Appendix D: RALF Properties



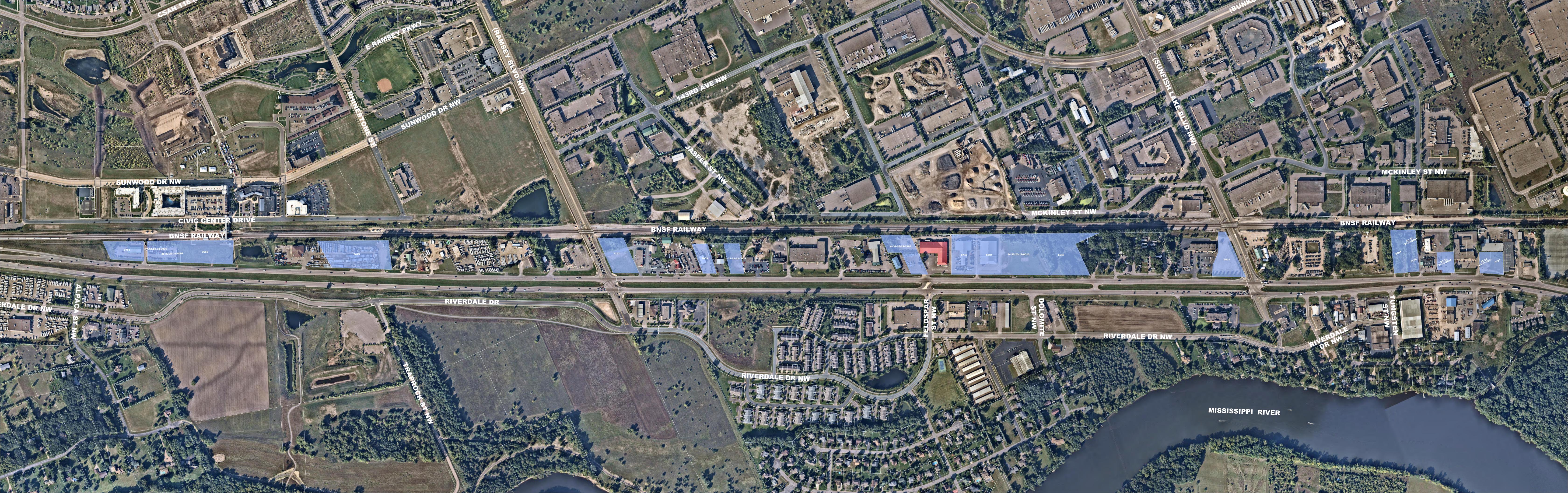












Sunfish:

Parcel	Loan Amount		
6401	RALF	\$	697,383.64
6201	RALF	\$	551,934.00
6159	RALF	\$	372,647.00
35-32-25-24-0001			
35-32-25-31-0024	RALF	\$	263,334.00
35-32-25-31-0027	RALF	\$	384,868.00
6101	RALF		
TOTAL		\$	2,270,166.64

Frontage Rd & TH 10 WB from Sunfish to Ramsey:

Parcel		Loan Amount	
7039	RALF	\$ 468,015.00	
34-32-25-22-0009	RALF	\$ 406,921.00	
34-32-25-21-0103	RALF	\$ 779,472.00	
6745	RALF	\$ 1,762,491.00	
6701	RALF	\$ 1,828,129.00	
34-32-25-12-0010	RALF	\$ 1,040,862.00	
6549	RALF	\$ 1,165,249.00	

TOTAL \$ 7,451,139.00

Ramsey:

Parcel		Loan Amount	
7751	RALF		
28-32-25-31-0020	RALF	\$	653,728.00
28-32-25-31-0007	RALF		
7665	RALF	\$	1,011,533.00
7443	RALF	\$	1,260,686.00
7157	RALF	\$	935,246.00
TOTAL	<u>-</u>	\$	3,861,193.00

