



EXECUTIVE SUMMARY

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Introduction

The Anoka County Coon Rapids Boulevard/East River Road Corridor Study includes both Anoka County State Aid Highway (CSAH) 1 and CSAH 3 between 7th Avenue (CSAH 7) and Trunk Highway (TH) 610. CSAH 1 is also known as East River Road from TH 610 to the intersection with CSAH 3, as Coon Rapids Boulevard from the intersection with CSAH 3 to the Coon Rapids/Anoka city border, and as East River Road from the Coon Rapids/Anoka border to 7th Avenue.

From TH 610 to 7th Avenue, CSAH 1 is 5.8 miles long. This segment of the corridor is located primarily in the City of Coon Rapids (5.5 miles) with the exception of the link between 9th Avenue and 7th Avenue, which is in the City of Anoka (0.3 miles). It is a minor arterial with a four-lane divided section between TH 610 and CSAH 3 and between Egret Boulevard and 9th Avenue, a seven-lane (three lanes southeastbound/four lanes northwestbound) divided section between CSAH 3 and Avocet Street, a five-lane (two lanes southeastbound/three lanes northwestbound) divided section between Avocet Street and Egret Boulevard, and a four-lane undivided section between 9th Avenue and 7th Avenue. It is typically situated within 150 feet of right-of-way south of 9th Avenue, and 66 feet of right-of-way between 9th Avenue and 7th Avenue. The posted speed limit is 45 miles per hour (mph) southeast of Mississippi Boulevard, 50 mph between Mississippi Boulevard and Blackfoot Street, and 35 mph northwest of Blackfoot Street.

CSAH 3, also known as Coon Rapids Boulevard, is approximately one mile long from TH 610 to CSAH 1. This segment of the corridor is located entirely within the City of Coon Rapids. It is a minor arterial roadway with a four-lane divided section, typically situated within 120 to 200 feet of right-of-way. The posted speed limit is 50 mph.

The purpose of this study is to identify concepts for improving mobility, increasing safety, and enhancing the appearance and economic vitality along the Coon Rapids Boulevard/East River Road corridor. This study presents the existing conditions along the corridor, and presents 20-year traffic forecasts for the planning horizon year of 2030. This study documents the data and analysis used to develop and screen alternatives to arrive at feasible concepts for recommendation and implementation that will be able to accommodate the forecast year traffic and provide for safety enhancements. The study does not anticipate reconstruction of the corridor to occur at one time. The identified concepts will be implemented over time as funding opportunities arise and redevelopment occurs along the corridor.

The project's public involvement plan (PIP) consisted of various activities to engage stakeholders and obtain input on the study process. In addition to regular meetings with the technical advisory committee (TAC) and policy advisory committee (PAC), local agencies/organizations, regulatory agencies, residents, and business owners were invited to provide input through several different techniques. Informational postcards, the local

VISION STATEMENT

Anoka County and the cities of Coon Rapids and Anoka will develop a safe, efficient, and visually appealing corridor that enhances economic vitality, provides connections for pedestrians, bicyclists, and transit users, and creates a regionally identifiable corridor with distinctive local places.

newspaper, and city/county websites were used to disseminate information, notice public meetings, and provide contact information for project team members. The initial set of meetings was used to set a vision for the corridor that would guide the study process.

Existing Conditions

The existing conditions analysis reviewed land use, demographics, traffic, access, safety, trails and sidewalks, transit service, freight movements, utilities, and environmental and cultural constraints. The existing conditions analysis of traffic, access, safety, and trails and sidewalks are briefly summarized in this executive summary. The existing conditions analysis of the other corridor features can be found in the full report.

Existing volumes, roadway and intersection geometry and characteristics obtained in the field, and traffic signal timings obtained from Anoka County and Mn/DOT were input into a Synchro/SimTraffic model. Coon Rapids Boulevard, from Avocet Street to Round Lake Boulevard, is a coordinated system running 140 second cycle lengths during the peak periods. Five one-hour simulations were run for both the a.m. and p.m. peak periods. The averaged results were used to determine the levels of service (LOS) for the facility, segments, and intersections. LOS is a qualitative indication of traffic operations broken down into letter grades - A through F. LOS A indicates free flow conditions; LOS F represents breakdown conditions where the traffic volume exceeds the capacity of the roadway or intersection. LOS D is generally considered the threshold acceptable to most drivers. LOS for the facility and segments are based on average travel speed.

