Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11049 - Rogers I-94 Pedestrian Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/13/2018 1:57 PM

Primary Contact

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	Salutation	First Name	Middle Name	Last Name
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Department:				
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*	Rogers	Minnesota	55374	
	City	State/Province	Postal Code/Zip	
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	Phone	Ext.		
Fax:	763-428-9261			
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	ROGERS, CITY OF

Jurisdictional Agency (if different):	
Organization Type:	City
Organization Website:	
Address:	22350 S DIAMOND LAKE RD

*	ROGERS	Minnesota	55374
	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	763-428-8580 Ext.
Fax:	
PeopleSoft Vendor Number	0000006587A3

Project Information

Project Name	Rogers I-94 Pedestrian Bridge
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Rogers
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	Construct a multi-use trail bridge over Industrial Blvd and Interstate 94 connecting the south half of Rogers to the north half. Pedestrian bridge would make a much needed connection that would bring cohesion to the community. Currently there is only one pedestrian interstate crossing in Rogers which is located at the TH 101 Bridge.
(Limit 2,800 characters; approximately 400 words)	
TIP Description Guidance (will be used in TIP if the project is selected for funding)	Pedestrian Bridge from Industrial Blvd to 137th Ave across I-94
Project Length (Miles)	0.35
to the nearest one-tenth of a mile	

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	

Federal Amount	$2,820,960.00
Match Amount	$1,000,000.00
Minimum of 20% of project total	
Project Total	$3,820,960.00
Match Percentage	26.17%
Minimum of 20% *Compute the match percentage by dividing the match amount by the project total*	
Source of Match Funds	Local Trail Trunk Funds
A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources	

Preferred Program Year

Select one:	2023
Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.	
Additional Program Years:	2020, 2021
Select all years that are feasible if funding in an earlier year becomes available.	

Project Information

County, City, or Lead Agency	Rogers
Zip Code where Majority of Work is Being Performed	55374
(Approximate) Begin Construction Date	07/01/2019
(Approximate) End Construction Date	05/01/2020
Name of Trail/Ped Facility:	Rogers I-94 Pedestrian Bridge
(i.e., CEDAR LAKE TRAIL)	

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: **(Intersection or Address)**	Industrial Blvd and Hynes Road
To: **(Intersection or Address)**	137th Ave to Hillplace Drive
DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR	
Or At:	
Primary Types of Work	Grade, Agg base, bit Base, Bit Surf, Ped Ramps, Stormsewer, Bridge
Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.	

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	

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

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 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

The Rogers I-94 Pedestrian Bridge Project is consistent with several Policies in the Met Council 2040 Transportation Plan. First, the project is consistent with the goal "Access to Destinations" (Page 62). The project would increase travel options for all ages and abilities connecting residential neighborhoods severed by interstate 94. The project would also connect residents to schools, parks, commercial nodes, and City buildings. The project is also consistent with the goal "Healthy Environment" (Page 66). The project would reduce transportation related air emissions by allowing more residents to access trails and sidewalks for a primary mode of transportation rather than vehicles. The project would promote a healthier life style by increasing trail connectivity throughout the community encouraging more walking and biking. The main outcome of the project would address the goal of "overcome physical barriers and eliminate system gaps" (page 2.24). The proposed pedestrian crossing would be closing a major gap within the City's Cross Community Trail system in which interstate 94 causes a major barrier for pedestrians to cross safely. Finally, the project would accomplish the goal of "accommodate a broad range of cyclists abilities and preferences to attract a wide variety of users" (Page 7.17). The current pedestrian crossing located at TH 101 requires pedestrians to cross two on/off ramps and the bridge was constructed in 1974 which does not meet current ADA standards. The Rogers I-94 Pedestrian Bridge would increase the opportunity for all community members to cross the interstate which cuts the City of Rogers in half.

(Limit 2500 characters; approximately 750 words)

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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:

This pedestrian bridge project is identified in the Rogers Trail Capital Improvement Program in conjunction with the City's Cross Community Trail System.

(Limit 2500 characters; approximately 750 words)

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.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

6.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

7.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. Funding amounts by application category are listed below.
Multiuse Trails and Bicycle Facilities: *$250,000 to $5,500,000*
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): *$250,000 to $1,000,000*
Safe Routes to School: *$150,000 to $1,000,000*

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

8.The project must comply with the Americans with Disabilities Act (ADA).

