



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20427 - Holyoke Avenue Pedestrian Underpass Improvements
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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

Organization Information

Name: LAKEVILLE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 20195 HOLYOKE AVE

County: LAKEVILLE Minnesota 55044
City State/Province Postal Code/Zip

Phone: * Dakota 952-985-2800
Ext.

Fax:

PeopleSoft Vendor Number 0000020957A1

Project Information

Project Name Holyoke Avenue Pedestrian Underpass Improvements

Primary County where the Project is Located Dakota

Cities or Townships where the Project is Located: Lakeville

Jurisdictional Agency (If Different than the Applicant):

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

The project includes a proposed pedestrian underpass of Holyoke Avenue at the intersection of 194th Street. Holyoke Avenue is an existing, rural section major collector roadway owned and maintained by the City of Lakeville with a posted speed limit of 55 mph. Existing, multi-use trails on both sides of Holyoke Avenue exist but no dedicated pedestrian crossings are included in the vicinity of the neighborhood area surrounding 194th Street. The proposed underpass improvements include trail connections from the underpass to the existing trail facilities along Holyoke Avenue on the east and west sides of the roadway and connections to existing trail facilities on 194th Street. The City of Lakeville recently completed a preliminary engineering study to identify recommended improvements to Holyoke Avenue and Highview Avenue between Heritage Drive and Dodd Boulevard (CSAH 9); the proposed underpass was included. The proposed underpass will be designed to accommodate the widened typical roadway section of Holyoke Avenue that is proposed as a part of the preliminary engineering study for the roadway improvements. The proposed underpass provides a dedicated, well-lit, and safe crossing location for pedestrians and bicyclists across the high-speed roadway and provides connectivity between Summerlyn and Legacy Parks and greenways that is inaccessible today due to the lack of a safe crossing location of Holyoke Avenue.

(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. MSAS 105 (Holyoke Avenue) at MSAS 114 (194th Street) - Construct Pedestrian Underpass

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? Yes

If yes, please identify the source(s) LRIP

Federal Amount \$1,052,784.00

Match Amount \$263,196.00

Minimum of 20% of project total

Project Total \$1,315,980.00

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 Local 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: 2026

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2026, 2027

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency City of Lakeville

Name of Trail/Ped Facility: Holyoke Avenue Pedestrian Underpass

(example; CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

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

From:
Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

To:
Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

(Example: 1st ST., Main Ave.)

In the City/Cities of:

(List all cities within project limits)

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

Intersection of MSAS 105 (Holyoke Avenue) and MSAS 114 (194th Street)

In the City/Cities of:

Lakeville

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Pedestrian Bridge Yes

Signal Revision

Landscaping

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed 55044

Approximate Begin Construction Date (MOYR) 04/01/2026

Approximate End Construction Date (MOYR) 10/31/2026

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 0.1

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

Is this a new trail? No

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:

Provide sustainable investments in the transportation system which are protected by

strategically preserving, maintaining, and operating system assets.

Ensure the regional transportation system is safe and secure for all users.

Allow people and businesses to prosper by using a reliable, affordable, and efficient

multimodal transportation system that connects them to destinations throughout the

region and beyond.

Ensure the regional transportation system supports the economic competitiveness, vitality,

and prosperity of the region and State.

Confirm the regional transportation system advances equity and contributes to the community's livability and sustainability while protecting the natural, cultural, and developed environments.

Leverage the region's transportation investments to guide land use and development

patterns that advance the regional vision of stewardship, prosperity, livability, equity, and

sustainability.

(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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature. City of Lakeville 2040 Transportation Plan Update

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000
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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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:

Link to 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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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.

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.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$60,000.00
Removals (approx. 5% of total cost)	\$18,600.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$48,500.00
Bridge	\$694,500.00
Retaining Walls	\$227,850.00
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	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,049,450.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$28,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$8,700.00
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	\$229,330.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$266,530.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

The proposed underpass at the intersection of Holyoke Avenue and 194th Street will impact an existing filtration basin in the northeast corner of the intersection. The proposed trail connection between the existing trail along the east side of Holyoke Avenue down to the new underpass will require filling of this filtration basin. The existing filtration basin was originally constructed by adjacent residential development but has not functioned as originally designed and is not providing stormwater treatment at levels consistent with the original intent. Impacts from the proposed underpass improvements to the filtration basin will require mitigation through the larger planned roadway improvements project in the future and will include new stormwater management facilities that will adequately treat stormwater to current standards and better protect natural infrastructure from stormwater runoff of the adjacent roadway.

