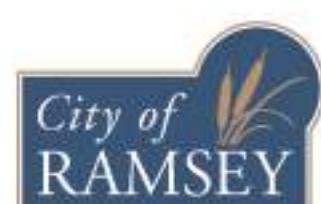
3
INTERACTIVE
COMMENT MAPS



3
PROJECT
VIDEOS



3
COMMUNITY
EVENTS



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February 2021 Virtual Open House

109 virtual open house attendees 45 public comments collected

May 2021 Virtual Open House

528 project update video views 5 public comments collected

June 2022 Open House

~47 open house attendees 4 public comments collected

Public Preferences for Final Design Aesthetics

Roundabout Aesthetics

Most in favor of

Simple, low maintenance, minimal aesthetic appeal, lowest cost.



Amenity Considerations

Most in favor of

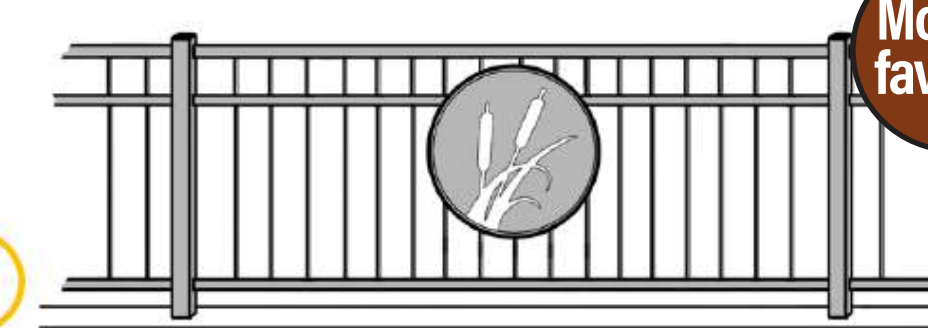
Wood slat, metal frame benches.



Bridge Railing & Pedestrian Lighting Aesthetics

Cutout railing accent.

B



Most in favor of

Under edge bridge lighting.



Most in favor of



Lights at the roundabouts will match Armstrong Blvd lights



Lights to be installed at the other intersections

For more information, view the public engagement summaries on the project website: AnokaCountyRamseyGateway.com



Ramsey Boulevard (CR 56) Interchange

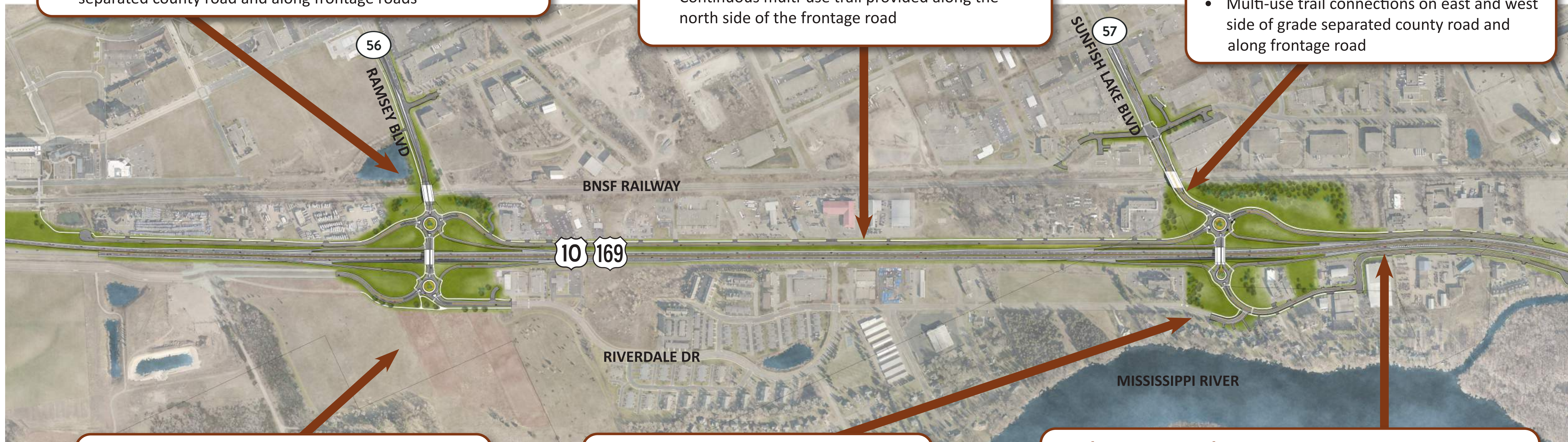
- Remove existing traffic signal and replace with county road bridge over Hwy 10 and BNSF Railway
- Roundabout interchange
- North frontage road minimizes existing business acquisitions
- Realignment of Ramsey Blvd minimizes bridge lengths required
- Multi-use trail connections on east and west side of grade separated county road and along frontage roads

North Frontage Road

- Maintains Oak Terrace Estates Community and all existing homes
- Removes driveways from high speed Hwy 10 traffic
- Continuous multi-use trail provided along the north side of the frontage road

Sunfish Lake Boulevard (CR 57) Interchange

- Remove existing traffic signal and replace with county road bridge over Hwy 10 and BNSF Railway
- Roundabout interchange
- Realignment of Sunfish Lk Blvd minimizes existing business acquisitions and bridge lengths required
- Multi-use trail connections on east and west side of grade separated county road and along frontage road



Mississippi West Regional Park

- Proposed improvements minimize impacts to the park to the extent possible
- Local and regional vehicle and non-motorized access to the park is greatly improved

Riverdale Drive Connection

- Improves local connectivity for residents
- Interchange ramps directly adjacent to Hwy 10 keep most entering and exiting regional hwy traffic off Riverdale Dr

South Frontage Road

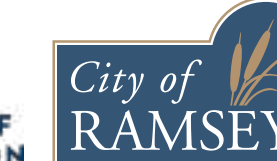
- Removes driveways from high speed Hwy 10 traffic
- Roadway width and alignment accommodates large truck movements to and from businesses
- Sidewalk provided along the south side of the frontage road



EA Reevaluation



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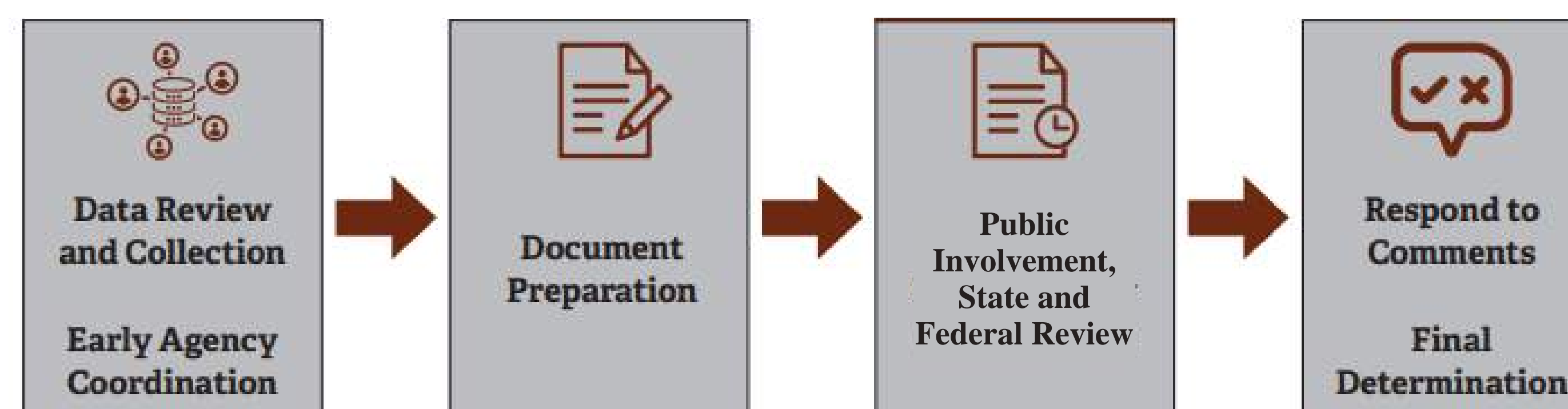
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Environmental Review Process and Documents

This project is using federal funds, which requires the project team to follow federal regulations. One of these regulations requires a federal Environmental Assessment (EA) to be completed as part of the National Environmental Policy Act (NEPA). An EA was completed in 2009 and a reevaluation of the EA for today's Recommended Alternate Design was completed and approved in 2021.