The overall existing facility LOS in the a.m. peak hour for CSAH 1 is LOS C southeastbound and LOS B northwestbound. The overall existing facility LOS in the a.m. peak hour for CSAH 3 is LOS B southeastbound and LOS E northwestbound. The overall existing facility LOS in the p.m. peak hour for CSAH 1 is LOS B southeastbound and LOS D northwestbound. The overall existing facility LOS in the p.m. peak hour for CSAH 3 is LOS D southeastbound and LOS C northwestbound.

East River Road and Coon Rapids Boulevard operate acceptably as overall facilities during both peak periods with the exception of CSAH 3 northwestbound in the a.m. peak hour. However, there are isolated segments with reduced average travel speed, such as between TH 610 EB and Foley Boulevard on East River Road in both directions during both the a.m. and p.m. peak hours. This is due to the close spacing of the intersections that limits turn lane lengths, insufficient roadway width to accommodate dual left-turn lanes, and uncoordinated timing of the signals. Coon Rapids Boulevard between East River Road and Egret Boulevard currently operates at LOS F in the northwestbound direction during the p.m. peak hour due to heavy congestion at the intersection of Coon Rapids Boulevard and Egret Boulevard. Northwestbound queues frequently spillback through the intersection of Coon Rapids Boulevard and Avocet Street, causing lane blocking problems for turning movements. Coon Rapids Boulevard between TH 610 WB and Foley Boulevard also operates at lower average speeds due to congestion at the intersection of Coon Rapids Boulevard and Foley Boulevard.

All of the intersections studied operated acceptably during the a.m. peak hour based on overall average control delay, but some individual movements operated at LOS E or F. Most of these movements were not related to operational problems, but were due to relatively low demand and long cycle lengths. The coordinated section of the corridor between Avocet Street and Round Lake Boulevard operates on 140 second cycle lengths during the peak periods. Thus, vehicles making a movement that has low volume will almost always have some delay (i.e., they will not likely arrive during the green phase). Minor lane blocking also occurred at some intersections where through lane queues extended past the entrance to turn lanes. Lane group operational problems were noted at three intersections during the a.m. peak period:

- Coon Rapids Boulevard (CSAH 1) and Round Lake Boulevard - southbound left-turn movement
- Coon Rapids Boulevard (CSAH 1) and Crooked Lake Boulevard (CSAH 18) - southbound left-turn movement
- Coon Rapids Boulevard (CSAH 1) and Hanson Boulevard (CSAH 78) - northbound thru, and southbound left-turn movements.

Two intersections do not operate acceptably during the p.m. peak hour based on overall average control delay: Coon Rapids Boulevard and Avocet Street and Coon Rapids Boulevard and Egret Boulevard. In addition, there were several individual movements at other intersections that operated at LOS E or F. Again, most of these movements were not related to operational problems, but to low demand combined with long cycle lengths. As with the a.m. peak period, some short periods of lane blocking occurred at some of the intersections. Lane group operational problems were noted at the same two intersections that exhibited overall LOS issues in addition to one other intersection:

- Coon Rapids Boulevard (CSAH 1) and Hanson Boulevard (CSAH 78) - northwestbound thru movement
- Coon Rapids Boulevard (CSAH 1) and Egret Boulevard - northwestbound left-turn, thru, and right-turn movements
- Coon Rapids Boulevard (CSAH 1) and Avocet Street - northwestbound through movement.

Access is controlled on the majority of Coon Rapids Boulevard/East River Road through a combination of measures. The roadway is divided with a 15.5-foot median from TH 610 to approximately 9th Avenue. A frontage road provides local access on the southwest side of Coon Rapids Boulevard from East River Road to Crooked Lake Boulevard (CSAH 18). In addition, there is a short segment of frontage road on the northeast side of Coon Rapids Boulevard near Thrush Street.

There are 34 public street intersections and 85 driveway accesses along the Coon Rapids Boulevard/East River Road corridor. There are three different types of access among these intersections and driveways: full access, T-intersection, and right-in/right-out. Full access intersections are the least restrictive, but have 32 conflict points; T-intersections have 9 conflict points; and right-in/right-out intersections, the most restrictive, have 4 conflict points. Of the 34 public street intersections, 20 are full access and 14 are T-intersections. The driveway accesses include 28 T-intersections and 57 right-in/right-out accesses.