Totals

Total Cost	\$1,315,980.00
Construction Cost Total	\$1,315,980.00
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 Yes

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.

Upload Map

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	13771
Existing Employment Within One Mile (Integer Only)	3684
Upload the "Population Summary" map	1702655243799_2 - Met Council Map_Population-Employment.pdf

Please upload attachment in PDF form

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

A thorough and inclusive public engagement process was completed for this project as a part of the Holyoke Avenue and Highview Avenue preliminary engineering study. Three Public Open House meetings, one Pop-up public event during a Lakeville Fire Department Waffle Breakfast adjacent to the project, and an interactive project website were held and created to engage the community. Much of the public discussion addressed current pedestrian and bicyclist constraints with input on opportunities and preferences for potential improvements to the Holyoke Avenue corridor. Throughout the preliminary design, an interactive project website was operated hosting FAQs, in-person open house materials, an interactive map allowing for active virtual engagement, engagement summaries, project updates, and surveys to submit feedback. The project meetings and information were advertised in multiple formats via social media, mailed post cards to the project area, and advertisements at City Hall.

Engagement with the public on this project greatly influenced the proposed pedestrian underpass improvements. The need for safe, dedicated pedestrian/bicyclist crossings of Holyoke Avenue between 193rd Street and 197th Street was a frequent comment throughout the engagement activities. Also, it was a common theme that Holyoke Avenue acts as a barrier between residential developments, Summerlyn and Legacy Parks, and greenways that have developed over the past decade in the City on both sides of the roadway. The improvements would also increase accessibility to the nearby Heritage Senior Citizen Center, City Hall and Heritage Library. The 55-mph posted speed further prohibits pedestrian/bicyclist connections across Holyoke Avenue. The preliminary engineering reviewed multiple options to provide connectivity across Holyoke Avenue in this area including at-grade crossings with signage and striping, RRFB type crossing enhancements, restricted side street turning movements to shorten crossing distances, and grade separation. The public engagement further identified that speeds on Holyoke Avenue were too high for safe and comfortable at-grade crossings, and an underpass was the overwhelming consensus alternative. A proposed underpass at 194th Street provides a mid-point location between 193rd Street and 197th Street neighborhoods and was supported by the public.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, 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.

Response:

The project includes a proposed grade separated pedestrian tunnel at the intersection of Holyoke Avenue and 194th Street. As residential subdivisions and development occurred along both sides of Holyoke Avenue, multiple area parks and greenways, including Legacy Park (east of Holyoke Avenue) and Summerlyn Park (west of Holyoke Avenue), have been constructed. The City constructed a multi-use trail to close a trail gap and connect pedestrians/bicyclists to CSAH 50 (202nd Street) and CSAH 9 (Dodd Boulevard) on the east side of Holyoke Avenue in 2023. However, pedestrian crossing accommodations of Holyoke Avenue were not included with that project, the residential developments, or any other public infrastructure improvements made by the City. A safe, grade-separated pedestrian/bicyclist crossing of Holyoke Avenue is needed to eliminate the barrier that the high-speed Holyoke Avenue roadway creates between adjacent neighborhoods, and to provide safe access options for residents to area parks, greenways, and trails.

194th Street is a City major collector street and provides the most direct connection to existing trails, greenways, sidewalks, and parks in the area. The intersection can also accommodate a grade-separated pedestrian underpass within minimal impacts to surrounding topography, existing utilities, or geometrics of the Holyoke Avenue roadway profile. Existing trail infrastructure along the east and west side of Holyoke Avenue will be connected to the proposed pedestrian underpass via proposed trail loops. With these improvements, grade changes will require the construction of a retaining wall and reconstruction of some existing trail along the west side of Holyoke Avenue, north of 194th Street. It also requires some reconstruction of the newly constructed trail on the east side of Holyoke Avenue; however, impacts have been limited as feasible.

The underpass will improve pedestrian and bicycle safety, provide a safe crossing of Holyoke Avenue, improve connectivity to area park and greenway destinations for users of all ages and abilities, encourage outdoor and physical activity for adjacent residents, and provide a safe connection between residential developments on either side of Holyoke Avenue.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments existing, under construction, or planned within 1/2 mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within 1/2 mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

There are 361 subsidized housing units within ½ mile of the project. The units are located south of the project near the Holyoke Avenue and 202nd Street (CSAH 50) intersection. Pedestrians and bicyclists can utilize the existing multi-use trails adjacent to Holyoke Avenue to access the proposed pedestrian underpass at 194th Street. The pedestrian underpass crossing allows users to connect to schools located on the west side of Holyoke Avenue, Summerlyn and Legacy Parks, Heritage Senior Citizen Center, City Hall, Heritage Library, greenways, and residential neighborhoods on both sides of Holyoke Avenue.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): Yes

Upload the "Socio-Economic Conditions" map used for this measure. 1702655324456_4 - Met Council Map_Socio-Economic.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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 jurisdiction's bicycle facility.