RALF GRAND TOTAL \$ 13,582,498.64

Appendix E: BNSF Railroad Information









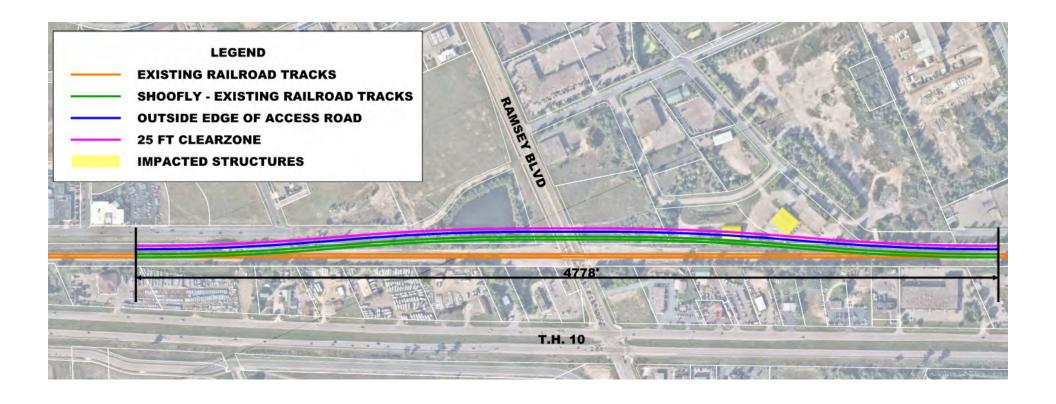






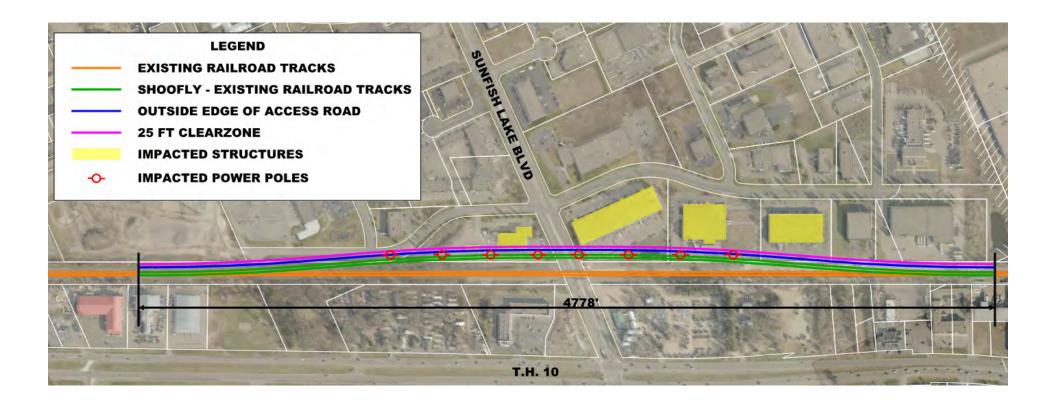
Railroad Grade Separation Concepts

Ramsey Blvd – Shoofly Option





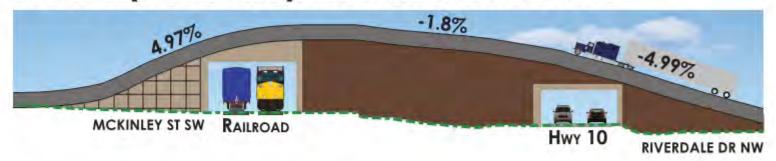
Railroad Grade Separation Concepts Sunfish Lake Blvd – Shoofly Option



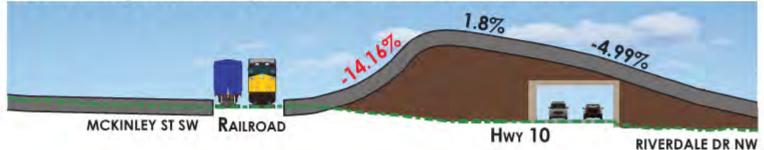
Railroad Grade Separation Phasing at Sunfish Lake Blvd



OPTION 1 (FULL BUILD): HWY 10 AT EXISTING GRADE



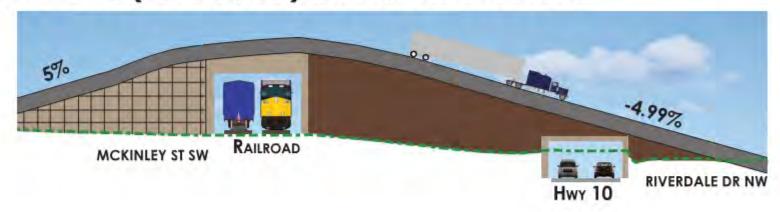
OPTION 1 (PHASE 1): HWY 10 AT EXISTING GRADE



