



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14336 - Rogers High School and Middle School Pedestrian Tunnel

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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City State/Province Postal Code/Zip

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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 High School and Middle School Pedestrian Tunnel

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Rogers

Jurisdictional Agency (If Different than the Applicant):

Construction of a pedestrian tunnel underneath CSAH 144 (141st Avenue) in the City of Rogers. The tunnel will be a connection between the Rogers High School and Middle School, but will also serve to aid the filling of a gap in the trail along CSAH 144. This project will include the tunnel, as well as grading, storm sewer and retaining wall.

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

(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.](#)

City of Rogers, Crossing CSAH 144 East of 101, Connection of Rogers High School and Middle School, Pedestrian Tunnel

Project Length (Miles)

0.01

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 \$1,083,331.00

Match Amount \$270,833.00

Minimum of 20% of project total

Project Total \$1,354,164.00

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

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds City of Rogers and Three Rivers Park District

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: 2024

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

Additional Program Years: 2021, 2022, 2023

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

Project Information

County, City, or Lead Agency City of Rogers

Zip Code where Majority of Work is Being Performed 55374

(Approximate) Begin Construction Date 06/03/2024

(Approximate) End Construction Date 08/23/2024

Name of Trail/Ped Facility: CSAH 144 Pedestrian Tunnel

(i.e., CEDAR LAKE TRAIL)

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

From: Rogers High School
(Intersection or Address)

To: Rogers Middle School
(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): 1.0

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

Is this a new trail? Yes

Primary Types of Work Grading, Bituminous Wear and Non-Wear, Aggregate Base,
Tunnel, Retaining Wall, Lighting, Cameras, Storm Sewer

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 (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 Regional Bicycle Transportation Network is given in the 2040 Transportation Policy Plan. The goals listed on page 11 of Chapter 7 align with the City of Rogers goals. The intends to establish an integrated and seamless network of off-street bikeways along CSAH 144. This project is a small piece of bringing this trail system together. The trail, when complete, will connection residential homes with commercial, industrial and institutional businesses, as well as connect to existing internal sidewalks. This system has been a vision for the City for many years and has been on their trail planning system which maps the proposed improvements within the City of Rogers.

(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.

The City of Rogers has included the proposed pedestrian tunnel in each of the following documents and/or figures: Parks, Open Space and Trail System Plan, City of Rogers Trail CIP, and the sales tax referendum project list. The proposed pedestrian tunnel was also included in the SRTS planning grant discussions and documents.

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.

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: \$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. Yes

Date plan completed: 05/14/2020

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

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. Yes

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|-----------------------|
| Mobilization (approx. 5% of total cost) | \$54,000.00 |
| Removals (approx. 5% of total cost) | \$51,000.00 |
| Roadway (grading, borrow, etc.) | \$33,000.00 |
| Roadway (aggregates and paving) | \$34,920.00 |
| Subgrade Correction (muck) | \$0.00 |
| Storm Sewer | \$30,875.00 |
| Ponds | \$0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$0.00 |
| Traffic Control | \$20,000.00 |
| Striping | \$1,500.00 |
| Signing | \$0.00 |
| Lighting | \$45,000.00 |
| Turf - Erosion & Landscaping | \$30,000.00 |
| Bridge | \$459,025.00 |
| Retaining Walls | \$304,150.00 |
| 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 | \$225,694.00 |
| Other Roadway Elements | \$65,000.00 |
| Totals | \$1,354,164.00 |

Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|--|---------------|
| Path/Trail Construction | \$0.00 |
| Sidewalk Construction | \$0.00 |
| On-Street Bicycle Facility Construction | \$0.00 |
| Right-of-Way | \$0.00 |
| Pedestrian Curb Ramps (ADA) | \$0.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | \$0.00 |
| Pedestrian-scale Lighting | \$0.00 |
| Streetscaping | \$0.00 |
| Wayfinding | \$0.00 |
| Bicycle and Pedestrian Contingencies | \$0.00 |
| Other Bicycle and Pedestrian Elements | \$0.00 |
| Totals | \$0.00 |

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 | \$1,354,164.00 |
| Construction Cost Total | \$1,354,164.00 |
| 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 Yes

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.

Upload Map 1588741661816_Rogers High School and Middle School RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 5709

Existing Employment Within One Mile (Integer Only) 6016

Upload the "Population Summary" map 1588741234922_Rogers High School and Middle School Population and Employment.pdf

Please upload attachment in PDF form.

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.*

The Census Demographics states that 92.1% of the City of Rogers responded that their race is white, 54% of the population has children and 22.5% of the population is 65 or older. 6.5% of the population under the age of 65 is disabled.

Within a half mile radius of the project there are two residential developments, however, much of the rest of this area is comprised of commercial and industrial businesses, as well as Rogers Middle and High School. There are 153 lots within Mallard Estates and 12 lots within Hassan Hills. Assuming there are 3.02 people per household (from Met Council Website) that would mean that there are 462 people in Mallard Estates and 36 people in Hassan Hills, equaling 498 people.

Response:

Applying the census demographics, that were stated earlier, to the residential lots within a half mile yield the following data. The population is comprised of 39 non-white people, 112 people that are 65 or older and 12 disabled residents. Within the half mile radius, there is assumed to be at least 270 children, however this project is located between Rogers Middle School and Rogers High School, which means many more children are affected than just the children that live near the project. There are 3 low income apartments located south of Interstate 94 that do use Rogers Middle and High School, as well as residents in the surrounding cities (and portions of surrounding cities) of Albertville, Otsego, and Dayton.

In the past, the City and the School District have held walk and bike to school days. This is to encourage those that are within walking distance to utilize trails and sidewalks. Also, the schools have had bicycle and walking safety learning days. By

having this curriculum tied into schools, it covers a variety of families in the City, as well as the surrounding area.

