Ramsey Gateway Highway 10 Project

Goals and Objectives – *FINAL*

Purpose

The purpose of this document is to outline the goals and objectives for the Ramsey Gateway Highway 10 Study. The goals and objectives are intended to align with state and local transportation plans as much as possible. They build off the existing conditions, issues and needs outlined in the Purpose and Need Framework and define desired results or outcomes. Multiple objectives for each goal exist to provide additional details on how the goal can be achieved. The goals and objectives will be used as the framework to guide the identification and evaluation of improvement options within the study area.

Goals and Objectives

City of Ramsey Strategic Goal	Ramsey Gateway Highway 10 Project	
	Goal	**Objective**
Smart, Citizen-Focused Government	**Safely accommodate all users (motor vehicles, freight, rail, transit, pedestrians, bicyclists)**	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
A Connected and Active Community	**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 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
Financial Stability	**Develop a financially responsible infrastructure implementation plan**	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

City of Ramsey Strategic Goal	Ramsey Gateway Highway 10 Project	
	Goal	**Objective**
A Balance of Rural Character and Urban Growth	**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
		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
	Provide infrastructure improvements compatible with the natural and built environment	Avoid impacts to environmental resources
		Minimize impacts to the built environment

EARLY CONCEPTS DISMISSED

Dismissed Concepts	Conflicting Goals	Reason Dismissed*
West End		
1. At-Grade Full Access Intersections (non-signalized)	*1 and 2*	*a)* Long delays for side streets is a safety concern. *b)* 2018 hourly volumes (3500+) at Jarvis and Alpine confirm that a full movement intersection would not operate safely as gaps are infrequent.
2. At-Grade Reduced Conflict Intersections (non-signalized)	*1 and 2*	*a)* Long delays for side streets is a safety concern.
East End		
1. Highway 10 Expansion to 6-lane (At-grade)	*1, 2, 3, and 4*	*a)* Does not provide adequate traffic operations. *b)* High cost. *c)* High likelihood of property accusations. *d)* Not consistent with Anoka and Elk River Hwy 10/169 improvement plans.
2. At-grade full movement intersections at Ramsey and Sunfish Lake Blvd	*1 and 2*	*a)* Does not provide adequate traffic operations. *b)* Safety concern with signalized intersection control.
3. Partial movement grade separation at Ramsey Blvd	*2 and 4*	*a)* Full movement at Ramsey Blvd desired by City of Ramsey to serve businesses from Highway 10. *b)* Full movement at Ramsey Blvd desired by City of Ramsey for community connectivity to, from and across Highway 10.
4. Railroad Underpass at Sunfish Lake Blvd	*3, 4, and 5*	*a)* Shoofly railroad track construction needed which would require acquisition of 4 businesses, relocation of powerlines relocation, and mitigation of significant ground water issues. These impacts result in substantial cost. *b)* Underpass could be considered a future opportunity but due to impacts and cost it was not determined feasible within this study's planning horizon.

* Details supporting the traffic and safety analyses are documented in the Existing and No-Build Traffic Conditions Tech Memo.

