



Application

01972 - 2014 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

02298 - Bloomington Sidewalk Gap Infill Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 11/25/2014 4:33 PM

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## Primary Contact

**Name:\*** Amy Marohn  
Salutation First Name Middle Name Last Name

**Title:** Civil Engineer

**Department:** PW - Engineering

**Email:** amarohn@bloomingtonmn.gov

**Address:** 1700 W 98th St

**\*** Bloomington Minnesota 55431  
City State/Province Postal Code/Zip

**Phone:\*** 952-563-4532  
Phone Ext.

**Fax:** 952-563-4868

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** BLOOMINGTON,CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:**

City

**Organization Website:**

**Address:**

1700 W 98TH STREET

\*

BLOOMINGTON

Minnesota

55431

City

State/Province

Postal Code/Zip

**County:**

Hennepin

**Phone:\***

952-563-8700

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000026809A5

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## Project Information

**Project Name**

Bloomington Sidewalk Gap Infill Project

**Primary County where the Project is Located**

Hennepin

**Jurisdictional Agency (If Different than the Applicant):**

The City of Bloomington proposes the construction of pedestrian facilities to fill a critical gap in its sidewalk network and increase safety for non-motorized travelers. As seen in Figure 1, the projects improvements will extend along 106th St from Oak Grove Middle School through the I-35W/106th St interchange area and then north along E Bloomington Fwy (a frontage road to I-35W) to 99th St and the Lyndale Ave Commercial Node.

The project includes construction of a six-foot wide sidewalk along E Bloomington Fwy and 99th St (see Figure 2), the widening of sidewalks along 106th St and pedestrian intersection improvements throughout the project area.

**Brief Project Description (Limit 2,800 characters; approximately 400 words)**

Sadly, a child on a bicycle was recently hit by a vehicle in within the project limits at an intersections along 106th St. The location of Oak Grove Elementary and Middle Schools on 106th St, an A Minor Arterial with an AADT of 12,100, and its interchange with I-35W, pose a safety risk for children walking to or from school. The proposed project will directly address these safety issues by decreasing the turning radii at the I-35W crosswalks to slow turning traffic and realigning the crosswalks to minimize crossing distance. In addition, all crosswalks throughout the project area will be marked, lighting will be added under the I-35W viaduct and the pedestrian signals at the east ramp of I-35W will be upgraded. All improvements will be accessible to people with disabilities.

Bloomington is committed to supporting multimodal transportation and crafted an Alternative Transportation Plan in 2008 to guide the development of bicycle and pedestrian facilities

throughout the city. The plan used an extensive public engagement process to identify schools, transit connections and commercial nodes as principal destinations with the greatest need for pedestrian connections. The proposed project provides direct access to all three types of destinations, including Oak Grove Elementary and Middle Schools, Nativity of Mary School, the South Bloomington Transit Center and the Lyndale Ave Commercial Node. Importantly, it also directly abuts medium and high density housing, including senior housing to directly connect people from their homes to their intended destinations.

The project is also identified as a priority in Bloomington's Safe Routes to School Plan, currently under development and directly addresses concerns noted by parents.

By linking area residents to the South Bloomington Transit Center, the project will help them access jobs and essential services throughout the region. In addition, the transit center will serve as a station for Metros Orange Line Bus Rapid Transit route, expected to begin service in 2019. The proposed pedestrian improvements will help prepare the area for the transitway station.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)**

0.97

**Connection to Local Planning:**

*Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.*

Connection to Local Planning

City of Bloomington Comprehensive Plan, pp 4.3-4.10

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## Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$525,826.00
Match Amount	\$131,455.00
<i>Minimum of 20% of project total</i>	
Project Total	\$657,281.00
Match Percentage	20.0%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	City of Bloomington
Preferred Program Year	
Select one:	2018

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## Project Information

County, City, or Lead Agency	City of Bloomington
Zip Code where Majority of Work is Being Performed	55420
(Approximate) Begin Construction Date	05/01/2018
(Approximate) End Construction Date	11/30/2018
<b>LOCATION</b>	
From: (Intersection or Address)	106th St and W Bloomington Fwy
<i>Do not include legal description;</i> <i>Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	99th St and E Bloomington Fwy along 106th St and E Bloomington Fwy
Type of Work	Sidewalk, pedestrian ramps, curb reconstruction, lighting, pedestrian signal upgrade

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

**BRIDGE/CULVERT PROJECTS**

**(If Applicable)**

Old Bridge/Culvert? No

New Bridge/Culvert? No

Structure is Over/Under  
(Bridge or culvert name):

**Specific Roadway Elements**

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

**Cost**

Mobilization (approx. 5% of total cost)	\$26,000.00
Removals (approx. 5% of total cost)	\$72,219.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$63,502.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$6,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$5,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$45,395.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$10,500.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$228,616.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$274,920.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$1,848.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$38,300.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$109,547.00
Other Bicycle and Pedestrian Elements	\$4,050.00
<b>Totals</b>	<b>\$428,665.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

Total Cost	\$657,281.00
Construction Cost Total	\$657,281.00
Transit Operating Cost Total	\$0.00

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

**Check the box to indicate that the project meets this requirement. Yes**

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement. Yes**

3. Applicants must not submit an application for the same project in more than one funding sub-category.

**Check the box to indicate that the project meets this requirement. Yes**

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

**Check the box to indicate that the project meets this requirement. Yes**

5. The project must comply with the Americans with Disabilities Act.

**Check the box to indicate that the project meets this requirement. Yes**

6. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement. Yes**

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.



