



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14208 - Rogers Interstate 94 Pedestrian Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/15/2020 11:36 AM

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## Primary Contact

**Name:\*** Mr. John A Seifert  
Salutation First Name Middle Name Last Name

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**\*** Rogers Minnesota 55374  
City State/Province Postal Code/Zip

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**What Grant Programs are you most interested in?** Regional Solicitation - Roadways Including Multimodal Elements

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## 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

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## 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)*

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.**

Pedestrian Bridge from Industrial Blvd to 137th Ave across I-94

Project Length (Miles)

0.35

*to the nearest one-tenth of a mile*

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## 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

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**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 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.*

**Additional Program Years:** 2021, 2022, 2023, 2020, 2021

*Select all years that are feasible if funding in an earlier year becomes available.*

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**Project Information**

**County, City, or Lead Agency** Rogers

**Zip Code where Majority of Work is Being Performed** 55374

**(Approximate) Begin Construction Date** 04/01/2021

**(Approximate) End Construction Date** 12/01/2021

**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:** Industrial Blvd and Hynes Road  
**(Intersection or Address)**

**To:** 137th Ave to Hillplace Drive  
**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY  
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

**Or At:**

**Miles of trail (nearest 0.1 miles):** 0.4

**Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles):** 0

**Is this a new trail?** Yes

**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):**

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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 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), 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.*



**Briefly 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 2,800 characters; approximately 400 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.*

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

**List the applicable documents and pages:**

*(Limit 2,800 characters; approximately 400 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 State Aid 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.

- Multituse 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:** \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.**

**Date plan completed:** 04/14/2020

**Link to plan:** <https://www.rogersmn.gov/ada-transition-plan>

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.**

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

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**

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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**

### 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**

### Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

[Upload PDF of Agreement in Other Attachments.](#)

### Safe Routes to School projects only:

4. 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.**

5. 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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### 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
<b>Totals</b>	<b>\$3,061,960.00</b>

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### 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
<b>Totals</b>	<b>\$759,000.00</b>

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**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
<b>Totals</b>	<b>\$0.00</b>

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**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

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## Totals

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

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## 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

1589296771903\_Rogers Interstate 94 Pedestrian Bridge RBTN.pdf

*Please upload attachment in PDF form.*

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 9757

Existing Employment Within One Mile (Integer Only) 8210

Upload the "Population Summary" map

1589298068613\_Rogers Interstate 94 Pedestrian Bridge Population and Employment.pdf

*Please upload attachment in PDF form.*

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

**1.Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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:**

There are no developments within a half mile of this project that directly serve low-income populations, people of color, disabled populations, youth, or the elderly. This project however, will provide a safe interstate crossing for all residents of Rogers.

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

**2.Sub-measure: Equity Population Benefits and Impacts:** A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

**Response:**

This project aims to provide all residents of Rogers a safe, pedestrian friendly opportunity to cross Interstate 94, which bisects the City. The pedestrian bridge will connect the south half of the community to the north and provides a connection to highly trafficked areas of the community. The pedestrian bridge will be ADA compliant allowing for all residents to safely cross the interstate.

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

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

**Response:**

This project will not have any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly.

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

**Select one:**

**3. Sub-measure: Bonus Points** Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

**Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):**

**Project located in Area of Concentrated Poverty:**

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

**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:**

*(up to 40% of maximum score )*

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

**Upload Map**

1589305796431\_Rogers Interstate 94 Pedestrian Bridge Socio Economic Conditions.pdf

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## Measure B: Part 1: Housing Performance Score



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	1848.0	1.0	20.0	20.0

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## Total Project Length

Total Project Length 0.35

*Project length entered on the Project Information - General form.*

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## Housing Performance Score

Total Project Length (Miles) or Population 1848.0

Total Housing Score 20.0

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## Affordable Housing Scoring

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### Part 2: Affordable Housing Access

*Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.*

*If text box is not showing, click Edit or "Add" in top right of page.*

**Response:**

There are no affordable housing locations within a 1/2 mile of this project, but this project will provide a safe interstate crossing for all residents of Rogers.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

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**Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project**

*PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.*

*Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.*

*Bike system gap improvements include the following:*

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

*Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*

*Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.*

**Response:**

Currently, there is one pedestrian friendly Interstate crossing in the City of Rogers and it is located I-94 and TH 101. Pedestrians are subjected to crossing two busy on-ramps as well as busy intersections to reach popular destinations in Rogers. Children have also been known to cross under the interstate within a storm sewer pipe, which is highly discouraged by the City but is also a major drainage way which allows a large pipe that is nearly empty during periods of low flow. This pedestrian bridge would greatly eliminate dangerous crossings for pedestrians and provide a safe and reliable crossing for all residents of Rogers.