The trail along CSAH 144 as well as the tunnel have been included in the Safe Routes to School planning document. Many stakeholders within the community have been involved in meetings and the public was invited to a meeting prior to the last SRTS trail project (which is next to the location of the tunnel). Hand tallies have been taken as a part of SRTS planning and community surveys have been conducted by the City of Rogers to engage all of the community, not just those with children at the schools.

In the past, the city has held public meetings on the sales tax referendum. This pedestrian tunnel was included in that referendum. There have also been public meetings held during the parks master planning which have included the pedestrian tunnel. Surveys have also been sent out to the residents of Rogers, which always resulted in trails being at the top of the list for resident wishes. The City has engaged residents quite often to get their input in many different ways.

(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.

The idea for placing a tunnel under CSAH 144 has long been a thought of the City of Rogers. When presented with the idea, Hennepin County, the Elk River School District, as well as the Three Rivers Park District agreed that a tunnel would be well used at this location. A tunnel, placed between Rogers Middle School and Rogers High School would serve several purposes. Currently, there is a stoplight at the entrances of the schools and CSAH 144. This street is heavily traveled by residents as well as semi-truck traffic from local distribution centers. The tunnel would take those children crossing at that stop light and give them a safe crossing separating the children from the vehicle traffic.

Response:

In the past, the City has teamed with the Three Rivers District on trail and tunnel planning. The Three Rivers District will be showing the trail and tunnel route on their mapping as well, which means that many types of pedestrian traffic will be using this tunnel. Pedestrian types could be persons with disabilities, children (both school age and non-school age), and elderly. All trails are ADA accessible within the City, therefore the tunnel can be used by any pedestrian (including students) that may be disabled.

Although the tunnel project does not directly close a gap in the trail system, it closes a gap in the safety that the City has been wanting for many years. This is a piece to aid in the buildout of the CSAH 144 trail system. Currently there is a gap in the trail at the Middle School. If the tunnel is built, that will push this gap to be closed.

The Middle and High School are located between a large residential area and a large commercial and industrial area. Businesses in that area include daycares, restaurants, clinics, as well as manufacturing and sales. Also, located south of

Rogers Middle School are several athletic fields and on the north side of Rogers High School are more athletic fields as well as tennis courts and track and field Adding the tunnel and additional trail will connect those residential areas on the east side of the schools, with the businesses on the west side of the schools, and will also provide a safe crossing for anyone using the sporting items on either side of CSAH 144.

(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

Safety of the pedestrians in the tunnel is the only potential negative impact. The tunnel could cause a location for people to be out of sight, therefore safety must be kept in mind while planning and building the tunnel. Included in preliminary estimates of the tunnel are lighting of the tunnel, as well as cameras/ surveillance.

With keeping safety in mind, no additional negative impacts are expected with the construction of this tunnel.

(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:

Yes

(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

1589310816993_Rogers High School and Middle School Socio Economic Conditions.pdf

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 | 0.01 | 1.0 | 20.0 | 20.0 |

Total Project Length

Total Project Length 0.01

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0.01

Total Housing Score 20.0

Affordable Housing Scoring

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:

At this time, there are no affordable housing projects planned, being constructed or existing, within a 1/2 mile radius of the project.

(Limit 2,100 characters; approximately 300 words)

Upload map:

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.

As mentioned previously, the construction of this pedestrian tunnel will provide a location for students and pedestrians to cross between Rogers Middle School and Rogers High School without crossing CSAH 144. CSAH 144 has an average annual daily traffic volume of 11,108 vehicles per day. 1250 of those vehicles are heavy commercial traffic (information found on Hennepin County Public Works daily traffic counts mapping). The amount of traffic in this location is a cause for concern.

Response:

Also previously mentioned was the opportunity to fill in a local trail gap, as well as a regional gap in the Crow River Regional Trail. After the pedestrian tunnel is in place, a trail gap can be filled in along CSAH 144 on the Middle School property. This is the gap that will connect a large residential area of Rogers to the commercial and industrial area west of Rogers Middle School and Rogers High School.

(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

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

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)

Measure B: Project Improvements

Crash data for 2019 and 2020 were reviewed by the City Police. A pedestrian/ car crash happened at the signalized intersection at the entrances to the Middle School and High School. The report has been attached to this application.

There is a lot of interaction between pedestrians and cars at this stoplight. Many vehicles and buses frequent this intersection since entrances for both the Middle School and High School are in this location. There are many vehicles turning into these entrances.

Response:

The interaction between pedestrians and bicycle traffic at the stoplight can be minimized by adding the pedestrian tunnel. Although this intersection is lighted, there is the potential for a car to speed through the intersection, a vehicle to run the red light, or a turning car to not see pedestrians. Also, there are multiple places for pedestrians to be crossing at the entrances and across CSAH 144.

Directing all foot and bicycle traffic through the pedestrian tunnel would remove many hazards. Crossing a busy street at the beginning and end of school is very unsafe. Crossing a busy street that has truck traffic during working hours is very unsafe. The tunnel will take those crossing pedestrians away from the traffic and allow them to safely cross from one side of the street to the other.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

The proposed tunnel will be used in conjunction with the existing trail system along CSAH 144. It will be part of the Crow River Regional Trail. Additional trail connections will be made after the tunnel is in place filling the gap on the Middle School lot. The trail is a multi-use trail. The tunnel will also be multi-use. The tunnel will be wide enough to accommodate different users, such as bicyclists, pedestrians, rollerblading and skateboarding and will also be multi-directional. The safety of the users will be observed using cameras and the tunnel will be lit to provide extra security. Bus service is provided in the area for the students at the schools, and Metro Mobility is available for those that qualify.

