



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20078 - Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/13/2023 12:41 PM

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### Primary Contact

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**Name:** \* He/him/his      Matt      Hardegger  
Pronouns      First Name      Middle Name      Last Name

**Title:** Transportation Engineer

**Department:** Richfield Public Works

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**Address:** 1901 E 66th Street

\*      Richfield      Minnesota      55423  
City      State/Province      Postal Code/Zip

**Phone:** \* 612-861-9792      Ext.

**Fax:**

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

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### Organization Information

**Name:** RICHFIELD,CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City

**Organization Website:**

**Address:** 6700 PORTLAND AVE S

\*      RICHFIELD      Minnesota      55423  
City      State/Province      Postal Code/Zip

**County:** Hennepin

**Phone:** \* 612-861-9700      Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000004028A1

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### Project Information

**Project Name** Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections

**Primary County where the Project is Located** Hennepin

**Cities or Townships where the Project is Located:** Richfield

**Jurisdictional Agency (If Different than the Applicant):**

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)** The proposed project includes replacement of the existing 73rd St pedestrian bridge over I-35W (Br. 9888) with a new ADA-compliant bridge and ramps. The existing noise walls will be modified to accommodate the new bridge ramps. A new off-street trail will be constructed along 73rd St (local street) from Humboldt Ave S (east side of I-35W) to Lyndale Ave, including connections to the new pedestrian bridge. A second new off-street trail will be constructed along Humboldt Ave S (local street, west side of I-35W) from W 73rd St to W 75th St including connections to new pedestrian bridge.

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

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.** I-35 AT 73RD ST, RICHFIELD, CONSTRUCT PED BRIDGE WITH RAMPS. 73RD ST FROM MSAS 363 TO HUMBOLDT AVE AND HUMBOLDT AVE FROM 75TH ST TO 73RD ST, CONSTRUCT PED BIKE TRAIL

*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)** 0.8

*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** \$5,500,000.00

**Match Amount** \$2,627,520.00

*Minimum of 20% of project total*

**Project Total** \$8,127,520.00

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

**Match Percentage** 32.33%

*Minimum of 20%*

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

**Source of Match Funds** Municipal General Obligation Bonds

*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:** 2029

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

**Additional Program Years:**

*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 Richfield

**Name of Trail/Ped Facility:** 73RD ST BRIDGE AND TRAIL; HUMBOLDT AVE TRAIL

*(example; CEDAR LAKE TRAIL)*

**IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:**

**Road System** CITY STREET

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

**Road/Route No.**

*(Example: 53 for CSAH 53)*

**Name of Road** HUMBOLDT AVE S; W 73RD ST

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

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

**From:** MSAS

**Road System**

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

**Road/Route No.** 374

*(Example: 53 for CSAH 53)*

**Name of Road** W 75TH ST

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



To: MSAS  
Road System

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

Road/Route No. 363

(Example: 53 for CSAH 53)

Name of Road LYNDALE AVE S

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

In the City/Cities of: Richfield

(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:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement Yes

Concrete Walk Yes

Pedestrian Bridge Yes

Signal Revision

Landscaping Yes

Other (do not include incidental items) NOISE WALL REHAB, CURB & GUTTER, CURB RAMPS, SIGNS, LIGHTS

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 9888

New Bridge/Culvert No.: TO BE ASSIGNED

Structure is Over/Under (Bridge or culvert name): I-35W

Zip Code where Majority of Work is Being Performed 55423

Approximate Begin Construction Date (MO/YR) 11/01/2028

Approximate End Construction Date (MO/YR) 12/31/2029

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 0.8

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0.4

Is this a new trail? Yes

## 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: Goal B (p. 2.5)

Objective A: Reduce fatal and serious injury crashes (p. 2.5)

Strategy B1. Incorporate safety and security considerations for all modes and users (p. 2.5)

Strategy B6. Use best practices for safe walking and bicycling (p. 2.8)

Goal C (p. 2.10)

Objective A. Increase availability of multimodal travel options (p. 2.10)

Objective D. Increase the number and share of trips taken using transit, carpool

Objective D. Increase the number and share of trips taken using transit, carpools, bicycling, and walking. (p. 2.10)

Objective E. Improve availability of multimodal travel options (p. 2.10)

Strategy C1. Implement transportation systems that are multimodal and provide connections between modes (p. 2.10)

Strategy C2. Provide a network of interconnected bicycle facilities and pedestrian facilities (p. 2.11)

Strategy C4. Promote multimodal travel and alternatives to single occupant vehicle travel (p. 2.14)

Strategy C15. Focus investments on completing RBTN alignments and their direct connections. (p. 2.22)

Strategy C16. Fund projects that improve key regional bicycle and pedestrian barrier crossing locations (p. 2.23)

Strategy C17. Provide reliable, cost-effective, and accessible transportation choices (p. 2.24)

Goal D (p. 2.26)

Objective A. Improve multimodal access to regional job concentrations (p. 2.26)

Objective B. Invest in a multimodal transportation system (p. 2.26)

Strategy D3. Invest in regional transit and bicycle and pedestrian facilities (p. 2.27)

Goal E (p. 2.30)

Objective A. Reduce transportation-related air emissions. (p. 2.30)

Objective B. Reduce impacts of transportation construction (p. 2.30)

Objective C. Increase the availability and attractiveness of transit, bicycling, and walking (p. 2.30)

Objective D. Provide a transportation system that promotes community cohesion and connectivity (p. 2.30)

Strategy E3. Implement a transportation system that considers the needs of all potential users (p. 2.31)

Strategy E5. Protect, enhance and mitigate impacts on the cultural and built environments (p. 2.33)

Strategy E6. Use a variety of communication methods and eliminate barriers to foster public engagement (p. 2.34)

Strategy E7. Avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities (p. 2.34)

Goal F (p. 2.35)

Objective A. Focus regional growth in areas that support multimodal travel. (p. 2.35)

Objective C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (p. 2.35)

Strategy F5. Adopt policies to support the opportunities and challenges of creating walkable, bikeable, and transit-friendly places. (p. 2.37)

Strategy F6. Include bicycle and pedestrian elements in local comprehensive plans (p. 2.38)

(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.

- 2009 Comprehensive Plan 2030 (Transportation p. 6-43; Appendix-14)
- 2009 SRTS Comprehensive Plan (p. 7 fig. 2, p. 13 fig. 7, p. 18 fig. 10, p. 23 fig. 15)
- 2012 Bike Master Plan (p. 29, p. 35)
- 2014 SRTS Comprehensive Plan (p. 9, 10, 15, 24 fig. 7, 30 fig. 13)
- 2018 Pedestrian Master Plan (p. 36, 38)
- 2018 Comprehensive Plan 2040 (Transportation p. 80, 83)
- 2023-2027 Capital Improvement Budget and Plan (p.89)

(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. Yes

Date plan completed: 02/25/2014

Link to plan: [https://www.richfieldmn.gov/departments/public\\_works/transportation/bicycle\\_\\_\\_pedestrian\\_planning/ada.php](https://www.richfieldmn.gov/departments/public_works/transportation/bicycle___pedestrian_planning/ada.php)

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. 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)	\$450,000.00
Removals (approx. 5% of total cost)	\$335,000.00
Roadway (grading, borrow, etc.)	\$287,500.00
Roadway (aggregates and paving)	\$213,720.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$395,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$208,800.00
Traffic Control	\$75,000.00
Striping	\$19,000.00
Signing	\$28,500.00
Lighting	\$200,000.00
Turf - Erosion & Landscaping	\$38,000.00
Bridge	\$3,925,000.00
Retaining Walls	\$549,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$564,000.00
Traffic Signals	\$100,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$739,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$8,127,520.00</b>

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

## Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## 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 project will replace and modernize an existing surface transportation facility, upgrading it to modern standards and improving stormwater management capabilities. Roadway, concrete items, bridge, storm sewer, retaining wall, and erosion and landscaping items are potentially eligible for PROTECT funds.

## Totals

Total Cost	\$8,127,520.00
Construction Cost Total	\$8,127,520.00
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

1701457147987\_RBTN Bike Connections.pdf

Please upload attachment in PDF form

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

34199

Existing Employment Within One Mile (Integer Only)

37576

Upload the "Population Summary" map

1701461735145\_Population-Employment.pdf

Please upload attachment in PDF form

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### 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:

The neighborhoods near the project are diverse. Thirty-eight percent of residents of the three adjacent census tracts are People of Color (10 percent Black, 13 percent Hispanic, 8 percent Asian), 18 percent are within 185 percent of the Federal poverty line, 17 percent are younger than 18, 13 are 65 years or older, and 11 percent have a disability. Minnesota Independence College and Community, a nonprofit vocational and life skills training program for autistic and neurodivergent young adults, is located along W 75th St just south of the project. Ten percent of households in the two census tracts adjacent to I-494 don't have a vehicle.

The city and Richfield Public Schools use public engagement to ensure all residents can participate in community planning activities. Recent examples include the Richfield 2040 Comprehensive Plan and Pedestrian Master Plan in 2018, an Active Transportation Action Plan in 2022 and 2023, and district initiatives like the 2022 Safe Routes to School Parent Survey. The planning process included public hearings, community-wide surveys, pop-up events, and more. Ensuring participation from residents requires deliberate outreach, especially to reach underrepresented communities. In Richfield, this includes targeted solicitation of feedback from multi-family housing residents, Spanish-language interpreting and translation, and promotion through trusted community partners.

The project was first identified in the 2009 SRTS Comprehensive Plan. Residents were engaged with Spanish-language outreach, Transportation Commission hearings, and open houses. Student outreach workers at RPS help increase participation and ensure respondents are representative of the school and neighborhood. This crossing was also included as a priority route in the city's Bicycle and Pedestrian Master Plans in 2012 and 2018.

Richfield Middle School, west of the project, enrolls 74 percent students of color. Sixty-eight percent of students qualify for free or reduced-price lunch. Richfield High School, northeast of the project, enrolls 75 percent students of color. Sixty-five percent of students qualify for free or reduced-price lunch. Hazard observations, travel tallies, and qualitative data from parent surveys from 2008, 2013, 2020, 2021, and 2022 encouraged the prioritization of this project. Caregivers consistently reiterate concerns about vehicle speeds and volumes as well as intersection safety and pedestrian crossings via direct feedback to school staff.