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

*PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings*

**DEFINITIONS:**

*Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)*

**Tier 1**

*Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings*

**Tier 2**

*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

Yes

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*No Improvements to barrier crossings*

*If the project improves multiple regional bicycle barriers, check box.*

**Multiple**

*Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)*

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## **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)*

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## **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 crossings 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)*

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## 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](#)

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### Measure A: Risk Assessment - Construction Projects

#### 1)Layout (25 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 09/30/2020

#### 2)Review of Section 106 Historic Resources (15 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 (25 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 (15 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**

**5) Public Involvement (20 percent of points)**

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:*

**Meeting with general public:** 06/27/2018

**Meeting with partner agencies:**

**Targeted online/mail outreach:** 09/15/2017

**Number of respondents:** 400

**Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.**

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

Yes

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Response (Limit 2,800 characters; approximately 400 words):

The City of Rogers has been working hard trying to bolster the public outreach and public collaboration with the Rogers Pedestrian Bridge Overpass. The Rogers Parks, Trails, and Open Space plan held several public meetings for residents to provide comments and the Rogers I-94 Pedestrian Bridge was a project apart of that plan. The City of Rogers also held a public comment period and meeting for residents to comment on projects proposed for partial funding through a sales tax levy within the City of Rogers. This project was highlighted and received great public support.

---

### 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

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
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