The latest five years of crash data (2002-2006) along the Coon Rapids Boulevard/East River Road corridor, provided by Anoka County, showed that there were 715 crashes reported along CSAH 1 and 63 crashes reported along CSAH 3. Crashes were analyzed based on type, age of driver, injury, lighting, location, road surface condition, time, weather, and year. Most crashes along the corridors were rear end or right angle, and they occurred during clear or cloudy weather on dry road surfaces, during the daylight hours. As expected, there were concentrations of crashes during the peak periods. There was one intersection where the observed crash rate exceeded the Critical Crash Rate: Coon Rapids Boulevard and 100th Lane. 100th Lane is a low volume local street with side street stop control at Coon Rapids Boulevard. The proportion of right angle crashes at Coon Rapids Boulevard and 100th Lane significantly exceeds the expected amount (61% versus 25%).

Trails and walkways are provided within the Coon Rapids Boulevard/East River Road corridor, but are inconsistent in their location, condition, and continuity. Many are interrupted by local street and driveway connections to Coon Rapids Boulevard/East River Road, some are squeezed within the narrow boulevard strip between the frontage road and Coon Rapids Boulevard, most are in poor condition, and many walkways on the northeast side of corridor simply end, only to start again one block away. This pattern repeats itself throughout the corridor.

Traffic Forecasts

The Anoka County travel demand model, which is based on TP+ software, was used for forecasting future year travel demand. The model was first run with the year 2000 dataset to establish baseline volumes. Two future year models were run using the year 2030 land use datasets to determine growth. Both 2030 roadway datasets included a six-lane section on TH 10 to 7th Avenue, consistent with the Anoka County Long Range Transportation Plan. One future year alternative included Coon Rapids Boulevard/East River Road with existing geometry (Alternative 1) and the other included an improved six-lane Coon Rapids Boulevard section between Egret Boulevard and Hanson Boulevard (Alternative 2). These two scenarios represent the future year “No-Build” and “Build” scenarios for the Coon Rapids Boulevard/East River Road corridor, respectively.

The projected volumes for Alternative 1 (“No-Build”) indicate a borderline need for a six-lane section between Hanson Boulevard and Egret Boulevard. The borderline need is a result of capacity constraint along the Coon Rapids Boulevard/East River Road corridor and diversion of traffic to alternate routes. The projected volumes for Alternative 2 (“Build”) indicate a strong need for a six-lane section between Hanson Boulevard and Egret Boulevard with a corresponding increase in projected volume on Hanson Boulevard between Coon Rapids Boulevard and 111th Avenue. The other segments of Coon Rapids Boulevard/East River Road and proximate corridors indicate little change in projections between the two alternatives.

Concept Development

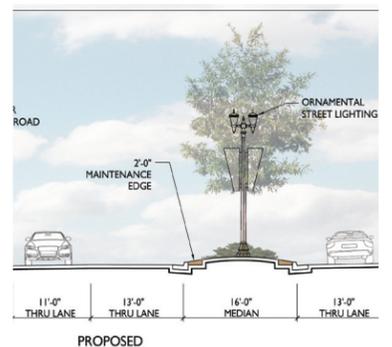
The guiding principles for concept development can be summarized into four main groups: safety improvements, expanded capacity, adherence to design standards, and visual quality enhancements. Safety improvement concepts were developed at intersections where crash rates are higher than the statewide average, to address discontinuous pedestrian facilities, and to achieve single stage pedestrian street crossing movements. Capacity improvement concepts were developed where either the capacity of roadway segments or intersections are currently creating or projected to create unacceptable vehicle delay. Concepts to address corridor elements that are below current design standards include access management for intersections that are not in compliance with the county access spacing guidelines or side road intersection spacing guidance. Visual quality concepts were developed to achieve the project vision of a regionally identifiable corridor with distinctive local places.

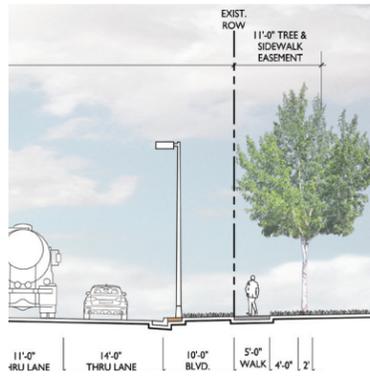
Recommendations

The Coon Rapids Boulevard/East River Road corridor requires improvements to the roadway section, intersections, access management, trails, and visual quality in order to achieve the vision developed at the onset of this study. Several concepts were developed and analyzed to yield the following recommendations.