Check the box to indicate that the project meets this requirement. Yes

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## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4. Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

### For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

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## Other Attachments

File Name	Description	File Size
Bloomington Sidewalk Attachments - FINAL.pdf	Figure 1: Project Limits and Context Figure 2: Typical Cross-Section	1.3 MB
MnDOT Letter of Support_East Bloomington Freeway Sidewalk.pdf	Letter of Support: Minnesota Department of Transportation	40 KB
Resolution 2014-129.pdf	Resolution of Support: City of Bloomington	101 KB

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## Measure A: Project Location Relative to Jobs, Manufacturing and Education

Select all that apply:

Direct connection into, on an adjacent street, or within a Job Concentration	Yes
Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location	Yes
Direct connection into, on an adjacent street, or within an Educational Institution	Yes
Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan	Yes

### City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

Upload Map Economy.pdf

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## Measure A: Cost Effectiveness

Existing Population Within One-Half Mile (Integer Only) 12580

Existing Employment Within One-Half Mile (Integer Only) 10901

### Completed by Metropolitan Council Staff

Total Project Cost \$657,281.00

Cost Effectiveness for Population \$52.25

Cost Effectiveness for Employment \$60.30

Upload Map Population.pdf

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

The project lies within census tracts that are above the regional average for population in poverty or of color. The project will connect medium and high density housing to an area with a high concentration of manufacturing and distribution jobs and the Lyndale Ave Commercial Node. Hence, it will provide those in poverty easier and safer access to employment, needed services and the Empire Beauty School. In addition, it will enhance access to the South Bloomington Transit Center, offering a link to jobs, education and services throughout the region. Metros Orange Line Bus Rapid Transit line is expected to begin offering service to the station in 2019.

Response (Limit 1,400 characters; approximately 200 words)

The project area also has nearly twice the concentration of people 65 years or older as the metro area (19 percent in tract 258.01 vs. 10 percent in the metro, 2012 five-year ACS). Connect elderly and disabled people to a commercial area that includes a grocery store, pharmacies and a medical clinic. The area includes two large elderly complexes SummerHouse of Bloomington and Wealshire of Bloomington.

Finally, the project directly serves Oak Grove Elementary and Middle Schools and Nativity of Mary School which collectively enroll over 1,500 students. It will allow children to safely travel to school or The Works Science Museum, which serves over 41,000 children per year (The Works Museum 2012-2013 Annual Report).

Upload Map

Socio-Econ.pdf

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## Measure B: Affordable Housing

City/Township

Segment Length (Miles)

Bloomington

0.97

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## Total Project Length

Total Project Length 0.97

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Bloomington	0.97	0.97	79.0	1.0	79.0
		<b>1</b>	<b>79</b>	<b>1</b>	<b>79</b>

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.97

Total Housing Score 79.0

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## Measure A: Gaps, Barriers and Continuity/Connections

Gaps: The sidewalk network between Oak Grove Elementary and Middle Schools and the South Bloomington Transit Station is fragmented. The most direct existing pedestrian route between these destinations is on Lyndale Ave, a minor arterial with an AADT of 10,600, and requires pedestrians to go out of their way. The sidewalk along the route is frequently crossed by parking lot entrances. The proposed project will fill a large gap in the sidewalk network, improving the travel experience. In doing so, it will increase safety and access to several dense housing developments, three schools, the South Bloomington Transit Center and the Lyndale Ave Commercial Node.

Response (Limit 1,400 characters; approximately 200 words)

Barriers: The proposed project will also help pedestrians overcome the substantial barrier of I-35W, a principal arterial with an AADT of 101,000 and seven lanes. The interchange is dominated by autos exiting and entering the freeway at high speeds. The project will reconstruct the curbs at the freeway ramps to minimize crossing distance and reduce vehicle turning speeds. It will also add lighting and widen the sidewalk under I-35W.

The nearest parallel crossing of I-35W is one mile north at CSAH 1 (Old Shakopee Rd), a six-lane highway with an AADT of 30,500. While it offers a grade-separated crossing of I-35W, there are no existing pedestrian facilities linking it to the schools and housing in the project area.

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## Measure B: Project Improvements

From 2009 to 2013, there was one crash in the project area where a child on a bicycle was hit by a vehicle. The crash occurred at the west exit ramp of I-35W along 106th St near Oak Grove Elementary and Middle Schools.