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

9.In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.		Date plan adopted by governing body	
The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.	Yes	05/21/2018 Date process started	12/21/2018 Date of anticipated plan completion/adoption
The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.		Date self-evaluation completed	
The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.		Date process started	Date of anticipated plan completion/adoption
(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.			

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

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

11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12.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

13.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

14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Safe Routes to School projects only:

3.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.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$220,000.00
Removals (approx. 5% of total cost)	$50,000.00
Roadway (grading, borrow, etc.)	$0.00
Roadway (aggregates and paving)	$0.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$20,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$0.00
Traffic Control	$20,000.00
Striping	$0.00
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$10,000.00
Bridge	$2,463,600.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$278,360.00
Other Roadway Elements	$0.00
Totals	**$3,061,960.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$450,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$20,000.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$110,000.00
Streetscaping	$110,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$69,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$759,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
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
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$3,820,960.00
Construction Cost Total	$3,820,960.00
Transit Operating Cost Total	$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.	Yes
Upload Map	1531488443390_Project to RBTN Orientation Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	9757
Existing Employment Within One Mile (Integer Only)	7646
Upload the "Population Summary" map	1531488526296_Pop and Employement Map.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use:	Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.	The City of Rogers is committed to clearing and maintain trails and major sidewalks within the community year-round. The City plows and clears all trails after snow events with priority given to routes that lead to schools and parks.

Upload Maintenance Plan (if no link is available)

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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:

Yes

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The Rogers I-94 Pedestrian Bridge is a major gap in the City's Cross Community Trail that will eventually provide pedestrians and cyclists access to City Parks, City Buildings, residential neighborhoods, commercial nodes, and schools. Currently there is only one pedestrian crossing for safe passage over Interstate I-94 which is located on the TH 101 Bridge. This connection across the Interstate will provide more access to community members that do not have a reliable mode of transportation and who do not feel comfortable crossing several on and off ramps at the TH 101 Bridge. While Interstate 94 provides the City of Rogers a number positive opportunities, it also creates a barrier which limits pedestrian and cyclists access to half of the community. Providing an ADA compliant crossing would bring much needed cohesion to the community and allow more people to access the entire community.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The Rogers I-94 Pedestrian Bridge would benefit all members of the community regardless of race, age, or disability. I-94 creates a large gap in the Rogers Community with limited access to cross safely. The Pedestrian Bridge would provide a dedicated passage for pedestrians to access the entire community. The Pedestrian Bridge is also apart of the larger Cross Community Trail in Rogers that will eventually run from Brockton Lane on the east side of the community and will connect to Crow Hassan Park Reserve on the west side of the Community. The City of Rogers currently has stormwater infrastructure that is being used by children to cross under the Interstate which is extremely dangerous and the City has made all efforts to deter children from using the conduit as a crossing.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

Since there is no trail or bridge in place currently there would be limited pedestrian negative impacts. As all construction projects it can be expected that there will be limited interruptions to normal daily traffic, but no extreme negative impacts can be foreseen at this time.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531490800718_Socio-Economic Conditions Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Rogers	0.35	1.0	29.0	29.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.35

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.35

Total Housing Score 29.0

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:
• Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

•Improving bikeability to better serve all ability and experience levels by:
• Providing a safer, more protected on-street facility;

•Improving crossings at busy intersections (signals, signage, pavement markings); OR

•Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions

Response:

The major barrier that this pedestrian bridge would solve is Interstate 94 which is considered a major barrier in the Rogers community. The bridge would also provide a crossing of Fox Creek in Rogers. The pedestrian bridge would provide a safe crossing that keeps pedestrians separated from traffic. Currently the only pedestrian crossing is located at the TH 101 Bridge which requires pedestrians to cross two on/off ramps from the interstate. Crossing at the TH 101 location is very uncomfortable for many pedestrians and is used very little for this reason. The Rogers I-94 Pedestrian Bridge would allow more pedestrians to safely cross the interstate without any interaction with traffic. Again, Interstate 94 is a major barrier in the Rogers Community and the crossing would bring cohesion to the community as a whole.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

Currently the only I-94 pedestrian crossing is located at the TH 101 Bridge which requires pedestrians to cross two on/off ramps from I-94 which traffic approaches at high rates of speed. The bridge railing system does not meet bicycle height standards. The bridge was originally constructed in 1974 and does not comply with current ADA standards. Also, children in Rogers have been using stormwater infrastructure to cross under the interstate which is extremely dangerous and the City of Rogers has taken steps to discourage and limit the number of children utilizing the stormwater pipe as an interstate crossing.