Roadway Improvements

An additional lane is needed in each direction between Avocet Street and Hanson Boulevard to accommodate the traffic demand through the 20-year planning horizon. This can be accomplished through the addition of one northwestbound lane between Avocet Street and Egret Boulevard, the conversion of the existing bus shoulders to general purpose lanes between Egret Boulevard and Hanson Boulevard in both directions, and widening along with the conversion of a bus shoulder between Avocet Street and Egret Boulevard in the southeastbound direction. These changes will impact the current bus stop operations. Although it will affect the transit advantages along this corridor, the conversion will significantly reduce congestion through this section of the corridor such that there would be little opportunity for a transit advantage through bypassing queues.





Additionally, the existing four-lane undivided section in the City of Anoka, from 9th Avenue to 7th Avenue, should be widened to a five-lane urban section with a center two-way left-turn lane within an 80-foot right-of-way. It is recommended that the five-lane section be extended to Dakota Street, based on input from local businesses and the logic that the character of land use and access is similar from Dakota Street to 7th Avenue. A strip of right of way approximately 14 feet wide will be required to construct the widened roadway. It is proposed that this widening will be on the southwest side of East River Road. In addition, 7th Avenue south of East River Road will need to be realigned to improve the intersection geometry.

Intersection Improvements

In addition to these roadway improvements, several intersections will also need to be improved to provide acceptable operations through year 2030. The necessary improvements are listed by intersection along with the benefit for intersection and corridor operations.

Coon Rapids Boulevard (CSAH 1) at Blackfoot Street

Improvement: Extend the northbound right-turn lane (~ 250 feet)

Benefit: Accommodate the forecast 250 plus right-turn vehicles in the p.m. peak hour. The improvement likely would need to be led by the hospital as part of future expansion or redevelopment plans.

Coon Rapids Boulevard (CSAH 1) at Round Lake Boulevard

Improvement: Extend the southbound left-turn lane (~ 200 feet) and add a second left-turn lane along with a change to split phasing.

Benefit: Accommodate the forecast 600 plus left-turn vehicles in the a.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at Pheasant Ridge Drive

Improvement: Add a southbound left-turn lane with protected/permissive phasing (~ 250 feet).

Benefit: Decrease the delay to left-turn and thru vehicles on Pheasant Ridge Drive.

Coon Rapids Boulevard (CSAH 1) at Mississippi River Boulevard

Improvement: Change the northbound Mississippi River Boulevard lane assignments from left-turn, shared left-turn/thru, right-turn to left-turn, left-turn, shared thru/right-turn and change to protected left-turn phasing. The ultimate recommendation may change based on impacts to traffic volumes and distributions of the final Coon Rapids Community Center plan.

Benefit: Better meet driver expectancy and accommodate the 250 plus left-turn vehicles in the p.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at 111th Avenue

No changes, but the ultimate recommendation may change based on impacts to traffic volumes and traffic distribution of the final Coon Rapids Community Center plan.

Coon Rapids Boulevard (CSAH 1) at Crooked Lake Boulevard (CSAH 18)

Improvement: Add a second southbound left-turn lane.

Benefit: Accommodate the forecast 450 plus left-turn vehicles in the a.m. peak hour.

Coon Rapids Boulevard (CSAH 1) at Hanson Boulevard (CSAH 78)

Improvement: Extend the southbound dual left-turn lanes (~ 250 feet) to 550 feet and convert intersection of Hanson Boulevard and 106th Avenue to right-in/right-out, change split phasing to protected left-turn phasing.

Benefit: Accommodate the forecast 850 left-turn vehicles in the a.m. peak hour and the more balanced side street traffic in the p.m. peak hour.

Coon Rapids Boulevard (CSAH 3) at Foley Boulevard (CSAH 11)

Improvement: Add a second southbound left-turn lane on Foley Boulevard.

Benefit: Accommodate the forecast 350 plus left-turn vehicles in the a.m. peak hour.