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RAMSEY BOULEVARD EVALUATION

Measures		No Build	RAMSEY BLVD OVER RAILROAD CONCEPTS										RAMSEY BLVD UNDER RAILROAD CONCEPTS								Notes
			1	2	3	4	5	6	7A	7B	8	9	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	Overpass with Right-In/Right-Out (West)	Single Point Urban Interchange (SPUI)	Tight Diamond with West Frontage Road	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)	
Pedestrian-Vehicle Conflict Points		13	23	23	43	25	47	47	17	23	23	24	23	23	43	27	47	47	27	23	Conflict points were counted where crosswalks and sidewalk connections will be provided.
Perceived Pedestrian Comfort																					
Total Interchange Delay (seconds/vehicle)	2045 AM	164	Dismissed prior to operational analysis	5	Dismissed prior to operational analysis	17	Dismissed prior to operational analysis	Dismissed prior to operational analysis	3	12	Dismissed prior to operational analysis	6	Dismissed prior to operational analysis								
	2045 PM	36		8		20			3	15		4									
Ease of Business Access - Retail	From EB TH 10	Baseline	Option eliminates Holiday Gas Station										Option eliminates Holiday Gas Station								Assume traveling to Holiday Gas Station. Green - adds <60 seconds Yellow - adds 60-120 seconds Red - adds 120+ seconds
	From WB TH 10	Baseline																			
Ease of Business Access - Industrial	From EB TH 10	Baseline																			Assume traveling to 143rd Ave at Ebony St Green - adds <60 seconds Yellow - adds 60-120 seconds Red - adds 120+ seconds
	From WB TH 10	Baseline																			
Potential Property Impacts*		0	12 full 8 partial	9 full 4 partial	9 full 6 partial	9 full 3 partial	9 full 4 partial	9 full 4 partial	11 full 2 partial	9 full 4 partial	9 full 5 partial	6 full 4 partial	12 full 8 partial	9 full 5 partial	9 full 6 partial	9 full 3 partial	9 full 4 partial	9 full 4 partial	9 full 4 partial	9 full 5 partial	
Impact to Regional Park		0 Acres	21 Acres	4 Acres	21 Acres	4 Acres	21 Acres	21 Acres	7 Acres	7 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.
Impact to Public Works Campus																					Underpass options require a shoofly which impacts the existing Public Works Campus.
Cost		$0 M	Dismissed prior to cost estimation	$58 - 64 M	Dismissed prior to cost estimation	$52 - 58 M	Dismissed prior to cost estimation	Dismissed prior to cost estimation	$46 - 51 M	$49 - 54 M	Dismissed prior to cost estimation	$61 - 67 M	Dismissed prior to cost estimation								
Constructability/Long Term Maintenance																					Underpass options require a shoofly 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.
Likelihood of Railroad Approval																					Discussions with BNSF Railroad indicate strong preference for an overpass.
Agency Support to Carry Concept Forward		No Support	No Support	Supported Concept	No Support	Supported Concept	No Support	No Support	Supported Concept	Supported Concept	No Support	Supported Concept	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.

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SUNFISH LAKE BOULEVARD EVALUATION

Measures		No Build	SUNFISH LAKE BLVD CONCEPTS															Notes
			GRADE SEPARATED RAILROAD CROSSING							AT GRADE RAILROAD CROSSING								
			1A	1B	2	3	4A	5A	6A	4B	5B	6B	7A	7B	8	9A	9B	
			Sunfish Overpass with RI/RO	Sunfish Overpass with RI/RO	Standard Diamond	Tight Diamond	Single Point Urban Interchange (SPUI)	Grade Separated Roundabout	Center Turn Overpass	Single Point Urban Interchange (SPUI)	Grade Separated Roundabout	Center Turn Overpass	High-T (Ped Overpass)	High-T (Ped Underpass)	Flyover	TH 10 Overpass with RI/RO & WB Exit Ramp	TH 10 Overpass with RI/RO	
Pedestrian-Vehicle Conflict Points		7	26	17	30	30	30	30	30	30	30	30	20	20	16	17	16	Conflict points were counted where crosswalks and sidewalk connections will be provided.
Perceived Pedestrian Comfort													Assumes separate pedestrian bridge	Assumes separate pedestrian underpass				
Total Interchange Delay (seconds/vehicle)	2045 AM	86	3	3	Dismissed prior to operational analysis	Dismissed prior to operational analysis	14	9	16	14	9	16	6	6	**	5	5	
	2045 PM	130	4	4			15	10	11	15	10	11	8	8	**	6	6	
Requires a Separate Pedestrian Bridge		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES	NO	NO	NO	
Community Connectivity - Accommodates All Movements																		
Ease of Business Access - Retail	From EB TH 10	Baseline																Assume traveling to Do It All Printing Green - adds <60 seconds Yellow - adds 60-120 seconds Red - adds 120+ seconds
	From WB TH 10	Baseline																
Ease of Business Access - Industrial	From EB TH 10	Baseline																Assume traveling to McKinley St at Unity St Green - adds <60 seconds Yellow - adds 60-120 seconds Red - adds 120+ seconds
	From WB TH 10	Baseline																
Access to Business Park																		
Potential Property Impacts*		0	5 full 15 partial	5 full 14 partial	9 full 16 partial	9 full 13 partial	5 full 17 partial	5 full 17 partial	5 full 14 partial	5 full 15 partial	5 full 12 partial	5 full 12 partial	5 full 12 partial	4 full 12 partial	4 full 10 partial	5 full 11 partial	5 full 11 partial	
Provides Railroad Grade Separation																		
Cost		$0 M	$61 - 68 M	$54 - 60 M	Dismissed prior to cost estimation	Dismissed prior to cost estimation	$133 - 147 M	$89 - 99 M	$90- 100 M	$65 - 72 M	$51 - 56 M	$59 - 65 M	$52 - 57 M	$42 - 47 M	$32 - 36 M	$34 - 38 M	$34 - 38 M	
Constructability/Long Term Maintenance																		TH 10 grade change is more impactful to traffic than Sunfish Lake Blvd grade change.
Agency Support to Carry Concept Forward		No Support	Supported Concept	Supported Concept	No Support	No Support	No Support	No Support	No Support	No Support	Supported Concept	Supported Concept	No Support	No Support	No Support	Supported Concept	Supported Concept	