(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 (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. Yes

100%

Attach Layout

1589558945503_Tunnel Figures022616.pdf

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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

05/12/2020

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

05/12/2020

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 05/12/2020

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: 03/04/2015

Targeted online/mail outreach: 09/01/2017

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. Yes

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.

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):

A problem was identified, that there was a need to get school aged children across CSAH 144 safely. There were several concerns voiced by residents and school staff, regarding the students crossing CSAH 144 during heavy traffic times. When the CSAH 144 trail was identified as part of the Crow Regional Trail, the crossing of all pedestrians to the the north side of CSAH 144 again was a cause for concern. The pedestrian tunnel has been a part of the City's planning for many years to create a safe crossing for all residents and students to use. The tunnel is supported by residents, as well as the key players like Hennepin County, the Elk River School District and Three Rivers Park District. The tunnel was addressed during the June 27, 2018 Sales Tax Referendum Open House, the SRTS planning grant charette on March 4, 2015 and the City of Rogers resident survey held in September 2017, which had 400 responses regarding the trail and park plan which also addresses the tunnel.

Measure A: Cost Effectiveness

| | |
|--|----------------|
| Total Project Cost (entered in Project Cost Form): | \$1,354,164.00 |
| Enter Amount of the Noise Walls: | \$0.00 |
| Total Project Cost subtract the amount of the noise walls: | \$1,354,164.00 |
| Points Awarded in Previous Criteria | |
| Cost Effectiveness | \$0.00 |

Other Attachments

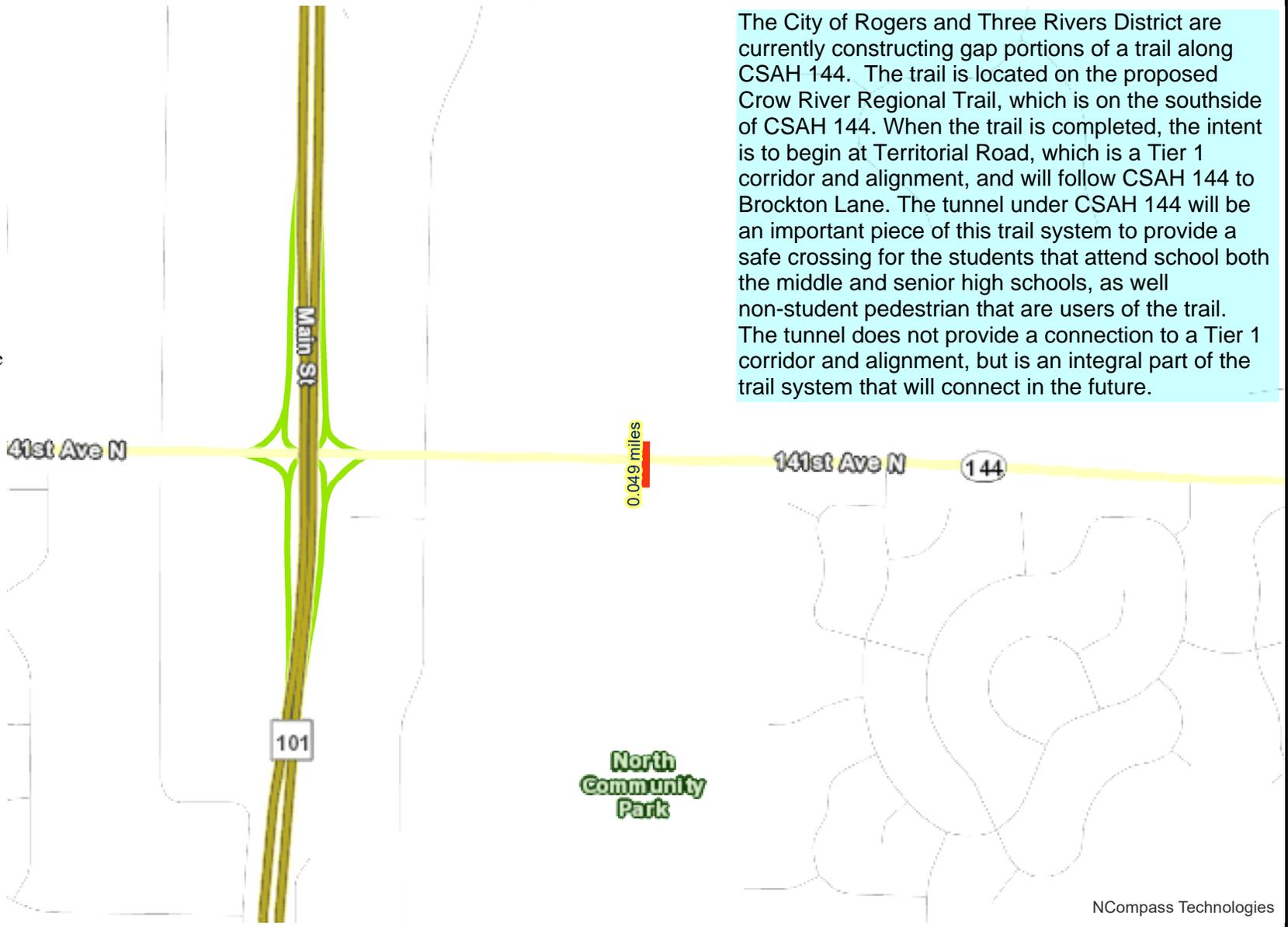
| File Name | Description | File Size |
|--|---|-----------|
| 19001109 Car VS Pedestrian.pdf | Crash summary report | 218 KB |
| Maintenance Agreement.pdf | Agreement to maintain tunnel and trail. | 127 KB |
| Rogers High School Tunnel Overview.pdf | Project Summary | 1.2 MB |
| Rogers Resolution.pdf | City of Rogers Resolution | 419 KB |
| SRTS CSAH 144 CROSSING.pdf | Project Map | 2.1 MB |

Project to RBTN Orientation

Results

Project NOT IN Reg'n'l Bicycle Transportation Corridor.