The current 175-second cycle causes 100+ second delays on southeastbound (Coon Rapids Boulevard) and northeastbound (Foley Boulevard) movements - consider coordination with other proximate signals.

With the implementation of these improvements, the overall future year facility LOS in the a.m. peak hour for CSAH 1 is LOS B southeastbound and LOS B northwestbound. The overall future year facility level of service in the a.m. peak hour for CSAH 3 is LOS C eastbound and LOS C westbound. The overall future year facility level of service in the p.m. peak hour for CSAH 1 is LOS B southeastbound and LOS C northwestbound. The overall future year facility level of service in the p.m. peak hour for CSAH 3 is LOS A southeastbound and LOS D northwestbound.

As signals are reconstructed along the corridor, it is recommended that pedestrian enhancements are considered as part of the intersection improvements to improve pedestrian safety. Pedestrian enhancements include crosswalk striping, countdown pedestrian timers, accessible pedestrian signals, where applicable. Consideration should be given to excluding crosswalks on certain approaches of corridor intersections where they conflict with heavy left-turn movements.

Access Management Improvements

Access management along the corridor must be improved to improve safety and provide opportunities to improve the visual quality. Several access modification recommendations are listed below.

Frontage Roads

Access to the existing frontage road should be managed so that the full value of the frontage road can be realized. It is recommended that access to the frontage road be provided only where adequate intersection spacing can be provided. This will require either closure of existing access points or relocation of the frontage road to achieve the 250-foot desirable intersection spacing. Three "slip-ramps," located just southeast of Mississippi Boulevard, southeast of Crooked Lake Boulevard, and southeast of Egret Boulevard, should be closed to eliminate these non-standard frontage road intersections. The traffic will redistribute to nearby signalized intersections to access the frontage road. In addition to the three "slip-ramp" closures, specific median and frontage road intersection closures are listed below.

100th Lane

One high priority median closure was identified at Coon Rapids Boulevard and 100th Lane due to its high crash rate. This intersection is currently programmed for conversion to a right-in/right-out access on the northeast side of Coon Rapids Boulevard. The backage road from Egret Street to Avocet Street should be constructed to replace the access lost by this closure.

Mercy Hospital Access/Dakotah Street

The intersection of Coon Rapids Boulevard and Dakotah Street is the main access point for ambulances serving Mercy Hospital and currently the main access point for employees of the hospital. Based on input from Mercy Hospital the median opening at Dakotah Street will remain open. This access point meets the county access spacing criteria and does not have a significant history of crashes.

Bittersweet Street

The right-in/right-out intersection at the west end of the Bittersweet frontage road should be closed, frontage road right-of-way vacated, and the frontage road converted to a shared private driveway for the two adjacent businesses. The median opening at Bittersweet Street should also be closed converting the intersection to right-in/right-out.

Direct River Drive/Yukon Street

The recommendation of this study is that the Direct River Drive/Yukon Street intersection remain open. After detailed analysis (see section 4.3.1) it was determined the intersection operates fairly well in its current configuration. In addition, this intersection does not currently experience high crash rates. Therefore, the Direct River Drive/Yukon Street intersection at Coon Rapids Boulevard should remain open and be monitored for changes in crash rates, but should be a priority for closure in the long term as property redevelops or if crash frequency becomes a concern. When the median is closed, Direct River Drive should be disconnected from Coon Rapids Boulevard, directing traffic to use the frontage road system, and Yukon Street should become right-in/right-out. As an alternative to closing Direct River Drive from Coon Rapids Boulevard, the frontage road could be realigned to become a backage road allowing Direct River Drive to be a right-in/right-out connection to Coon Rapids Boulevard.

Funeral Home Access

The existing median opening between Hanson Boulevard and Jay Street, serving a funeral home, should be restricted to provide access only to left turning traffic exiting the funeral home. The median opening should be channelized to discourage southeastbound traffic from turning left into the funeral home parking lot.

Jay Street, Ibis Street, Hummingbird Street and 103rd Avenue

Residential street access to Coon Rapids Boulevard from Jay Street to Hummingbird Street should be consolidated into one access point. It appears Ibis Street would be the best candidate to remain open, due to the nature of improvements that would be required to close Ibis Street, compared to the other streets. However, Jay Street would be the second choice to remain open. Hummingbird Street would not be a good candidate to remain open, due to the intersection spacing with 103rd Street. Consideration should be given to realigning Ibis Street to create a 90-degree intersection. The frontage road access at Ibis Street on the southwest side should be closed or the frontage road relocated to provide 250-foot intersection spacing.