Response:

Recent residential development adjacent to the project area has provided an increased neighborhood demand for trails and parks. In addition, connectivity to the City park and trail system, which expanded with residential developments, is also strongly desired and needed. Holyoke Avenue exists as a barrier for pedestrians and bicyclists to access adjacent parks and continue onto more regional trail systems in the area due to the lack of adequate crossings and unsafe conditions created by the roadway. Holyoke Avenue is a 55-mph posted speed roadway without any roadway shoulders or dedicated pedestrian crossing locations in the area. In coordination with the future recommended roadway improvements, a pedestrian underpass is proposed at 194th Street to increase access and mobility for pedestrians and bicyclists. The improvement will connect the neighborhood communities adjacent to Holyoke Avenue to each other and area parks and trails and allow for safe crossing without significantly interrupting traffic operations on Holyoke Avenue. The project is located centrally to nearby development and is parallel to 194th Street, a designated City major collector street. This location provides a central access point to users and is accessible via existing trails on the east and west sides of Holyoke Avenue.

(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 & MRBCCs)

Measure B: Deficiencies corrected or safety problems addressed

Response:

Recent residential development adjacent to the project area has provided an increased neighborhood demand for trails and parks. In addition, connectivity to the City park and trail system, which expanded with residential developments, is also strongly desired and needed. Holyoke Avenue exists as a barrier for pedestrians and bicyclists to access adjacent parks and continue onto more regional trail systems in the area due to the lack of adequate crossings and unsafe conditions created by the roadway. Holyoke Avenue is a 55-mph posted speed roadway without any roadway shoulders or dedicated pedestrian crossing locations in the area. In coordination with the future recommended roadway improvements, a pedestrian underpass is proposed at 194th Street to increase access and mobility for pedestrians and bicyclists. The improvement will connect the neighborhood communities adjacent to Holyoke Avenue to each other and area parks and trails and allow for safe crossing without significantly interrupting traffic operations on Holyoke Avenue. The project is located centrally to nearby development and is parallel to 194th Street, a designated City major collector street. This location provides a central access point to users and is accessible via existing trails on the east and west sides of Holyoke Avenue.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

There are no existing transit routes or facilities near the project area. The project improvements will allow bicyclists and pedestrians to safely cross Holyoke Avenue as there is no current designated crossing location today. A grade separated crossing eliminates conflicts with vehicles and pedestrians/bicycles and provides a safe location for trail users to cross the roadway. A grade separated crossing will also avoid the need for significant changes to the roadway geometry and limits impacts to existing traffic operations.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702655450609_5 - Met Council Map_Transit-Connections.pdf

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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

A thorough and inclusive public engagement process was completed for this project as a part of the Holyoke Avenue and Highview Avenue preliminary engineering study. Three Public Open House meetings, one Pop-up public event during a Lakeville Fire Department Waffle Breakfast adjacent to the project, and an interactive project website were held and created to engage the community. Much of the public discussion addressed current pedestrian and bicyclist constraints with input on opportunities and preferences for potential improvements to the Holyoke Avenue corridor. Throughout the preliminary design, an interactive project website was operated hosting FAQs, in-person open house materials, an interactive map allowing for active virtual engagement, engagement summaries, project updates, and surveys to submit feedback. The project meetings and information were advertised in multiple formats via social media, mailed post cards to the project area, and advertisements at City Hall.

Engagement with the public on this project greatly influenced the proposed pedestrian underpass improvements. The need for safe, dedicated pedestrian/bicyclist crossings of Holyoke Avenue between 193rd Street and 197th Street was a frequent comment throughout the engagement activities. Also, it was a common theme that Holyoke Avenue acts as a barrier between residential developments, parks, and greenways that have developed over the past decade in the City on both sides of the roadway. The improvements would also increase accessibility to the nearby Heritage Senior Center, City Hall and Heritage Library. The 55-mph posted speed further prohibits pedestrian/bicyclist connections across Holyoke Avenue. The preliminary engineering reviewed multiple options to provide connectivity across Holyoke Avenue in this area including at-grade crossings with signage and striping, RRFB type crossing enhancements, restricted side street turning movements to shorten crossing distances, and grade separation. The public engagement further identified that speeds on Holyoke Avenue were too high for safe and comfortable at-grade crossings, and an underpass was the overwhelming consensus alternative. A proposed underpass at 194th Street provides a mid-point location between 193rd Street and 197th Street neighborhoods and was supported by the public.