The Rogers I-94 Pedestrian Bridge would provide a traffic separated and ADA compliant crossing connecting two halves of the community. The crossing would encourage more community members to consider walking and biking to their destinations rather than using vehicles for their primary mode of transportation.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The Rogers I-94 Pedestrian Bridge will provide a much needed connection over Interstate 94 which bisects the community creating two distinct halves. Pedestrian crossing are limited in the Community and currently there is only one location at the TH 101 Bridge. The TH 101 bridge was constructed in 1974 and does not meet current ADA regulations and requires pedestrians to cross two on/off ramps which creates a dangerous situation. The Rogers I-94 Pedestrian Bridge would provide access for walkers, runners, and bicyclists. There are no transit components related to this project as currently there are no transit stops in the City of Rogers.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.
Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.	
100%	
Attach Layout	
Please upload attachment in PDF form.	
Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.	Yes
50%	
Attach Layout	1531495000593_Rogers I94 Ped Overpass Bridge Layout.pdf
Please upload attachment in PDF form.	
Layout has not been started	
0%	
Anticipated date or date of completion	12/31/2018

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge	Yes
100%	
There are historical/archeological properties present but determination of no historic properties affected is anticipated.	
100%	
Historic/archeological property impacted; determination of no adverse effect anticipated	
80%	
Historic/archeological property impacted; determination of adverse effect anticipated	
40%	
Unsure if there are any historic/archaeological properties in the project area.	

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired	Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)	Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

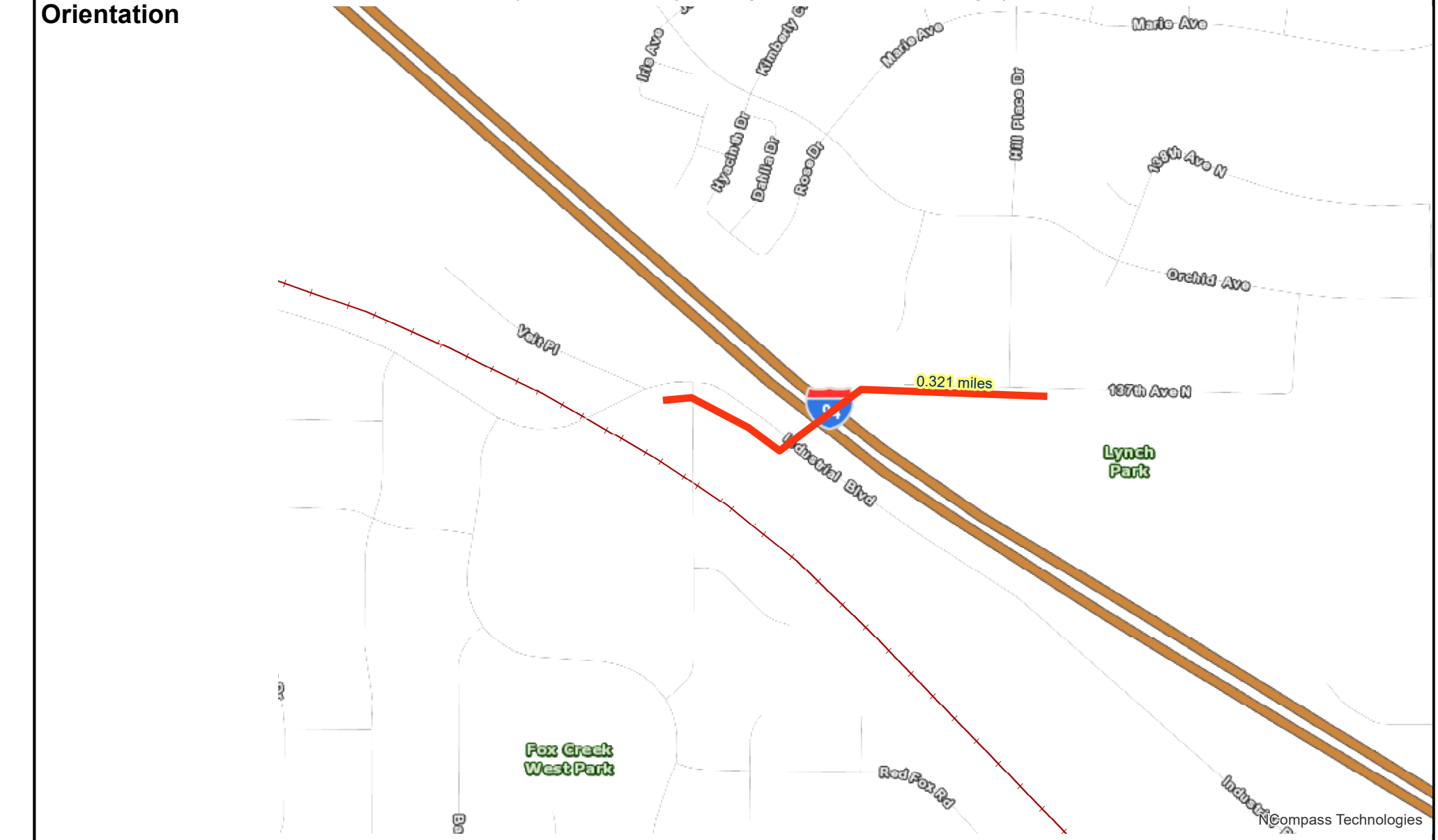
Total Project Cost (entered in Project Cost Form):	$3,820,960.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$3,820,960.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
MnDOT Letter of Support_Klobuchar_Franken.pdf	MnDOT Letter of Support	102 KB
MnDot Letter of Support_Zelle.pdf	MnDOT letter of support	87 KB
Rogers Pedestrian Bridge Overview.pdf	Rogers I-94 Pedestrian Bridge Summary Page	1.2 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Rogers I-94 Pedestrian Bridge | Map ID: 1531488114050