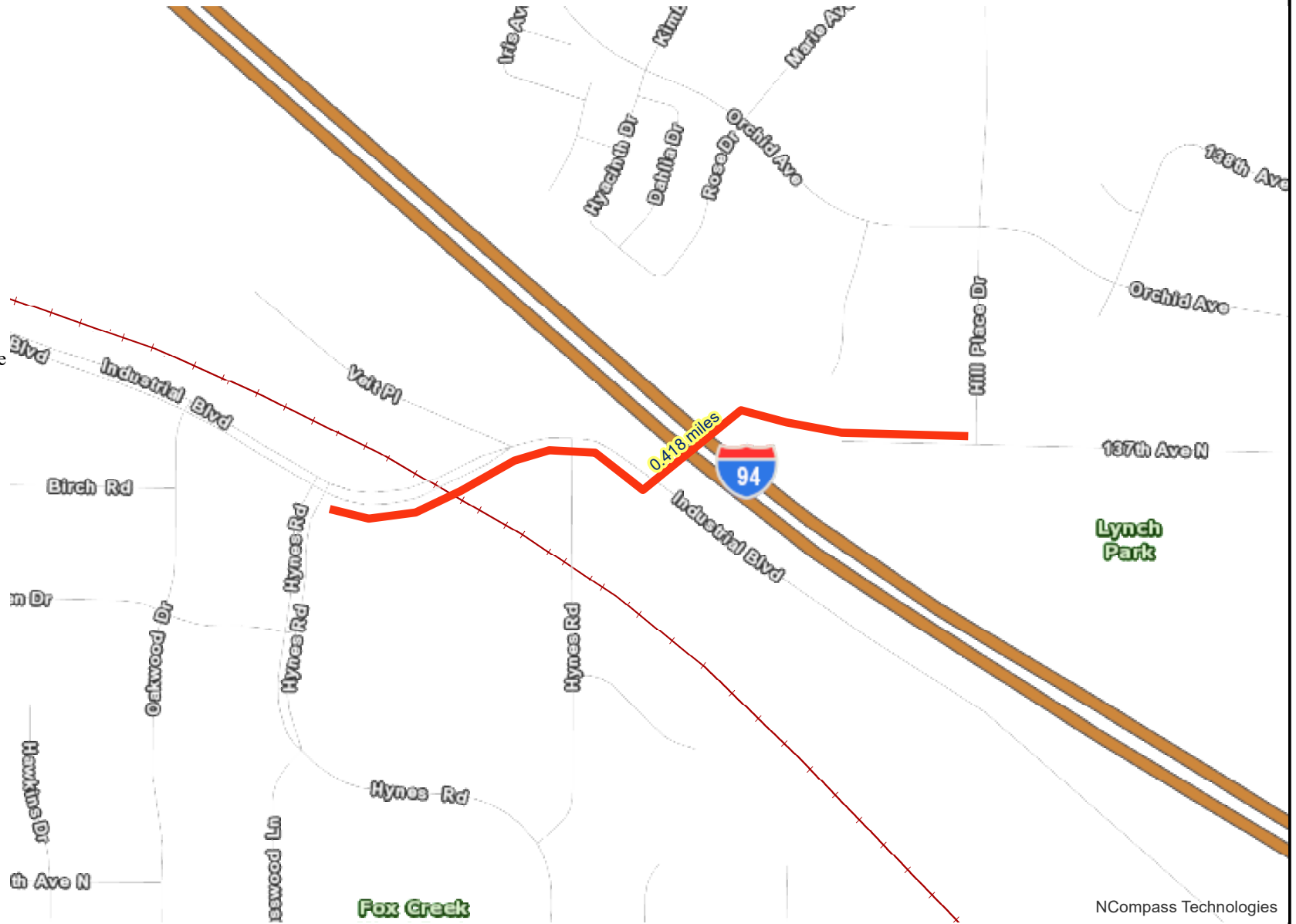


# Project to RBTN Orientation

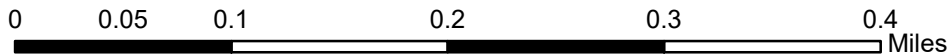
Multiuse Trails and Bicycle Facilities Project: Rogers Interstate 94 Pedestrian Bridge | Map ID: 1587486644264

## Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