The primary purpose of the proposed project is to improve safety for people traveling by foot or on bicycle. It is identified as a priority in the city's Safe Routes to School Plan, currently in development. The project's improvements will enhance pedestrian safety at exactly the point where the child was hit. At the I-35W ramps, the curbs will be reconstructed to decrease the turning radii, resulting in lower vehicle speeds and minimized pedestrian crossing distance. Crosswalks will be marked and ADA ramps installed throughout the project area, and pedestrian signals will be upgraded at the east ramp of I-35W. Lighting and a widened sidewalk under I-35W will address a hazardous drop-off along the existing sidewalk.

The proposed project will also help reduce points of pedestrian/vehicle conflict along E Bloomington Fwy where children currently walk in the road on their way to school. E Bloomington Fwy and the I-35W on-ramp share the same roadway in this area.

In addition, the project will correct current deficiencies by increasing the width of sidewalks to six feet and moving I-35W off-ramp stop signs closer to the intersection to improve driver sight lines.

Response (Limit 1,400 characters; approximately 200 words)

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project

18, 460, 464, 465, 467, 491, 535, 539, 554, 597

Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	I-35W BRT (METRO Orange Line Extension)
Existing Routes Indirectly Connected Within One-Half Mile of the Project	18, 460, 464, 465, 467, 491, 535, 539, 554, 597
Planned Transitways Indirectly Connected Within One-Half Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	I-35W BRT (METRO Orange Line Extension)
Upload Map	Transit.pdf

## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected	5921267.0
Transitway Ridership Directly Connected	3232000.0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

## Measure: Bicycle Connections

The City of Bloomington has detailed a comprehensive bicycle network in its 2008 Alternative Transportation Plan connecting riders to all parts of the city. The city currently has many miles of bicycle facilities installed and is actively working to implement the entirety of its extensive planned network.

The proposed project lies at the intersection of Tier 1 and Tier 2 RBTN corridors. The city's plans identify a citywide east-west bikeway to be installed along 106th St through the project area. It will provide direct connections to the region's bicycle transportation network. Portions of the bikeway have already been constructed on segments of 110th St to the west and 102nd St to the east of the project site. The bikeway will connect to 102nd St on Lyndale Ave, one block east of the project.

A 10-foot wide trail currently extends from Humboldt Ave to I-35W through the project area, connecting to the rest of the system using existing sidewalks and on-road bicycle facilities along Humboldt Ave and trails through Central Park just west of the project. The park's trails offer paved access to the northeast, including an area containing City Hall, Bloomington Public Health Center and other civic destinations. The park also provides unpaved trails linking to a trail along the scenic Minnesota River and Minnesota Valley National Wildlife Refuge to the south.

Response (Limit 1,400 characters; approximately 200 words)

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## Measure: Multimodal Facilities



The proposed project will dramatically improve access to transit and increase the safety, security and traveling comfort of pedestrians and bicyclists.

The project will accomplish the following:

Provide a direct sidewalk link to the South Bloomington Transit Center, which connects to transit service throughout the region. The most direct route between dense housing and the transit center is E Bloomington Fwy (a frontage road), which currently lacks sidewalks. The transit center will serve as a station location for Metros Orange Line Bus Rapid Transit.

Increase the safety and security of bicyclists by offering off-street facilities and improved intersection treatments. As made evident by the recent bicycle/vehicle crash in the project limits involving a child, the area lacks the facilities to support safe bicycling. The facilities will be well-suited to meet the needs of children on bicycles.

Safely integrate transportation modes by better managing traffic at conflict points at intersections, especially at the I-35W/106th St ramps. Decreased turning radii and realigned crosswalks will reduce opportunities for intermodal conflict.

Further the Complete Streets vision of the Alternative Transportation Plan and the city's Safe Routes to School Plan by providing dedicated space for the most common users of the project corridors pedestrians, child bicyclists and vehicles.

Response (Limit 1,400 characters; approximately 200 words)

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 12/31/2016

### 3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 05/31/2017

### 4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

**Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated**

80%

**Historic/archeological review under way; determination of adverse effect anticipated**

40%

**Unknown impacts to historic/archaeological resources**

0%

**Anticipated date or date of completion of historic/archeological review:**

**Project is located on an identified historic bridge**

### **5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

**No Section 4f/6f resources located in the project area**

100%

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

**Section 4f resources present within the project area, but no known adverse effects**

Yes

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area**

0%

### **6)Right-of-Way (15 Percent of Points)**

**Right-of-way or easements not required**

Yes

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project** Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)** 100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