As this project goes into plan development, the public will be re-engaged following Richfield's Public Engagement Plan to ensure that residents are able to have multiple opportunities to influence the final design of this facility to best suit the needs of the users.

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

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## **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 proposed bridge and trail connections will begin to restore community connections between the east and west sides of I-35W, where it was destroyed by the construction of the highway. The bridge replacement and new trails will increase the accessibility, safety, and visibility of this important cross-highway route. The new trails will improve safety for users trying to access the new bridge by reducing the potential for vehicle conflicts. It will also reduce travel time for many people walking and biking compared to the crossing at W 76th St, which is the closest crossing and is 0.4 miles south of the existing pedestrian bridge. The W 76th St crossing also requires crossing several on- and off-ramps, where vehicles may be exiting the freeway at high speeds, and drivers may not be looking for pedestrians or bicyclists.

The existing pedestrian bridge does not meet modern bridge width standards and has stairs on both sides of the freeway. Construction of a new bridge with a wider deck and ramps that are accessible for people using mobility devices, caregivers using strollers, bicyclists, and those using grocery carts will make this freeway crossing accessible to a wider range of users including residents of the many multifamily homes in the area.

The project will also improve accessibility for users of Metro Transit Route 4, which stops at 73rd St and Lyndale Ave and connects residents to employment, commercial, and recreation destinations in Bloomington, Minneapolis, and St. Anthony. These facilities will also provide safer access to transit on Penn Ave.

The new bridge and trails will provide a safer connection between Richfield Middle and High Schools, which have a combined enrollment of over 2,000 students. It will also provide a safe connection to Minnesota Independence College and Community, a vocational and life skills training program for autistic and neurodivergent young adults. It will also create safer and more comfortable connections to recreational destinations including Donaldson Park and the Nine Mile Creek Regional Trail, while providing an additional non-motorized route that improves access from the west side of Richfield to the 150-acre nature preserve at Wood Lake Nature Center.

Potential negative impacts include a small increase in trip distances for some users of the existing bridge, due to the relocation of the bridge to the south to accommodate the new ramps that will be constructed in place of the existing stairs. In addition, existing residents may need to clear small amounts of snow from their driveways left by city trail clearing efforts.

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



Describe any affordable housing developments?existing, under construction, or planned?within ½ 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 ½ 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:**

In addition to the 367 publicly subsidized rental housing units in census tracts within a half mile, there are many Naturally Occurring Affordable Housing (NOAH) developments near the project area. These are shown and summarized in the attached map which includes the number of units on each property. There are 46 properties that are NOAH within or just outside a half mile of the project area with a total of 1,000 affordable units (32 are manufactured housing). There are also three proposed housing projects within or just outside a half mile of the project totaling 146 affordable units (21 are manufactured housing). The 73rd Street project corridor borders census tracts 245, 246, and 243, which have median incomes below 100 percent AMI, 60 percent AMI, and 80 percent respectively.

The project will address existing barriers to pedestrian and bicycle use along the project corridors (described above) by providing a more comfortable and accessible crossing of I-35W along with safe, fully separated connecting facilities on both sides of the freeway. New trails along local streets (and adjustment of the curb line along W 73rd St) will encourage slower vehicle speeds, shorten crossing distances on local streets, and increase visibility of people walking and biking. ADA-compliant curb ramps and bridge ramps will facilitate easier crossing for people with disabilities and older adults. Given the area's low vehicle ownership, large populations of young people and people with disabilities, these improvements to pedestrian and bicycle access will provide benefits to those who rely on walking and biking to access public transportation, jobs, education and recreation.

Creating a comfortable crossing of the highway allows residents of the east and west sides better access to community resources and job centers on the opposite side. Richfield Middle School and Minnesota Independence College and Community (a vocational and life skills program for autistic and neurodiverse young adults) are located west of I-35W. The west side also includes Donaldson Park, two churches, Best Buy Headquarters, and the Knox Ave Orange Line BRT stop. East of I-35W, there are two schools (Richfield High School and Seven Hills Prep Academy), two job centers (Meridian Crossings and Shops at Lyndale), five churches, two grocers (Aldi and Groceries of the Orient) and five parks (Fremont, Lincoln, Augsburg, Wood Lake, and Lyndale). Other community resources include Augsburg Park Library, Richfield History Center and Museum, Augsburg Adventure Park (an all-inclusive playground), and Richfield Community Education which hosts programming ranging for newborns to senior citizens and also includes Head Start, WIC, and MIRA programs.

(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):  Yes

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

Upload the ?Socio-Economic Conditions? map used for this measure.

1701462793826\_Socio-Economic Conditions.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:**

The proposed project will provide a major crossing improvement within a Tier 2 Expressway Barrier Crossing Area, construct a new trail within a Tier 2 RBTN corridor, and make a direct connection to a Tier 1 RBTN alignment.

The existing pedestrian bridge over I-35W at 73rd St is narrow (7 feet wide) and does not have the required width to comfortably accommodate two bicyclists traveling in opposite directions. It is also not accessible. Only stairs are provided on both sides of the bridge, requiring bicyclists to dismount and carry their bikes or push it (via the bike rail) up and down 34 stairs. There is no off-street bicycle connection to get to the bridge from the east side, and off-street access to Donaldson Park and the Middle School (on the west side of I-35) is only available from 75th St and Oliver Ave. Pedestrians can access the bridge from the west via an existing sidewalk. The area surrounding the existing 73rd St bridge is a Tier 2 Expressway Barrier Crossing Area. The proposed project will construct a new bridge meeting modern width standards as well as construct access ramps on both sides.

The Nine Mile Creek Regional Trail, located 2 to 3 blocks south of the project corridor, is an existing Tier 1 RBTN alignment connecting west to Edina and Minnetonka and east further into Richfield over 15 miles. In the vicinity of the project, the Nine Mile Creek Regional Trail can only be reached via bike infrastructure on Lyndale Ave at 76th St. Otherwise, bicyclists must use busy arterials, neighborhood streets, or sidewalks if they are available. The proposed project will create a new direct local trail connection to the regional trail at the intersection of W 75th St and Humboldt Ave S.

The proposed project will also construct a new trail along 73rd St within the north-south Tier 2 RBTN corridor centered on Lyndale Ave that travels south from the project area. The new 73rd St trail will connect to the recently-constructed trail along Lyndale Ave.

Through these connections, the proposed project will support safe and efficient travel between numerous destinations including the middle school, high school, Best Buy Headquarters, the METRO Orange Line, Donaldson Park, Wood Lake Nature Center, Augsburg Park, and other nearby commercial businesses. The project will also provide residents with the economic, social, and academic benefits resulting from improved connections to the existing public transit routes on nearby arterials: 76th St, Penn Ave, and Lyndale Ave.

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**

Yes

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**

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: Deficiencies corrected or safety problems addressed**

**Response:**

There are currently no bicycle or pedestrian facilities on 73rd St from Lyndale Ave to I-35W and W Humboldt Ave from 75th St to 73rd St, so people walking and biking must share the street with vehicles. Despite these modal conflicts, 73rd St is a busy non-vehicular travel corridor, especially for trips involving the middle and high schools. Self-reported comments in our biannual Safe Routes to School parent surveys suggest this corridor is used frequently by students. Installing a trail will eliminate conflict between vehicles and people walking or biking.

From 2013 to 2022, 73rd St and Humboldt Ave within the project area had 14 total crashes: one at the intersection of 73rd Street and Humboldt Ave, one at the intersection of 73rd Street and Colfax Avenue, and 12 at the intersection of 73rd St and Lyndale Avenue. None of the reported crashes included any pedestrian or bicycles. Four crashes resulted in a possible or minor injury. Although there is an alternative I-35W crossing at 76th St, the segment between Girard Ave and Humboldt Ave is often avoided because it is perceived as unsafe. Between 2013 and 2022, this parallel route had 45 total crashes, four of which involved pedestrians or bicyclists. Nineteen resulted in serious, minor, or possible injuries, and eight vehicle crashes occurred that impeded on the trail path or infrastructure that protects the trail (signal poles, APS poles, etc.).

The installation of sidewalks has a crash modification factor (CMF) of 0.598 on pedestrian or bicycle-related crashes. Although there are no existing pedestrian or bicycle crashes along 73rd Street, the improvements have the potential to reroute existing users of 76th St and reduce theoretical pedestrian/bicycle crashes by 40.2 percent.

Another major deficiency of this route is the lack of an accessible crossing of I-35W. While there is an existing pedestrian bridge, it is not accessible because it does not have ramps. The existing bridge deck is also narrow (7 feet wide). The MnDOT Bicycle Facility Design Manual states the preferred minimum width for an exclusive pedestrian/bicycle bridge is 14 feet (p. 7-9). A new accessible crossing of I-35W at 73rd St will decrease the distance required to cross the highway. The nearest accessible crossings are 0.4 miles south at 76th St and 0.9 miles north at 66th St. An accessible crossing will make this third east-west citywide mobility corridor possible as envisioned in the Bike and Pedestrian Master Plans.

---

## Measure A: Multimodal Elements

### Response:

The new bridge and trail connections described above will provide direct mobility, safety, and accessibility benefits to pedestrians as well as bicyclists since no element of the project is designated for bicycle use only. The project will increase the safety of all users of the corridor by providing separated bicycle and pedestrian facilities. At present, those traveling on 73rd St or Humboldt Ave by bicycle or as a pedestrian must use the street and share a space with vehicles, increasing the risk of modal conflict between motorized and nonmotorized users. The project will improve the safety of all users of the corridor by providing a designated space for people walking and biking separated from motor vehicle traffic.

In addition to safety, the project will improve the overall travel experience for people walking and biking along the corridor by providing attractive and intuitive facilities that incorporate seamlessly with the city's multimodal system. The project will create a more comfortable connection to local and regional trail systems to the west including the Nine Mile Creek Regional Trail, providing trail users a safe and convenient route to Edina, Hopkins, and Bloomington as described above. The project will also connect to the protected multiuse path and on-street bike lanes on Lyndale Ave, establishing a connection to the high school via 70th St, Wood Lake Nature Center via Lake Shore Dr, and the 66th St commercial area, all through on-street bike lanes, sidewalks, trails, or cycletracks.