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



Created: 4/21/2020  
LandscapeRSA6



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

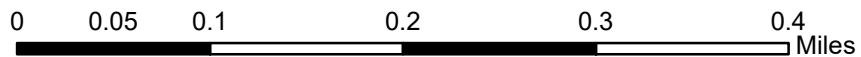
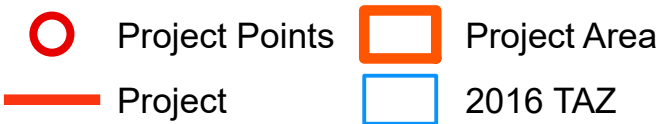
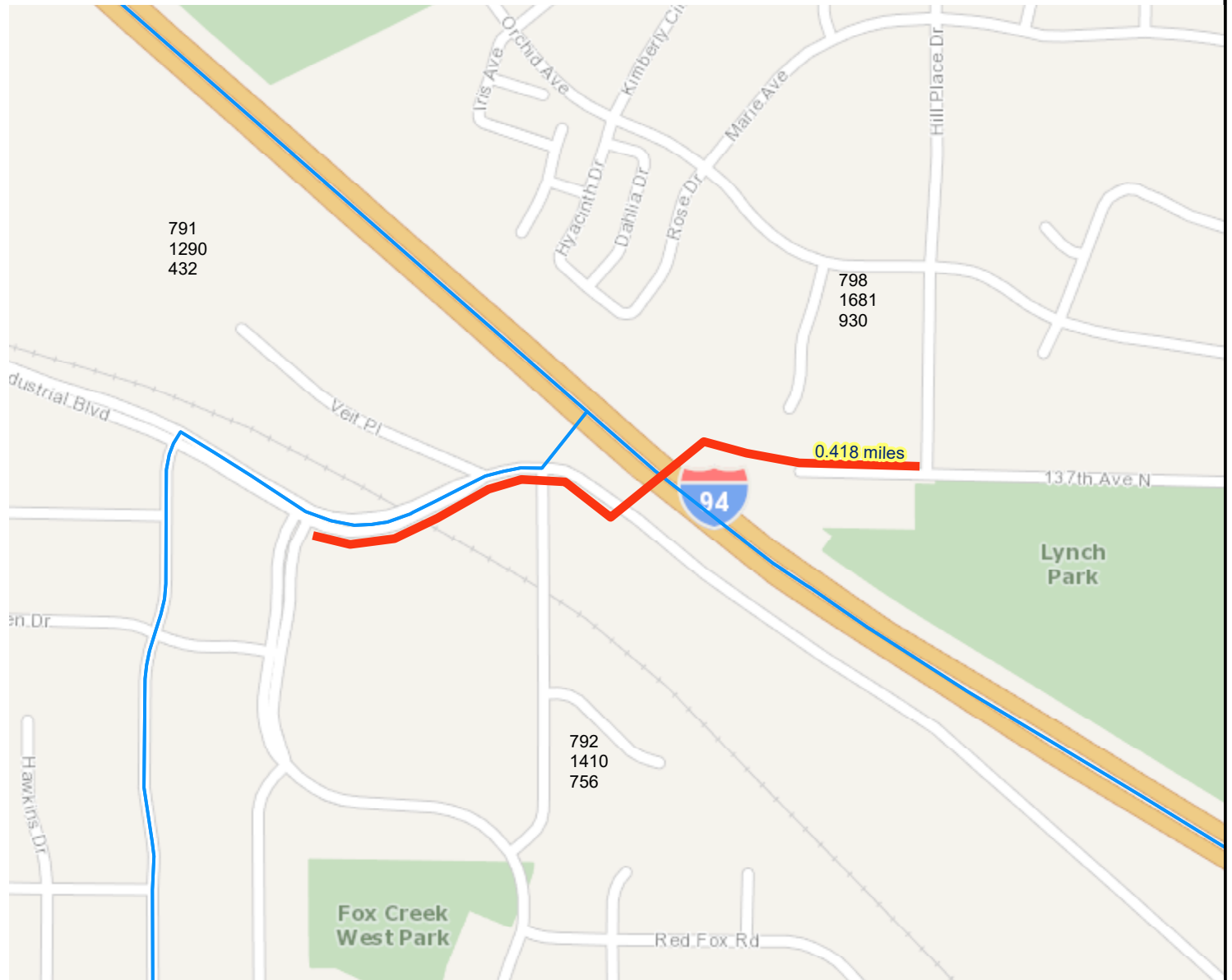