Coon Rapids Boulevard Extension

Preliminary design and environmental evaluation should be completed for a Coon Rapids Boulevard Extension realignment from Coon Rapids Boulevard to Avocet Street. If realignment is feasible, it is recommended that the realignment be constructed. Until that decision is reached, it is recommended that the intersection of Coon Rapids Boulevard and Coon Rapids Boulevard Extension be converted to right-in/right-out by closing the median opening.

Frontage Road Connection at Coon Rapids Boulevard/East River Road Split

The existing frontage road connection to southeastbound Coon Rapids Boulevard at the Coon Rapids Boulevard/East River Road split should be eliminated by creating a cul-de-sac in the frontage road system, redirecting access to Coon Rapids Boulevard at Avocet Street.

East River Road

The impacts associated with creating a consolidated access point for commercial and residential streets on East River Road, from 93rd Lane to 96th Lane are significant and preclude a recommendation at this time. If crash frequency increases or redevelopment opportunities arise the concept of creating a consolidated access point should be revisited.

Additional Access Closures

In addition to the median openings and frontage road access closures recommended above, the following locations are recommended to be closed:

- Two low-priority median openings serving business driveways between Round Lake Boulevard and Pheasant Ridge
- The medium-priority median opening and frontage road intersection at Bittersweet Street
- The low-priority median opening serving a townhome/condo development between Bittersweet Street and Direct River Drive
- The medium-priority median opening and frontage road intersection at Thrush Street
- The low-priority median opening serving business driveways between Quinn Street and Hanson Boulevard
- The low-priority median opening serving business driveways between Egret Street and 100th Lane

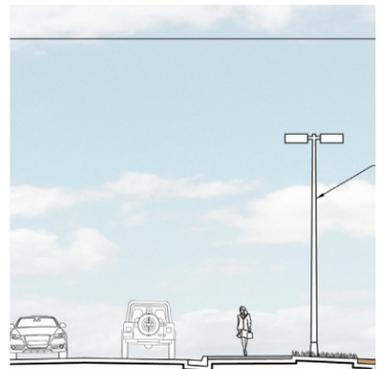
Trail Improvements

The access management recommendations should go a long way to improve trail safety from Avocet Street to Mississippi Boulevard, where the trail is between the frontage road and Coon Rapids Boulevard. In the City of Anoka, the limitations of the existing right of way and the limited amount of widening that can be accomplished to add a two-way left-turn lane does not allow a shared use path to be constructed. In the City of Anoka the trail will continue to be on-street, on the local streets southwest of East River Road. In the City of Coon Rapids, as Port Riverwalk redevelops, between Egret Boulevard and Avocet Street, a trail connection needs to be provided from Avocet Street to the Coon Rapids Dam Regional Park.

Visual Quality Improvements

Improving visual quality is a goal for the corridor. A consistent and corridor-wide approach to design is important. However, the design and application of the roadway elements need to consider the two communities which the corridor passes through. The City of Anoka, while represented as a very short segment at the northwestern limits of this study, has certain visions and goals for visual quality. The City of Coon Rapids is significantly represented, and their planning efforts have identified four distinct preservation or redevelopment tracts (ports) within the corridor: Port Wellness; Port Campus Square; Port Riverwalk; and Port Evergreen.

The Anoka and Coon Rapids segments, including each of the four Ports, provide variable character and identity requirements, which requires individual design articulation. Plans are provided in the full report to illustrate this articulation and identify opportunities through the design of proposed corridor elements. Narratives