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ANOKA SOLUTION

2022 CONSTRUCTION

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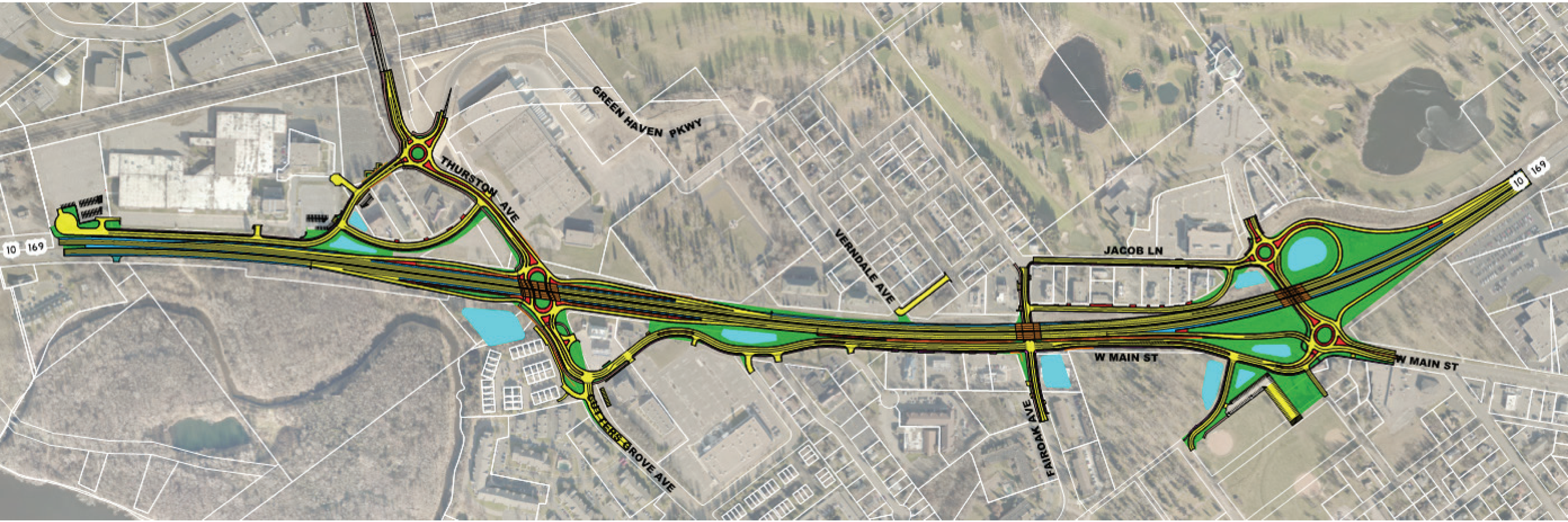

