



Lincoln Parkway Walking and Biking Improvement Project Greater Minnesota Transportation Alternatives Solicitation

2025/26 Full Application

Funding in year 2030

Table of Contents

Table of Contents.....	2
Overview.....	3
2025/26 Solicitation Timeline	3
Related Documents.....	3
Transportation Alternatives Full Application	4
General Information	4
Project Budget	5
ATP Project Evaluation.....	7
MPO Project Evaluation	12
Sponsoring Agency Resolution.....	13
Resolution Agreeing to Maintain Facility	14
Application Checklist.....	15
Signatures	17

Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Applications should be submitted by e-mail to: kurt.wayne@state.mn.us

For more information contact:

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MnDOT District 6
2900 48th St NW
Rochester, MN 55901
507-273-7052

Overview

For the 2025/26 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2030. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2025/26 Solicitation Timeline

- **Monday October 6th, 2025** – Announce TA solicitation. Open letter of intent period.
- **Friday, October 31st, 2025** – Deadline for applicants to submit letters of intent.
- **Wednesday, November 26th, 2025** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Monday, December 1st, 2025** – Official start of full application period.
- **Friday, January 9th, 2026** – Deadline for applicants to submit full applications.
- **Monday, March 30th, 2026** – Deadline for ATPs to select TA projects.

Related Documents

- **TA Solicitation Guidebook** – includes information related to the overall solicitation process and eligibility requirements for TA funding.

Transportation Alternatives Full Application

General Information

Notes:

- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies (if sponsoring for another project applicant) are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of eminent domain.

Project Information

Name of project: Lincoln Parkway Walking and Biking Improvement Project

Project is located in which county(ies): Rice

Brief project description: The proposed project as identified by the Lincoln Parkway Corridor Analysis approved by Northfield City Council would include a mill and overlay of Lincoln Parkway from Cannon Valley Place from to Dresden Avenue with the addition of an off-street trail and curb bump outs. In addition, an off-street trail would be installed from Greenvale Avenue to Dresden Avenue, and from Greenvale Avenue to Cannon Valley Place. The corridor, which includes Greenvale Park Elementary School, Northfield Community Education Center along the majority of the north side of this corridor, and a new 106 Unit multi-family apartment complex on the south side of this corridor would include an off-street bikeway along the entire corridor, new turn lanes into Greenvale Elementary, a school access median, curb extensions, and lighting improvements along the project corridor.

Project year: 2030

Project applicant: City of Northfield

Contact Information

Contact person (from applicant agency/organization): Sean Simonson

Mailing address: 801 Washington Street

City: Northfield **State:** MN **Zip:** 55018

Phone: 507-645-3049 **Fax:** 507-645-3055 **Email:** sean.simonson@northfieldmn.gov

Sponsoring agency (if different than applicant): [Click here to enter text.](#)

Contact person (from sponsoring agency, if different than applicant): [Click here to enter text.](#)

Project Budget

Notes:

- Please identify what costs will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in FY 2030 dollars¹.

Table A – Eligible Items

Eligible work/construction item	Estimated quantity	Unit cost	Total cost
Mobilization	1	\$82,300	\$82,300
Remove Bituminous Pavement	10500	\$12	\$126,000
Remove Concrete Sidewalk	16000	\$2	\$32,000
Remove Curb and Gutter	6800	\$4	\$27,200
Remove Concrete Driveway Pavement	310	\$17	\$5,270
Excavation – Common	4320	\$28	\$120,960
Common Embankment (CV)	630	\$33	\$20,790
Aggregate Base (CV) Class 5	1280	\$81	\$103,680
Select Granular Embankment (CV)	2450	\$38	\$93,100
8" Concrete Driveway Pavement	60	\$148	\$8,880
Type SP 9.5 Wearing Course Mix (4,F)	1145	\$90	\$103,050
Type SP 12.5 Wearing Course Mix (4,F)	532	\$90	\$47,880
Curb and Gutter B424	5210	\$50	\$260,500
Curb and Gutter B618	2700	\$30	\$81,000
4" Concrete Walk and Concrete Median	16120	\$11	\$177,320
Salvage and Reinstall RRFB	1	\$25,000	\$25,000
Misc Removals	1	\$40,000	\$40,000
Signing and Pavement Markings	1	\$50,000	\$50,000
Turf Establishment & Erosion Control	1	\$100,000	\$100,000
Landscaping	1	\$50,000	\$50,000
Traffic Control	1	\$73,500	\$73,500

¹ Grant recipients will need to provide a match based on the year of construction estimate developed when the grant is awarded.