Review Process:



Key Elements of an EA Reevaluation Process and Document

- **Purpose and Need:** Why is the project being undertaken? What are existing deficiencies and desired outcomes?
- **Alternatives:** What is the project history? What alternative designs were considered and why were they not selected?
- **Social, Economic, and Environmental (SEE) Evaluation:** What is the potential for impacts and what mitigation measures will be required?
- Agency coordination and public involvement
- Final federal and state determinations

Social, Economic, and Environmental (SEE) Review Categories

- Land Use
- Geology/ground water
- Contaminated sites
- Protected species
- Visual impacts
- Air quality
- Construction and traffic noise
- Motorized transportation
- Cumulative impacts with other large projects
- Historic/archaeological resources
- Social impacts
- Relocation and right-of-way impacts
- Environmental justice (low income/minority population impacts)
- Non-motorized transportation
- Section 4(f)/6(f) (parks and trails)
- Construction impacts
- Economic impacts

For more information, review the final EA report on the project website: AnokaCountyRamseyGateway.com

Project Safety Benefits & Mobility

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Collectively, the new interchanges, roundabout ramp intersections, and railway grade separated crossings provide greatly increased safety and mobility for all users compared to today's conditions with the existing at grade traffic signals.

15-20

mph average speeds at roundabout ramp intersections



Less stopping and starting time.
Less idling time.



Fewer Conflict Points

than traditional controls

Vehicle-vehicle conflict points are locations where a vehicle interacts with another vehicle.

22 conflict points
vs.
53

at existing signalized at grade intersection

Ramsey Blvd at Hwy 10

20 conflict points
vs.
46

at existing signalized at grade intersection

Sunfish Lake Blvd at Hwy 10

Compared to current conditions...

67% reduction in **DELAY** for Ramsey Blvd at highway interchange

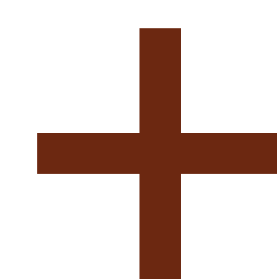
64% reduction in **DELAY** for Sunfish Lake Blvd at highway interchange

83% reduction in **SERIOUS INJURY CRASHES**



Improved **PEDESTRIAN SAFETY**

Smaller road footprint due to absence of turn lanes



More flexibility in how and where the roadways intersect



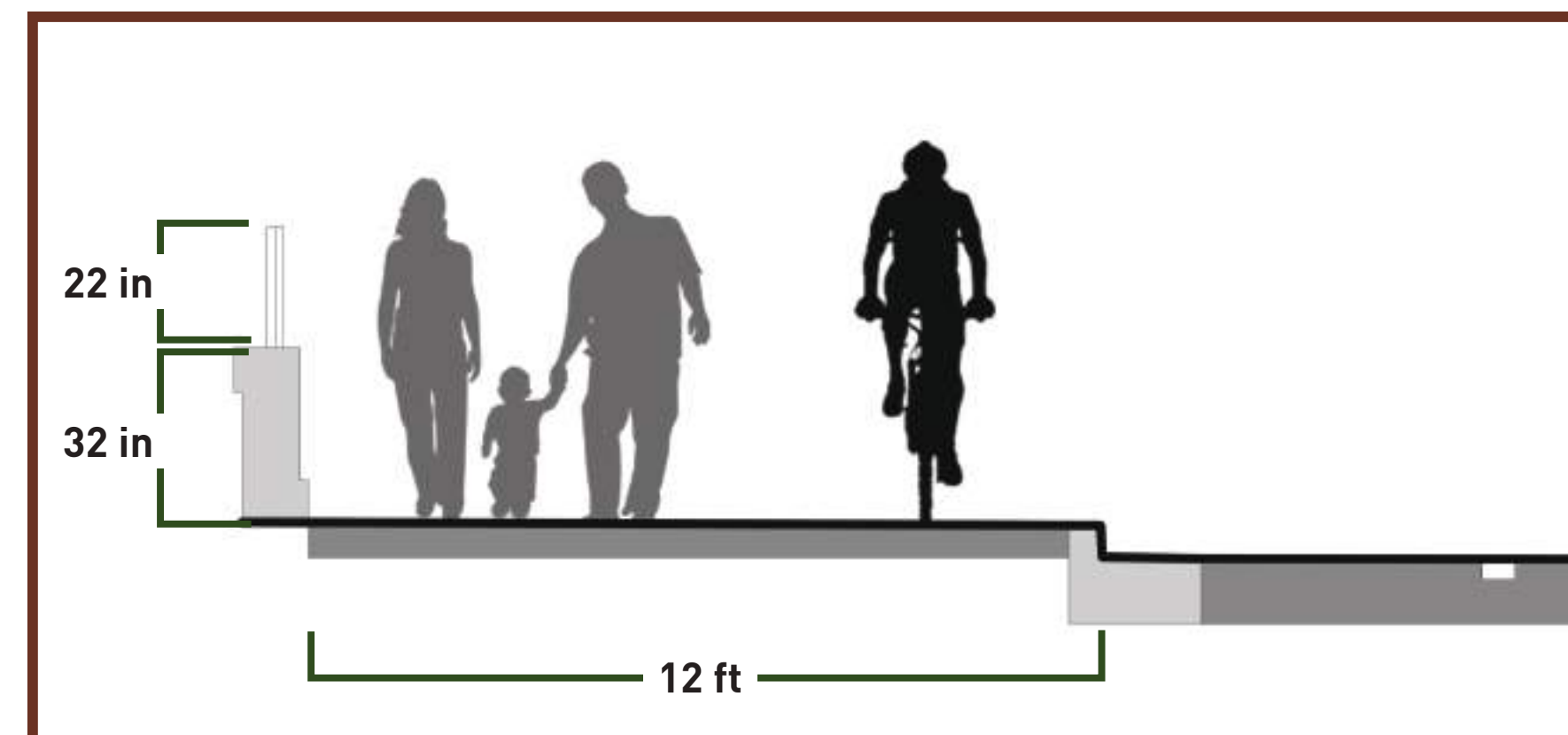
Fewer Property Impacts than traditional intersections