The City of Rogers and Three Rivers District are currently constructing gap portions of a trail along CSAH 144. The trail is located on the proposed Crow River Regional Trail, which is on the southside of CSAH 144. When the trail is completed, the intent is to begin at Territorial Road, which is a Tier 1 corridor and alignment, and will follow CSAH 144 to Brockton Lane. The tunnel under CSAH 144 will be an important piece of this trail system to provide a safe crossing for the students that attend school both the middle and senior high schools, as well non-student pedestrian that are users of the trail. The tunnel does not provide a connection to a Tier 1 corridor and alignment, but is an integral part of the trail system that will connect in the future.



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



Created: 4/21/2020
LandscapeRSA6



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

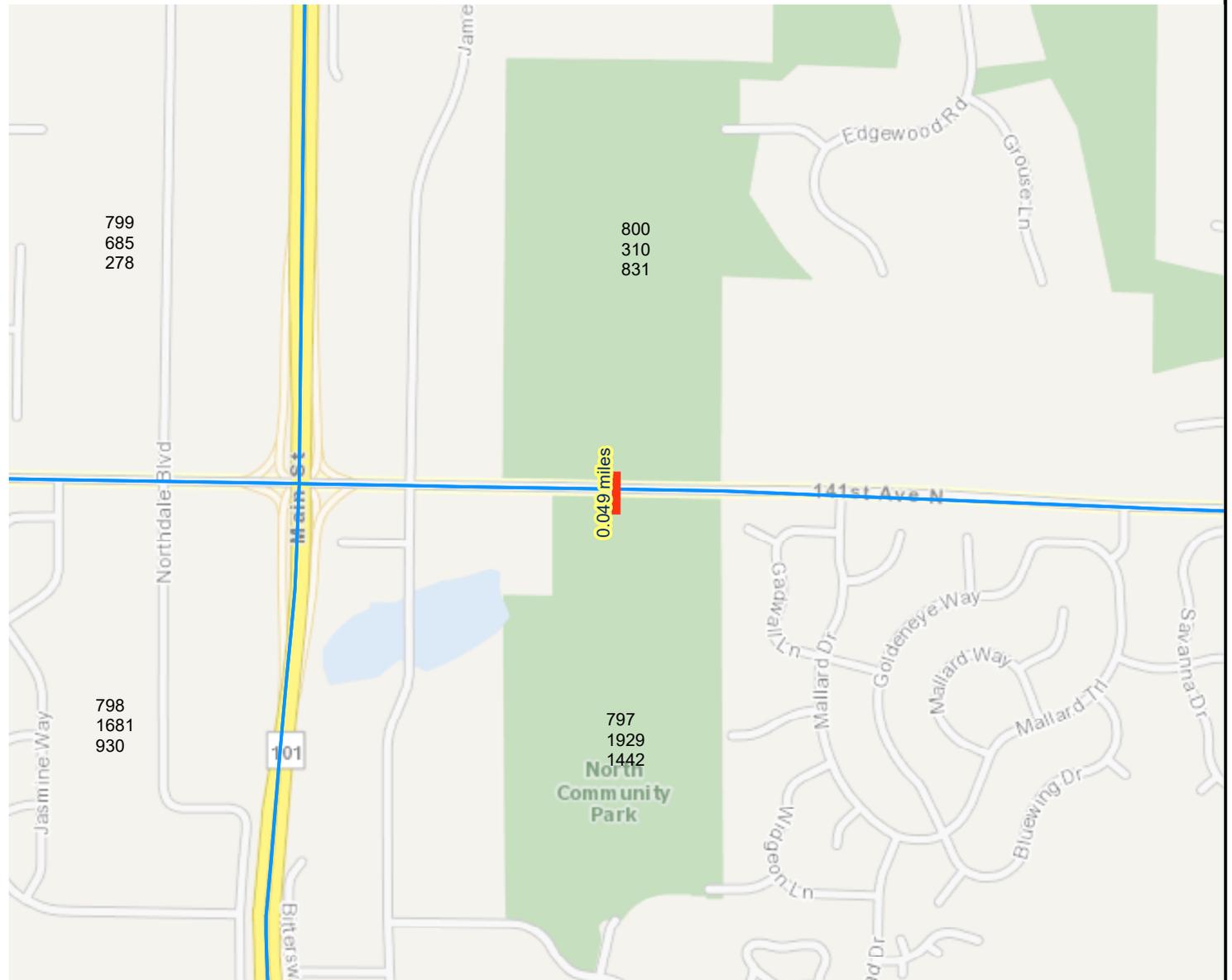


NCompass Technologies

Population/Employment Summary

Results

Within ONE Mile of project:
 Total Population: 5709
 Total Employment: 6016



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/21/2020
 LandscapeRSA4



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

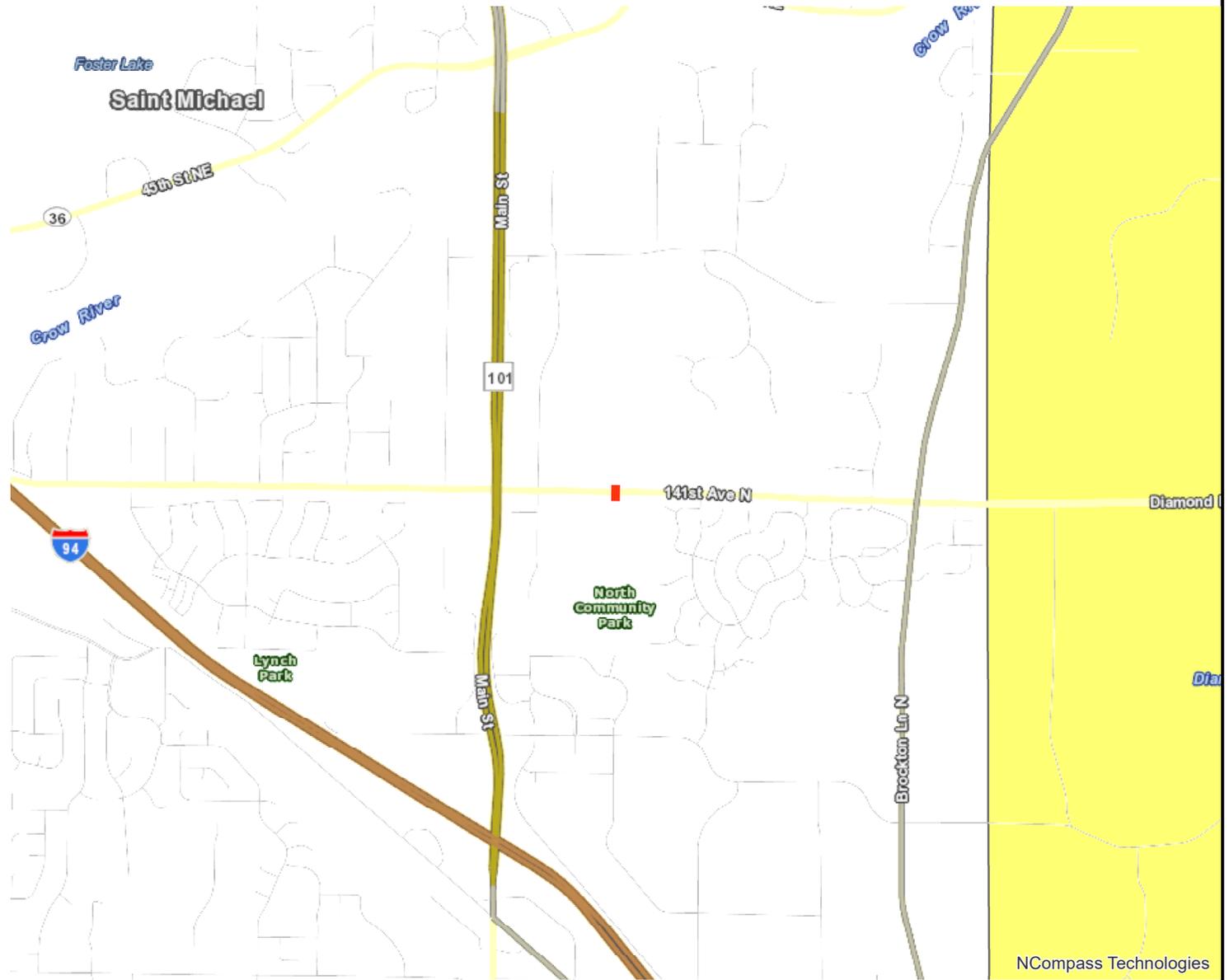


Socio-Economic Conditions

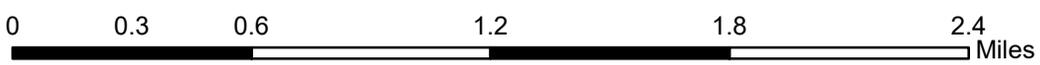
Results

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

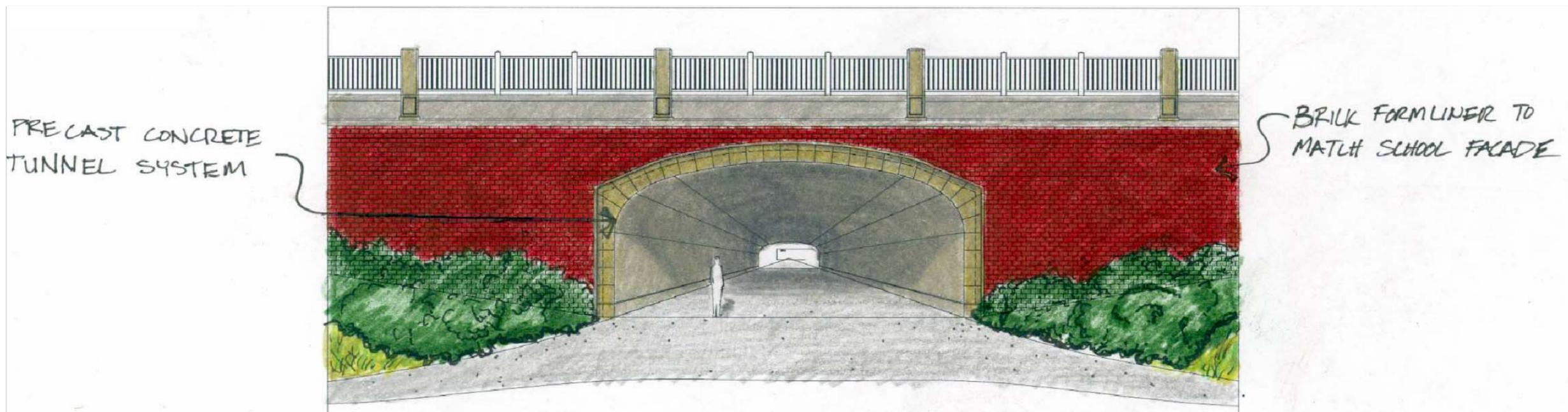


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>





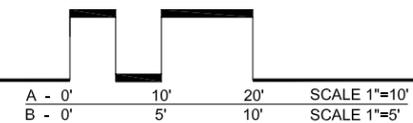
A-Overall Elevation



B-Enlarged Elevation

CSAH 144 Trail Tunnel Study - ELEVATION

Rogers, Minnesota





INDEPENDENT
SCHOOL
DISTRICT 728

ELK RIVER | OTSEGO | ROGERS | ZIMMERMAN

11500 193rd Ave. NW
Elk River, MN 55330
763.241.3400
feedback@isd728.org
www.isd728.org