Misc Removals	1	\$35,000	\$35,000
Urban Drainage	1	\$320,000	\$320,000
Roadway Lighting	1	\$140,000	\$140,000
Construction Contingency	1	\$350,000	\$350,000
Total			\$2,473,430

Table B – Ineligible Items²

Ineligible work/construction item	Estimated quantity	Unit cost	Total cost
Mobilization	1	\$12,700.00	\$12,700.00
Misc Removals	1	\$5,100.00	\$5,100.00
Type SP 12.5 Wearing Course Mix (4,F)	2500	\$90.00	\$225,000.00
Mill Bituminous Surface	21500	\$3.00	\$64,500.00
Drainage System	1	\$40,000.00	\$40,000.00
Signing and Pavement Markings	1	\$7,600.00	\$7,600.00
Turf Establishment	1	\$12,700.00	\$12,700.00
Landscaping	1	\$6,400.00	\$6,400.00
Traffic Control	1	\$12,700.00	\$12,700.00
Construction Contingency	1	\$50,600.00	\$50,600.00
Total			\$437,300

Total Project Budget

1. Total cost of proposed project (Total Table A + Total Table B): \$2,910,730
2. Items not eligible for TA funding (Total Table B): \$437,300
3. Total eligible costs – recommended range \$200,000 to \$2.1 million³ (Total Table A): \$2,437,430
4. Applicant's contribution toward the eligible alternative project costs – minimum 20% match required: \$494,686
5. Total amount requested in transportation alternatives funds (#3 minus #4): \$1,978,744

² Includes Right of Way or Land Acquisition (e.g. appraisal fees, legal fees), Administrative Costs (e.g. preliminary and construction engineering and contingencies)

³ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

ATP Project Evaluation

Each ATP is responsible for developing this section of the TA application. This section should include the additional information and questions required in order to implement the specific project selection process and criteria developed by each ATP. The information requested in this section should be above and beyond what is already asked for in the previous pages of this document, not duplicated.

Project Name:

Below are criteria that the application must satisfy. Based on the information you provide; the ATP will determine project eligibility and prioritization.

1. **Eligibility.** The project is eligible for Transportation Alternatives funding.
- a. The project must fall within one of the eligible activities listed below (please check the appropriate category(ies)):

ELIGIBLE ACTIVITIES
<input checked="" type="checkbox"/> On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
<input type="checkbox"/> Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users.
<input checked="" type="checkbox"/> Safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
<input type="checkbox"/> Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.
<input type="checkbox"/> Construction of turnouts, overlooks, and viewing areas.
<input type="checkbox"/> Inventory, control, or removal of outdoor advertising.
<input type="checkbox"/> Vegetation management to improve roadway safety, prevent against invasive species, and to provide erosion control.
<input type="checkbox"/> Archaeological activities.
<input type="checkbox"/> Environmental mitigation to address storm water management.
<input type="checkbox"/> Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
<input type="checkbox"/> Scenic byways
<input checked="" type="checkbox"/> Safe Routes to School projects

- b. Describe the work you want to do for which you are seeking Transportation Alternative funding:
- This project would include an off-street bikeway, sidewalk on Lincoln Parkway from Cannon

Valley Place to Dresden Avenue. In addition to the off-street bikeway, sidewalk would be relocated for bikeway, along with roadway modification to facilitate moving the north curb line south. Additionally, an off street bikeway would be installed on Spring Street from Greenvale Avenue to Dresden Avenue, and on Linclon Parkway from Cannon Valley Place to Greenvale Avenue. Lastly, curb extensions would be added along the project corridor to enhance pedestrian and bicycle safety.