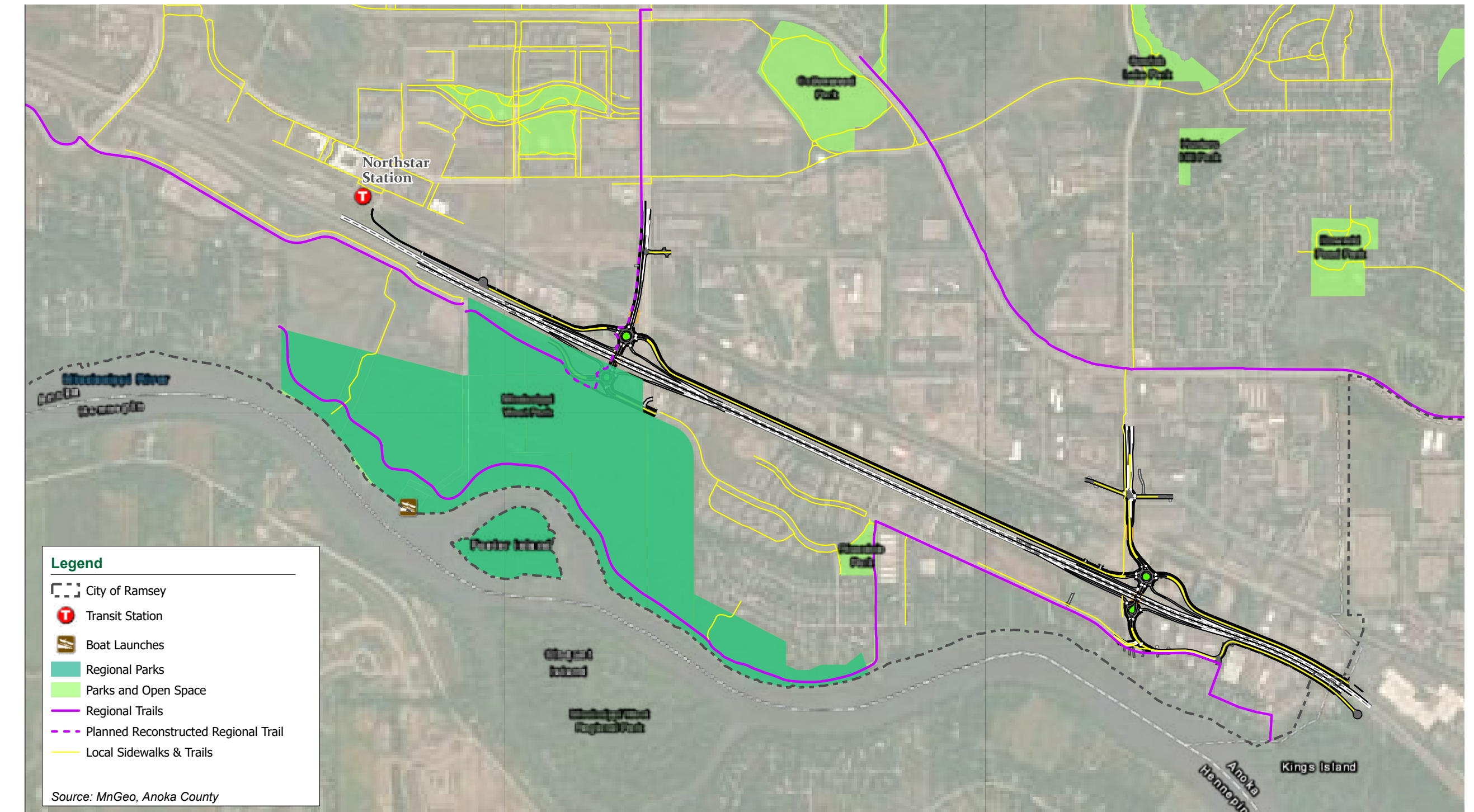


Safety and accessibility for pedestrians and bicyclists are a high priority for the project team. As a result, the project will include:

- trail connections across both interchange bridges
- continuous trail connections throughout the project area connecting into existing regional trails
- all trails will be a minimum of 10 feet wide except for a sidewalk connection along the south frontage road east of Sunfish Lake Boulevard due to tight constraints.



The proposed cross section above is recommended by the Minnesota Department of Transportation's design manual for pedestrian and bicycle pathways along travel lanes with vehicle speeds of 40 mph or less.



Single-Lane Roundabout Benefits for Pedestrians & Bicyclists



Simplified Decision Making

Crosswalks are set back to increase pedestrian visibility, allowing drivers to focus on pedestrians crossing separate from vehicular traffic in the roundabout.



Pedestrian Refuge

A **center median island** allows pedestrians to focus on crossing one lane of traffic at a time.



Safety

- 15-20 mph vehicle design speed
- 2 pedestrian/vehicle interaction points compared to 6 at a signalized intersection.
- Pedestrian crossings are half the distance of a traditional intersection.
- Overall increased human interaction between drivers and pedestrians.
- 87% fewer pedestrian injury crashes at a roundabout compared to a signalized intersection.¹

Increased Yield Rates

83% of vehicles yield to peds in single-lane roundabouts.²



Give 'em a brake

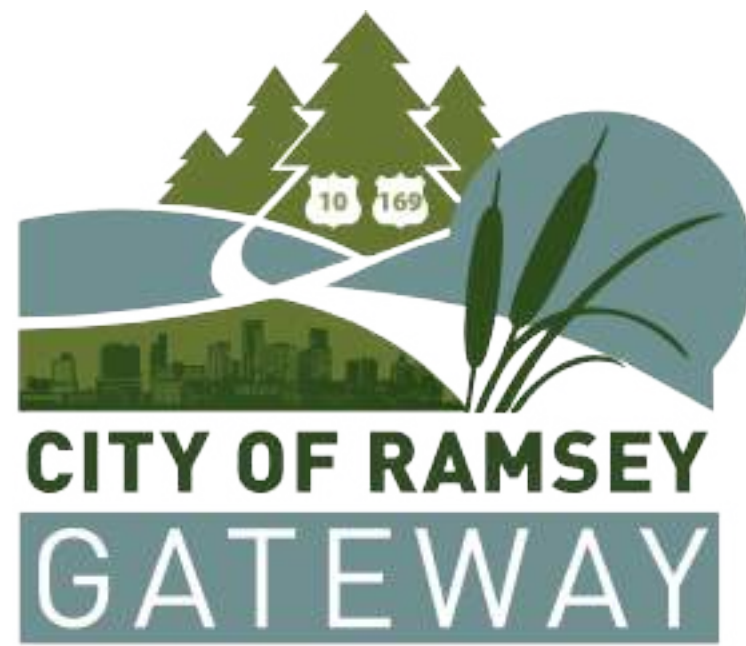
State law requires that traffic entering and exiting a roundabout **must yield to pedestrians** in the crosswalk.



Disclaimer: This drawing represents a generic roundabout design and is not an exact depiction of the proposed roundabouts as part of this project.

Sources 1. "A Study of the Traffic Safety at Roundabouts in Minnesota" - addendum, Minnesota Department of Transportation. 2018

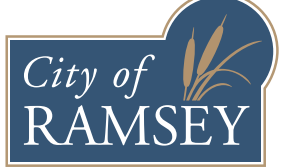
2. "Report 572: Roundabouts in the United States," National Cooperative Highway Research Program. 2006.