NCompass Technologies

# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 9757  
 Total Employment: 8210



Created: 4/21/2020  
 LandscapeRSA4



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

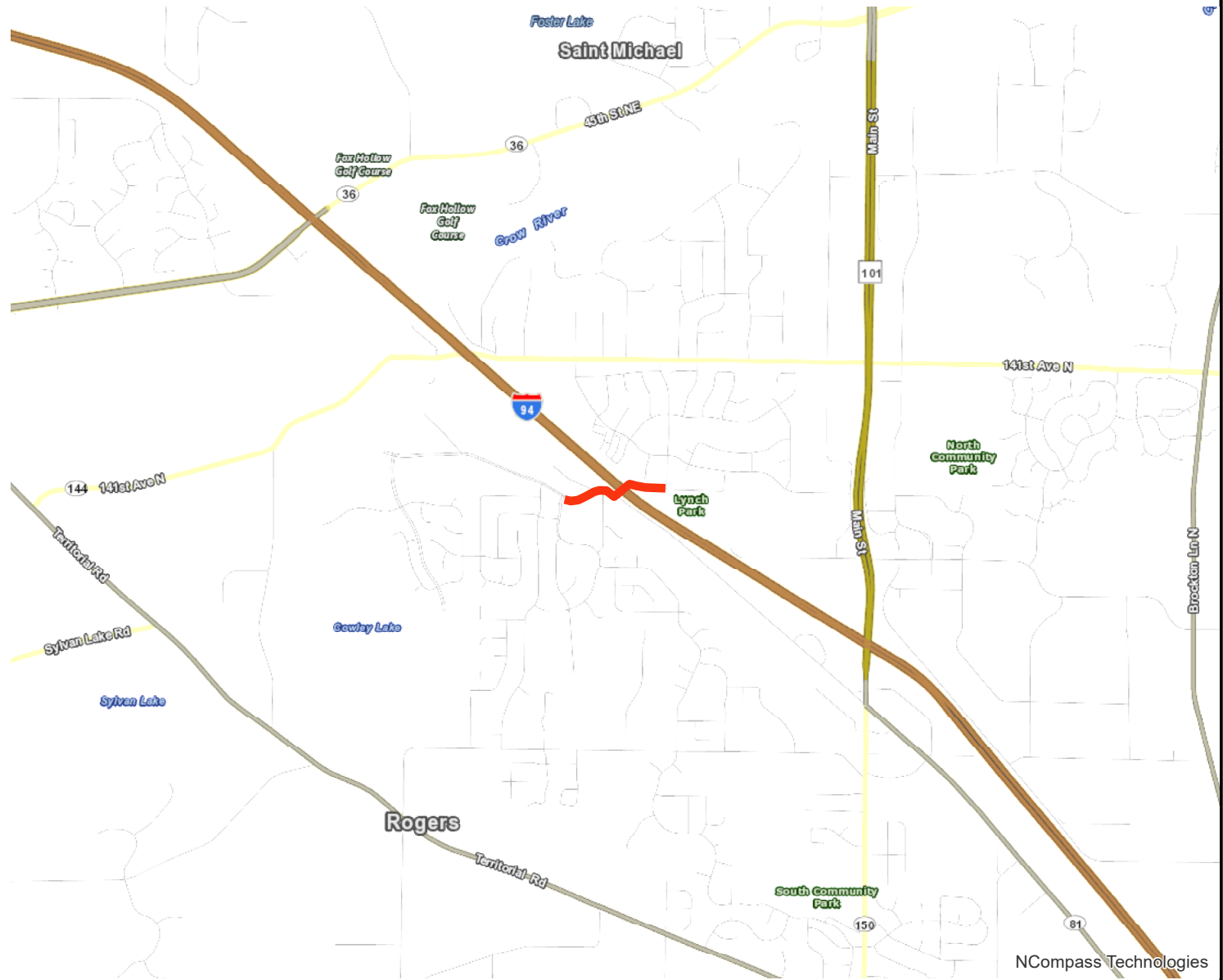






# Socio-Economic Conditions

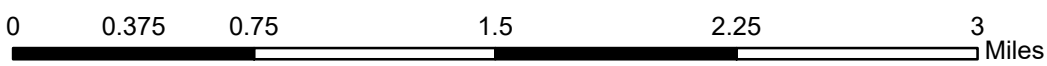
## Results

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)

Tracts within half-mile:  
26909



 Lines	 Area of Concentrated Poverty
 Area of Concentrated Poverty > 50% residents of color	 Above reg'l avg conc of race/poverty