2. **Serves a Transportation Purpose.** TA projects must serve a transportation purpose. For the TA program, “Transportation purpose” is defined as primarily serving a commuting purpose and / or that connect two destinations points; a facility may serve both transportation and recreation purposes; a facility that connects people to recreational destinations may be considered to have a transportation purpose.
 - a. Describe how your project serves a transportation purpose:

With the addition of the newly constructed multi-family apartments opened in 2024 and the newly constructed Greenvale Park Elementary School which opened in 2020, additional roadway safety issues have been identified, including disorderly pick-up and drop-off operations at Greenvale Park Elementary School, lack of dedicated bicycle facilities, difficult pedestrian crossings, and high vehicle speeds. The concept developed through the corridor study addresses all of these corridor issues
 - b. Describe who the anticipated users of your project will be, once implemented.

This project is adjacent to Greenvale Park Elementary School and the Northfield Community Education Center on the north side of the project corridor. In addition to the Public Institutional Centers mentioned above, to the east is Viking terrace a mobile home community that is primarily serving the Latino population. To the south of the project corridor is mostly single family residential except for the recently redeveloped multi-family residential property which includes a large apartment building. In addition, there is a large retirement community campus just to the west of the project corridor as well. The project’s goal is to increase multi-modal connections along this corridor, improve walking and bike to Greenvale Park Elementary and Northfield Community Education Center and the broader connection to improving biking in Northfield.
3. **Safety.** Describe how the proposed project will address or alleviate safety issues or concerns.

As mentioned above, the added off-street multimodal facilities will lessen vehicle interactions with pedestrians and bicyclists, hence improving safety. In addition, curb extensions at strategic locations will also improve the safety for all along the entire project corridor.
4. **Planning.** Preference will be given to projects that have undergone a public input/participation and review process. Examples of plans include: State, Regional, MPO Transportation Plan, Safe

Routes to School Plan, Scenic Byway Corridor Management Plan, ADA Transition Plan, GreenStep City, Active Living Plan, Comprehensive/Land Use Plan. Please include pages from the plan(s) that relate to or support the project described in this application (do not send the entire plan).

- a. Describe the public process this project has undergone and/or where this project emerged.
This project is the result of larger corridor study along Lincoln Parkway and Dresden Avenue the City of Northfield initiated after the construction of the new Greenvale Park Elementary School and the Multi-family residential property that developed adjacent to the corridor. The City of Northfield hosted a multiphase public engagement initiative from June 2023 to January 2024. This multiphase process included a combination of on-line and in-person engagement tools to reach the community where they are and learn more about their experiences in the corridor study area. The digital engagement tools included a project website, social media posts, and an interactive project map which allowed community members the opportunity to identify concerns, ideas, and general feedback by leaving comments for reacting to others' comments. Throughout the public engagement process, over 80 community members attended the in person open houses, and over 700 interactions were received on the project websites.
- b. Describe the goals of the plan and how this project will advance those goals.
The goals for this project are to increase multimodal connection and safety along this project corridor. The proposed off-street bikeway along the entire project corridor will provide for a safe all ages and ability bikeway, that will continue to foster the development of appropriate bikeways that serves intended users.
- c. Describe how the project serves current and future land use.
The proposed project will integrate well with the surrounding land use, as most land is developed. This will also connect to a future bikeway on Cannon Valley Place, that connects to North Avenue bike facilities that will connect for future growth in the NW area.
- d. Describe if there have been objections to the project and how were they resolved, responded to, or handled.
There are no known objections to this project, multiple concepts were developed through the public engagement process, the city is requesting funding for the preferred concept from the public.
- e. Describe how this project will address system gaps (if applicable).
This project will help develop all ages and abilities bikeway in the NW area of our community and is identified on the City's walking and biking network plan.
- f. How it will increase the connectivity of transportation facilities.