April 13, 2020

Dear MET Council Transportation Advisory Board:

Independent School District 728 (ISD 728) does hereby offer this letter of support to the MET Council Transportation Advisory Board on behalf of the City of Roger's grant application for the construction of a pedestrian tunnel underneath County Road 144. This tunnel will provide safe pedestrian passage between our High School and Middle School campuses in Rogers. While this tunnel will provide greater safety options for students as they pass from campus to campus for classes daily, it will also provide a safer travel route for families and community members as they travel between sites for activities and general health and well-being events.

ISD 728 enthusiastically supports the City's grant application, project, and safety considerations for our students, families and community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel Bittman', with a long horizontal flourish extending to the right.

Dr. Daniel Bittman
Superintendent of Schools
ISD 728



May 4, 2020

**Three Rivers
Park District
Board of
Commissioners**

Kelly Grissman, Director of Planning
Three Rivers Park District
3000 Xenium Lane North
Plymouth, MN 55441-1299

Marge Beard
District 1

RE: Letter of Support – Crow River Regional Trail/CR 144 Underpass

Dear Metropolitan Council Transportation Advisory Board:

Jennifer DeJournett
District 2

Three Rivers Park District hereby offers this letter of support to the Metropolitan Council Transportation Advisory Board on behalf of the City of Rogers' regional solicitation application for the construction of a multi-use regional trail underpass of County Road 144. The underpass is part of the Crow River Regional Trail and will allow for people walking and biking to safely cross County Road 144 and, when fully complete, access the greater Three Rivers regional trail system comprised of over 150 miles of existing trail infrastructure spread across all of Suburban Hennepin County and providing critical connections to the adjacent bicycle networks.

Daniel Freeman
Vice Chair
District 3

John Gunyou
Chair
District 4

Three Rivers is a funding partner for this project in the amount of \$75,000 and is in full support of the City of Rogers seeking additional funding to deliver this much needed pedestrian and bicyclist safety improvement project.

John Gibbs
District 5

This project is consistent with the Metropolitan Council's Regional Parks Policy Plan and Three Rivers' Crow River Regional Trail Master Plan (also approved by the Met Council and Rogers), 2014 Regional Trail Concept Plan and Draft 2040 System Plan.

Steven Antolak
Appointed
At Large

This project directly responds to the needs of our region and, when completed will provide a safe, multi-use connection to the Park District's regional trail system providing both transportation and recreation opportunities to our community members and the greater region alike.

Gene Kay
Appointed
At Large

Sincerely,

Boe Carlson
Superintendent

Kelly Grissman, Director of Planning

HENNEPIN COUNTY
MINNESOTA

May 15, 2020

Elaine Koutsoukos - TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for 2020 Regional Solicitation Application
CSAH 144 (141st Avenue) Grade Separated Crossing Project
At Rogers High School and Rogers Middle School

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Rogers is submitting an application for funding as part of the 2020 Regional Solicitation through the Metropolitan Council. The proposed project is the CSAH 144 (141st Avenue) Grade Separated Crossing Project as identified in the Safe Routes to School Plan completed for Rogers Elementary School, Hassan Elementary School, and Rogers Middle School in 2016.

The project will provide a grade separated crossing of CSAH 144 (141st Avenue) to connect students between Rogers High School and Rogers Middle School. Hennepin County supports this funding application and will operate and maintain the roadway facilities along CSAH 144 (141st Avenue) for the useful life of the improvements.

At this time, Hennepin County has no funding programmed in its 2020-2024 Transportation Capital Improvement Program (CIP) for this project. Therefore, county staff is currently unable to commit county cost participation in this project. However, we request that the City of Rogers continues to include county staff as part of the design process to discuss each agency's responsibilities as they relate to the project. We look forward to working together to improve safety and mobility for students and faculty walking and biking across CSAH 144 (141st Avenue).

Sincerely,



Carla Stueve, P.E., P.T.O.E.
Transportation Project Delivery Director and County Engineer

cc: Chad Ellos, P.E., P.T.O.E. – Transportation Planning Division Manager

Hennepin County Transportation Project Delivery
7009 York Avenue South, MN 55435 (Temporary)
612-596-0241 | hennepin.us