Project Visualizations



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Ramsey Boulevard

Sunfish Lake Boulevard



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Design Aesthetics

Roundabout Details



Bridge Details



Bridge Crossings



Pedestrian & Bicycle Amenities

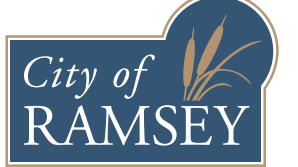




Construction Staging Overview



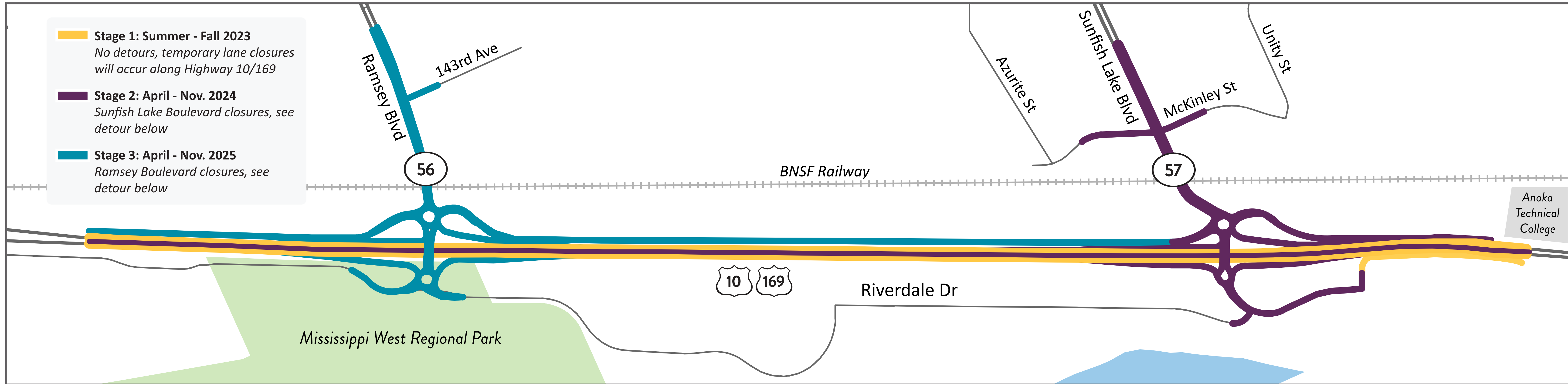
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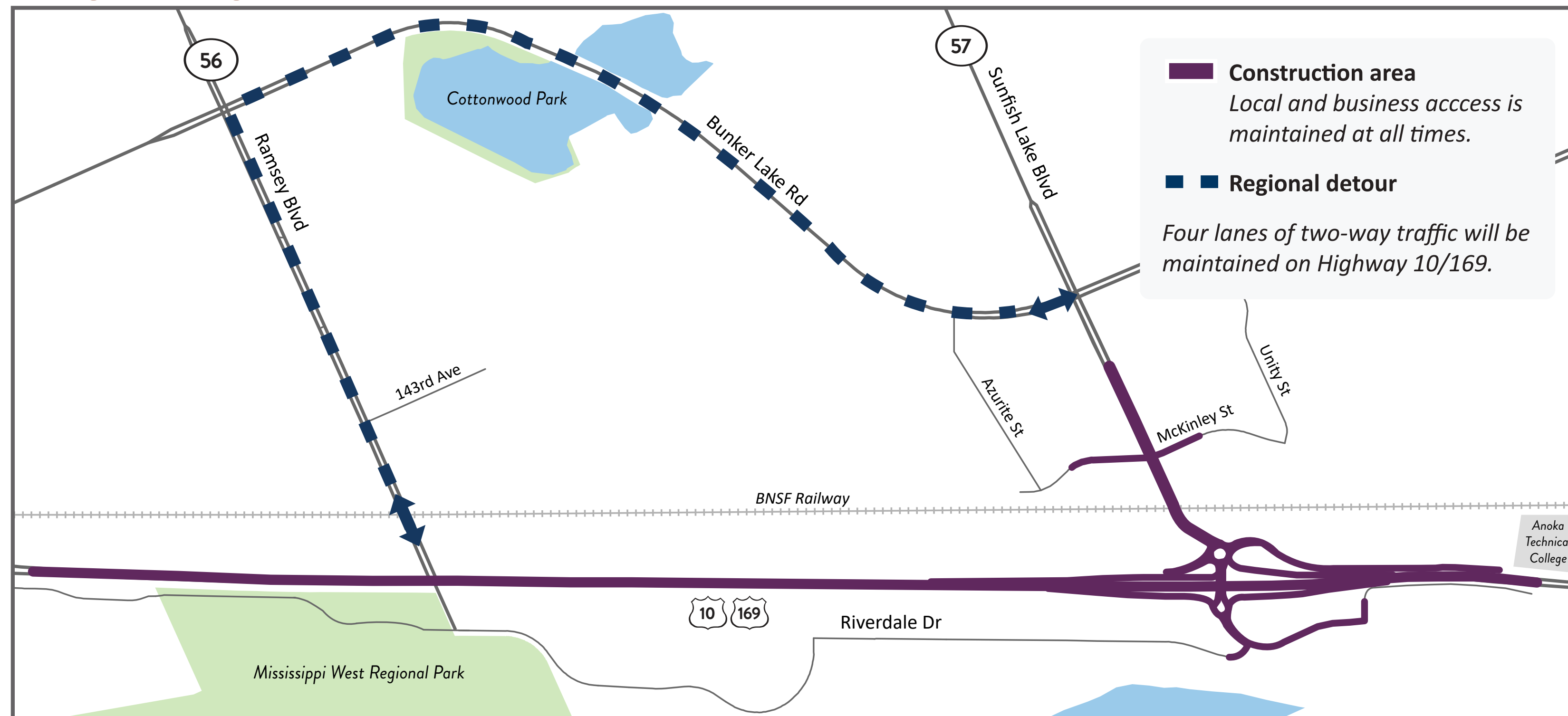
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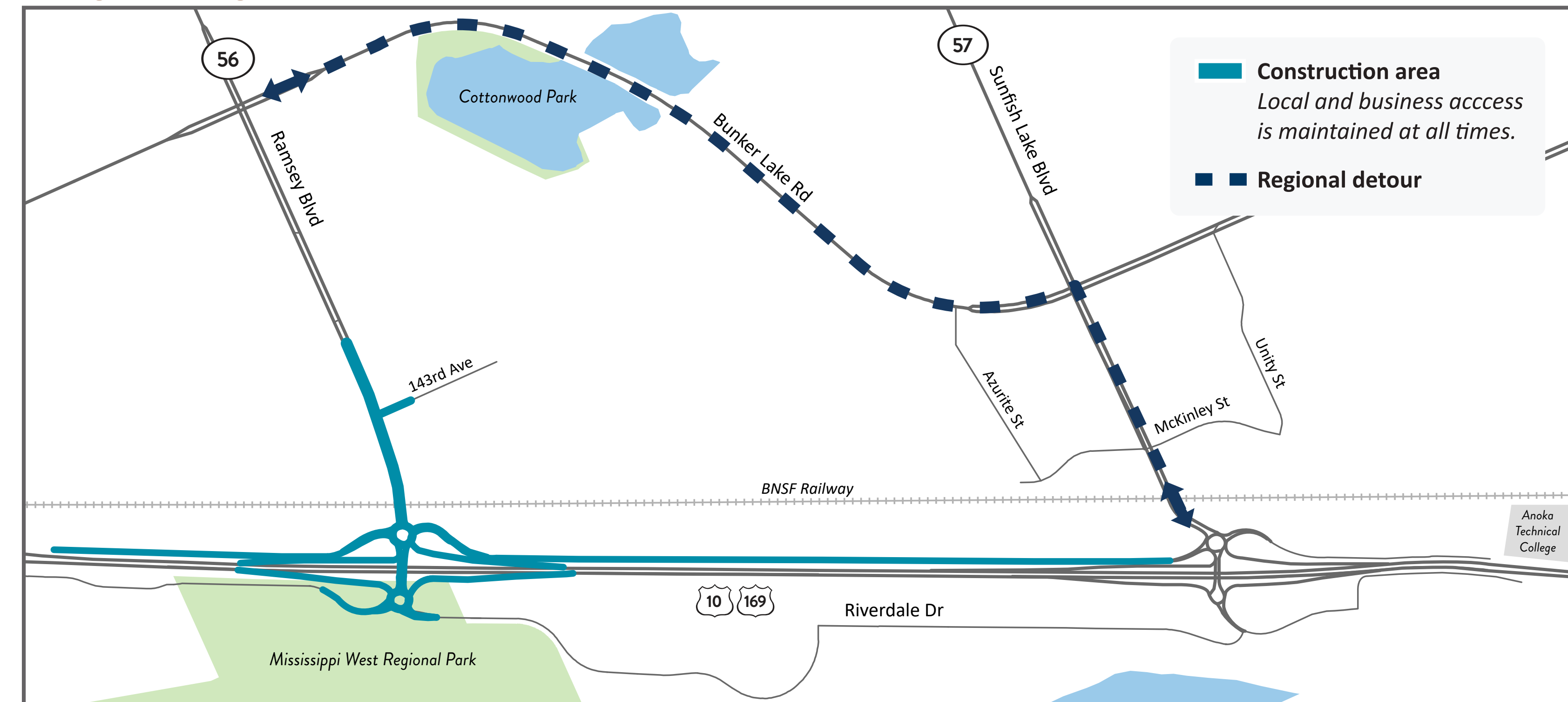
Construction Staging Map



Stage 2 Regional Detour Map



Stage 3 Regional Detour Map



Draft Subject to Change

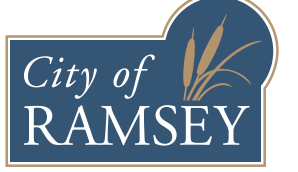
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Construction Staging and Local Access