**Railroad Right-of-Way Agreement required; negotiations have begun**

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

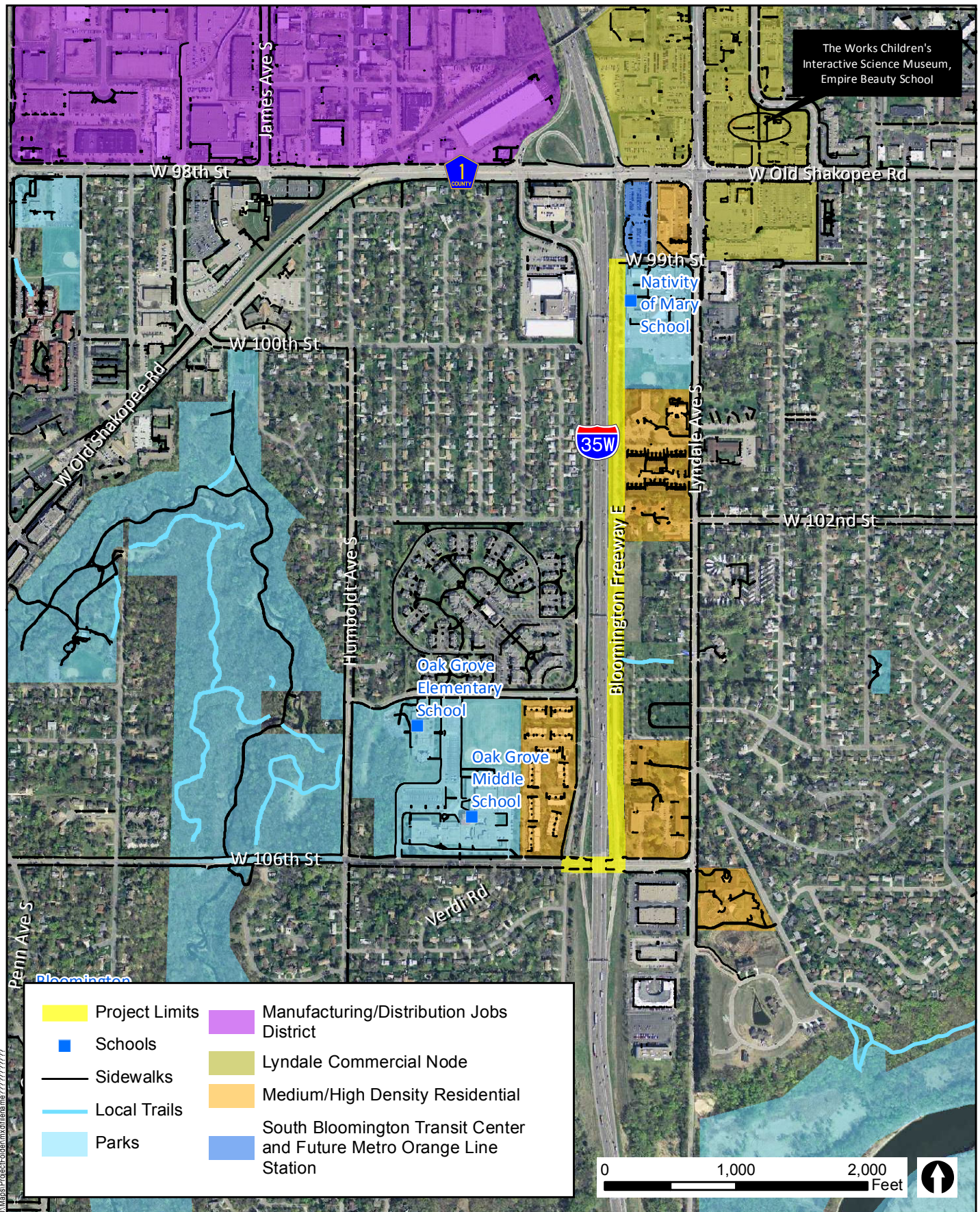
**Construction plans have not been started** Yes

0%

**Anticipated date or date of completion** 12/31/2017

**9)Letting**

**Anticipated Letting Date** 03/01/2018



## Project Limits

Bloomington Freeway/106th Street Pedestrian Facilities  
 City of Bloomington, MN

Figure 1



Typical Sidewalk Cross-Section

Bloomington Freeway/106th Street Pedestrian Facilities  
City of Bloomington, MN

Figure 2



## Minnesota Department of Transportation

Metro District  
1500 West County Road B-2  
Roseville, MN 5511

November 25, 2014

Amy Marohn  
Civil Engineer  
City of Bloomington  
1700 West 98th Street  
Bloomington, MN 55431

RE: Regional Solicitation Application for East Bloomington Freeway Sidewalk

Dear Ms. Marohn:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the East Bloomington Freeway Sidewalk project impacts MnDOT right of way on I-35W.

MnDOT, as the agency with jurisdiction over I-35W, supports this city project to construct sidewalk along the east side of East Bloomington Freeway between W 98th Street and W 106th Street and provide pedestrian enhancements along the north side of W 106th Street sidewalk between East Bloomington Freeway and West Bloomington Freeway. Details of a future maintenance agreement with the City will be determined during project development to define how the project will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT.

Sincerely,

A handwritten signature in blue ink that reads "Scott R. McBride".