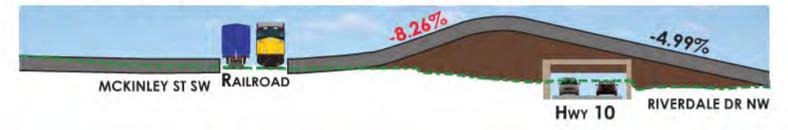
Railroad Grade Separation Phasing at Sunfish Lake Blvd



OPTION 2 (FULL BUILD): HWY 10 LOWERED 14 FEET



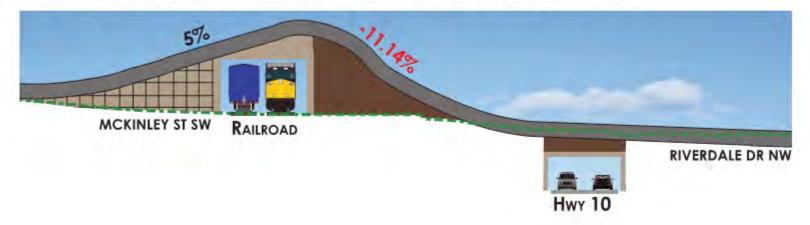
OPTION 2 (PHASE 1): HWY 10 LOWERED 14 FEET



Railroad Grade Separation Phasing at Sunfish Lake Blvd



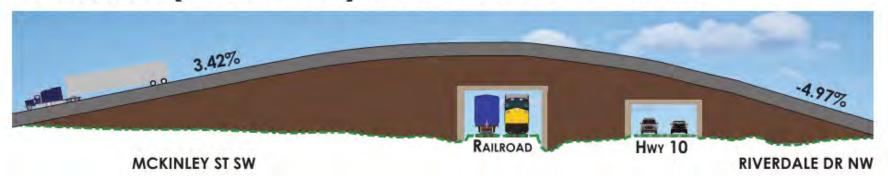
OPTION 3: HWY 10 LOWERED FULL CLEARANCE (16.5 FEET)



Railroad Grade Separation Phasing at Ramsey Blvd



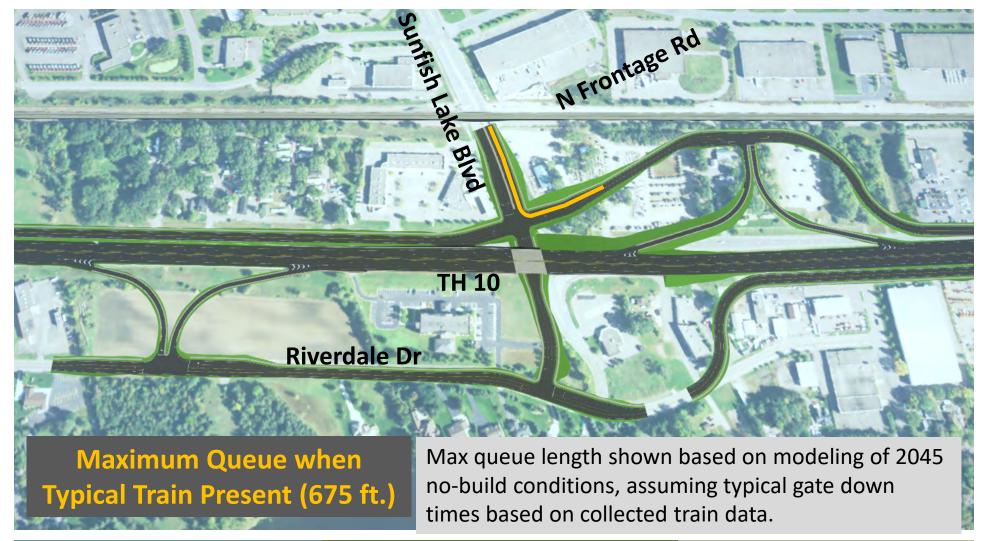
OPTION 1 (FULL BUILD): HWY 10 AT EXISTING GRADE