Finally, the project will provide key bicycle and pedestrian connections to current and future transit service. Riders of the METRO Orange Line arriving or departing at Knox Ave will be able to enjoy safe and convenient travel north along Humboldt Ave S, across I-35W, then along W 73rd St to destinations east. The new facilities will also improve access to local bus service for Route 4 on Penn and Lyndale Aves and Route 540 on 76th St connecting to downtown Minneapolis, Bloomington, the Mall of America, and Edina. Finally, the proposed improvements would also improve access to the planned Johnson/Lyndale Bus Rapid Transit line included in Network Next, which would travel through Richfield on Penn Ave just west of the project area.

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

Upload Transit map

1701463265705\_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:**

This project has a long history of public outreach and engagement. This includes the 2009 and 2014 SRTS Comprehensive Plans. Both plans were created using engagement and evaluation efforts including SRTS parent surveys administered to enrolled families, SRTS hazard observations, site visits, Transportation Commission public hearings, and public open houses at Richfield Middle and High Schools and elsewhere in the community.

RPS has conducted follow-up SRTS parent surveys in the winters of 2020-2022. The surveys were administered district wide. In all three, the number of Middle and High School respondents were proportional to the number of those families in full district enrollment. Specifically, these surveys have reiterated that parents want a safer alternative to the I-35W crossing at 76th St.

In 2012, Richfield published a Bike Master Plan that identified improvements to this crossing. The development of this plan included public hearings, community-wide surveys, pop-up events, and more. Richfield created a Pedestrian Master Plan in 2018 which mirrored the efforts of the Bike Master Plan. It reaffirmed community wishes to improve the crossing at I-35W and connectivity to Lyndale Ave. The city's in-progress Active Transportation Action Plan also identified a need for the project, and involved online mapping activities, biking and walking workshops, pop-up events, and surveys.

Staff at Public Works and RPS regularly hear advocacy from school staff, parents, and neighbors who want walking and bicycling focused solutions to safety issues near the middle school and high school.

In early 2020, the city planned community engagement in the neighborhood around 73rd St in preparation for funding grant applications later that year. Materials included public surveys, a planned neighborhood meeting, and other print information. Due to the initial lockdowns and aftermath of the COVID-19 pandemic, those efforts were cancelled and tabled.

If this project is awarded funding, Richfield will begin its public engagement process to finalize details and ensure that the project continues to reflect community wishes. This will include a combination of in-person open houses and online survey techniques. All future outreach will be bilingual and promoted through a combination of digital marketing, direct mail, and word of mouth. More information about the city's engagement process is included in the attached Public Engagement Policy.

*(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.**

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. Yes

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**

1701982430148\_73rd Street Exhibit\_20231207.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

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 Yes

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): \$8,127,520.00

Enter Amount of the Noise Walls: \$564,000.00

Total Project Cost subtract the amount of the noise walls: \$7,563,520.00

Points Awarded in Previous Criteria

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**Other Attachments**

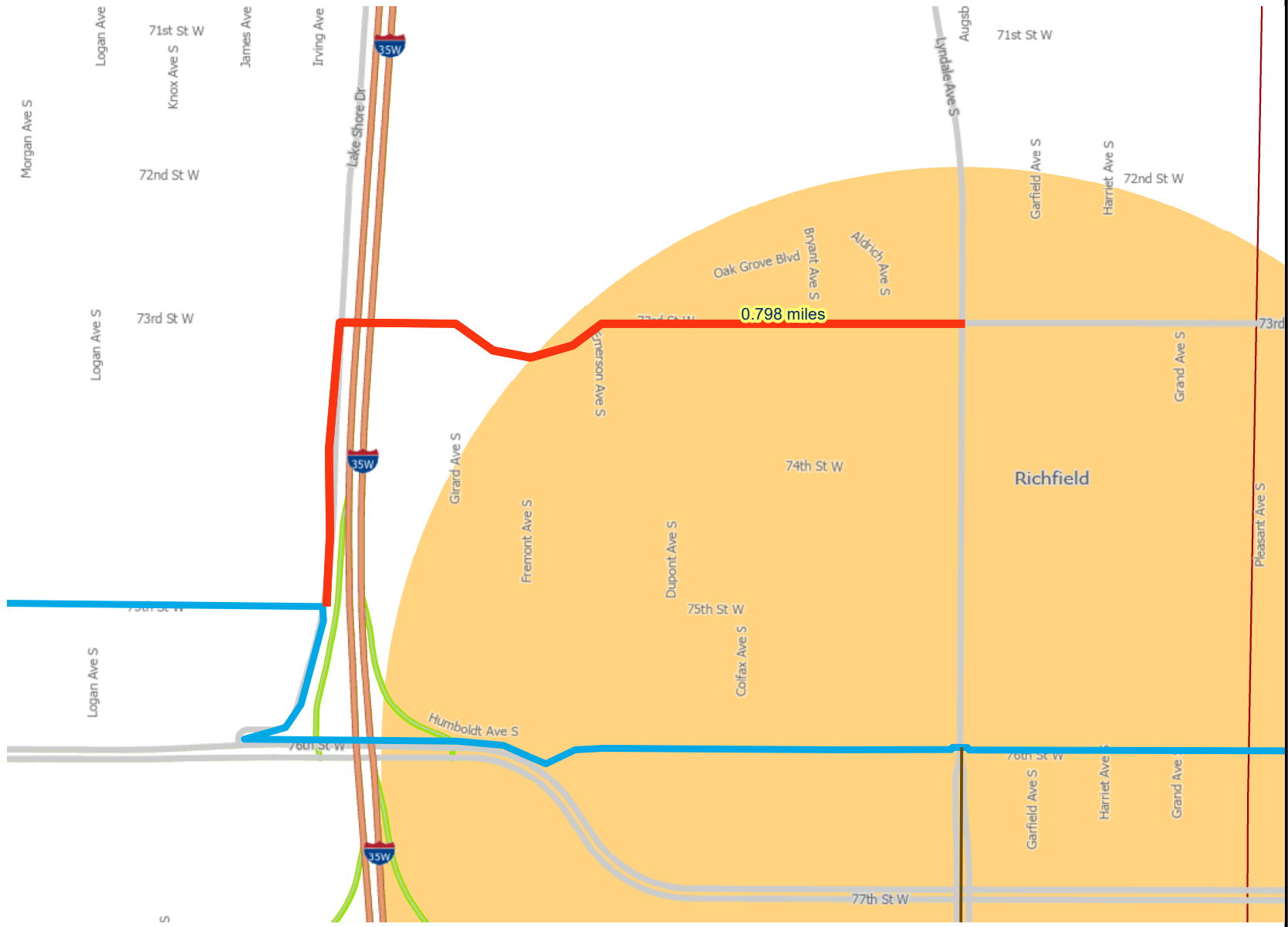
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
2024_Snow and Ice Policy.pdf	Snow and Ice Policy	125 KB
2024_MnDOT_73rdBridge_LOS.pdf	MnDOT Metro District Letter of Support	208 KB
73rdStBridge_Maps_Combined.pdf	Project Location Map, Layout, Affordable Housing Map, Ped Plan Priority Map, and AT Action Plan Network Map	17.8 MB
73rdSt_Bridge_Photos.pdf	Existing Conditions Photos	853 KB
73rd_Ped_Bridge_One_Page_Summary.pdf	One Page Project Summary	138 KB
Br9888_Bridge Inspection and Inventory Report.pdf	Bridge Inspection Report and Structure Inventory Report	135 KB
Resolution Richfield RS 73rd St Trail and Bridge.pdf	City of Richfield Resolution of Support	946 KB
Richfield 73rd St Bridge and Trail Letter of Support.pdf	Richfield Public Works Letter of Support	134 KB
RPS_73rd St Bridge.pdf	Richfield Public Schools Letter of Support	71 KB
StreetProjectsPEP.pdf	Public Engagement Policy	307 KB
TRPD_Richfield 73rd Street Bridge and Trail Connections.pdf	Three Rivers Park District Letter of Support	347 KB



# Project to RBTN Orientation

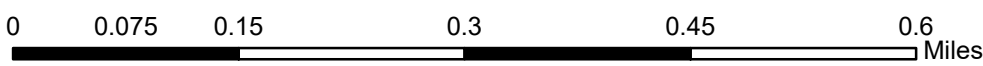
## Results

Project IN TIER 2  
Bicycle Transport Corridor.



0.798 miles

- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- + + Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 9/6/2023  
LandscapeRSA6