Website Link - <https://holyokehighview.com/>

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project?s termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1702655758756_7 - Holyoke Underpass Improvements Exhibit.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

3. 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

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. 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%

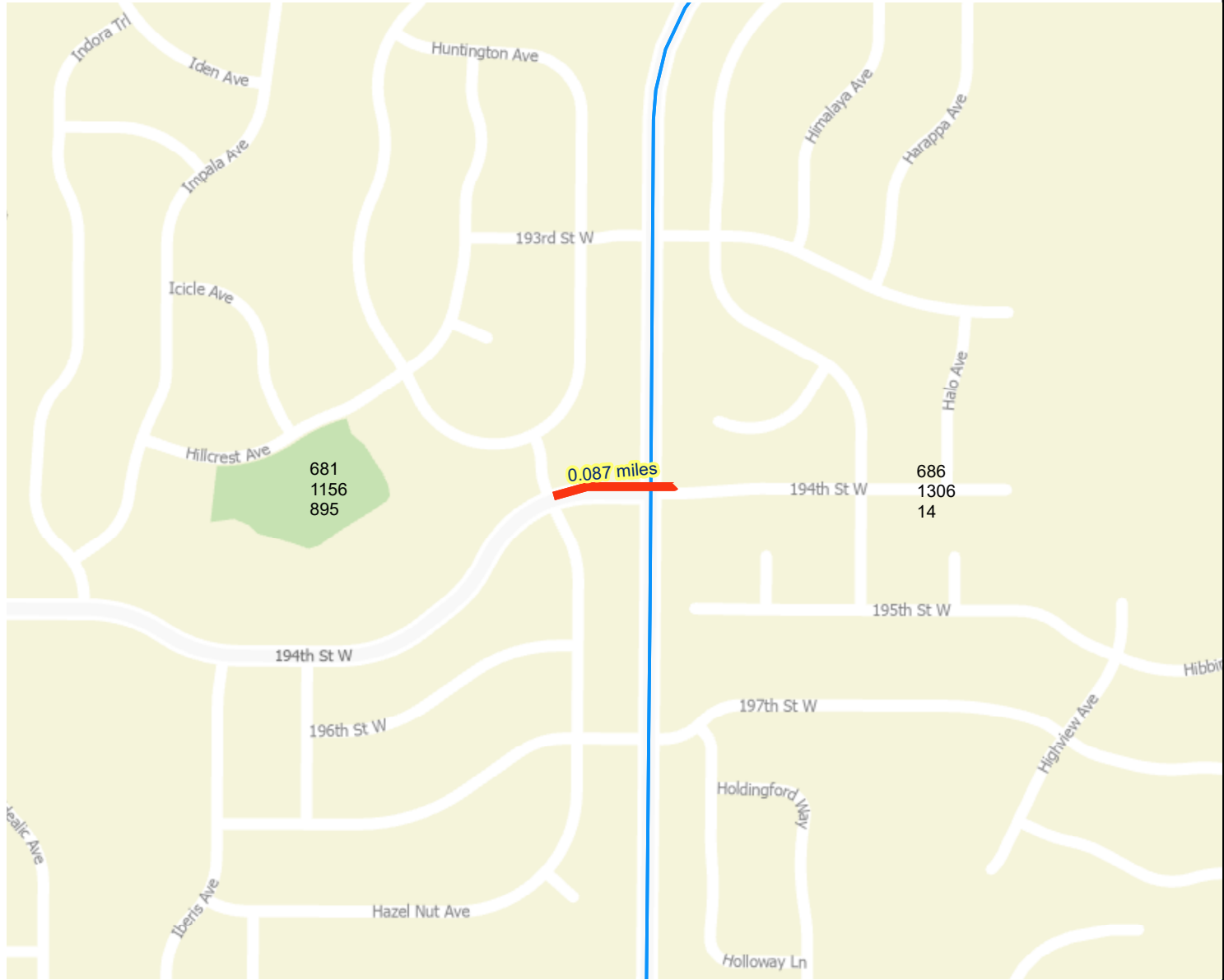
Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$1,315,980.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,315,980.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
1 - One Page Project Summary.pdf	One Page Summary	2.4 MB
2 - Met Council Map_Population-Employment.pdf	Met Council - Population & Employment Map	1.8 MB
3 - Met Council Map_Project-RBTN-Orientation.pdf	Met Council - RBTN Map	1.2 MB
4 - Met Council Map_Socio-Economic.pdf	Met Council - Socio Economic	972 KB
5 - Met Council Map_Transit-Connections.pdf	Met Council - Transit Map	988 KB
6 - Existing Conditions Exhibit.pdf	Existing Conditions - Aerial	2.1 MB
7 - Holyoke Underpass Improvements Exhibit.pdf	Holyoke Avenue Pedestrian Underpass Improvements Exhibit	2.2 MB
8 - Holyoke Ped Underpass_2026_Cost Estimate.pdf	Holyoke Avenue Pedestrian Underpass Improvements - Estimated Costs	60 KB
9 - Letter of Support.pdf	Letter of Support	59 KB