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council  
April Crockett, MnDOT Metro District – West Area Manager

An Equal Opportunity Employer



RESOLUTION NO. 2014- 129

RESOLUTION OF SUPPORT OF PROJECT NO. 2017-3, A PEDESTRIAN FACILITY PROJECT,  
EAST BLOOMINGTON FREEWAY SIDEWALK AND 106<sup>TH</sup> STREET PEDESTRIAN ENHANCEMENTS  
BLOOMINGTON, MINNESOTA

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington; and

WHEREAS, the City, in conjunction with Minnesota Department of Transportation, document its acceptance of the responsibility for operation and maintenance of the project throughout its useful life; and

WHEREAS, there is a need for safe and convenient multi-modal access to the Metro Transit 98<sup>th</sup> Street Station from the south; and

WHEREAS, the City of Bloomington and Bloomington Public Schools has worked collaboratively to create a District-wide Safe Routes to School Plan; and

WHEREAS, there is a demonstrated pedestrian demand for a sidewalk connection along East Bloomington Freeway for students walking and biking to Oak Grove Elementary and Middle Schools; and

WHEREAS, there is a desire for pedestrian safety improvements along W 106<sup>th</sup> Street for students walking and biking to Oak Grove Elementary and Middle Schools; and

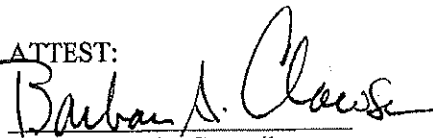
WHEREAS, the City of Bloomington accepts responsibility for an amount equal to or greater than 20% of the eligible project construction costs, including design, administration, rights-of-way, and peripheral project costs, and when the roadway abutting property jurisdictional or ownership responsibility is shared by the Minnesota Department of Transportation and/or others; The City of Bloomington will anticipate sharing of local costs through a subsequent cooperative agreement where applicable.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington in regular meeting assembled to adopt this Resolution in support of the request for federal funds under the Pedestrian Facility category of the federal surface transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21) extension, for the Bloomington Surface Transportation Project No. 2017-3.

BE IT FURTHER RESOLVED, that a copy of this Resolution be provided to Metropolitan Council Transportation Advisory Board with the Bloomington Project 2017-3 submittal.

Passed and adopted this 17th day of November 2014.

ATTEST:

  
Secretary to the Council

  
Mayor





**Resolution Number 2014- 129**

The attached resolution was adopted by the City Council of the City of Bloomington on November 17, 2014.

The question was on the adoption of the resolution, and there were 7 YEAS and 0 NAYS as follows:

COUNCILMEMBERS:	YEA	NAY	OTHER
Gene Winstead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cynthia Bemis Abrams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jack Baloga	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tim Busse	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Andrew Carlson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dwayne Lowman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jon Oleson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESOLUTION ADOPTED.

ATTEST:

Handwritten signature of Barbara A. Clawson in cursive script.

Secretary to the Council

# Regional Economy

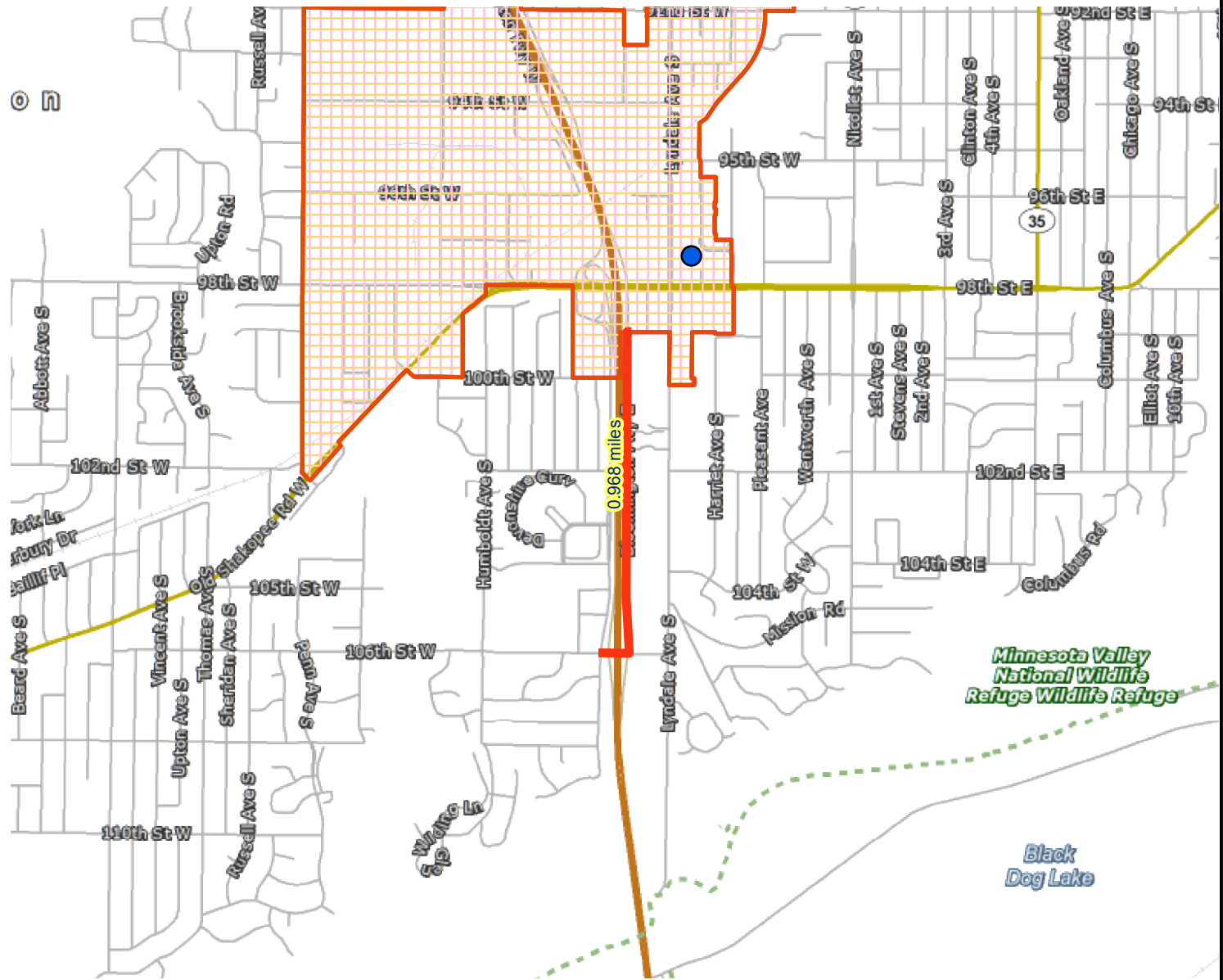
Pedestrian Facilities Project: Bloomington Sidewalk Gap Infill | Map ID: 1416422831059