Created: 4/21/2020  
LandscapeRSA2



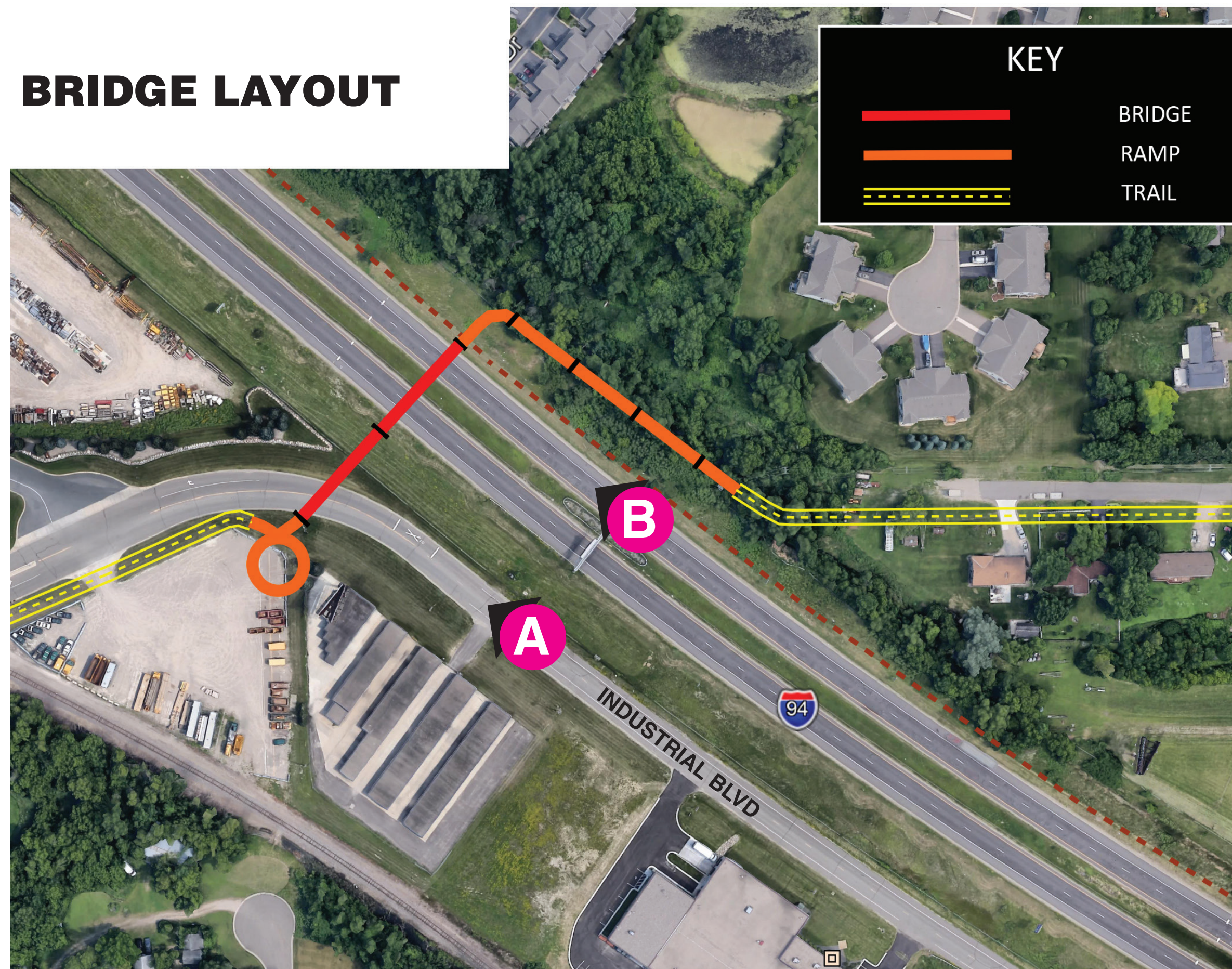
For complete disclaimer of accuracy, please visit <http://gisweb.site.metc.state.mn.us/gis/site/notice.aspx>



NCompass Technologies



# BRIDGE LAYOUT



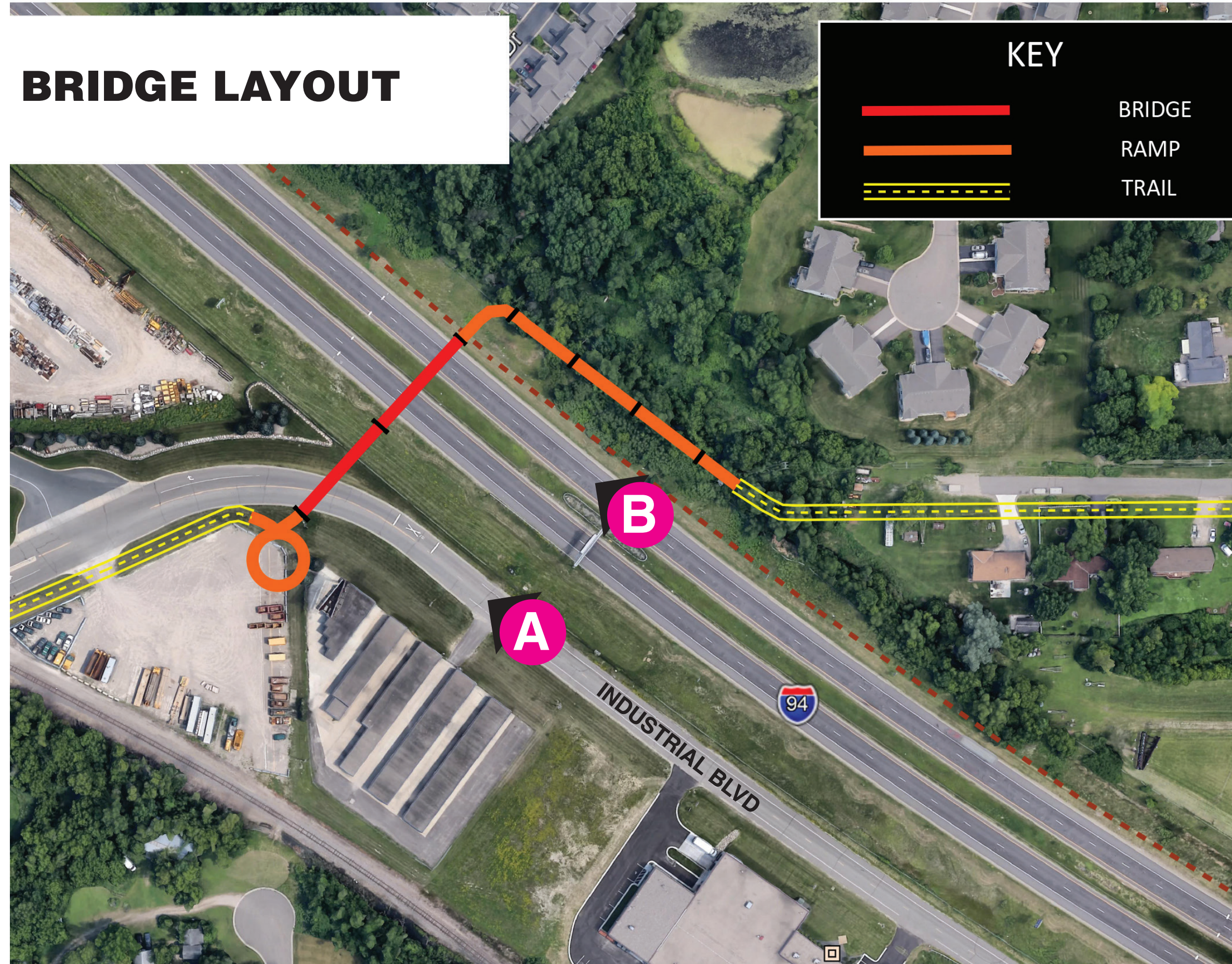
**RENDERING A - WESTBOUND INDUSTRIAL BLVD**