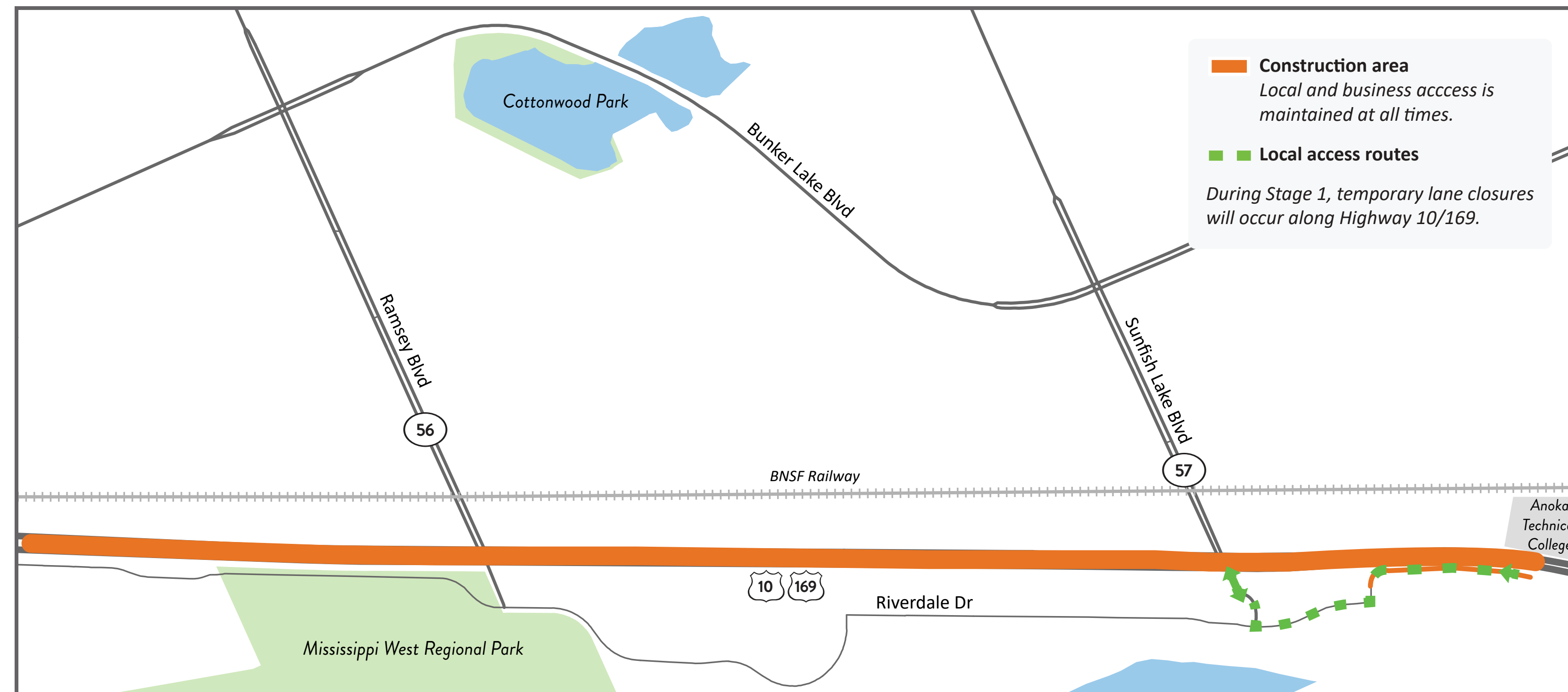
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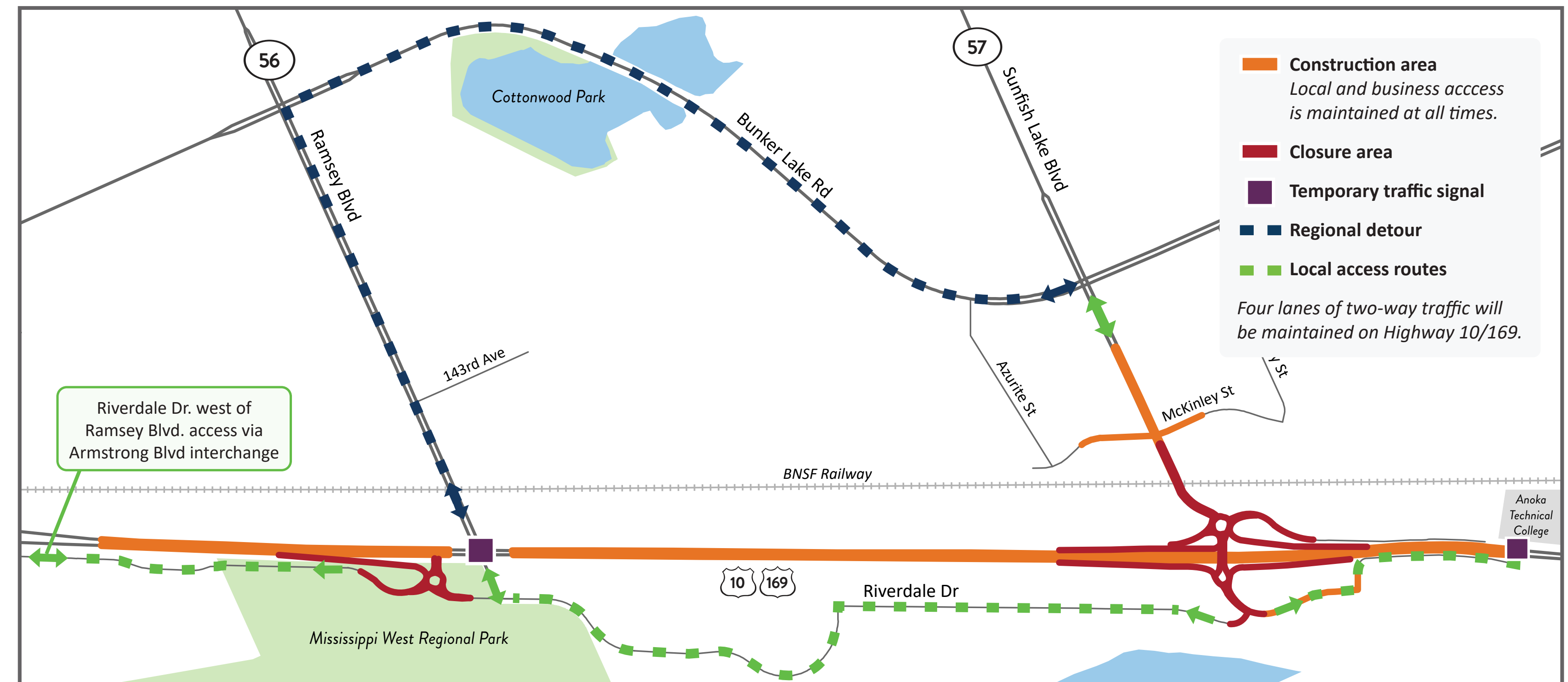
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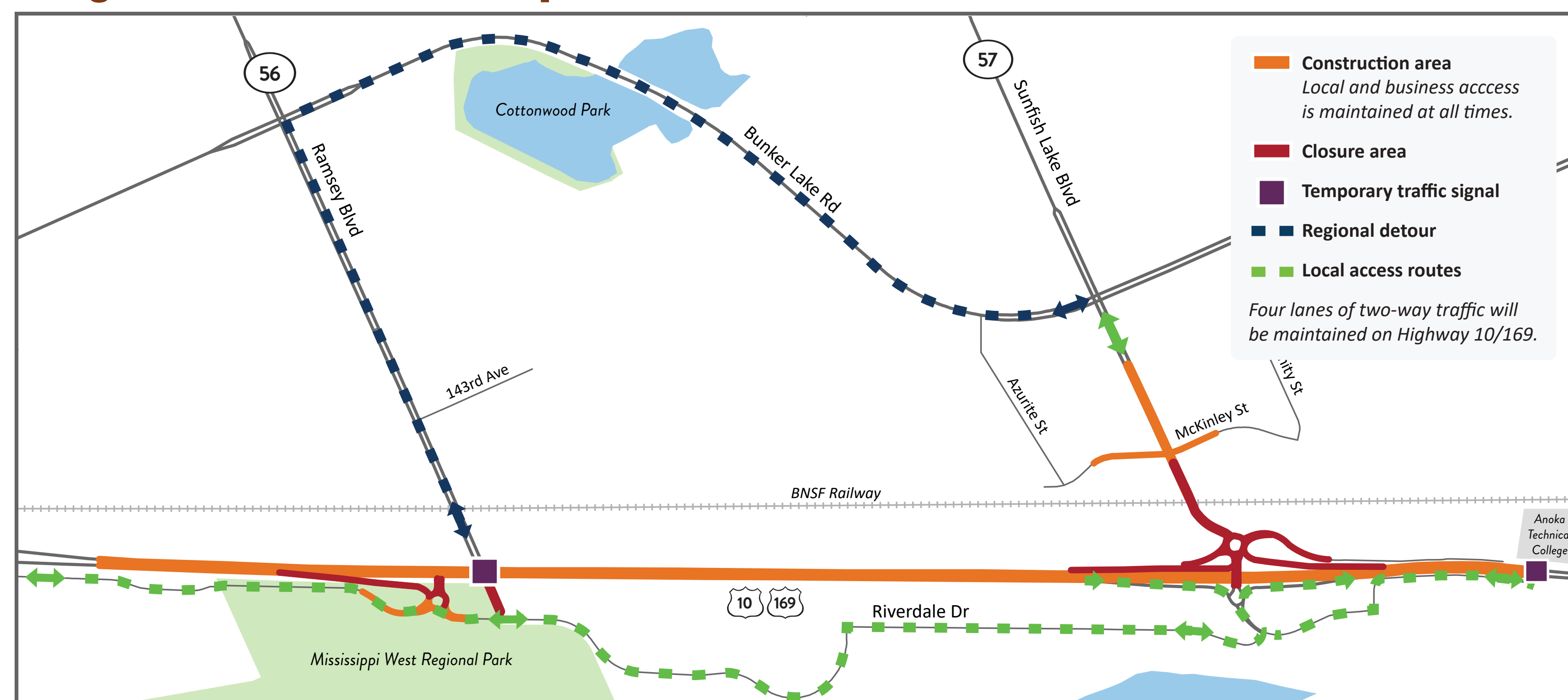
Stage 1 Construction: Summer - Fall 2023