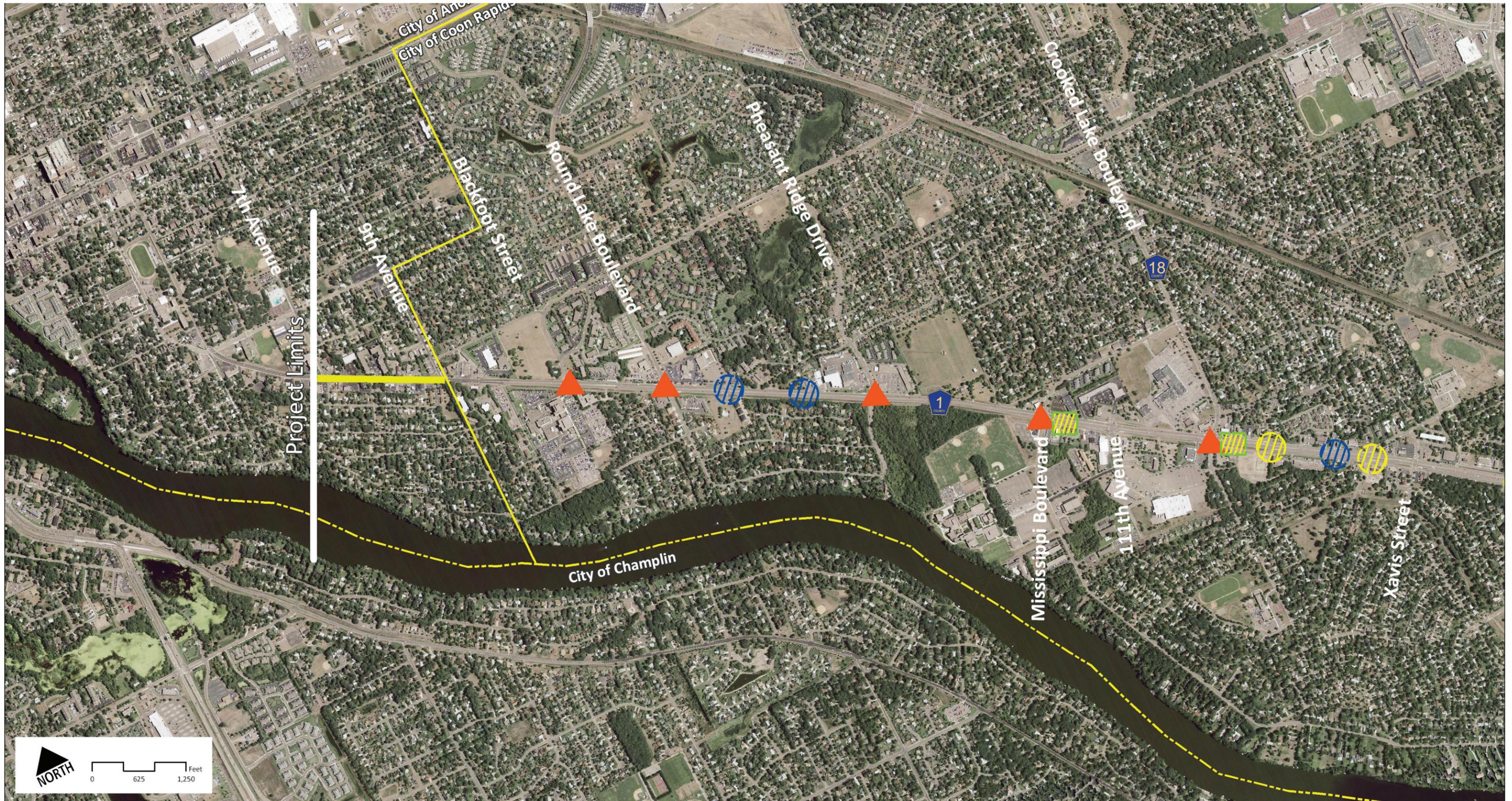


EXHIBIT ES-1 Coon Rapids Boulevard/East River Road Corridor Recommendations

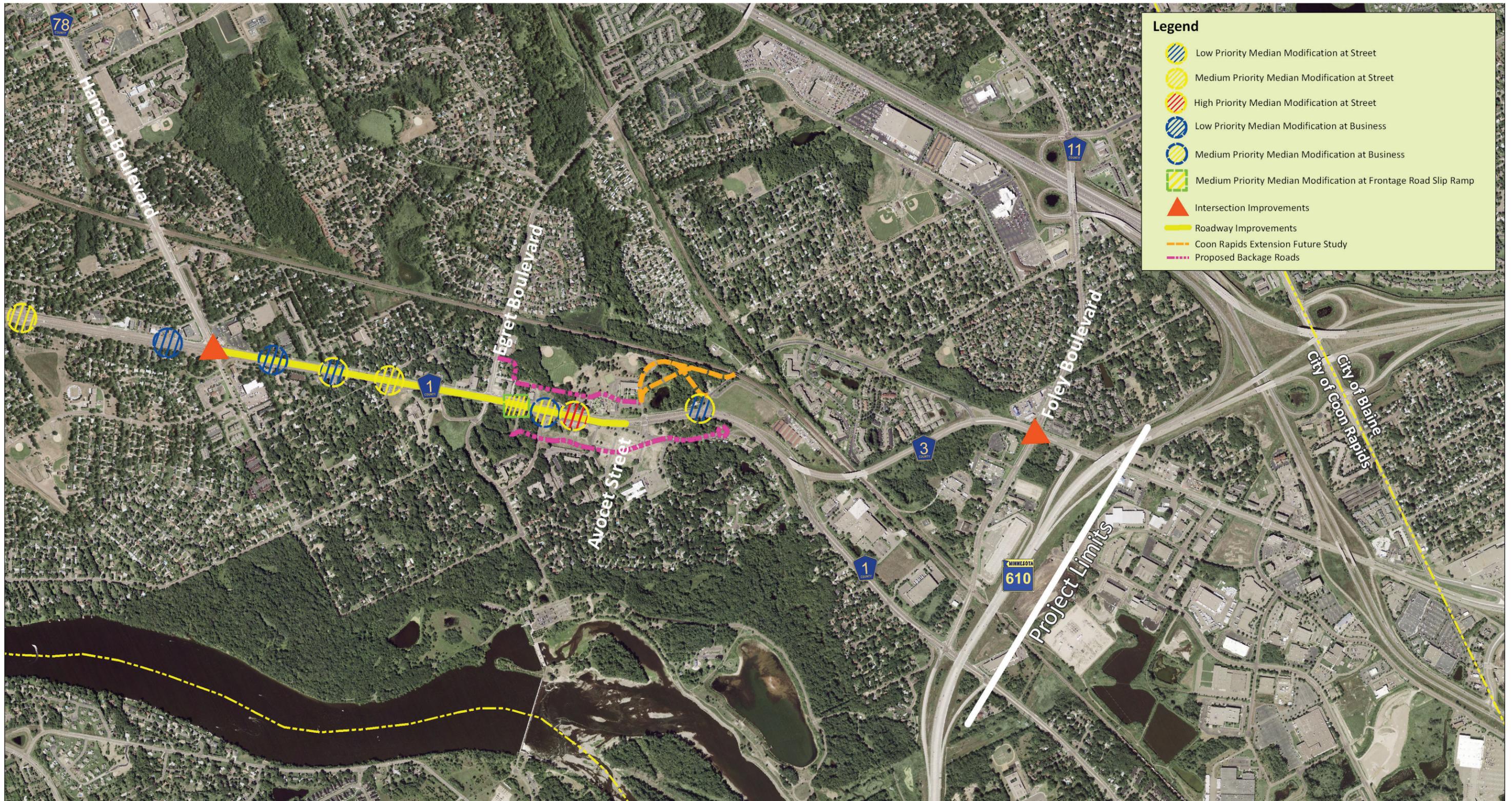


EXHIBIT ES-1 Coon Rapids Boulevard/East River Road Corridor Recommendations

provide detailed descriptions and design direction for modifying the elements to articulate Port-specific, and community-specific themes and character.

This study further recommends that within the Coon Rapids Ports the designs remain constant no matter which Port the element is located within. In addition to these in-Port corridor elements, the remaining roadway segments (which represent approximately 60 percent of the corridor), are recommended to receive fewer, and a lesser variety of corridor elements as base improvements. These include street lighting, street trees, special pavements, and limited intersection corner enhancements. These improvements are to be of a consistent design throughout the corridor, and not change due to their location within the corridor or location within a community or adjacency to a Port district.

The recommendations for the Coon Rapids Boulevard/East River Road corridor are shown in [Exhibit ES-1](#).

Implementation

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.

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.

Segment	Description	Estimated Cost
A	7th 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

The total cost for the Coon Rapids Boulevard/East River Road corridor is \$58,689,000. Right of way, easements, bridge and noise wall costs are not included in these estimates. Roadway cost assumes full reconstruction.

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.

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 Dakota Street
4	C	400' East Of Pheasant Ridge Drive to 110th Lane
5	D	110th Lane to 700' West Of Hanson Boulevard
6	B	Dakota 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