## Results

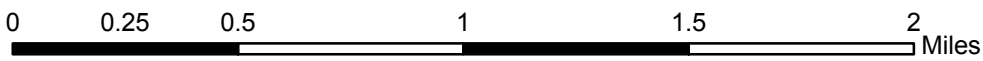
Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



- Project
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 11/19/2014  
LandscapeRSA5



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

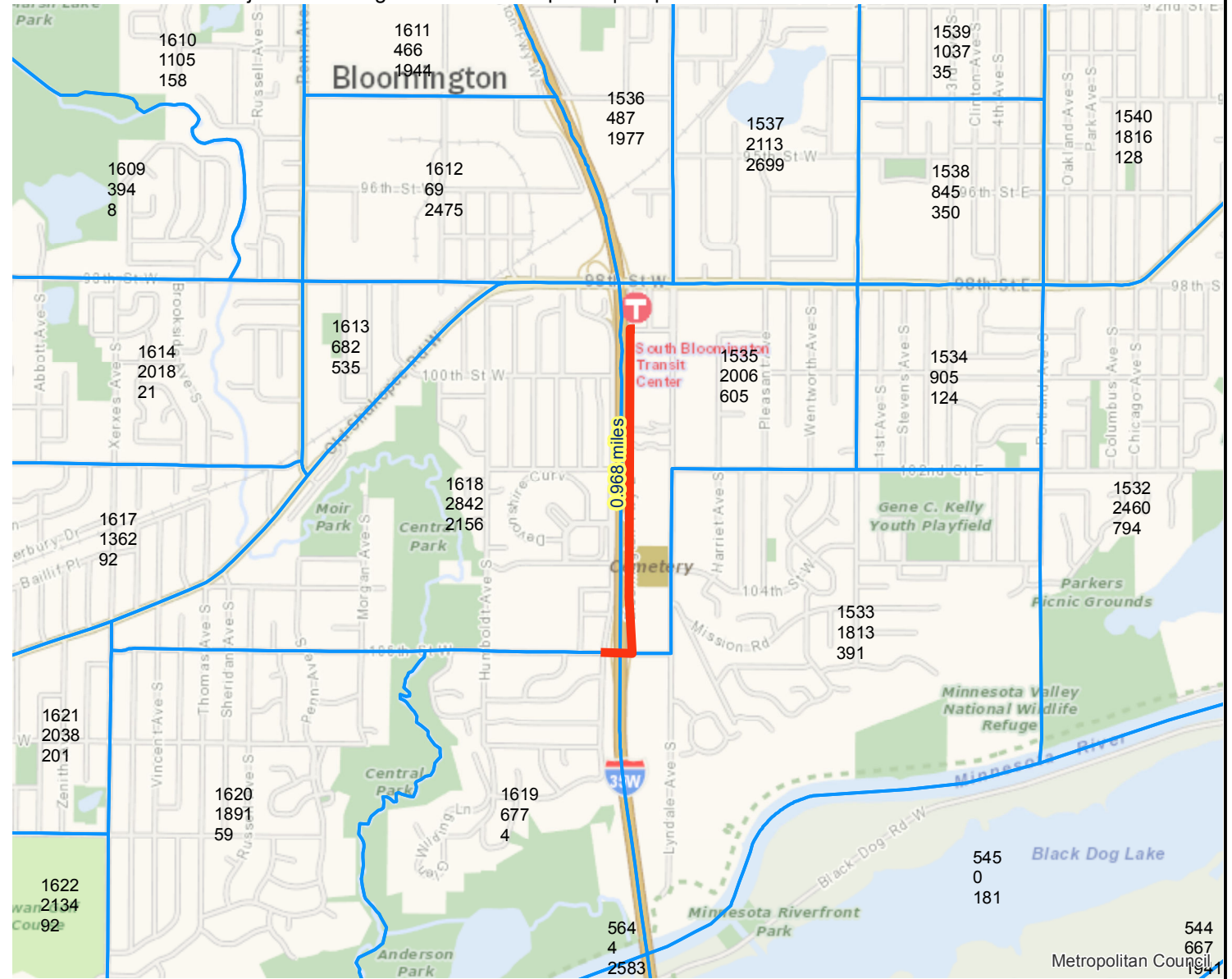


# Population Summary

Pedestrian Facilities Project: Bloomington Sidewalk Gap Infill | Map ID: 1416422831059

## Results

Within HALF Mile of project:  