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

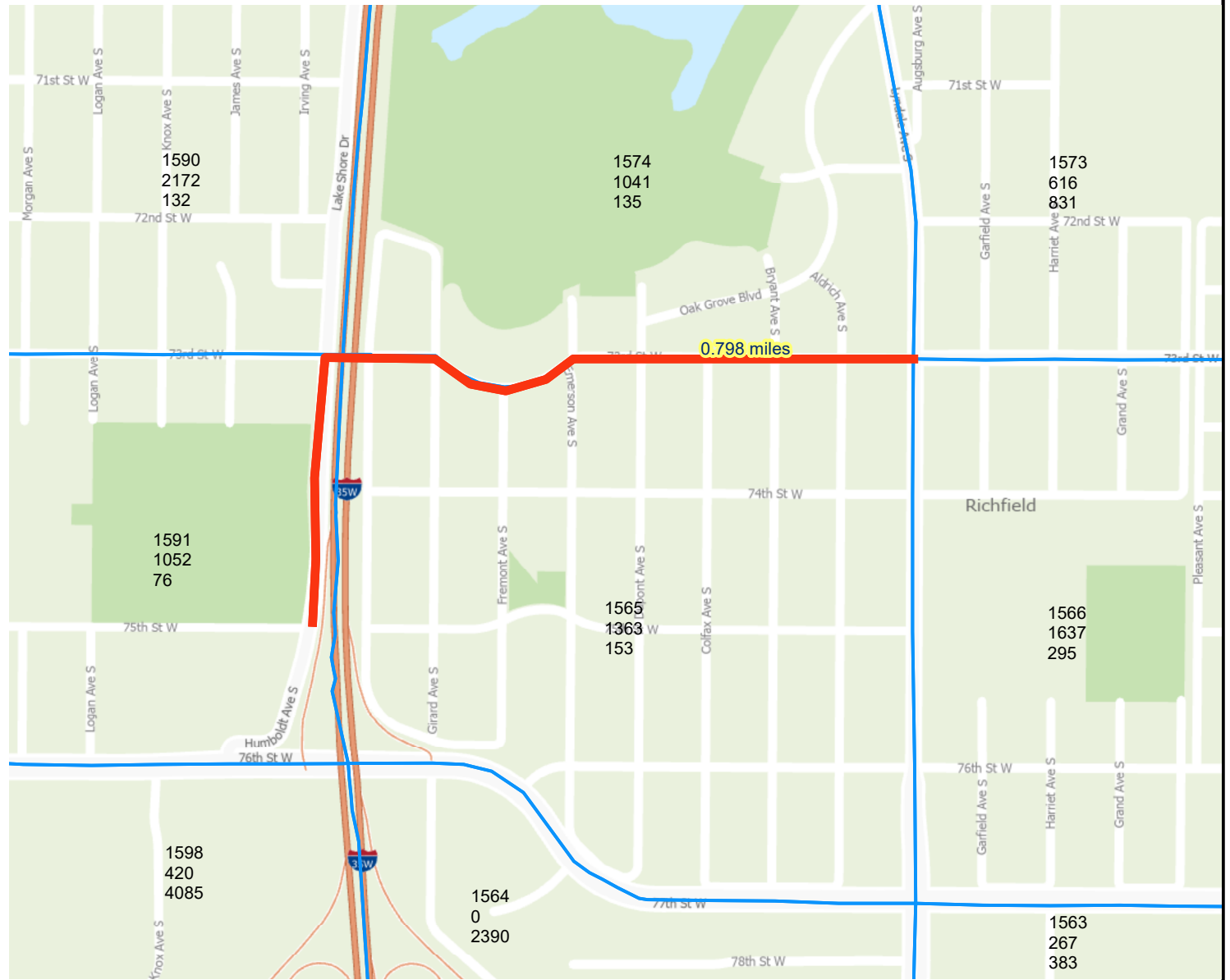








# Population/Employment Summary

## Results

Within ONE Mile of project:  
 Total Population: 34199  
 Total Employment: 37576



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 9/6/2023  
 LandscapeRSA4



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

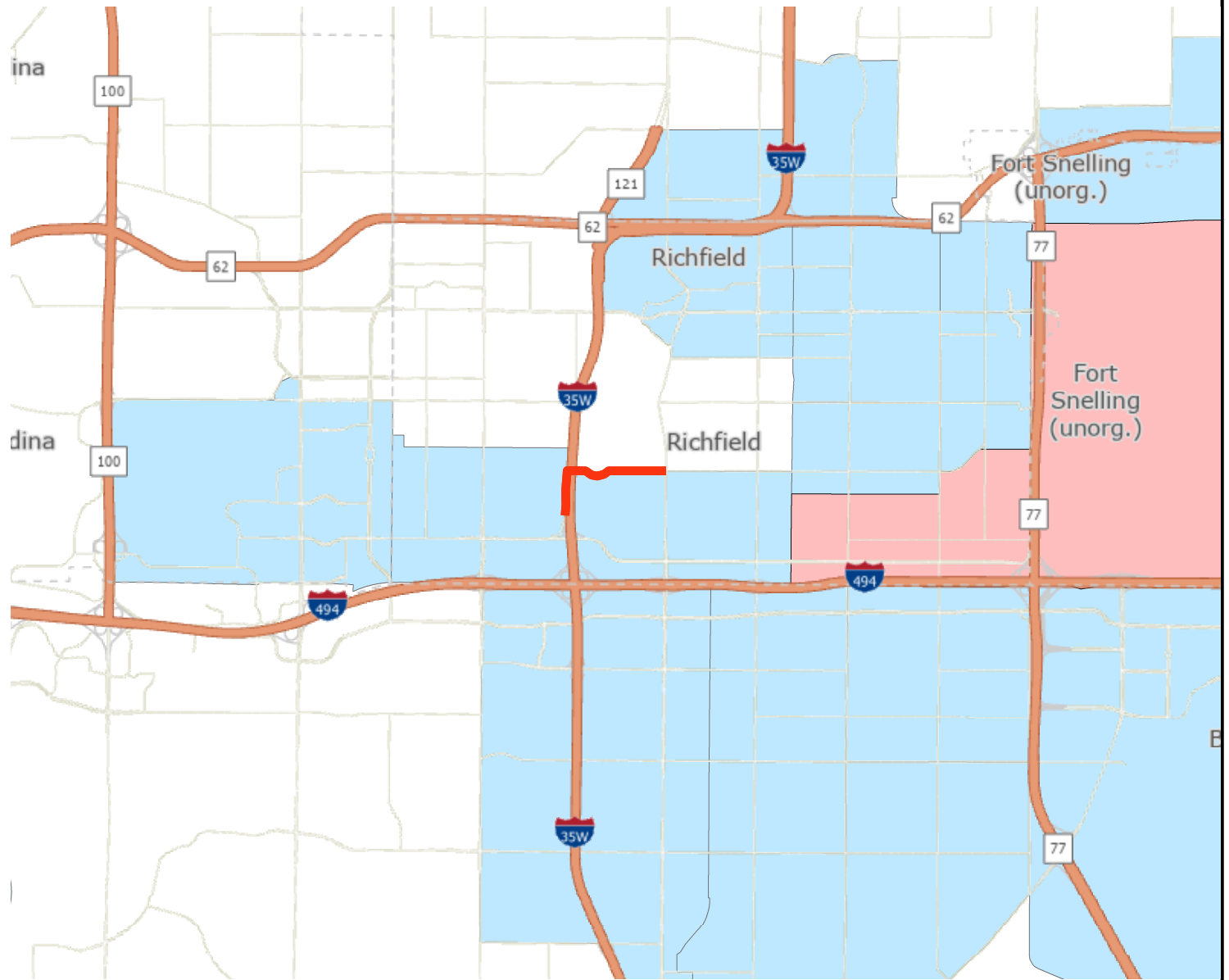


# Socio-Economic Conditions

## Results

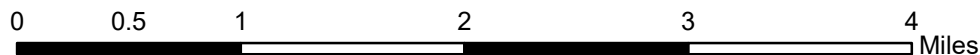
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 367

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines  
— Area of Concentrated Poverty

— Regional Environmental Justice Area



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LandscapeRSA2



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# Transit Connections

## Results

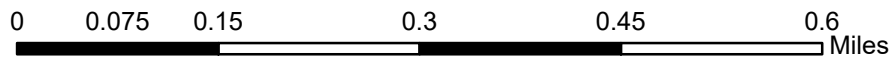
Transit with a Direct Connection to project:  
4 460 465 467 540 904 940

*\*indicates Planned Alignments*

Transit Market areas: 2



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



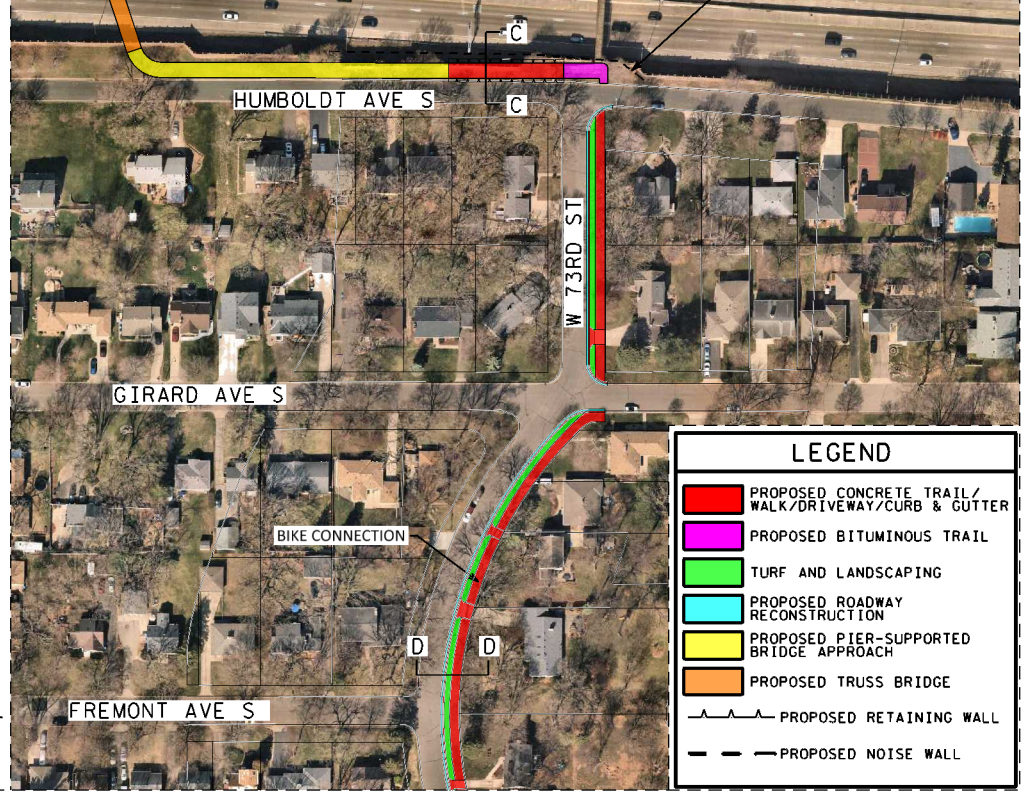
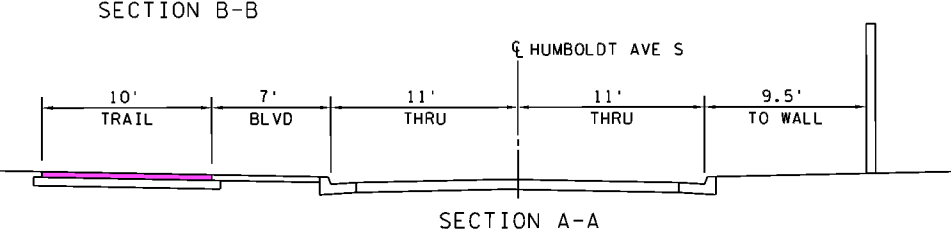
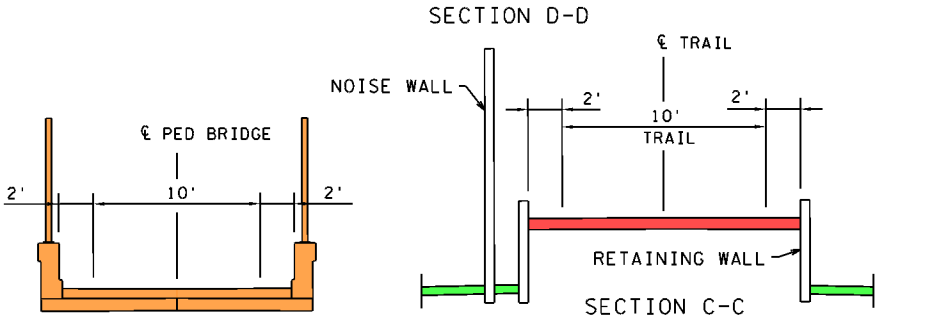
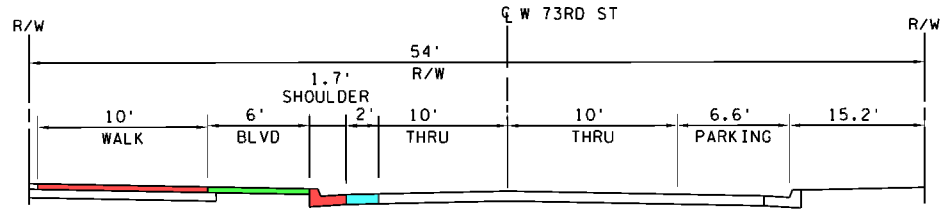
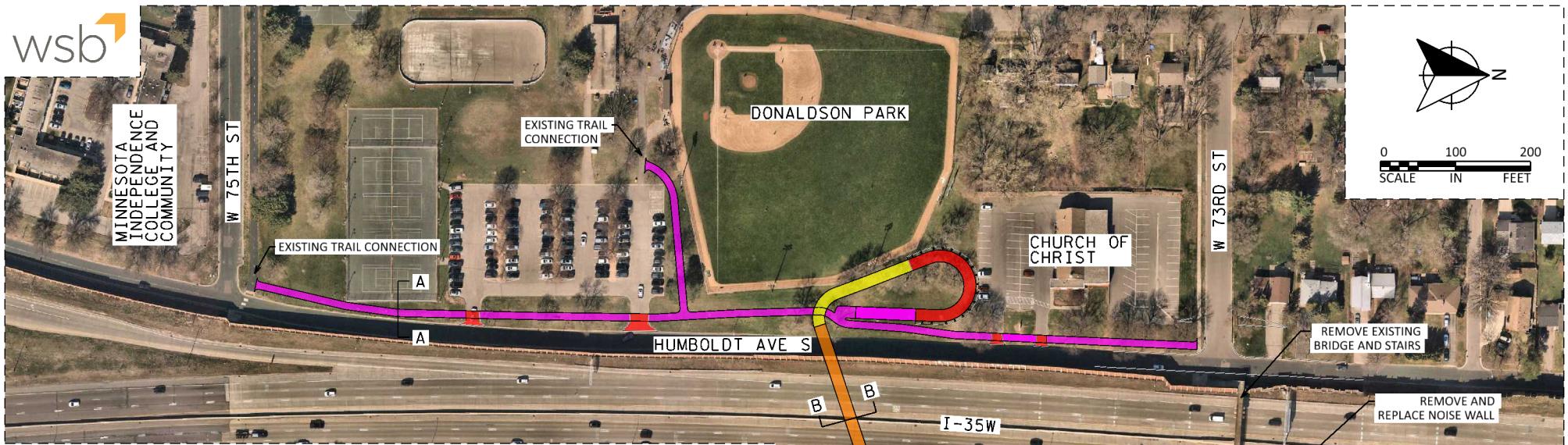
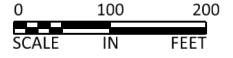
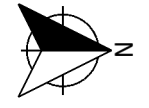
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LandscapeRSA3