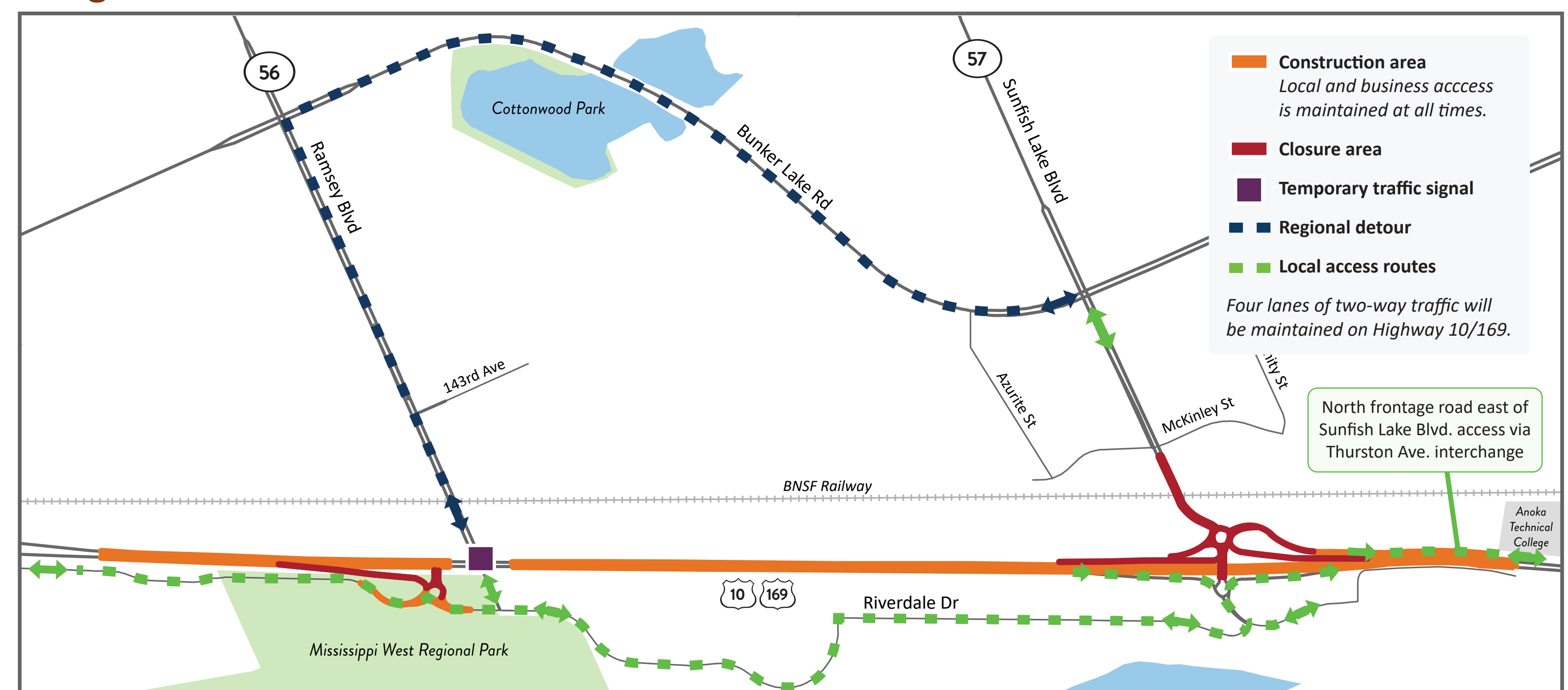
Stage 2A/2B Construction: April - Sept. 2024



Stage 2C Construction: Sept. - Oct. 2024



Stage 2D Construction: Oct. - Nov. 2024



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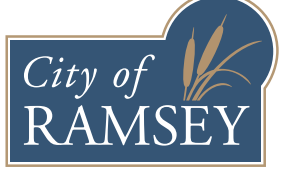
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Construction Staging and Local Access