Sunfish Lake Blvd Concepts

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

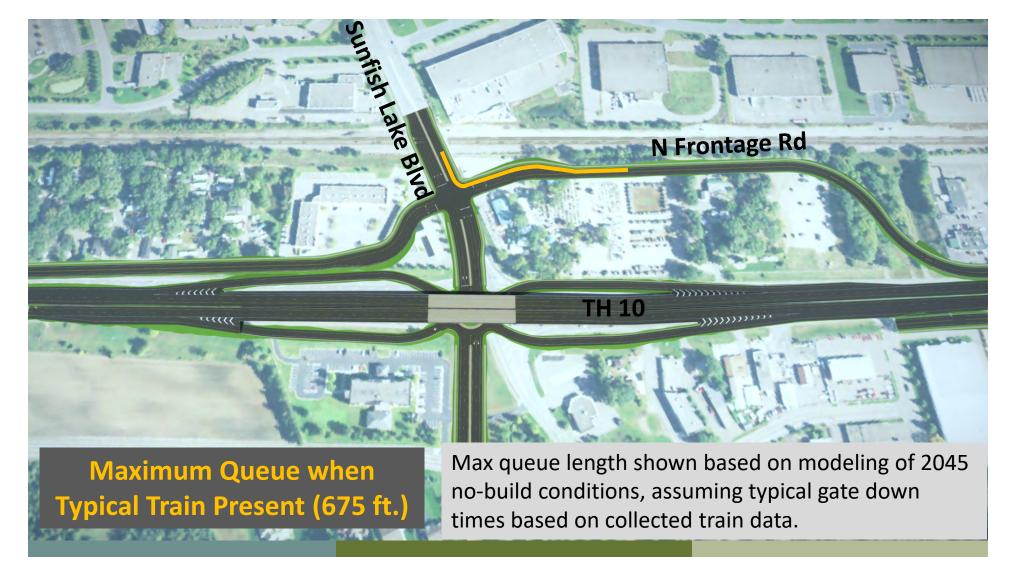




Sunfish Lake Blvd Concepts

Grade Separated Roundabout At-Grade Rail





Appendix F: West End Concepts











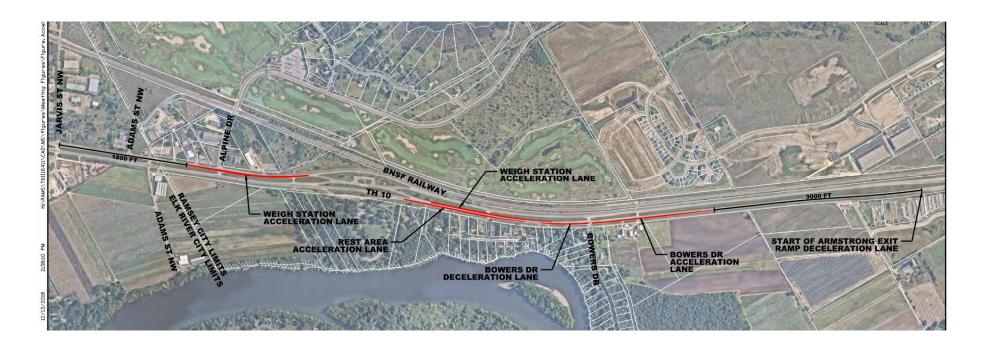


West End Concepts



- Signalized RCUT
- Unsignalized 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: Jarvis RCUT