 Total Population: 12580  
 Total Employment: 10901



Project  
 2010 TAZ



Created: 11/19/2014  
 LandscapeRSA4

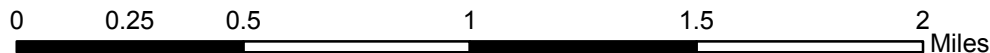
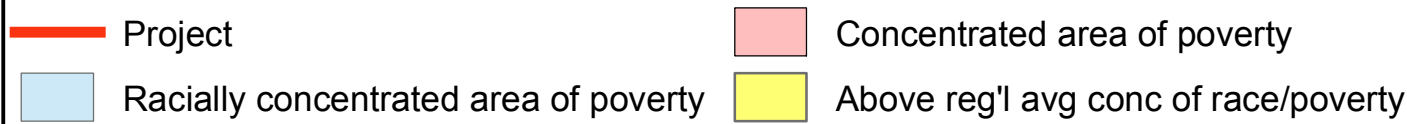
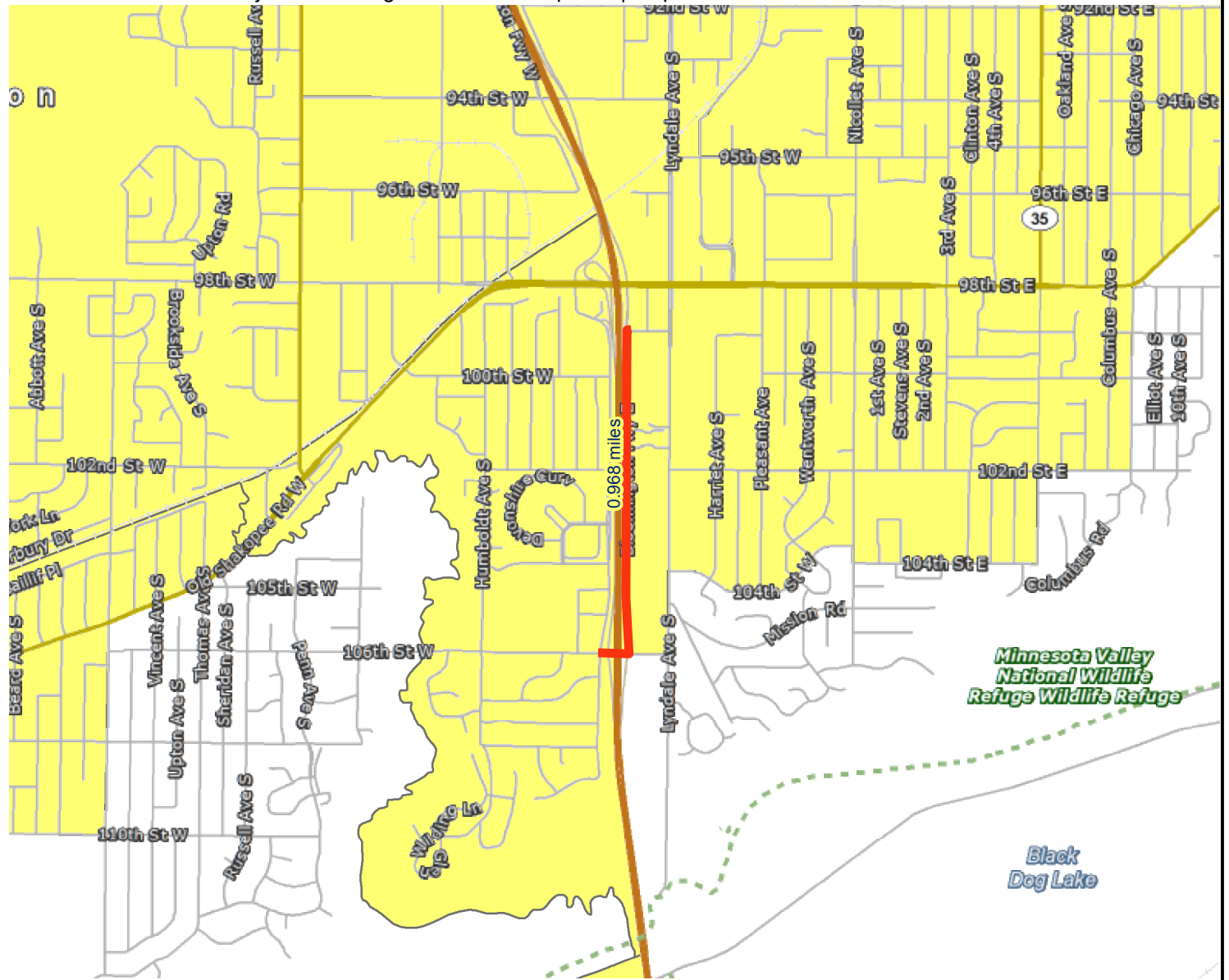


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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

Project IN area of above average concentration of race or poverty.