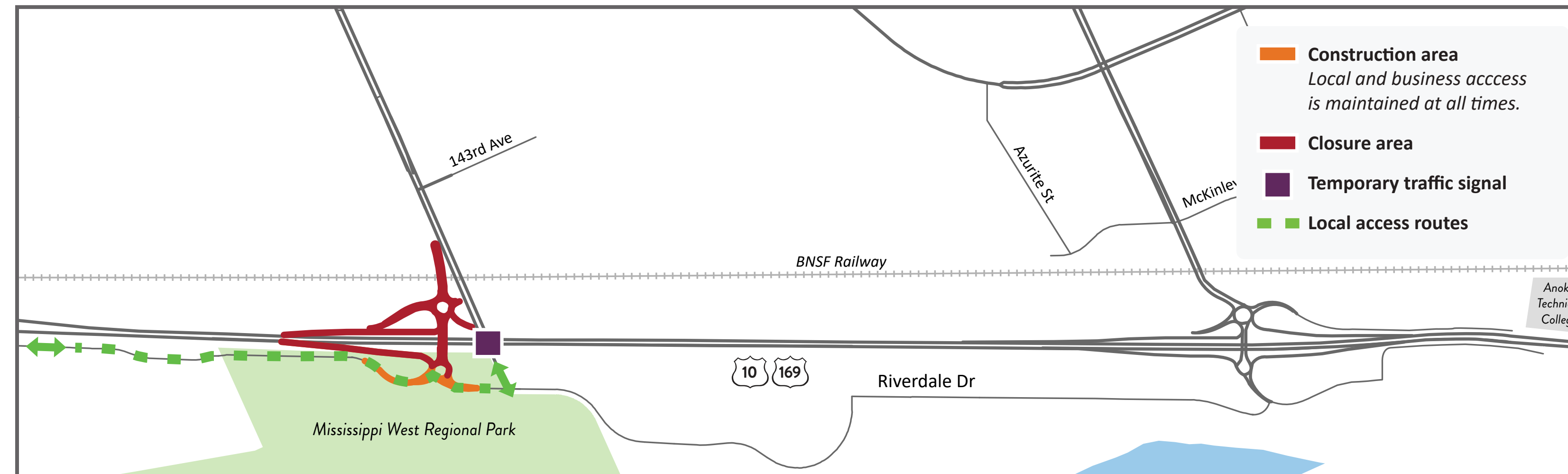
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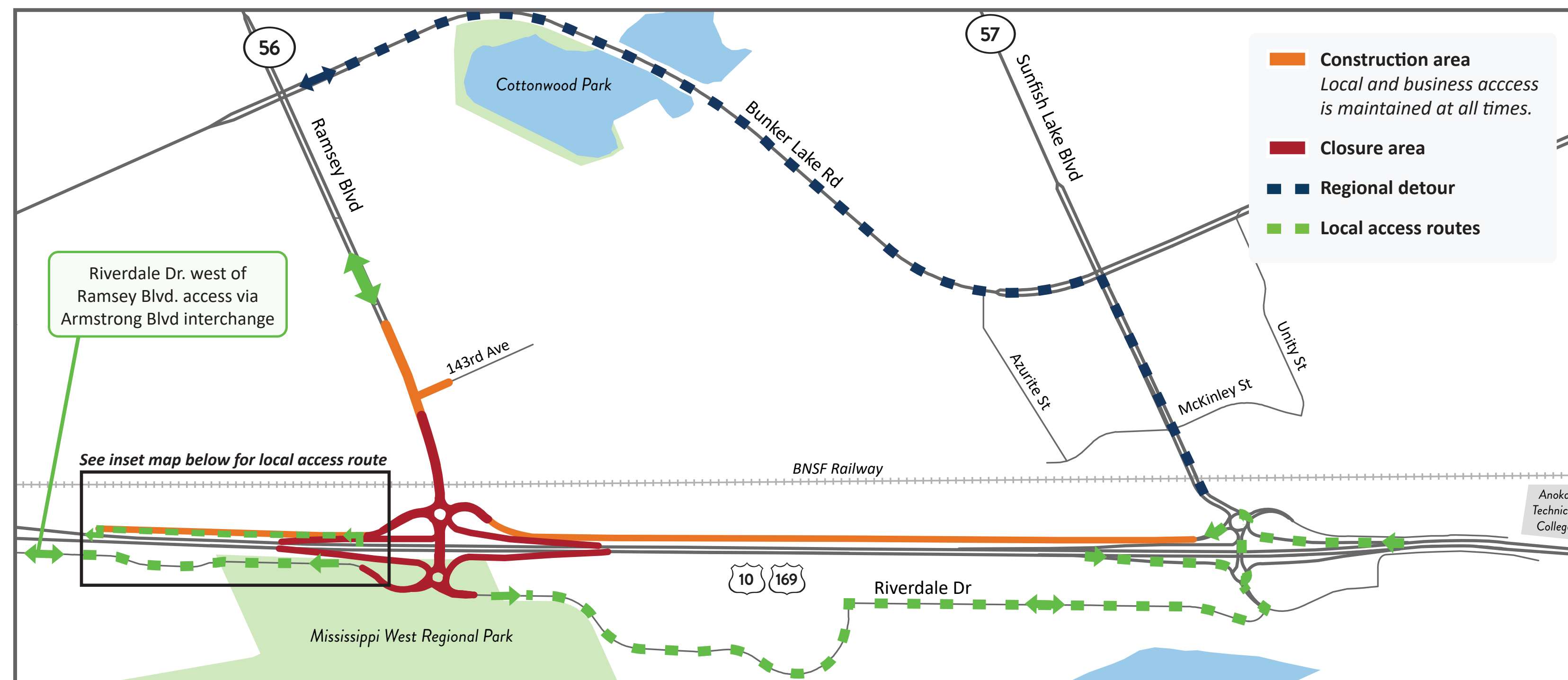
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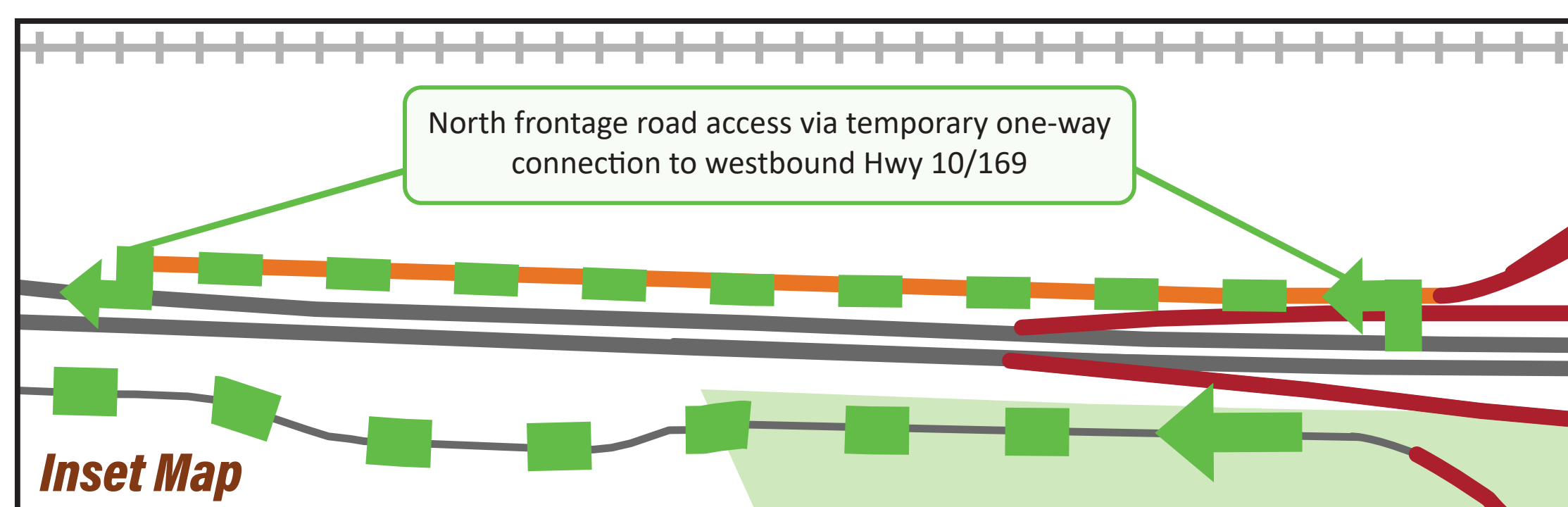
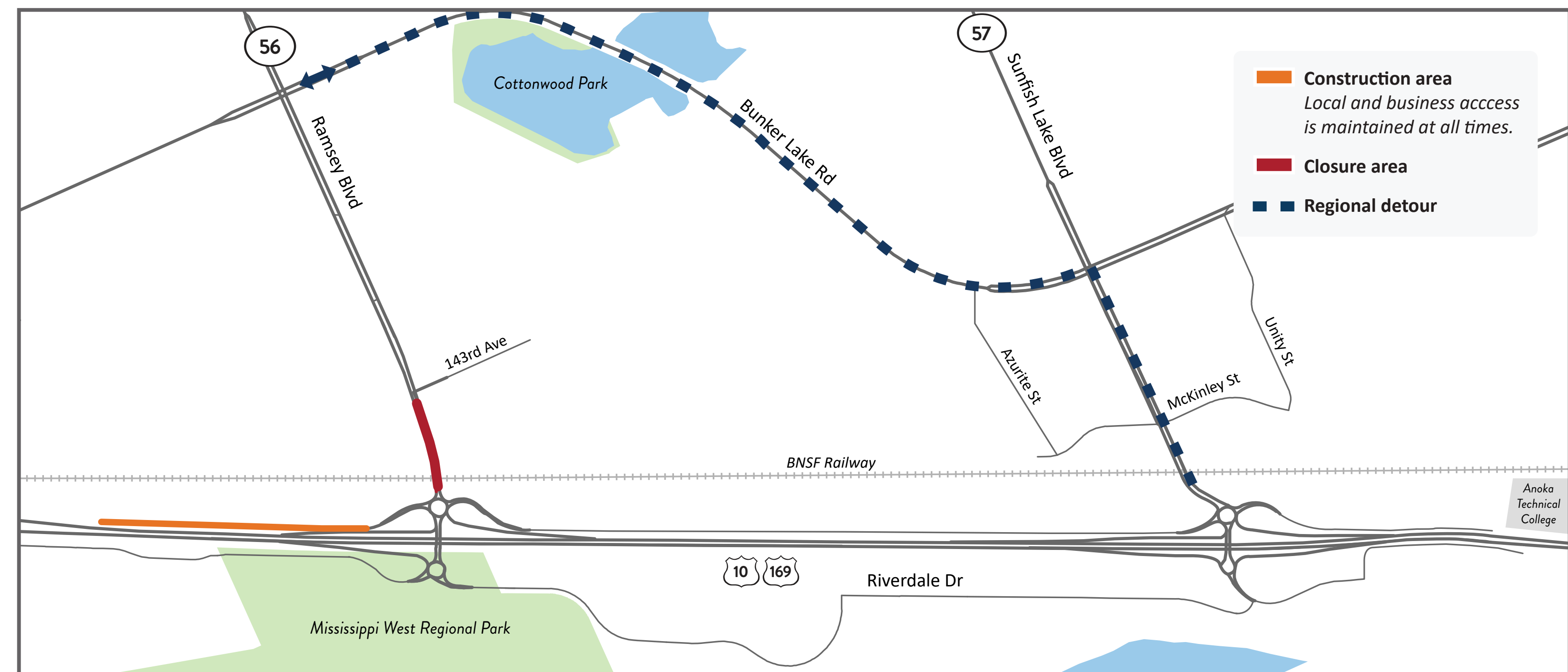
Winter Suspension: Nov. 2024 - April 2025