- Cost: \$1.6-1.8 M
- Operations acceptable through 2045 with dual turn lanes

West End Concepts: Jarvis Overpass











• Cost: \$2.4 - \$2.6 M

West End Concepts: Alpine Right-In/Right-Out





• Cost: \$250,000 - \$350,000



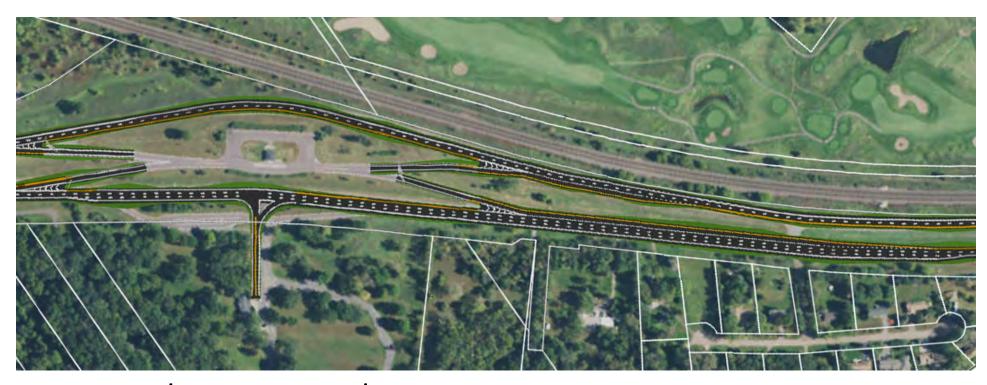




• Cost: \$550,000 - \$650,000

West End Concepts: Rest Area Accel/Decel Lanes





• Cost: \$250,000 - \$350,000

West End Concepts: Bower Partial RCUT





- Cost: \$500,000 \$600,000
- Operations acceptable through 2045

West End Concepts: South Frontage Road from Jarvis to Armstrong





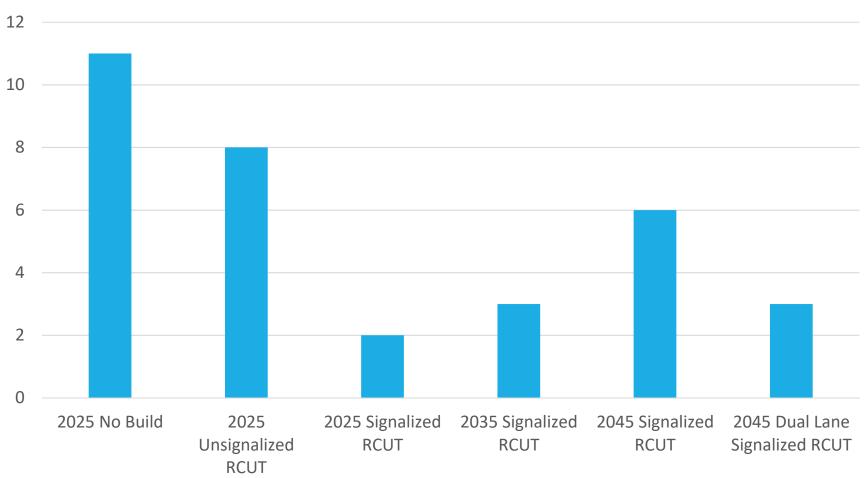


• Cost: \$6 - \$7 M



West End Operations

Average Side Street Delay (min/veh)

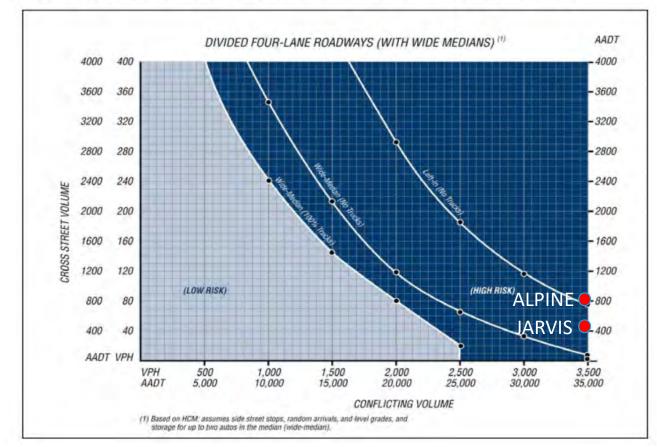


Gap Analysis Full Movement Intersection MnDOT Access Management Manual



- Conflicting hourly volume is 3500+ with 2018 traffic counts at both Jarvis and Alpine
- Confirms that left turns are a high risk as gaps are infrequent