**RENDERING B - WESTBOUND I-94**



# BRIDGE LAYOUT



**RENDERING A - WESTBOUND INDUSTRIAL BLVD**



**RENDERING B - WESTBOUND I-94**



# 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.

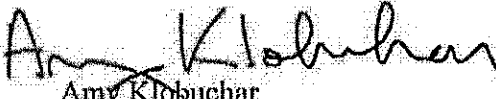
The City of Rogers is located at the confluence of several regional roadways carrying significant passenger and freight traffic. It is a major gateway between the Metro area and Greater Minnesota. The continued expansion of industrial and commercial facilities in Rogers has further increased traffic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

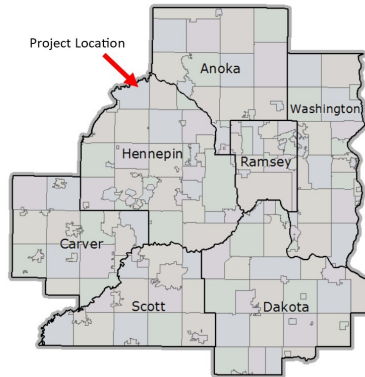
**Project Location**— Pedestrian Overpass of Interstate I-94 from Hynes Road and 137th Avenue

**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.



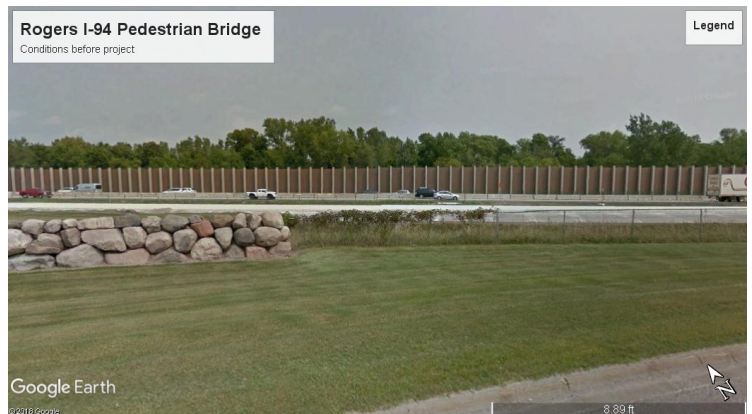
### Before Conditions:



**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



### 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



RENDERING B - WESTBOUND I-94

### After Conditions:

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