Stage 3A/3B Construction: April - Aug. 2025



Stage 3C Construction: Sept. - Nov. 2025

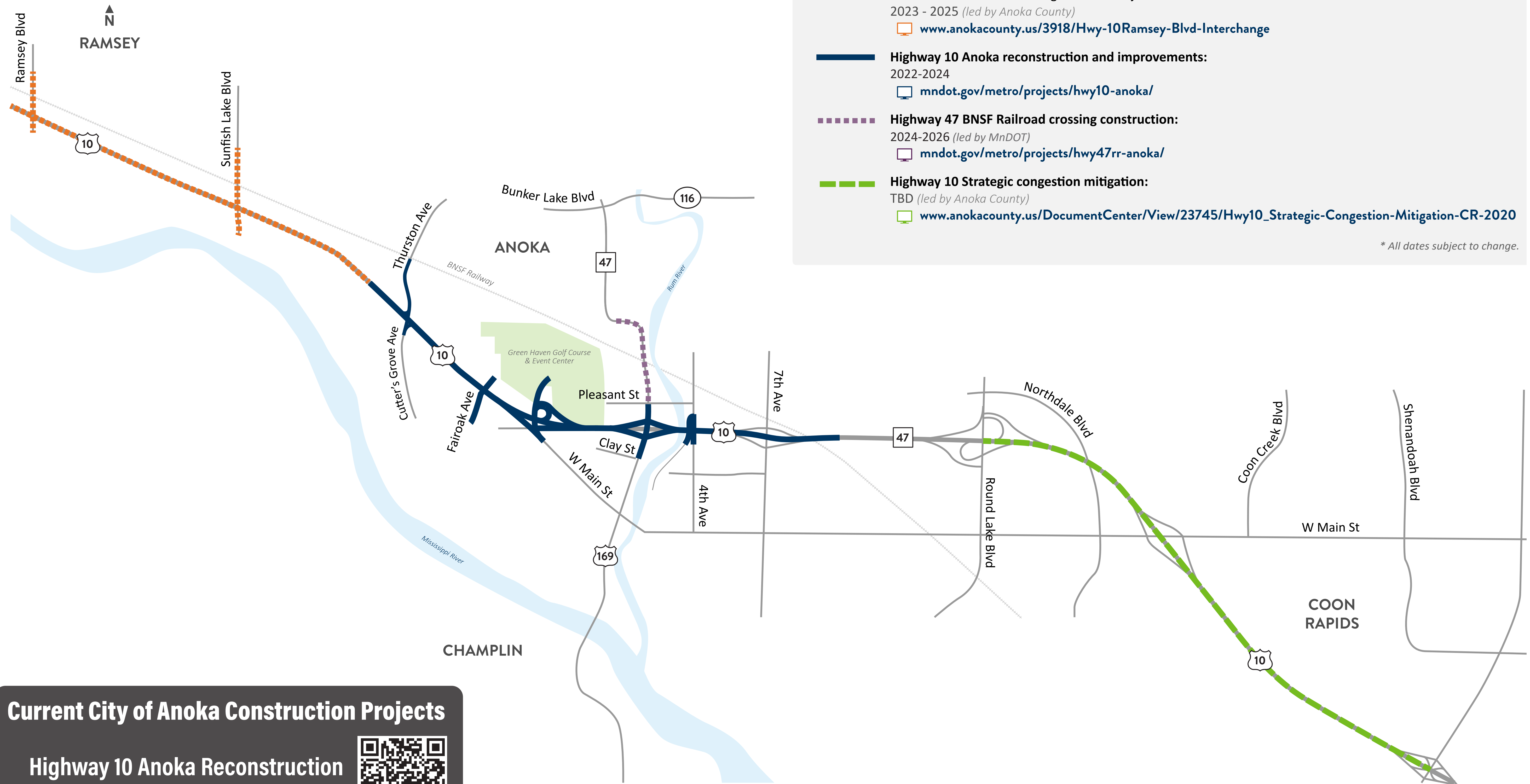


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Regional Projects



- **Highway 10 Ramsey Blvd/Sunfish Lake Blvd interchange construction:**
 Infrastructure For Rebuilding America Project
 2023 - 2025 (led by Anoka County)
www.anokacounty.us/3918/Hwy-10Ramsey-Blvd-Interchange
 - **Highway 10 Anoka reconstruction and improvements:**
 2022-2024
mndot.gov/metro/projects/hwy10-anoka/
 - **Highway 47 BNSF Railroad crossing construction:**
 2024-2026 (led by MnDOT)
mndot.gov/metro/projects/hwy47rr-anoka/
 - **Highway 10 Strategic congestion mitigation:**
 TBD (led by Anoka County)
www.anokacounty.us/DocumentCenter/View/23745/Hwy10_Strategic-Congestion-Mitigation-CR-2020
- * All dates subject to change.

Current City of Anoka Construction Projects

Highway 10 Anoka Reconstruction and Improvements Construction





Next Steps & Construction Communications



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What's Next?

Following this open house, the project team will finalize construction plans in preparation for Stage 1 of construction to begin this summer.

Project Schedule



See construction staging information for more details.

Anticipated Construction Communications

Several communication outlets will be utilized during construction to share current activities, impacts and milestones with the public.

Website Updates



Videos



Maps



Email & Text Updates



Notices & Newsletters



Social Media Posts



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Project contacts

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