ROGERS POLICE DEPARTMENT

INCIDENT REPORT

| | | |
|--|---------------------------------|--|
| ICR# 19001109 | AGENCY ORI# MN0273400 | JUVENILE: |
| <p>Reported: 01-22-2019 0702 First Assigned:0704 First Arrived:0706 Last Cleared:0855</p> <p>Committed Start: 01-22-2019 0702 Committed End:</p> <p>Title: Accident/Pi</p> <p>Short Description: Pi Accident/Pi</p> <p>Summary: Officers were dispatched to a Pi crash, car vs. pedestrian, on 141st Ave at the High School. Officers arrived and found the victim, a 15 YOA female HS student, down in the WB lane of 141st just W of the E entrance. She was conscious and alert. The striking vehicle driver and passerby were tending to the victim and provided coats and blankets for warmth. The victim was crossing to HS in a NW direction from the S side at approximately the E driveway to the middle school. The victim reported seeing traffic stopped and thought she made it to the roadside. The driver of the striking vehicle stated he was WB on 141st Ave and all of the sudden a pedestrian appeared in front of his car, he veered R and struck the pedestrian causing damage to the driver side front. There were no signs the striking driver was impaired, he consented to a PBT test which registered no alcohol. Witness statement placed a stopped vehicle EB signaling a left turn into the HS lot, the victim crossed behind that vehicle before the crash. One of the victims shoes was found approximately 75 feet E of where she was found, the other shoe was approximately 45 feet N of her. The patient was transported to North Memorial Robbinsdale. See state crash report for further details.</p> | | |
| Location(s) | | |
| Rogers H.S. | Address: 21000 141St Ave | City: Rogers State: MN Zip: Country: |
| Custom Attributes | | |
| Officer Assigned: Bohlsen, Darren | Badge No: 6806 | Primary: No |
| Officer Assigned: Wilbur, Shawn | Badge No: 6824 | Primary: No |
| Officer Assigned: Peterson, Jared | Badge No: 6825 | Primary: No |
| Officer Assigned: Beck, Jeff | Badge No: 6817 | Primary: No |
| Officer Assigned: Ambulance, North | Badge No: | Primary: No |
| Officer Assigned: Berglund, Amy | Badge No: 6819 | Primary: No |
| MOC: 9420 | Literal: PIMV | Statute: UCR: |



PUBLIC WORKS DEPARTMENT

22350 SOUTH DIAMOND LAKE ROAD • ROGERS, MINNESOTA 55374

(763) 428-8580

www.rogersmn.gov

5/12/2020

Elaine Koutsoukos
TAB Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, Minnesota 55101

RE: Rogers High School and Middle School Pedestrian Tunnel
2020 Met Council Regional Solicitation Application

Dear Ms. Koutsoukos

The City of Rogers is committed to maintaining the trail and tunnel for the Rogers High School and Middle School Pedestrian Tunnel underneath Hennepin County State Aid Highway 144. Maintenance will be done on the trail and tunnel to keep it in a safe and working condition. In the winter, the trail will be plowed and broomed to allow for the pavement to dry.

If you have any questions please feel free to contact me at 763-428-8580

Sincerely,



John Seifert
Public Works Director

Rogers High School and Middle School Pedestrian Tunnel

Project Summary

Applicant— City of Rogers

Project Location— Pedestrian Underpass at Rogers High School and Middle School

Total Project Cost — \$1,354,164 **Requested Federal Amount**— \$1,083,331 **Local Match Amount**— \$270,833

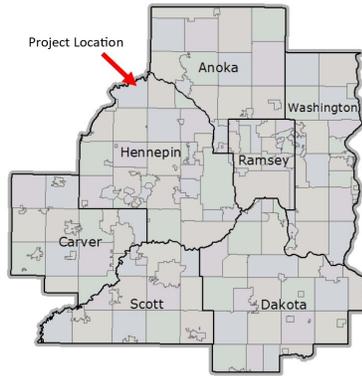


Project Description:

This project will construct a pedestrian tunnel under Hennepin County Highway 144 eliminating pedestrians from crossing the road.

Proposed project elements include:

- Construct a multi-use trail connecting Rogers High School and Middle School
- Underpass tunnel will allow safe pedestrian travel between the two school sites
- Proposed underpass will be 100 feet



Project Benefits include:

- The project will provide safe pedestrian access to both the Rogers High School and Middle School.
- Pedestrian Crossing will be a section of the Crow River Regional Trail and will allow users safe crossings.
- Underpass will eliminate students, faculty, and residents from crossing at a signalized intersection and safely connects a number athletic fields in the City, mainly North Community Park and Rogers Activity Center

Before Conditions:

Proposed Crossing: Looking south towards Rogers Middle School.



Proposed Crossing: Looking north to Rogers High School, pedestrian tunnel location will cross underneath CSAH 144



After Conditions:

Pedestrian Tunnel: Rendering of the finished Pedestrian Tunnel underneath CSAH 144 near Rogers High School and Middle School in Rogers, Minnesota



A-Overall Elevation



B-Enlarged Elevation

RESOLUTION NO. 2020-32

A RESOLUTION FOR APPROVAL OF METROPOLITAN COUNCIL ROGERS HIGH SCHOOL AND MIDDLE SCHOOL MULTIUSE TRAILS AND BICYCLE FACILITIES APPLICATION SUBMITTAL AND AUTHORIZATION FOR STAFF TO PROVIDE A LETTER OF SUPPORT

WHEREAS, the Metropolitan Council is requesting project submittals for federal funding under the Multiuse Trails and Bicycle Facilities Program; and

WHEREAS, the City of Rogers is proposing a pedestrian tunnel crossing Hennepin County Road 144 connecting Rogers High School and Rogers Middle School under the Multiuse Trails and Bicycle Facilities Program for 2024/2025 funding; and

WHEREAS, this proposed pedestrian tunnel improvement is identified as a key connection to increase pedestrian safety connecting the Rogers High School and Middle School and is identified in the City of Rogers 2040 Comprehensive Plan and is also identified in the currently held valid City of Rogers Capital Improvement Program (CIP); and

WHEREAS, the proposed Rogers High School and Middle School Tunnel is a regionally significant federally eligible project eligible for submittal under the Multiuse Trails and Bicycle Facilities Program; and

WHEREAS, all Metropolitan Council Regional Solicitation projects require a 20 percent local match from non-federal sources; and

WHEREAS, the City of Rogers has the legal authority to apply for financial assistance, and the institutional, managerial and financial capacity to ensure matching funds and adequate construction of the proposed project; and