Project
RBTN Tier 1
RBTN Tier 2
Principal Arterials
Minor Arterials
Railroads

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/13/2018
LandscapeRSA6

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

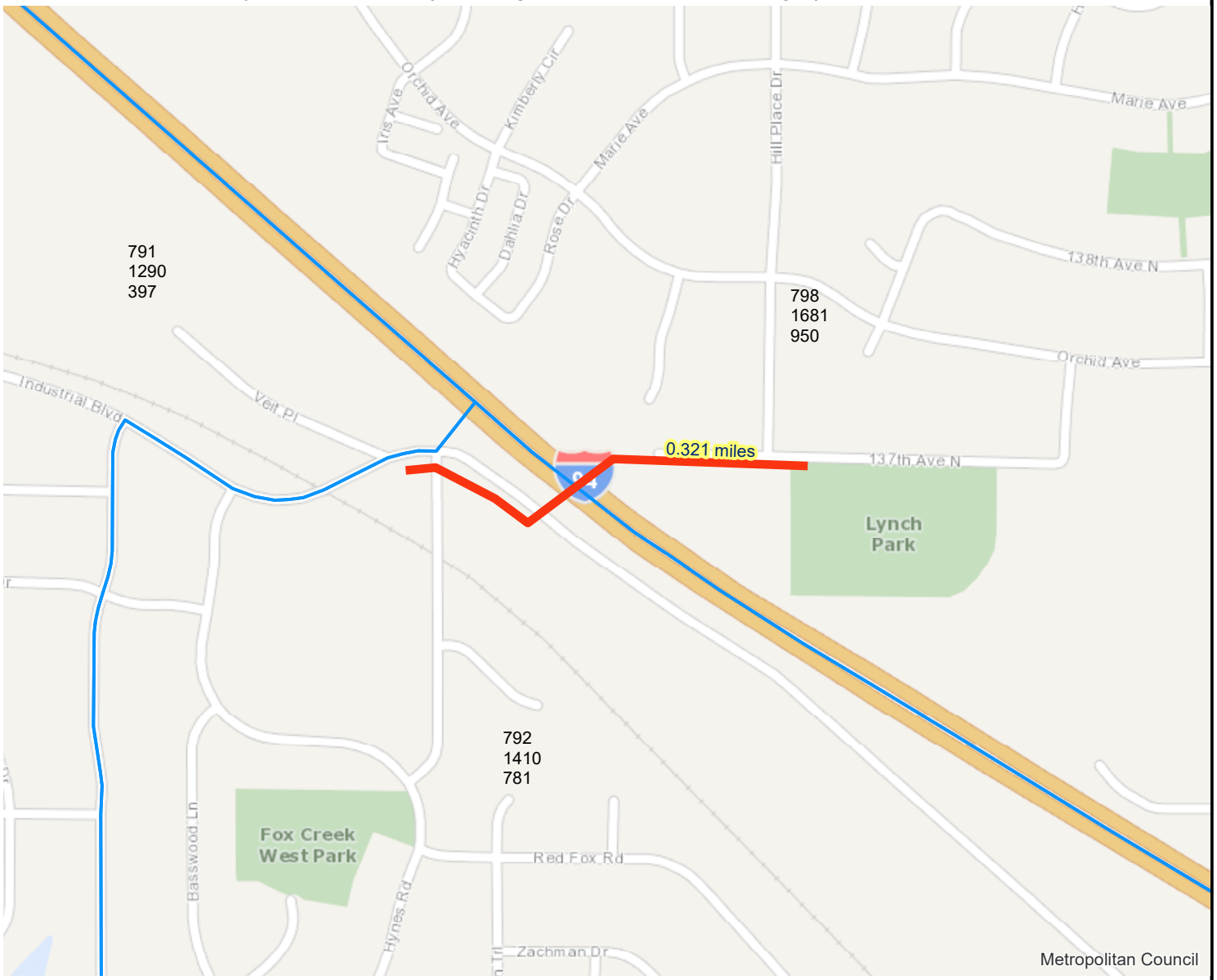
METROPOLITAN COUNCIL

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Rogers I-94 Pedestrian Bridge | Map ID: 1531488114050