Figure 3.7: Gap Analysis Graph for Divided Four-lane Roadways with Wide Medians

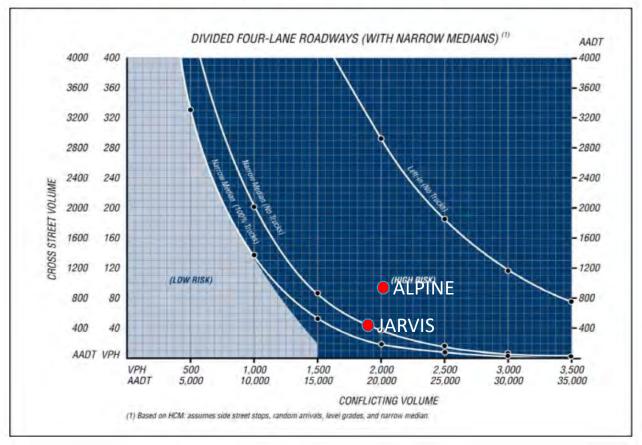


Gap Analysis Right-In/Right-Out Intersection MnDOT Access Management Manual



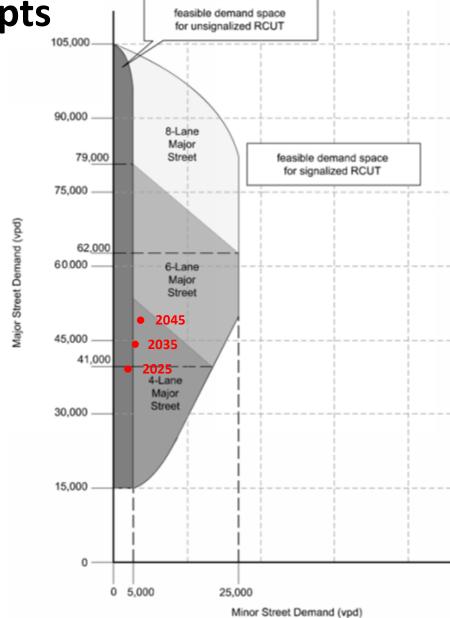
- Conflicting hourly volume is 1500+ with 2018 traffic counts at both Jarvis and Alpine
- Confirms that right turns are a high risk as gaps are infrequent

Figure 3.6: Gap Analysis Graph for Divided Four-lane roadways with Narrow Medians



West End Concepts

 RCUT Planning Capacity

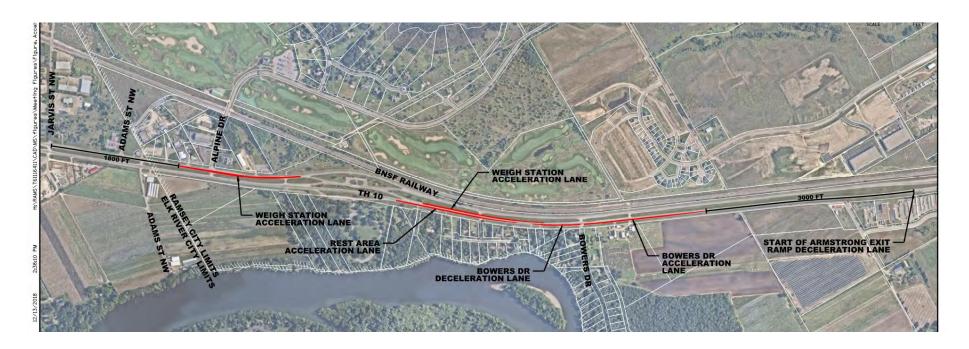




West End Concepts

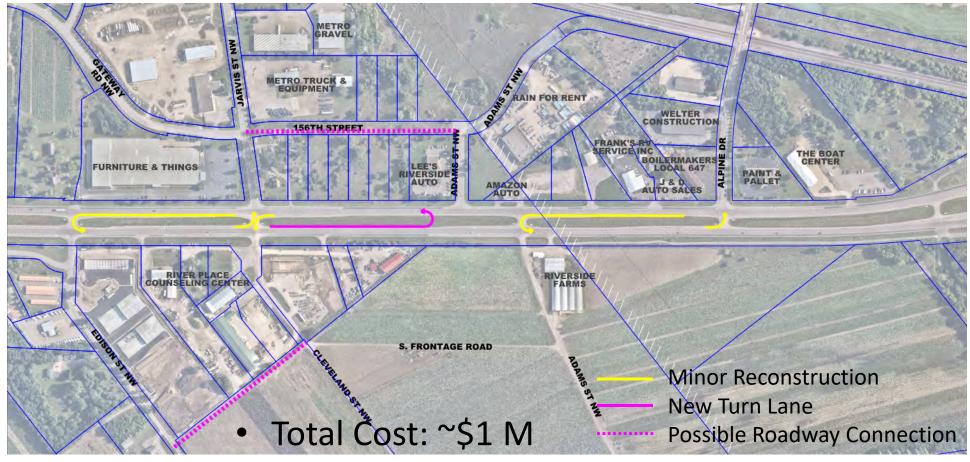


- Interim Option Unsignazlied RCUTs at Jarvis & Alpine
- Document Alternatives Studied (signalized RCUT, overpass)
- Future Joint Study (MnDOT D3, Metro and Cities)
 - Determine Hwy 10 corridor vision into Elk River



Interim Option Unsignalized RCUTs at Jarvis and Alpine





Future Study