This bikeway is phase 2 of a multiphase project, the next phase is the bikeway on Dresden Avenue, this future bikeway connect to the local transit stop near Fremouw Ave. and Dresden Ave.

- g. If the project is not part of a plan at this time, please indicate what will be the process to obtain public input and gauge public support for the project. When will the public input occur?

NA, Project is part of a plan

5. **Economic Opportunity (EO).** Please describe how this project benefits disadvantaged communities. These communities can be defined with census data and/or by a clear description of the populations directly served, and please focus on households without a motor vehicle and people with a disability. Please provide a narrative response below and attach any supplemental data or maps to your application submittal.

This project is adjacent to areas defined by the Department of Housing and Urban Development as areas that are Low to Moderate Income by Block group in which 51% or more of households earn less than 80% of the Area Median Income.

6. **Ensure Project Deliverability.** Transportation Alternative funds must be used in the federal fiscal year in which they are approved. In previous years, ATPs permitted projects to slide a year if they were not ready for construction. The ATP no longer has this flexibility. It is important that the applicant describe processes that have been completed/planned and will lead to timely project delivery:

- a. Describe the project development and deliverability using a timeline with estimated dates (consult an engineer if needed).

2028 – Preliminary Design; 2029 – Final Design and Bidding; 2030 Construction

- b. Describe the Project Sponsor and Applicant's (recipient agency) role and support of the project (e.g. staff and elected official roles, project funding, commitment to on-going maintenance needs). If the applicant is different than the sponsor, describe how the responsibilities will be delegated and indicate Project Sponsor and Applicant's knowledge and experience with administering projects funded with federal dollars.

[Click here to enter text.](#)

- c. To ensure project delivery Applicant's should be aware of the following potential issues. Please mark "yes" or "no" next to each of the items below:

<u>POTENTIAL ISSUES</u>		
Does the project use Section 4(f) Park Lands or properties and / or Section 6(f)?	<input type="checkbox"/> Yes	xNo
Does the project occur within any areas of effect on properties listed, or eligible for listing, on the National Register of Historic Places?	<input type="checkbox"/> Yes	xNo
Does the project affect species or critical habitat protected by the Endangered Species Act?	<input type="checkbox"/> Yes	xNo

<u>POTENTIAL ISSUES</u>		
Does the project involve placement of fill into Waters of the U.S.?	<input type="checkbox"/> Yes	xNo
Does the project encroach into a floodplain /wetlands?	<input type="checkbox"/> Yes	xNo
Does the project add sidewalk in a residential area?	<input type="checkbox"/> Yes	xNo
Is the project anticipated to be controversial?	<input type="checkbox"/> Yes	xNo
Will the project involve relocation of utilities? (water, sewer, electric, cable)	<input type="checkbox"/> Yes	xNo
Will the project involve assessing costs to affected property owners?	<input type="checkbox"/> Yes	xNo
Have maintenance responsibilities been determined?	xYes	<input type="checkbox"/> No
Does the project involve removal of trees?	xYes	<input type="checkbox"/> No
Does the property involve redevelopment of an area?	<input type="checkbox"/> Yes	xNo
Does the project involve properties with previous uses that involved hazardous materials?	<input type="checkbox"/> Yes	xNo
Does the project involve work on or immediately adjacent to railroad right of way?	<input type="checkbox"/> Yes	xNo
Is the project within the airport influence zone?	<input type="checkbox"/> Yes	xNo

COMMENTS (If you would like to further explain any of your responses to 5c, please feel free to do so in the comment box below):

The trees removed would make way for the new off-street bikeway. All trees removed would be replaced at a 2:1 ratio

- d. Describe potential supporters and potential opponents of the project.

This project has support of the Northfield School District, who was instrumental in the Lincoln Parkway Corridor Study, in which this project was derived from.

- e. If the project takes place within a local unit of government, where the LUG is not the project applicant, nor the project sponsor, describe how all LUG's have come to support and approve the project. Attach resolutions of support from the applicant, the sponsor if different from the applicant) and any other local unit of government affected by the project (*affected entities may include townships, tribal governments, school districts, municipalities, counties, byways, etc*).