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







LEGEND	
<span style="color: red;">█</span>	PROPOSED CONCRETE TRAIL/WALK/DRIVEWAY/CURB & GUTTER
<span style="color: magenta;">█</span>	PROPOSED BITUMINOUS TRAIL
<span style="color: green;">█</span>	TURF AND LANDSCAPING
<span style="color: cyan;">█</span>	PROPOSED ROADWAY RECONSTRUCTION
<span style="color: yellow;">█</span>	PROPOSED PIER-SUPPORTED BRIDGE APPROACH
<span style="color: orange;">█</span>	PROPOSED TRUSS BRIDGE
	PROPOSED RETAINING WALL
	PROPOSED NOISE WALL



# 73rd Street Pedestrian Bridge Multiuse Trails and Bicycle Facilities Richfield, MN





0 100 200  
SCALE IN FEET



**LEGEND**

- PROPOSED CONCRETE TRAIL/WALK/DRIVEWAY/CURB & GUTTER
- PROPOSED BITUMINOUS TRAIL
- TURF AND LANDSCAPING
- PROPOSED ROADWAY RECONSTRUCTION
- PROPOSED PIER-SUPPORTED BRIDGE APPROACH
- PROPOSED TRUSS BRIDGE
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL

**73rd Street Pedestrian Bridge  
Multiuse Trails and Bicycle Facilities  
Richfield, MN**

12-3-2023  
Sheet 2 of 2





**PUBLIC WORKS DEPARTMENT  
CITY OF RICHFIELD**

DATE: 11/29/2023

SUBJECT: Snow Removal and Ice Control Policy

**Purpose**

The purpose of this Snow Removal and Ice Control Policy (“Policy”) is to define and outline snow removal and ice control objectives and procedures as established by the City of Richfield (“City”) and the Public Works Department (“Department”).

**Introduction**

The City assumes basic responsibility for snow removal on City streets, City sidewalks/trails/cycle tracks, and City-owned public parking lots. The City assumes basic responsibility for ice control and mitigation on City streets and City-owned public parking lots, but does not salt or sand City sidewalks/trails/cycle tracks. Reasonable snow removal and ice control is necessary for routine travel and emergency services. The City strives to provide this service in a timely, safe, and cost-effective manner while keeping in mind safety, budget, personnel, equipment, and environmental concerns. The City will primarily use its own personnel and equipment to provide this service, but may also use private contractors when necessary.

This Policy supersedes written or unwritten policies of the City and Department regarding snow removal and ice control. This Policy does not relieve the operators of private vehicles, pedestrians, property owners, residents, and all others that may be using public streets, sidewalks, and trails or that may otherwise be affected by snow/ice removal operations, of their responsibility to act in a reasonable, prudent, and cautious manner given the prevailing weather and street conditions.

**Policy**

The Deputy Public Works Director, under the direction of the Public Works Director, will make decisions as to time, method, and materials used on snow removal and ice control operations. The Deputy Public Works Director is responsible for coordinating equipment and personnel, and assigning work based on the need for snow removal and ice control within the City. The Deputy Public Works Director maintains the authority to delegate any of the responsibilities laid out in this policy to appropriate Department staff.

The Department will only conduct snow and ice control operations when weather conditions do not endanger the safety of employees or equipment and operations are effective. Factors that may delay snow and ice control operations include:

- Severe cold
- Significant winds
- Limited visibility
- Rapid accumulation of snow and/or ice
- Traffic conditions (e.g., rush hour)

The Department continuously monitors forecasts and weather conditions to aid in mobilization decisions. The Department will use multiple sources for storm warning preparedness, including, but not limited to the following:

- National Weather Service ([www.weather.gov](http://www.weather.gov))
- Hennepin County Emergency Management
- Local News Weather Reports
- Various weather-related web sites

### **Planning and Scheduling**

Snow removal and ice control operations may occur during assigned work shifts or, in some situations, on a call back of workers. When conditions allow, work schedules will be arranged to keep overtime at a minimum, with overtime scheduling being approved by the Deputy Public Works Director. The Deputy Public Works Director will notify the Public Works Director of any unusual amount of overtime to be performed and the reasons for the overtime.

The Deputy Public Works Director retains the authority to alter assignments based on weather conditions, equipment and personnel availability, and other conditions related to snow removal and ice control.

### **Mobilization**

Mobilization of employees is the responsibility of the Deputy Public Works Director. The Deputy Public Works Director will determine the dispatching of equipment for City streets, City sidewalks/trails, and City-owned public parking lots.

The Deputy Public Works Director will keep the Public Works Director informed of the start, progress, and completion of full-scale snow removal and ice control operations.

### **Initiating Operations**

The start of snow removal and ice control operations depends upon current and anticipated conditions. The Deputy Public Works Director will decide when to initiate snow removal and ice control operations. Snow removal and ice control operations may be initiated any time they are deemed to be beneficial to the City. Some criteria for the decision are:

- Appreciable snow accumulation on roads and sidewalks
- Drifting of snow that causes travel problems
- Icy conditions which seriously impact travel
- Timing of snowfall in relation to heavy use of streets (e.g., rush hour)
- Forecasted and anticipated changes in weather conditions

### **Snow Route Assignment and Planning**

Each year, the Department prepares a map of the street system, sidewalk/trail system, and public properties serviced by the City. These maps identify route areas that identify personnel, equipment, and, if necessary, the private contractors used to provide the

services. Annually, the Department revises route areas to correspond with budget, equipment, personnel, and other resources available to the City.

The Department identifies priority routes and hazards within each route area. These route areas are generally assigned to individuals and are used for planning and executing routine snow removal and ice control operations.

### **Street Snow Removal Routes**

The Department has classified City streets based on the street function, traffic volume, and importance to the welfare of the community. The priority of snow removal routes are as follows:

1. Minor arterial roads: high-volume routes that connect the urban service area to cities inside and outside of the region
2. Collector streets: streets providing access between neighborhoods, minor business concentrations, and schools
3. Low-volume local streets
4. City parking lots, alleys, sidewalks, and trails

Emergency services officers may contact the Department to dispatch workers and equipment to provide services for emergency vehicles (i.e. police, fire, ambulance, equipment needed for electrical outages, gas leaks, etc.) responding to emergencies within the City. The Department will dispatch necessary workers and equipment as soon as possible.

