



6.0

IMPLEMENTATION

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The implementation plan identifies potential projects, estimates costs, and outlines a scenario for constructing the improvements recommended in this study.

6.1 Methodology

The goal of the implementation plan is to identify corridor segments that can be constructed and funded as stand-alone projects. A significant percentage of the funding for Coon Rapids Boulevard/East River Road improvement projects will likely come from federal transportation project funding. The implementation plan is based on defining project segments that could be funded by Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) Improvement Program, or Transportation Enhancements (TE) Program funds. Other sources of funding, like County State Aid Highway funds, Highway Safety Improvement Program funds, or tax increment financing, may be used to implement the project.

6.2 Segments

The corridor was broken into segments based on the following criteria:

- Likelihood for above average benefit/cost ratio based on federal scoring criteria
- Construction cost of no more than approximately \$8.5M (\$7M federal plus 20% local match assumes STP or CMAQ funds, TE funds are capped at \$1M)
- Logical begin construction and end construction locations
- Logical sequence of construction projects that achieve the vision of the corridor.

The highest benefit/cost ratio section of the project is anticipated to be the capacity improvements from the Coon Rapids Boulevard/East River Road split to Hanson Boulevard. Assuming project segments need to be less than a mile in order to stay under the \$8.5M segment cost, there are likely two construction segments within this area; the seven-lane segment from the Coon Rapids Boulevard/East River Road split to Egret Boulevard and the six-lane segment from Egret Boulevard to Hanson Boulevard. The five-lane segment from Dakota Street to 7th Avenue is likely to have a good benefit/cost ratio. Besides these three segments, the remainder of the corridor improvements benefit/cost ratios are likely heavily influenced by the number of signalized intersection improvements and access points modified or closed.

The segments identified for the purposed of developing an implementation plan are shown in [Exhibit 6-1](#).

6.3 Costs

The costs for each segment were estimated based on a few major items: roadway, storm sewer, water main, signals, trail/sidewalk, urban design, and private utilities. The unit costs for these items are intended to capture the incidental items related to the work. A 10 percent contingency cost and 25 percent indirect cost was added to the cost estimate. [Exhibit 6-2](#) lists the estimated costs by segment and [Exhibit 6-3](#) lists the estimated costs by type of work.

Segment	Description	Estimated Cost (2010)
A	Seventh Avenue to Dakota Street	\$3,937,000
B	Dakota Street to 400' East Of Pheasant Ridge Drive	\$8,311,000
C	400' East Of Pheasant Ridge Drive to 110th Lane	\$9,060,000
D	110th Lane to 700' West Of Hanson Boulevard	\$8,192,000
E	700' West Of Hanson Boulevard to 300' East Of 103rd Avenue	\$6,458,000
F	300' East Of 103rd Avenue to 400' East Of Avocet Street	\$7,849,000
G	East River Road from 400' East Of Avocet Street to TH 610	\$9,257,000
H	Coon Rapids Boulevard from CRB/ERR Split to TH 610	\$5,625,000
Total		\$58,689,000

EXHIBIT 6-2
Implementation
Cost by Segment

Improvement Type	Estimated Cost (2010)	
Roadway	\$16,433,000	
Storm Sewer	\$3,957,000	
Water Main	\$2,000,000	
Signals	\$6,400,000	
Trail/Sidewalk	\$1,266,000	
Urban Design/Landscape/Lighting	\$6,536,000	
Private Utilities Underground	\$6,880,000	
Contingency	\$4,348,000	
Indirect Costs	\$10,869,000	
Total		\$58,689,000

EXHIBIT 6-3
Implementation
Cost by
Improvement
Type

Right-of-way, easements, bridge, and noise wall costs are not included in these estimates. Roadway cost assumes full reconstruction. Storm sewer cost assumes trunk sewer will remain but catch basins and lateral storm sewer will be replaced. Water main costs in the City of Anoka are based on full replacement. Water main costs in Coon Rapids are based on specific water main projects that have been identified by the city.

Signal costs assume new mast arms, controller, heads, loop detectors, accessible pedestrian signals, and minor side street improvements. Trail and sidewalk costs assume any existing trail or sidewalk will be replaced. Urban design cost and private utility underground cost assumes approximately \$1M cost per mile.