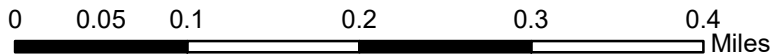
Population/Employment Summary



Results

Within ONE Mile of project:
 Total Population: 13771
 Total Employment: 3684

-  Project Points
-  Project Area
-  Project
-  2016 TAZ

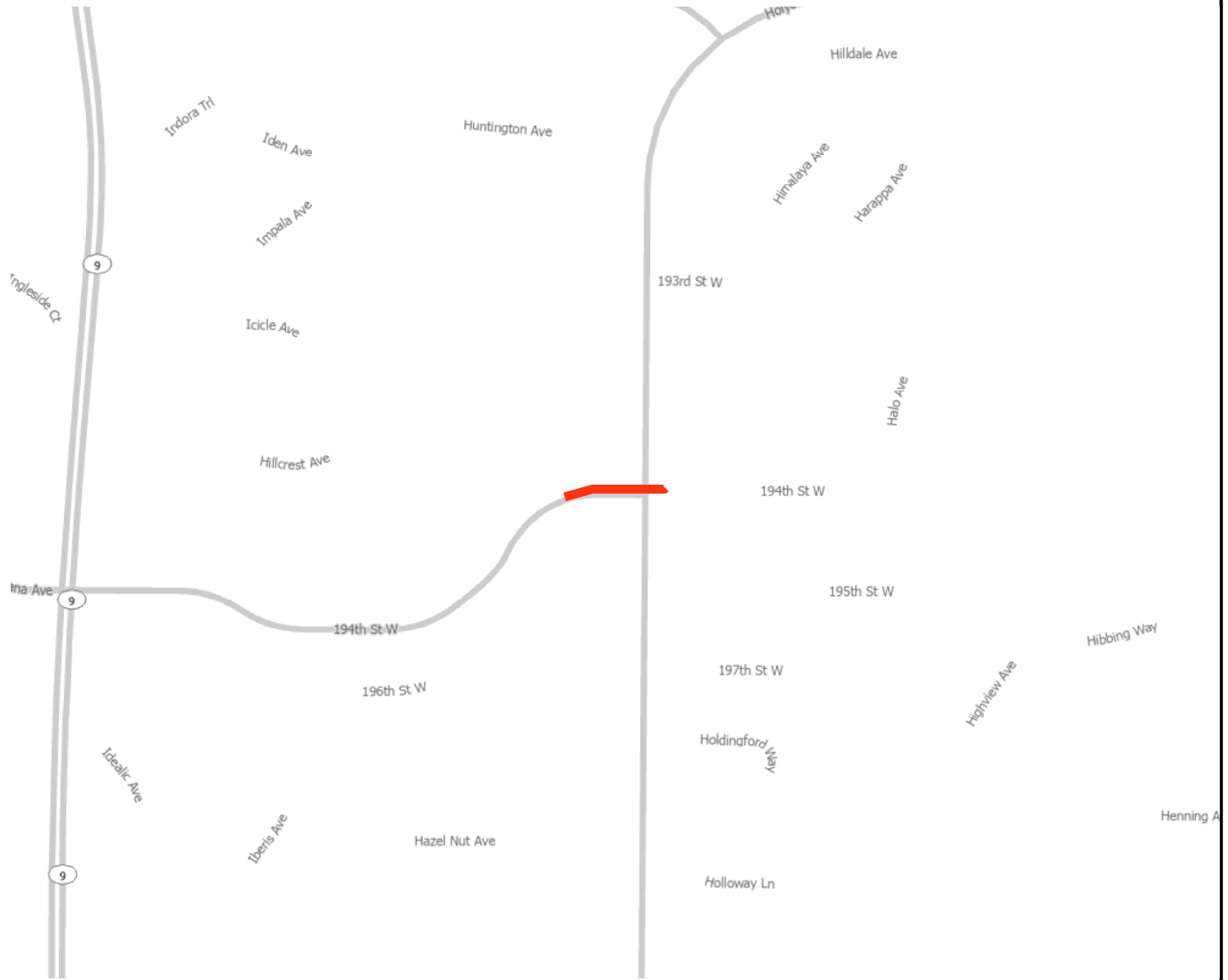


Socio-Economic Conditions

Results

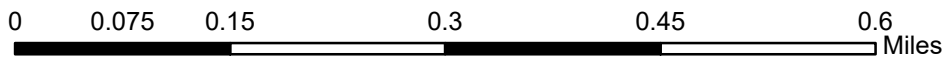
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 361