### **Sidewalk/Trail/Cycle Tracks Snow Removal Routes**

Priorities for snow removal on sidewalks are set to accommodate the needs of the mass transit public. During any given snow event, seven (7) pieces of equipment are dispatched to clear sidewalks, trails, and cycle tracks. In the event of a major snow event (six (6) inches or more) one side of each arterial street will be plowed, until all arterial roads are cleared. General priority for clearing sidewalks, trails, and cycle tracks is as follows:

1. Arterial roads
2. Collector streets
3. Residential neighborhoods

### **Sidewalk/Trail/Cycle Tracks Ice Policy**

In effort to best utilize the City's finite resources and prioritize snow and ice removal in high-impact areas as outlined throughout this Policy, the Department will not apply salt, sand, or other de-icing chemicals to sidewalks/trails/cycle tracks. Due to the ever-changing nature of the Minnesota climate, the physical and financial cost of keeping all sidewalks/trails/cycle tracks free of ice at all times would substantially outweigh the benefit to the community. In addition, salt, sand, and other de-icing agents have adverse effects on the local environment. Application of these substances is imprecise and may result in negative effects to adjacent green space and/or infiltration into ground water. Residents and business owners are encouraged to make sure sidewalks adjacent to their properties are ice free or otherwise safe for passage.

### **Transit Accommodations**



In addition to plowing sidewalks in the most heavily used areas first, the Department employs a Sentencing to Service crew through Hennepin County four days per week, whose primary task in the winter months is to clear bus stops of snow and ice for mass transit users. The Sentencing to Service crew works a defined schedule so it can take up to three days before some transit stops are cleared, depending on the timing of snowfall in relation to the schedule.

### **Equipment Inspection**

The Department mechanics conduct a thorough inspection of all snow and ice related vehicles and equipment prior to the start of the snow season. In addition, all trucks are annually certified through the Minnesota State Patrol Mandatory Inspection Program.

The Department also conducts daily inspections of snow and ice related vehicles and equipment during the snow season. Operators of the vehicles and equipment record their daily inspections and the status of the vehicle.

### **Equipment Calibration**

The Department calibrates all salting vehicles prior to the start of the snow season to ensure efficient and effective application. Calibration will also occur if there is a major hydraulic repair or service needed on the vehicle.

### **Other Responsible Entities**

Other governmental entities maintain certain streets within the City, which includes snow and ice removal. The Minnesota Department of Transportation (MnDOT) and the Hennepin County Highway Department maintain separate maintenance policies for streets they maintain within the City. From time to time, entities may contract with each other to perform snow removal services. The ultimate responsibility for snow removal services rests with the controlling entity.

**Hennepin County** maintains streets on **Penn Ave, Nicollet Ave, and Portland Ave** from Trunk Highway 62 to Interstate 494 in Richfield, as well as the entirety of **66<sup>th</sup> Street** in Richfield and into Edina.

**MnDOT** is responsible for all freeway on/off ramps on Trunk Highways 62 and 77 and Interstates 35W and 494 in Richfield.

Responsibility varies between **Richfield, Hennepin County, and Bloomington** for sidewalks along interstate/trunk highway overpasses and underpasses.

The table below summarizes the entity responsible for clearing sidewalks.

<b>Sidewalks on overpasses</b>	<b>Entity</b>
494/Penn	Hennepin County
494/Portland	Hennepin County
494/Nicollet	Hennepin County
62/Penn	Hennepin County
62/Portland	Hennepin County
77/66 <sup>th</sup> Street	Hennepin County

494/Lyndale	Bloomington
494/12 <sup>th</sup> Ave	Bloomington
76 <sup>th</sup> Street/35W	Richfield
<b>Sidewalks on underpasses</b>	<b>Entity</b>
62/Lyndale	Richfield
62/Nicollet	Richfield
66 <sup>th</sup> Street/35W	Richfield

**Private Contractors Providing Snow Removal Services**

Richfield City Code, Subsection 930.17, limits the operation of vehicles for snow plowing on private property in residential districts and within fifty (50) feet of such districts to the period between 6:00AM and 10:00PM any day of the week.

**Post-Snowfall Events**

Operators conduct follow-up plowing as needed. Generally, further clearing takes place where cars were parked, at intersections, etc. Additional salting of intersections may occur at this time as well.

**Snow and Ice Control Materials**

The City does not have a “bare pavement” policy. The Department will wait for snowfall to cease or accumulate sufficiently before initiating snow removal. General snowpack will remain on City streets and sidewalks in many cases.

The Department will use snow and ice control materials when there are hazardous ice or slippery conditions on streets. The Department may use other minerals, chemicals, and mixtures to assist in ice control provided they have an equivalent or lesser effect on the environment than salting and are economically feasible. The Department is concerned with the effect of chemicals on the environment; therefore, it will limit its use of such chemicals.

The Department initiates salting operations to melt ice on City streets. The Department will apply snow and ice control materials at times and rates that maximize effectiveness and generally limit application to:

- Intersections
- Hazardous areas
- Isolated, slippery areas

The Department may order use of additional salt if pavement, air temperatures, or precipitation type warrant. The Department has adopted salt application best practices as stated in the Minnesota Snow and Ice Control Handbook.

The City does not employ salt or other ice control measures on sidewalks/trails/cycle tracks in the City.

**Refreeze Conditions**

It is not possible or practical for snow and ice to be completely removed from all sidewalks or prevent melting snow or ice from refreezing on sidewalks. Users of sidewalk and trail facilities are expected at all times to be mindful of current conditions and avoid hazards to remain safe.

### **Material Handling and Storage**

Salt stockpiles are stored on-site (approximately 300 tons) in an enclosed structure at the Public Works maintenance facility. These stockpiles are routinely replenished to meet the needs of the winter season with the goal of having minimal salt in the bins by the end of the season. During the off-season, salt at the Public Works maintenance facility is tarped and stored inside a covered structure. No other materials or supplies are stored in the structure containing the salt.

### **Spreading and Plowing Procedures**

The Department will plow snow in a manner that minimizes traffic obstructions. The center of the roadway will be plowed first, and then the snow will be plowed from left to right so the snow discharges onto the boulevard. When plowing on bridges, operators will adjust their speed to reduce or eliminate a snow wake from going over the side of the bridge. Snow on dead-end streets will generally be plowed to the end of the roadway and snow on cul-de-sacs will be plowed to the middle of the cul-de-sac.

As necessitated by available resources, snow is plowed to the edge of the street without regard for sidewalks, driveways, and other structures located in the right-of-way. Sidewalks will be cleared after roadways are cleared. The City recognizes the inconvenience that comes from snow piling up on driveways due to plowing activities, but the City is not responsible for removing this accumulated snow.

Snowplow operators are exempt from traffic regulations set forth in Minnesota Statutes, Chapter 169 while actually engaged in work on streets, except for regulations related to driving while impaired and the safety of school children. Pursuant to this authority, snowplow operators have discretion to disregard standard traffic laws, when, in their judgement, it is safe to disregard such laws.

### **Hauling of Snow and Snow Storage**

From time to time, the Department will remove snow where space does not allow for snow to be pushed or piled outside the driving lanes by hauling to another location. The Deputy Public Works Director will determine when snow will be removed by truck from the boulevard area. Snow hauling operations will not commence until other snow/ice removal operations have been completed. Snow hauling operations may also be delayed depending on weather conditions, personnel, and budget availability. The snow will be removed and hauled to a snow storage area. The snow storage zone will be located in an area that minimizes environmental impact.

### **Snow Emergencies**

#### **Snow Emergency Procedures**

Concurrent with the above policy, the following are additional City practices employed during a declared snow emergency (see City Code, Subsection 1305.13).

### **Snow Emergency Notifications**

A snow emergency is declared by the City Manager, or designee. Declaration of a snow emergency can be found at the following:

- a. Contact the Snow Emergency Line at 612-861-9178
- b. Visit the City Website at [www.richfieldmn.gov](http://www.richfieldmn.gov)
- c. Sign up for e-update on the City website at [www.richfieldmn.gov/residents/e-notification](http://www.richfieldmn.gov/residents/e-notification)
- d. Local news channels
  - i. WCCO
  - ii. KMSP
  - iii. KSTP
  - iv. KARE 11
- e. Social Media (Facebook, "X" or Twitter)

### **Parking Limitations**

Vehicles parked on the roadway during a snow or ice event may impair the effectiveness of snow and ice control and removal. Richfield City Code, Subsection 1305.13, prohibits on-street parking during a snow emergency. A snow emergency is in effect after a snowfall of four (4) or more inches and/or upon the declaration of a snow emergency by the City Manager, or designee, and continues until the street has been plowed curb-to-curb.

Richfield City Code, Section 1315, permits certain vehicles to park in the front yard areas of residential districts of the City during a snow emergency, subject to the following conditions:

- a. The vehicle must be parked as close as possible to the established driveway area serving the property on which, or in front of which, it is parked;
- b. Permission of the property owner must be obtained;
- c. The vehicle must be parked at least eight (8) feet back from the curblines, and five (5) feet back from any public sidewalk;
- d. The vehicle may not be parked off of an established driveway within the area bounded by the street curblines abutting said corner lot and a line connecting points on the abutting curblines of fifty (50) feet from the point of intersection of the extensions of the curblines; and
- e. Movement to and from the parking area must be over the established driveway rather than over the curb.

The owner of the property shall repair any damage to the adjacent boulevard area caused by parking in the front yard areas of residential districts.

### **Snow Emergency Parking Areas**

Snow emergency parking areas will be available for a total of 24 hours after a snow emergency is declared. Snow emergency parking area signs will mark those areas where parking is allowed. The City of Richfield's website will indicate the specific time at which a snow emergency was declared, or residents can call the Richfield Snow Information Hotline at 612-861-9178. After the 24 hour snow emergency parking area period has expired, the city will begin clearing snow in these areas and any cars that remain are subject to a ticket and tow, per normal procedure. For these parking areas to

work correctly, it is important that residents promptly retrieve their vehicles after their street or parking lot has been cleared.

The City Manager has designated the following stretches of roadway as snow emergency parking areas:

- Cedar Avenue—East side, from 66th Street to Diagonal Boulevard
- Cedar Avenue—Both sides, from 67th Street to 75th Street

These snow emergency parking areas are clearly marked with a snow emergency parking area sign.

### **Private Property**

#### **Snow Removal on Private Properties**

It is a public nuisance and violation of City Code, Subsection 830.41, to shovel, plow, or cast snow or ice from private property onto a public street, alley, sidewalk, boulevard, or public parking lot. It is allowable to remove snow or ice from a private driveway or walkway and deposit the snow or ice on the portion of the boulevard immediately adjacent to the private property. Pushing, piling, or storing snow in or across the street is prohibited.