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LandscapeRSA2



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

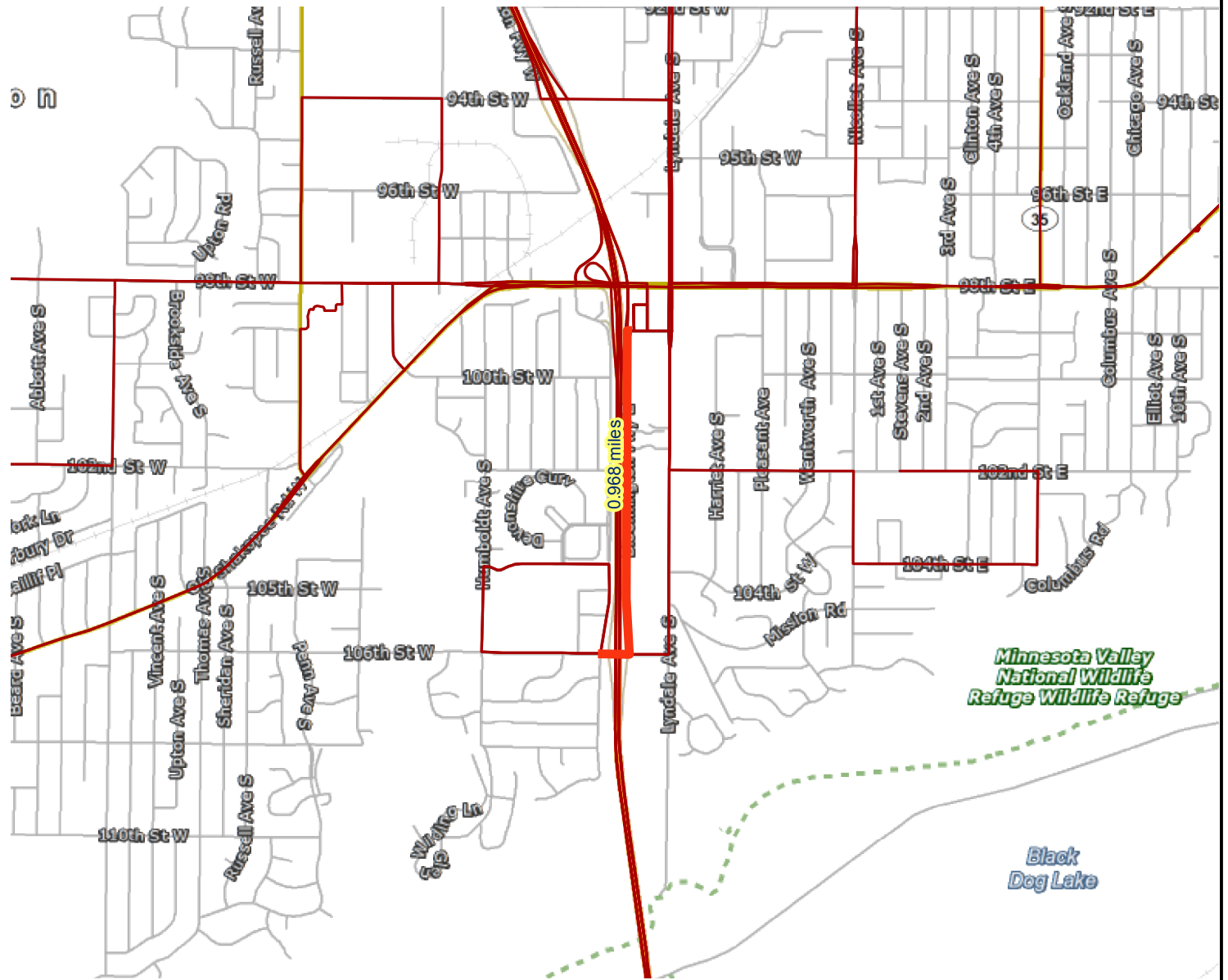


Results

Transit with a Direct Connection to project:  
 18 460 464 465 467 491 535 539 554 597  
 \*Orange Line

Transit within HALF mile of project:  
 18 460 464 465 467 491 535 539 554 597  
 \*Orange Line

\*indicates Planned Alignments



**Project** **Planned Alignments**  
 — Transit Routes — BRT, Orange Line



Created: 11/19/2014  
 LandscapeRSA3



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>