Results

Within ONE Mile of project:
Total Population: 9757
Total Employment: 7646



Project

2010 TAZ

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/13/2018
LandscapeRSA4

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

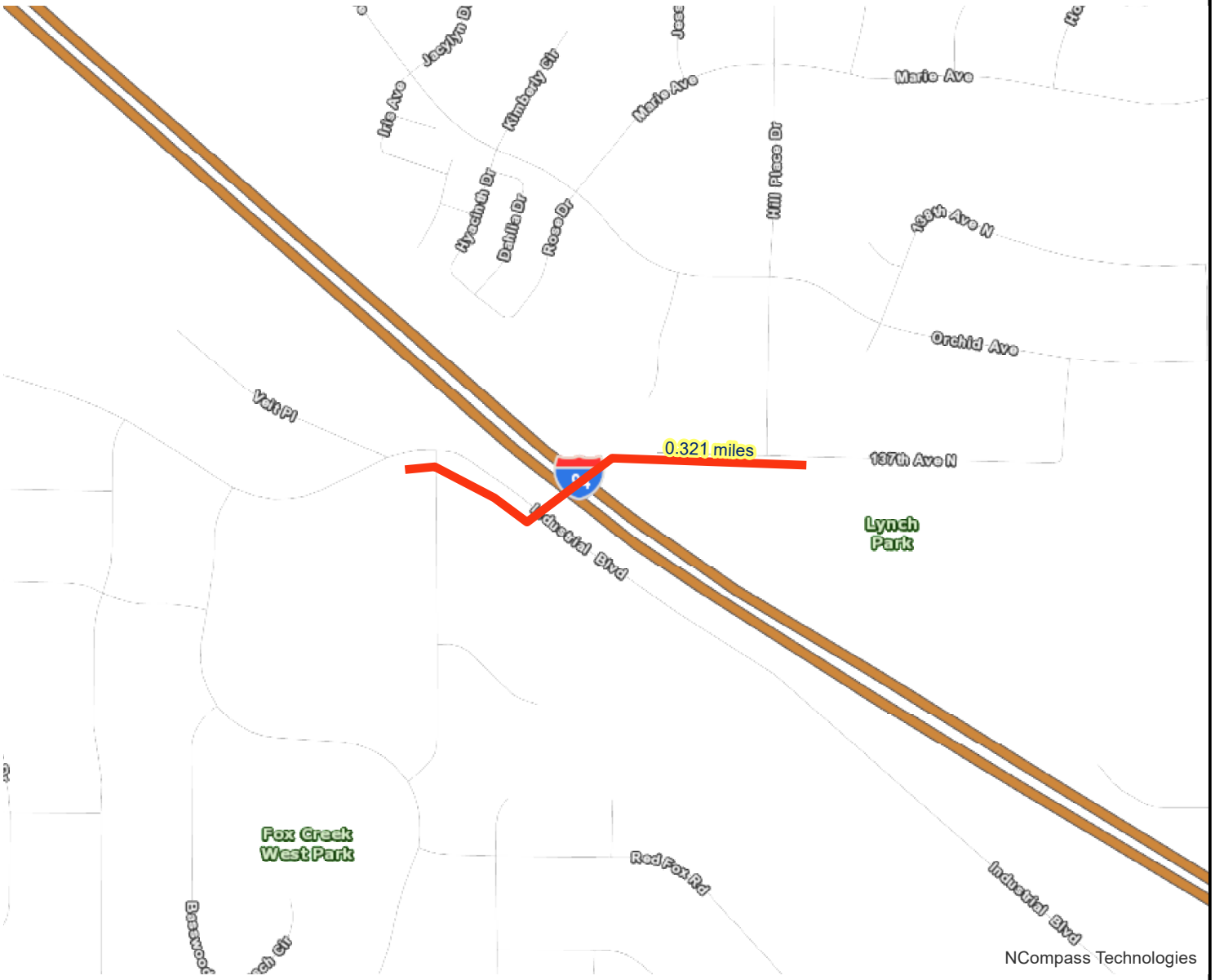
METROPOLITAN COUNCIL

Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Rogers I-94 Pedestrian Bridge | Map ID: 1531488114050