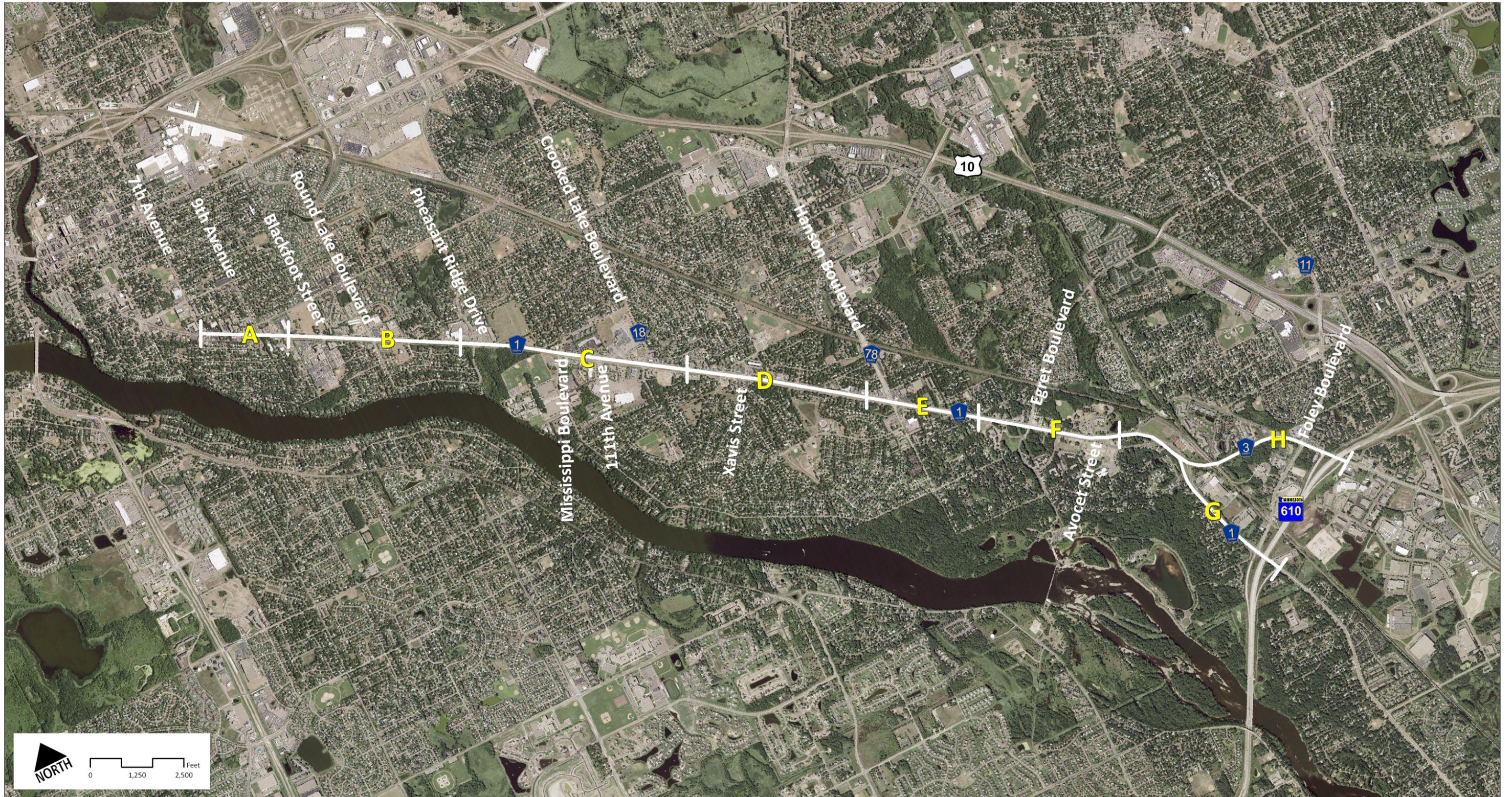


EXHIBIT 6-1 Implementation Segments

6.4 Timing

The choice of funding source will to a large degree impact the timing of construction projects. The funding cycle for federal transportation funding will restart with an application process in the summer of 2011, with funding available in 2015-2016. Projects selected for federal transportation funding can be advance constructed with local funds, repaid with projects selected for funding as a part of that process as early as 2013.

For the purpose of federal transportation funding applications, the county will likely prioritize the segments such that the first application is for the segment with the perceived highest benefit/cost ratio. The perceived benefit/cost ratio for the project segments is prioritized into a potential project sequence, from highest to lowest priority, as shown in Exhibit 6-4.

EXHIBIT 6-4
Potential
Implementation
Sequence

Potential Sequence	Segment	Description
1	F	300' East Of 103rd Avenue to 400' East Of Avocet Street
2	E	700' West Of Hanson Boulevard to 300' East Of 103rd Avenue
3	A	7th Avenue to Dakotah Street
4	C	400' East Of Pheasant Ridge Drive to 110th Lane
5	D	110th Lane to 700' West Of Hanson Boulevard
6	B	Dakotah Street to 400' East Of Pheasant Ridge Drive
7	G	East River Road from 400' East Of Avocet Street to TH 610
8	H	Coon Rapids Boulevard from CRB/ERR Split to TH 610

The City of Coon Rapids would prefer to have one segment of the project constructed as a demonstration project. A demonstration project would function as a point of reference for the visual quality standard for future projects. Segment C and Segment F could be good candidates as demonstration projects with the city as the lead agency. Segment C includes Port Campus Square. Segment F includes the City Hall redevelopment site, which has TIF funding available to promote redevelopment activity.

6.5 Future Projects

As listed in Section 5, several segments/intersections along the Coon Rapids Boulevard/East River Road corridor should continue to be monitored and/or studied further. Those segments in addition to others proximate to this corridor include:

- Coon Rapids Boulevard (CSAH 3) & TH 610 WB
- Coon Rapids Boulevard (CSAH 3) & Foley Boulevard (CSAH11)
- East River Road (CSAH 1) & Foley Boulevard (CSAH 11)
- Coon Rapids Boulevard Extension
- Coon Rapids Boulevard (CSAH 1) & Direct River Drive
- Coon Rapids Boulevard (CSAH 1) & 111th Avenue
- Foley Boulevard (CSAH 11) & TH 610
- CSAH 3 south of TH 610
- CSAH 1 south of TH 610 (corridor study to begin in June 2010).

Any project that will include federal funding will need to complete the necessary level of environmental documentation consistent with National Environmental Policy Act (NEPA) requirements. It is noteworthy that any improvement project that may move traffic closer to the adjacent land use will require noise analysis as part of the environmental documentation, and potentially noise mitigation such as noise walls may need to be constructed.