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ELK RIVER - 169 REDEFINE

2022 CONSTRUCTION

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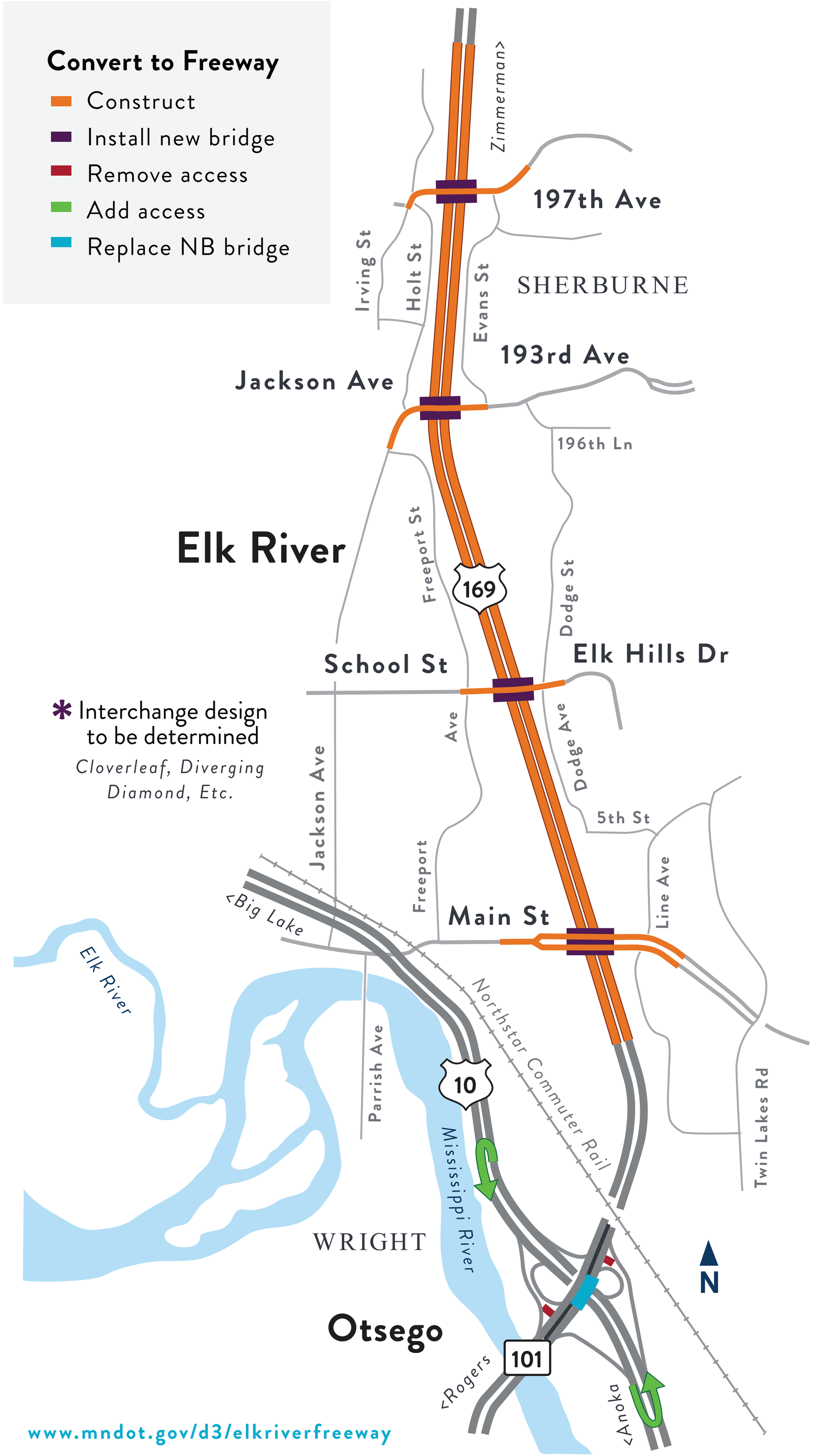

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