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



— Lines

Area of Concentrated Poverty



Created: 12/5/2023
LandscapeRSA2



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



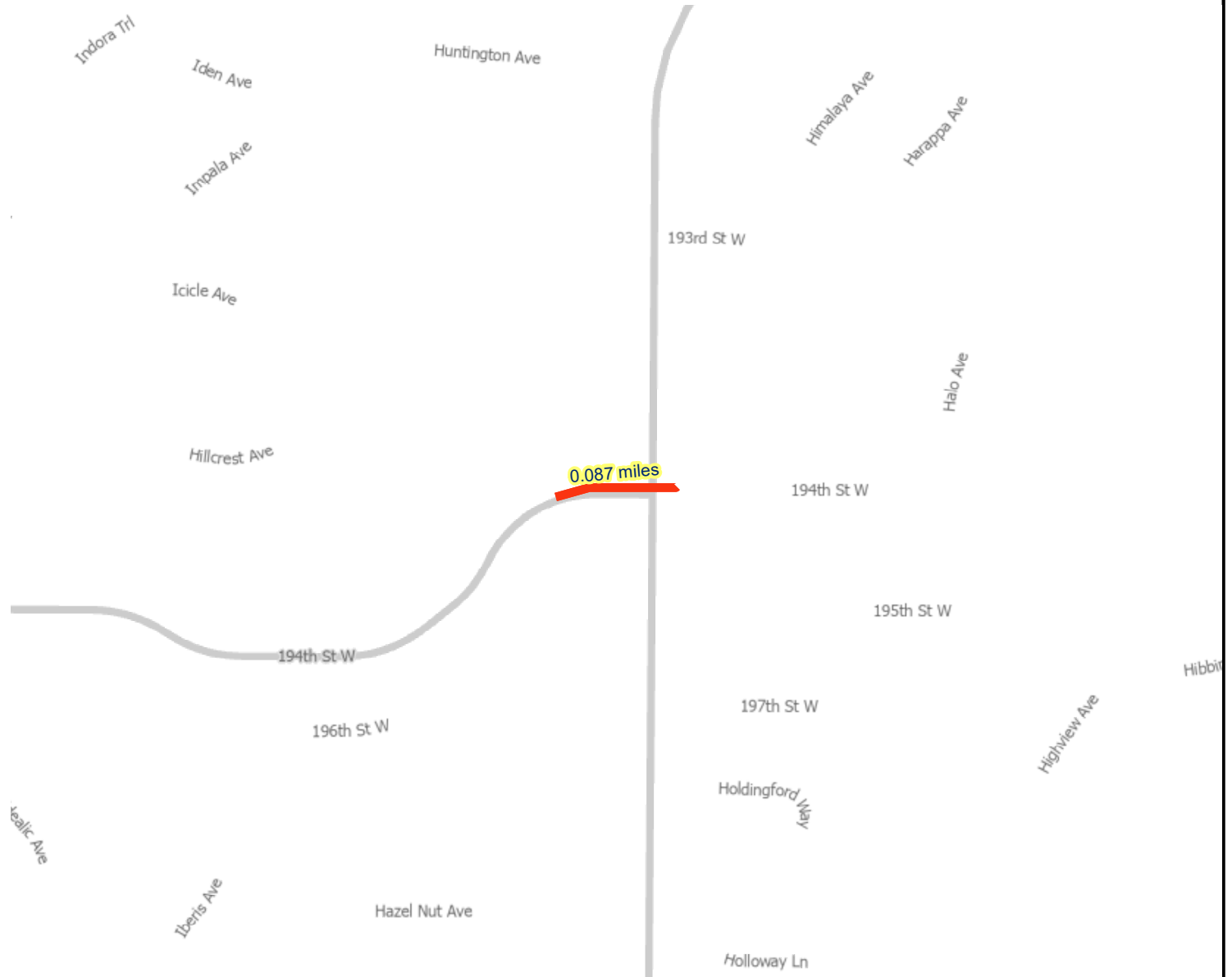
Transit Connections

Results

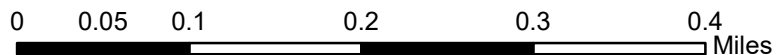
Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 3