WHEREAS, Three Rivers Park District indicates financial support for the local match showing this project in its current Crow River Regional Trail; and

WHEREAS, subject to a federal funding award the City Council of Rogers Minnesota, would be asked to consider authorization to execute a federal grant agreement at a future meeting; and

WHEREAS, 2024/2025 Metropolitan Council Multiuse Trails and Bicycle Facilities Regional Solicitation grant application submittals are due on May 15, 2020.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rogers, Minnesota, hereby:

1. Authorizes the City Public Works Director to submit a Metropolitan Council Multiuse Trails and Bicycle Facilities Regional Solicitation grant application for 2024/2025 Rogers High School and Middle School Tunnel.
2. Authorizes the City Public Works Director to submit a letter of support as part of the Multiuse Trails and Bicycle Facilities grant submittal package by the City of Rogers.

3. Acknowledges, to the extent it has jurisdiction and controls right-of-way of the associated facilities, that the City of Rogers will operate and maintain the proposed roadway improvement for its useful life and will not change the use any of the right-of-way acquired without prior approval from MnDOT.

Moved by Councilmember Eiden , seconded by Councilmember Jakel

The following voted in favor of said resolution: Eiden, Gorecki, Ihli, Jakel and Klick

The following voted against the same: none

The following abstained: none

Whereupon said resolution was declared duly passed and adopted, and was signed by the Mayor, and attested by the Clerk dated this 28th day of April, 2020.

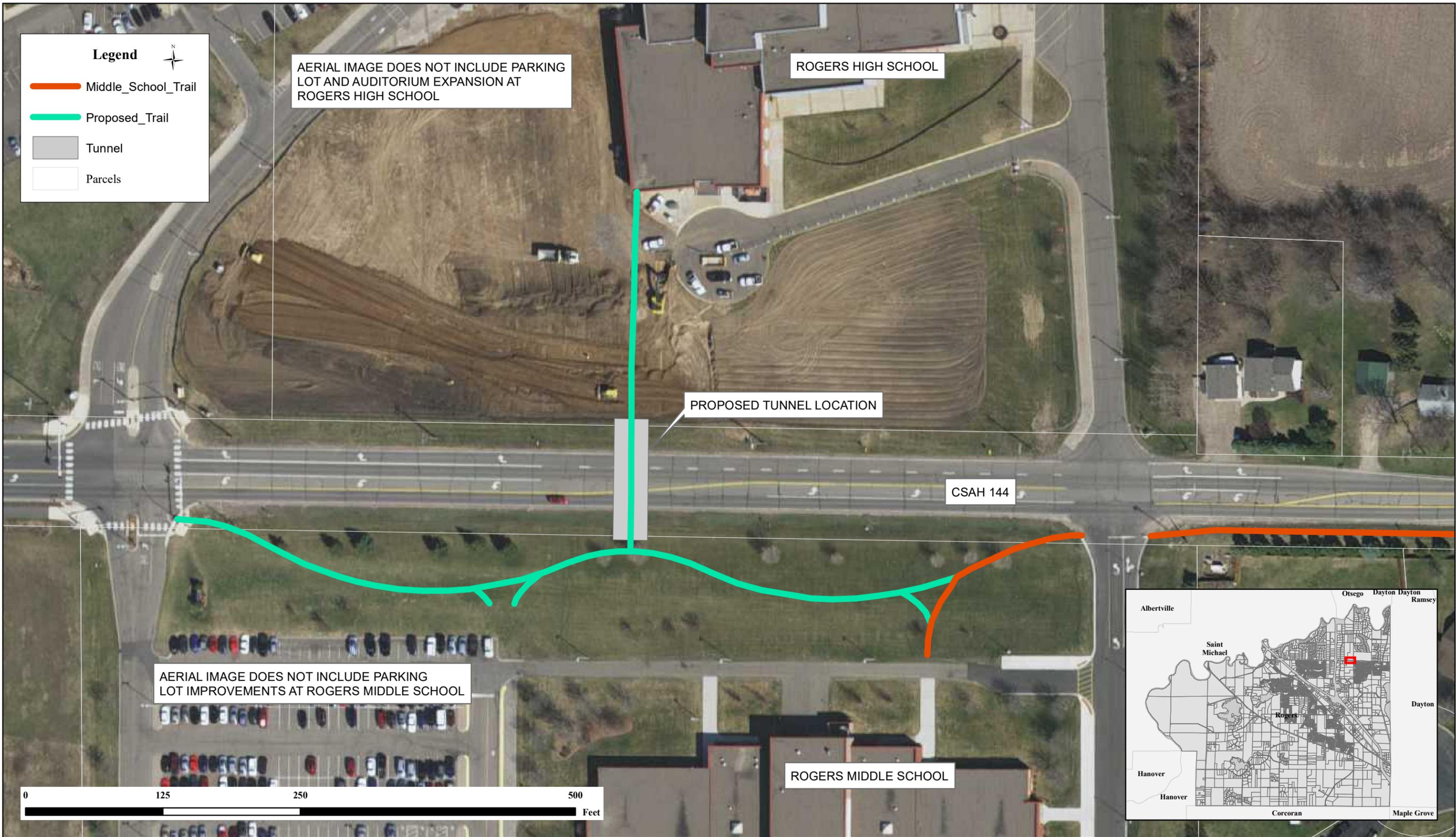


Rick Ihli, Mayor

ATTEST:



Stacy Scharber, Asst. City Administrator/City Clerk



Safe Routes to School - CSAH 144 Tunnel Crossing

Tunnel crossing underneath CSAH 144 connecting Rogers High School and Rogers Middle School
 City of Rogers, MN

TRAIL CIP
06