Results

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:
(0 to 12 Points)



Project

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

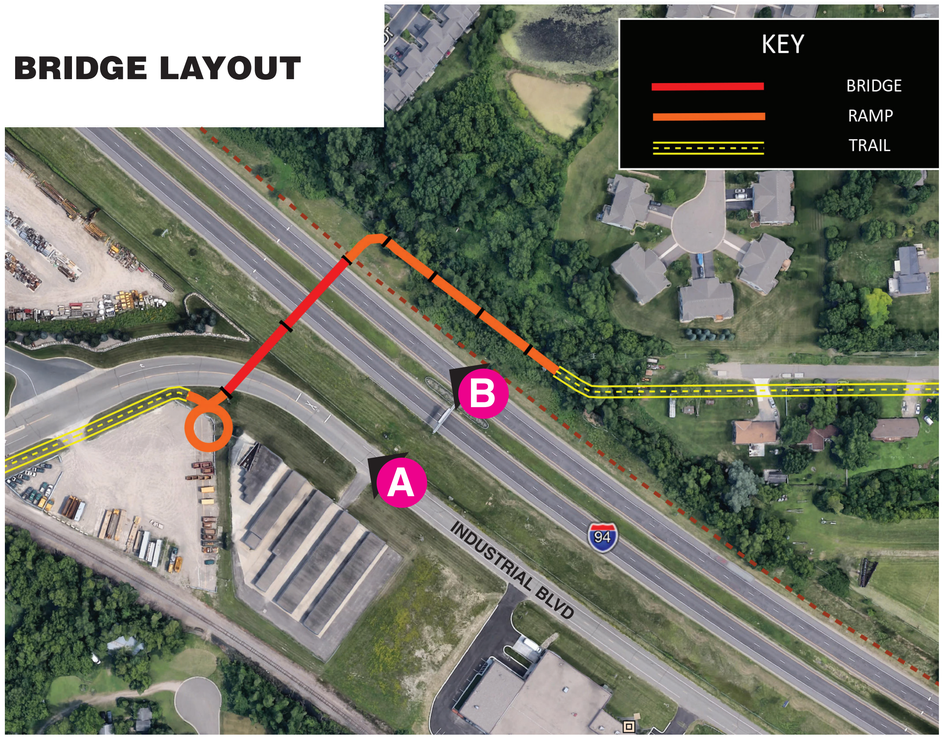
0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 7/13/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