- | | | | | | | | | | | | |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
| | Project Points | | Commuter Rail | | Commuter Rail | | Dedicated Bus Rapid Transit | | Arterial Bus Rapid Transit | | Modern Streetcar |
| | Project | | Dedicated Bus Rapid Transit | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit | | Commuter Rail | | Undetermined |
| | Project Area | | Highway Bus Rapid Transit | | Highway Bus Rapid Transit | | Light Rail | | Dedicated Bus Rapid Transit | | Highway Bus Rapid Transit |
| | Active Stop | | Light Rail | | Light Rail | | Modern Streetcar | | Highway Bus Rapid Transit | | Light Rail |
| | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Arterial Bus Rapid Transit | | Undetermined | | | | |

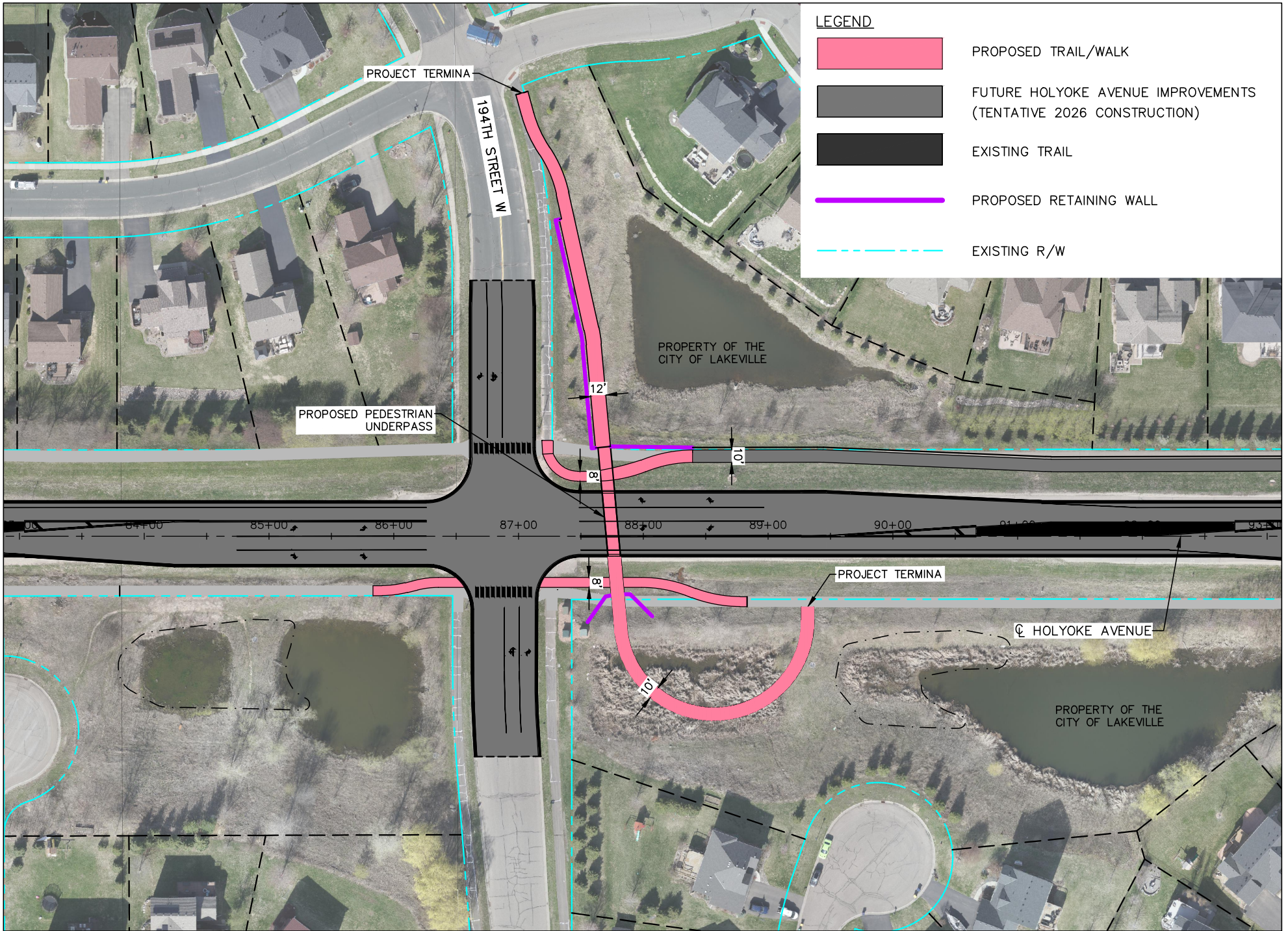


Created: 12/5/2023
LandscapeRSA3



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<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>