N/A

- f. Transportation Alternative projects must be submitted through/by a public agency, regional transportation authority, tribal government, county or a city with a population greater than 5,000 persons. Cities with less than 5,000 population, townships, school districts, and organizations must have their alternative application/project sponsored by their respective county. The sponsoring county or city must pass a resolution indicating their willingness to be the project sponsoring agency with responsibility for seeing the project through to its completion. **The local unit of government, if different from the Sponsoring Agency, must also adopt a Resolution of Support.**

MPO Project Evaluation

For projects in MPO areas, the MPO may have its own ranking criteria. Each MPO is responsible for developing this section of the TA application. This section should include the additional information and questions required in order to implement the specific project selection process and criteria developed by each MPO. The information requested in this section should be above and beyond what is already asked for in the previous pages of this document, not duplicated.

Sponsoring Agency Resolution

Notes:

- A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county or agency name] agrees to act as sponsoring agency for the project identified as [project name] seeking [type of funding seeking] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Resolution Agreeing to Maintain Facility

Notes:

- A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the transportation alternatives project identified as [project name].

THEREFORE BE IT RESOLVED THAT: the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:

WITNESSED:

(Signature)

(Signature)

(Title)

(Title)

(Date)

(Date)

Application Checklist

CHECKLIST OF COMPLETION: This checklist is for the convenience of the Applicant to ensure all Transportation Alternative elements have been addressed. Applications must specifically and directly address each criterion to qualify and receive points.

_____ **Applicant completed the Letter of Intent (LOI)**

- _____ MnDOT District 6/MPO reviewed LOI and recommended that the project move forward to full application
- _____ MnDOT District 6/MPO reviewed LOI and suggested applicant wait until project is further developed, but we are submitting anyway
- _____ No LOI was submitted

_____ **Application Form Information**

Section 1

- _____ Provided brief project description
- _____ Has an eligible sponsoring agency
- _____ Contact Person/information for sponsoring agency and applicant
- _____ Appropriate signatures/approvals have been obtained

Section 2

- _____ Itemized Project Budget
- _____ Meets Minimum (\$250,000 project cost, \$200,000 minimum request) eligible cost for Transportation Alternative funding
- _____ Documentation of 20% or more funding match

Section 3

- _____ Project is eligible for SRTS funding
- _____ Resolution of Support from School Board and Local Agency
- _____ Appropriate attachments have been provided

Section 4

- _____ Project is eligible for TA funding
- _____ Project was in a plan and a copy of the page was provided

- _____ Identified how it serves a transportation purpose
- _____ Project Deliverability – answered risk assessment questions
- _____ Adequately identified role of Project Sponsor vs. Project Applicant
- _____ Resolution of Support from Local Unit(s) of Government (Section 7)
- _____ Letter of Support from State or Federal agency(ies), if applicable

Section 5

- _____ Project is eligible for TA funding and meets requirement of MPO.

Section 6

- _____ Resolution of Sponsorship from Eligible Agency

Section 7

- _____ Resolution to Maintain / Operate Facility

_____ Other Enclosures (where applicable)

- _____ Project Location Map (*with enough detail to show the proposed project in relation to surrounding features*)
- _____ Documentation of financial support (*letters, agreements, etc*)
- _____ Documentation of Plans and Public participation
- _____ Additional data, maps, or charts on the project's ability to serve disadvantaged communities (project EO)
- _____ Maps, Graphics, photos

As part of the application process, applicants are required to present their project to ATP 6 TA Subcommittee on **Friday February 14th, 2025** in Rochester, MN at District 6's Rochester Headquarters. The TA subcommittee will contact you with further details.

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.

(Applicant Signature)

(Date)

(Sponsoring Agency Engineer Signature)

(Date)

(Local Unit of Government Signature)

(Date)

(If in MPO area, signature of MPO Executive Director)

(Date)