BRIDGE LAYOUT



RENDERING A - WESTBOUND INDUSTRIAL BLVD

RENDERING B - WESTBOUND I-94

THE CITY OF ROGERS MINNESOTA

I-94 PEDESTRIAN BRIDGE

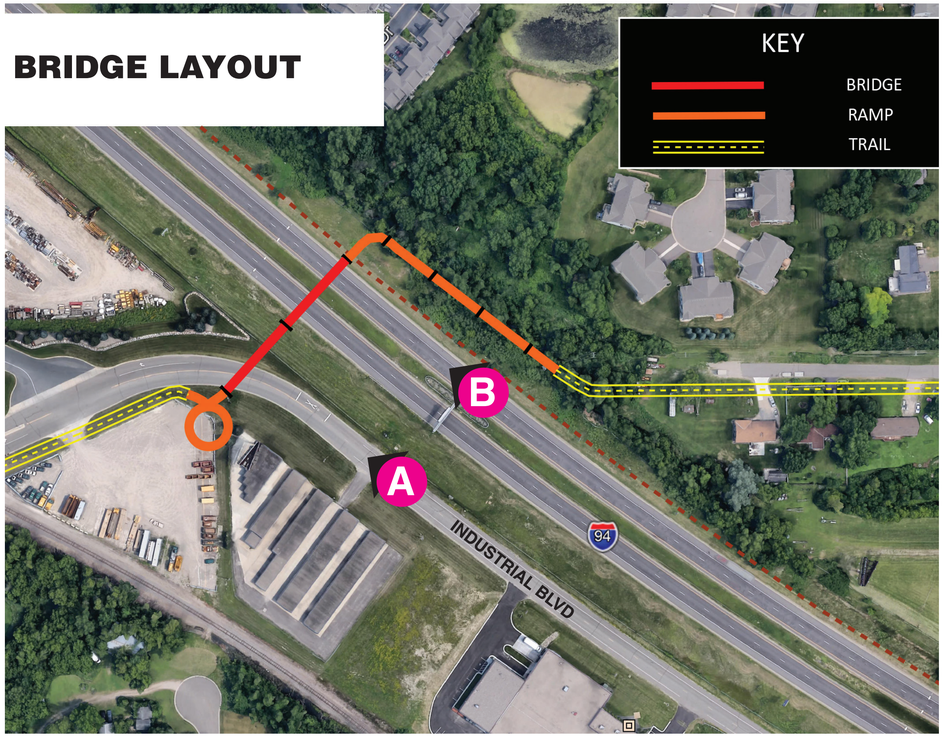
Preliminary Renderings

WSB

Project Number: 010594-000
May 31, 2018

K:\010594-000\Cad\Exhibits\010594-000 I94 Ped Overpass Bridge

BRIDGE LAYOUT



RENDERING A - WESTBOUND INDUSTRIAL BLVD

RENDERING B - WESTBOUND I-94

THE CITY OF ROGERS MINNESOTA

I-94 PEDESTRIAN BRIDGE

Preliminary Renderings

WSB

Project Number: 010594-000
May 31, 2018

K:\010594-000\Cad\Exhibits\010594-000 I94 Ped Overpass Bridge

Congress of the United States

Washington, DC 20510

July 8, 2016

Charles A. Zelle
Commissioner
Minnesota Department of Transportation
395 John Ireland Boulevard
St. Paul, Minnesota 55155-1899

Dear Commissioner Zelle:

We are writing to urge you to work with the City of Rogers' to identify funding for an additional pedestrian bridge over I-94.

The City of Rogers is located at the confluence of several regional roadways carrying significant passenger and freight traffic. It is a major a major gateway between the Metro area and Greater Minnesota. The continued expansion of industrial and commercial facilities in Rogers has further increased traffic in recent years.

The City has been working to accommodate the increase in regional traffic without sacrificing safety. Rogers has made significant investments in recent improvements to county and state highways, including the interchange improvements on I-94 and State Trunk Highway 101. I-94, which bisects the City, creates a challenge for pedestrian safety. It divides Rogers' schools, parks, and residences. With the stress of increased traffic, it is clear improvements to the City's pedestrian infrastructure are needed.

Currently, there is only one pedestrian crossing of I-94 in Rogers, at the I-94/TH101 interchange. This crossing has significant safety issues. The busy interchange carries more than 60,000 vehicles per day, has multiple lanes and an outdated bridge railing. The poor condition of the interchange has caused children to use other routes to cross I-94 which are not intended for pedestrians or bicycles and are not safe. While improvements to the existing interchange remain a priority, a second pedestrian bridge crossing is also necessary to ensure safe and efficient crossing by the City's residents, especially children.

The City of Rogers is seeking additional financing options to move the project forward. The residents of Rogers are exposed to increased risk with a regional highway running through the city and ensuring their safety must be a priority. We hope you will assist the City in funding this important overpass.

Sincerely,

Amy Klobuchar
United States Senator

Al Franken
United States Senator

Minnesota Department of Transportation

395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

July 28, 2016

The Honorable Amy Klobuchar
United States Senator
302 Hart Senate Office Building
Washington, DC 20510

The Honorable Al Franken
United States Senator
309 Hart Senate Office Building
Washington, DC 20510

The Honorable Erik Paulsen
United States House of Representatives
127 Cannon House Office Building
Washington, DC. 20515

The Honorable Richard Nolan
United States House of 0Representatives
2366 Rayburn House Office Building
Washington, DC 20515

Dear Members of the Minnesota Congressional Delegation:

Thank you for your letter of July 8, 2016 regarding the City of Rogers' interest in finding funding for an additional pedestrian bridge over I-94.
MnDOT recognizes and supports the city's identification of a need for a new pedestrian bridge over I-94. The increase in regional traffic from interchange improvements on I-94 and TH 101 has created a challenge for the current pedestrian infrastructure in Rogers. We share the city's interest in updating pedestrian infrastructure to ensure safe and convenient access to roadways.