197

194

HOLYOKE AVE

193

FIGURE 1
CITY OF LAKEVILLE
HOLYOKE AVENUE PEDESTRIAN UNDERPASS IMPROVEMENTS

ESTIMATED COSTS

<u>Item No.</u>	<u>Item</u>	<u>Units</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
1	MOBILIZATION	LUMP SUM	1	\$ 60,000	\$ 60,000
2	CLEARING	EACH	11	\$ 500	\$ 5,500
3	GRUBBING	EACH	11	\$ 500	\$ 5,500
4	REMOVE BITUMINOUS WALK	SQ FT	6,600	\$ 1	\$ 6,600
5	REMOVE CONCRETE WALK	SQ FT	500	\$ 2	\$ 1,000
6	EXCAVATION - COMMON	CU YD	750	\$ 14	\$ 10,500
7	PREFABRICATED MODULAR BLOCK WALL	SQ FT	2,790	\$ 75	\$ 209,250
8	14X10 PRECAST CONCRETE BOX CULVERT	LIN FT	180	\$ 3,800	\$ 684,000
9	3" BITUMINOUS WALK	SQ FT	9,500	\$ 3	\$ 28,500
10	CONCRETE WALK	SQ FT	500	\$ 15	\$ 7,500
11	TRUNCATED DOMES	SQ FT	20	\$ 60	\$ 1,200
12	WIRE FENCE DESIGN SPECIAL VINYL COATED	LIN FT	186	\$ 100	\$ 18,600
13	TRAFFIC CONTROL	LUMP SUM	1	\$ 10,000	\$ 10,000
14	STABILIZED CONSTRUCTION EXIT	LUMP SUM	1	\$ 5,000	\$ 5,000
15	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$ 2,000	\$ 2,000
16	EROSION CONTROL	LUMP SUM	1	\$ 15,000	\$ 15,000
17	TURF ESTABLISHMENT	SQ YD	5,300	\$ 5	\$ 26,500
	Subtotal				\$ 1,096,650
	20% Construction Contingency				\$ 219,330
	Total Street Improvements Cost				\$ 1,315,980

**CITY OF LAKEVILLE
RESOLUTION NO. 23-136**

**Authorization to Submit 2024 Regional Solicitation Applications
185th Street Expansion and Holyoke Avenue Modernization**

WHEREAS, the Metropolitan Council's Transportation Advisory Board is requesting project submittals for the 2024 Regional Solicitation; and

WHEREAS, approximately \$250 million is anticipated to be available for the 2024 Regional Solicitation for federal fiscal years 2028-2029, to fund up to 80% of project construction costs; and

WHEREAS, the 185th Street Expansion (City Project 25-04) will improve safety for pedestrians and bicyclists along the corridor between Kenwood Trail (County State Aid Highway 50) and Ipava Avenue; and

WHEREAS, the Holyoke Avenue Modernization (City Project 25-05) will improve safety for pedestrians and bicyclists along the corridor between 202nd Street (County State Aid Highway 50) and Dodd Boulevard (County State Aid Highway 9); and

WHEREAS, federal funding for local transportation projects reduces the burden on local taxpayers for regional improvements; and

WHEREAS, the 185th Street Expansion and Holyoke Avenue Modernization projects are included in the adopted City of Lakeville five-year Capital Improvement Plan (2024-2028) with construction programmed for 2025 and 2026, respectively.

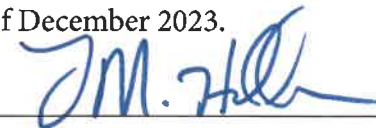
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lakeville, Minnesota hereby approves the submittal of the 185th Street Expansion (City Project 25-04) and Holyoke Avenue Modernization (City Project 25-05) projects to the Metropolitan Council for the 2024 Regional Solicitation; and

BE IT FURTHER RESOLVED that if the 185th Street Expansion (City Project 25-04) and Holyoke Avenue Modernization (City Project 25-05) projects are awarded federal funding, the City Council of the City of Lakeville, Minnesota will consider approving execution of the related grant agreement(s) at a future City Council meeting.

ADOPTED by the Lakeville City Council this 4th day of December 2023.



Ann Orlofsky, City Clerk



Luke M. Hellier, Mayor