The application period for Metropolitan Council's 2020-2021 Regional Solicitation ended recently. The next solicitation will occur in 2018, for projects in 2022-2023 and we encourage the city to apply for funding in that process.

This is a worthy project with a strong safety justification. While MnDOT's Metro District has little flexible funding in the State Transportation Improvement Program (STIP) or Capital Highway Investment Plan (CHIP), there may be opportunities for pedestrian and bicycle projects if new state or federal transportation funding bills are passed.

I have been working hard with Governor Dayton on a State legislative transportation spending package that would create funding for projects such as this. We were unable to pass a spending package this past state session. Until we get a substantial funding increase from state or federal government, we will have to constrain our investments to maintenance of the current system, without the flexibility to do any "new" projects that are not already in the STIP.

Please contact me if you wish to discuss this further. Thank you for your continued support of transportation and infrastructure funding ideas.

Sincerely,

Charles A. Zelle, Commissioner
Minnesota Department of Transportation

Rogers I-94 Pedestrian Bridge

Project Summary

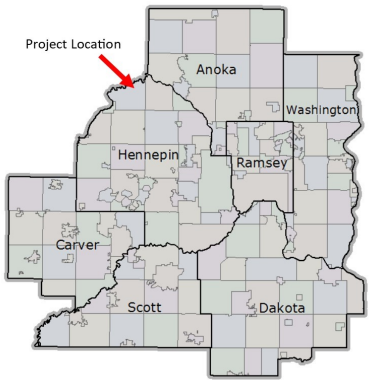
Applicant— City of Rogers

Project Location— Pedestrian Overpass of Interstate I-94 from Hynes Road and 137th Avenue

Total Project Cost — $3,800,000 **Requested Federal Amount— $2,800,000** **Local Match Amount— $1,000,000**

Project Description:

This project will construct a pedestrian overpass of Interstate I-94 and Industrial Boulevard located in Rogers, Northwest Hennepin County. Eliminating the barrier of the interstate that divides the north and south segments of the community.



Proposed project elements include:

- Construct a multi-use trail connecting the north half and south half of Rogers
- Overpass would include a ramp on the north side of I-94 and a helix on the south side.
- Proposed bridge span of 300 feet

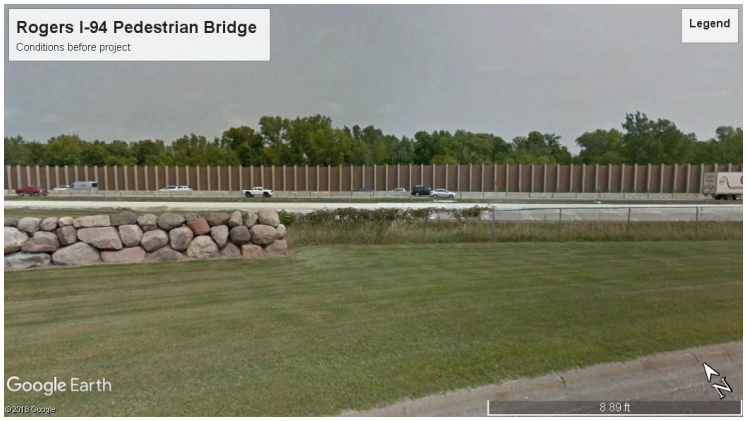
Project Benefits include:

- The project will reconnect the community which is bisected north and south by Interstate 94.
- Enable the connection of the Rogers Cross Community Trail System that links existing (and proposed future) neighborhood parks, Crow Hassan Park Reserve, and several natural resource protected areas and public natural open space.
- Provides a traffic separated Interstate crossing that has no conflict points with traffic, allowing increased in safe pedestrian movements between the north and south sections of the community
- Eliminates the on-going significant safety hazard in youth and young adults utilizing a stormwater drainage culvert as a crossing point of Interstate 94

Before Conditions:

Unsafe Crossing: Stormwater conduit that children in Rogers have used to cross Interstate 94

Industrial Blvd Rogers MN: Street view from Industrial Blvd looking north towards I-94, Pedestrian Bridge would cross approximately in this location



RENDERING B - WESTBOUND I-94

After Conditions:

West Bound I-94: Rendering of the finished Pedestrian Bridge spanning Interstate 94 in Rogers, Minnesota