#### **Service to Private Property**

City personnel and any personnel contracted by the City do not provide snow removal and ice control services to private properties. Services may, however, be provided with the permission of the property owners in situations where City operations directly benefit from operations on private property. Snow removal operations may be conducted on any private property when emergency vehicles responding to a call for service require access to private property. Any operations on or services provided to private property are authorized by the Department or are provided at the request of any emergency services officer responding to a call.

#### **Snow Operation Damages**

Snow removal and ice control operations can cause damage to property, even under the best circumstances and care by vehicle and equipment operators. Most often, damage occurs to property improvements in the City right-of-way, which generally extends eight (8) to twelve (12) feet beyond the edge of street pavement.

The City is not responsible for damage to vegetation caused by plowing or the application of sand and salt mixtures. However, the City will make its best effort to repair damaged grass along curb lines and sidewalk edges using black dirt and seeding.

Personal property in the City's right-of-way damaged by snow being deposited from an accumulation on the blade of a snowplow will not be considered for compensation. Any property damage claims allegedly resulting from City snow plowing activities must be filed with the City's insurance through the Human Resources Department

When disagreement about the responsibility for the damage occurs, the Department will investigate and decide responsibility.

Equipment operators and contractors are directed to immediately contact their supervisor and the supervisor will contact the Department and Police Department whenever an incident involves damage to vehicles, significant structures, or involves any injury to a person.

Equipment operators and contractors also report existing damage they observe to avoid any potential future claim the damage was caused by snow removal or ice control operations.

### **Service Requests and Complaints**

The Department will take service requests and complaints regarding snow removal and ice control operations during normal working hours. The Department will prioritize service requests and provide resolution at their discretion, in keeping with available personnel, equipment, and materials. The Deputy Public Works Director will receive and respond to service requests or complaints that the administrative staff is unable to answer.

### **Policy Review**

The Department will review this policy annually. The Department will keep on file written comments and complaints received regarding this policy. Any review will consider comments or complaints received since the last review. The review will also consider input from City employees and contractors, members of the public, and other affected parties.

12/12/2023

Matt Hardegger  
Transportation Engineer  
Richfield Public Works  
1901 East 66th Street  
Richfield MN 55423

**Re: MnDOT Letter for The City of Richfield  
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding  
Request for the pedestrian bridge at 73rd St and I-35W**

Dear Matt Hardegger,

This letter documents MnDOT Metro District's recognition for The City of Richfield to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the for the pedestrian bridge at 73rd St and I-35W.

As proposed, this project impacts MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will allow Richfield to seek improvements proposed in the application. If funded, details of how the project is delivered and any future maintenance agreement with the City will need to be determined during the project's development to define how the improvements will be maintained for the project's useful life.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with the City as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at [Ryan.Wilson@state.mn.us](mailto:Ryan.Wilson@state.mn.us) or 651-775-4216.

Sincerely,

Sheila Kauppi, PE  
Metro District Engineer

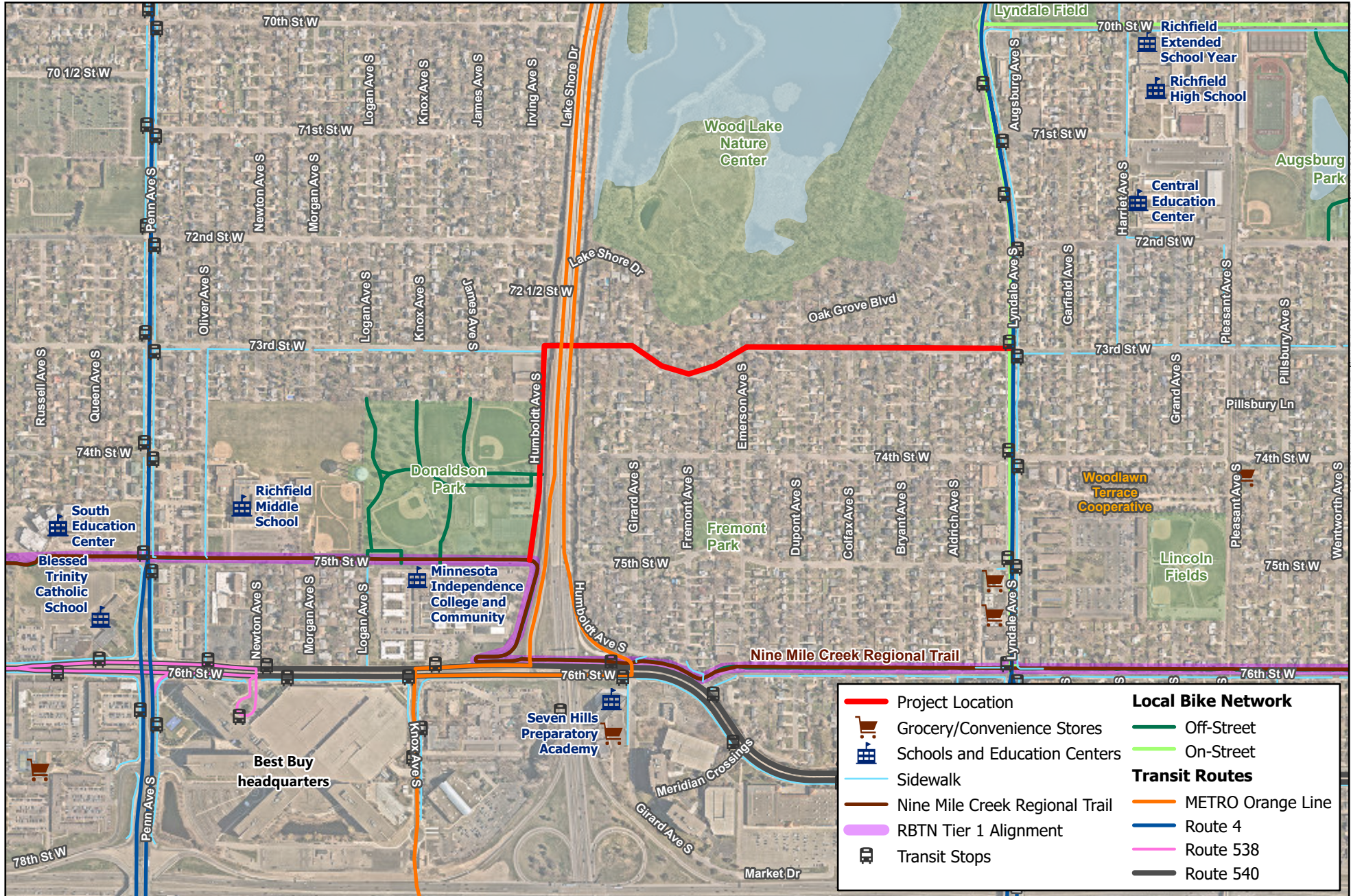
CC:

Ryan Wilson, Area Manager

Aaron Tag, Metro Program Director

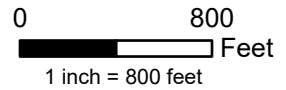
Dan Erickson, Metro State Aid Engineer



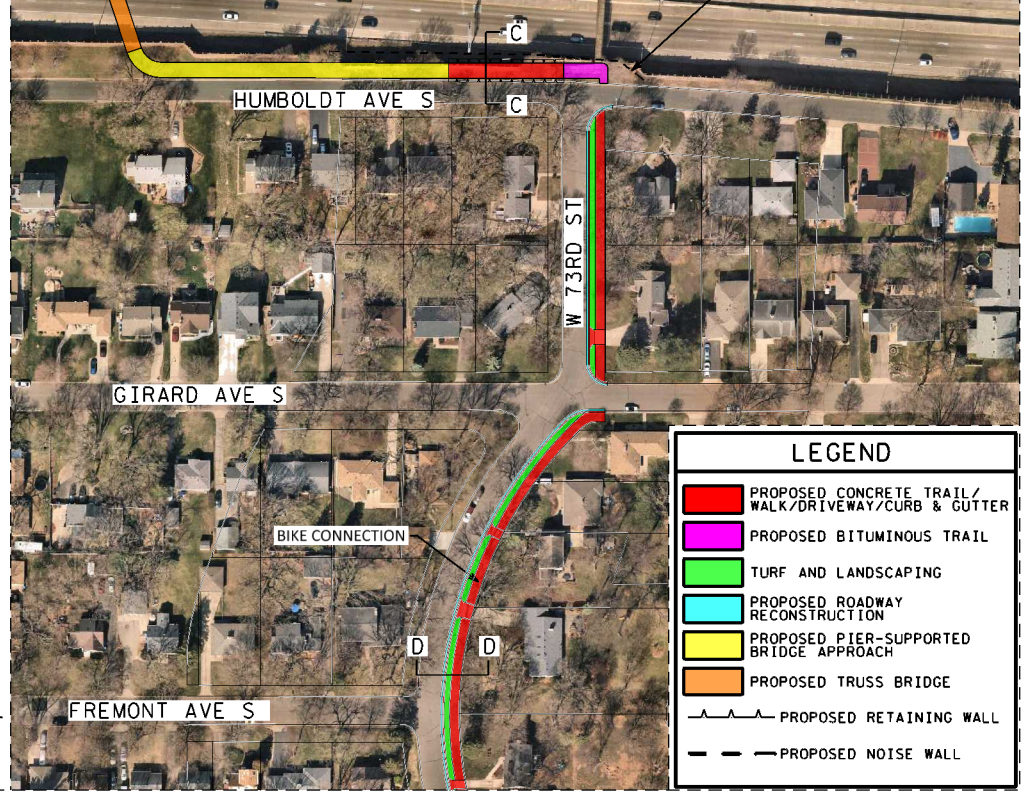
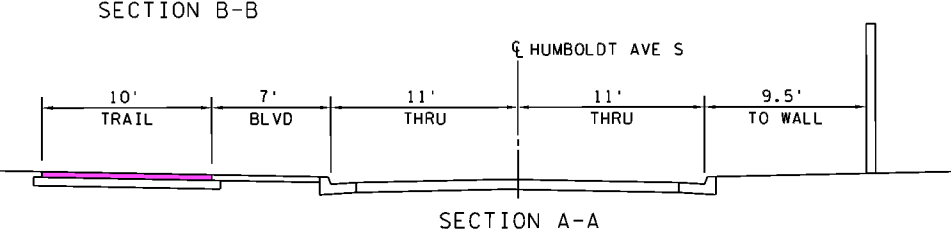
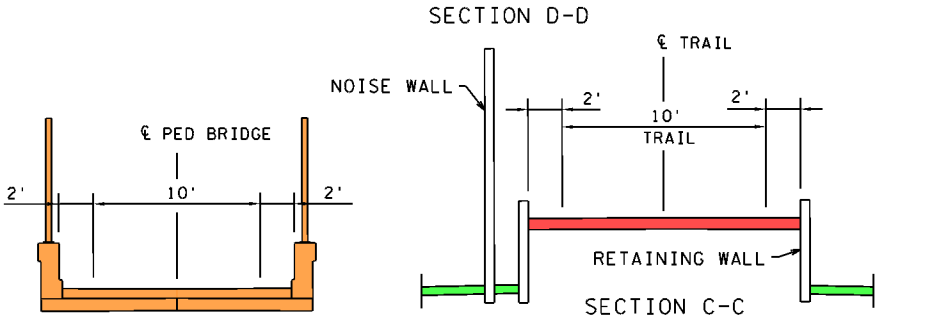
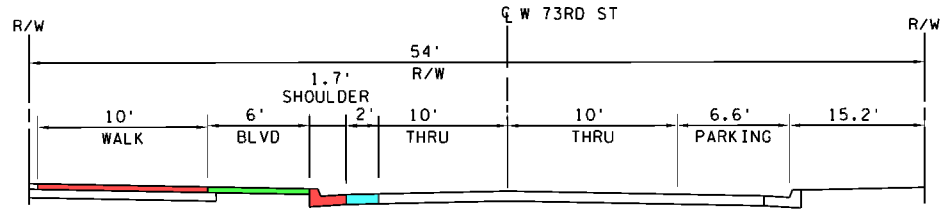
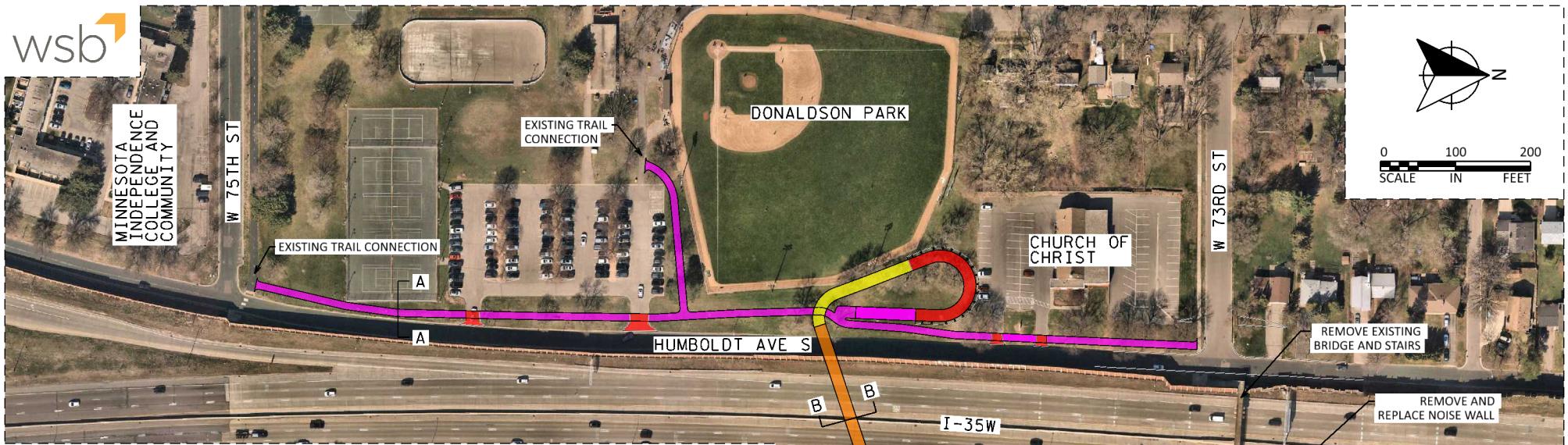
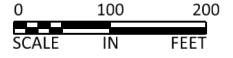
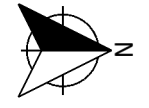


## 73rd St Pedestrian Bridge and Trail Connections

2024 Regional Solicitation Applications  
City of Richfield







LEGEND	
	PROPOSED CONCRETE TRAIL/WALK/DRIVEWAY/CURB & GUTTER
	PROPOSED BITUMINOUS TRAIL
	TURF AND LANDSCAPING
	PROPOSED ROADWAY RECONSTRUCTION
	PROPOSED PIER-SUPPORTED BRIDGE APPROACH
	PROPOSED TRUSS BRIDGE
	PROPOSED RETAINING WALL
	PROPOSED NOISE WALL



# 73rd Street Pedestrian Bridge Multiuse Trails and Bicycle Facilities Richfield, MN



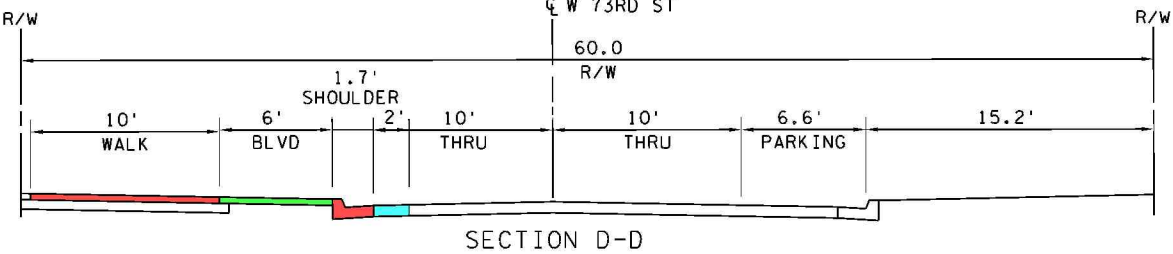


0 100 200  
SCALE IN FEET



LEGEND

- PROPOSED CONCRETE TRAIL/WALK/DRIVEWAY/CURB & GUTTER
- PROPOSED BITUMINOUS TRAIL
- TURF AND LANDSCAPING
- PROPOSED ROADWAY RECONSTRUCTION
- PROPOSED PIER-SUPPORTED BRIDGE APPROACH
- PROPOSED TRUSS BRIDGE
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL



73rd Street Pedestrian Bridge  
Multiuse Trails and Bicycle Facilities  
Richfield, MN



# Socio-Economic Conditions: Affordable Housing Access

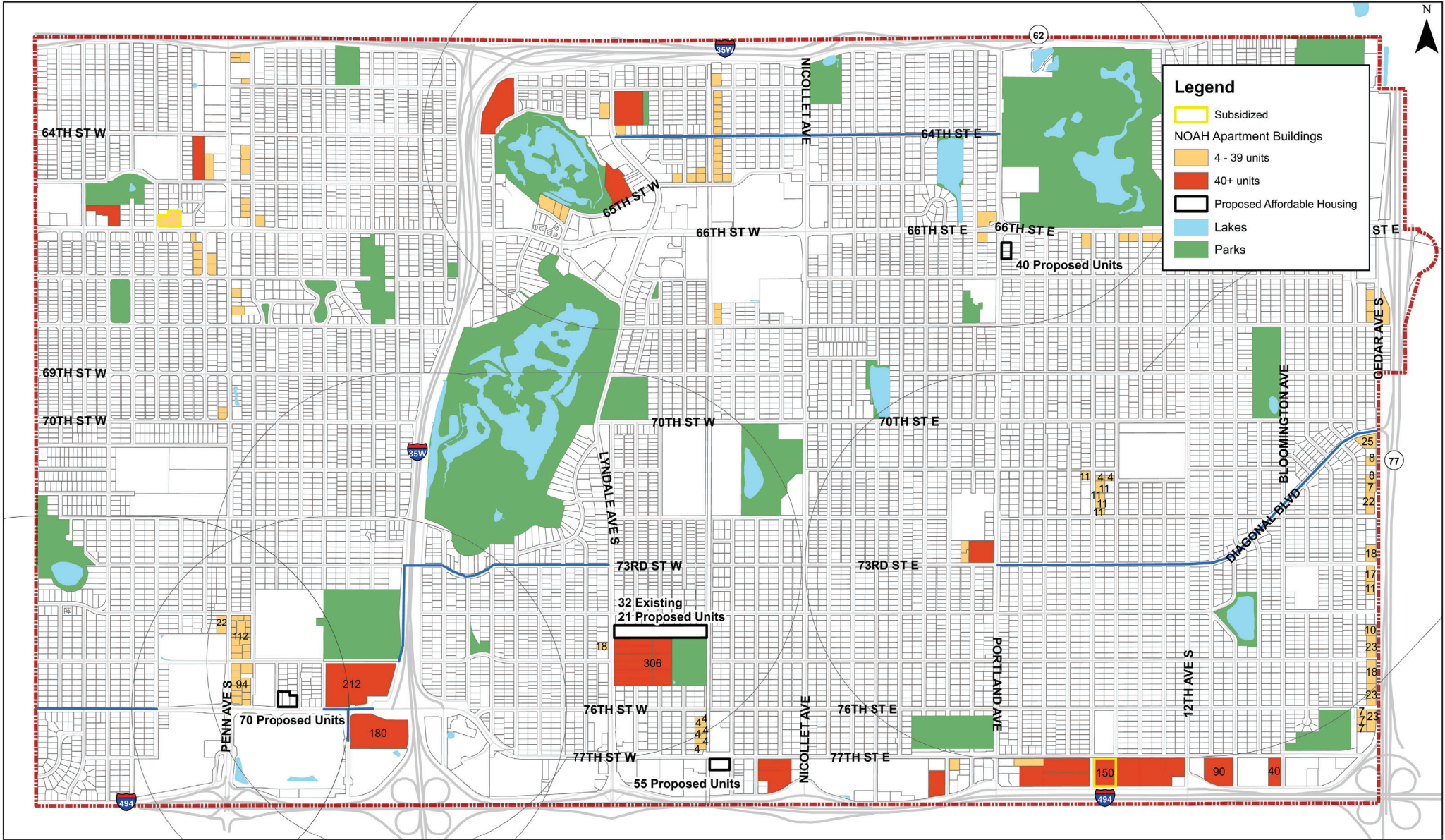
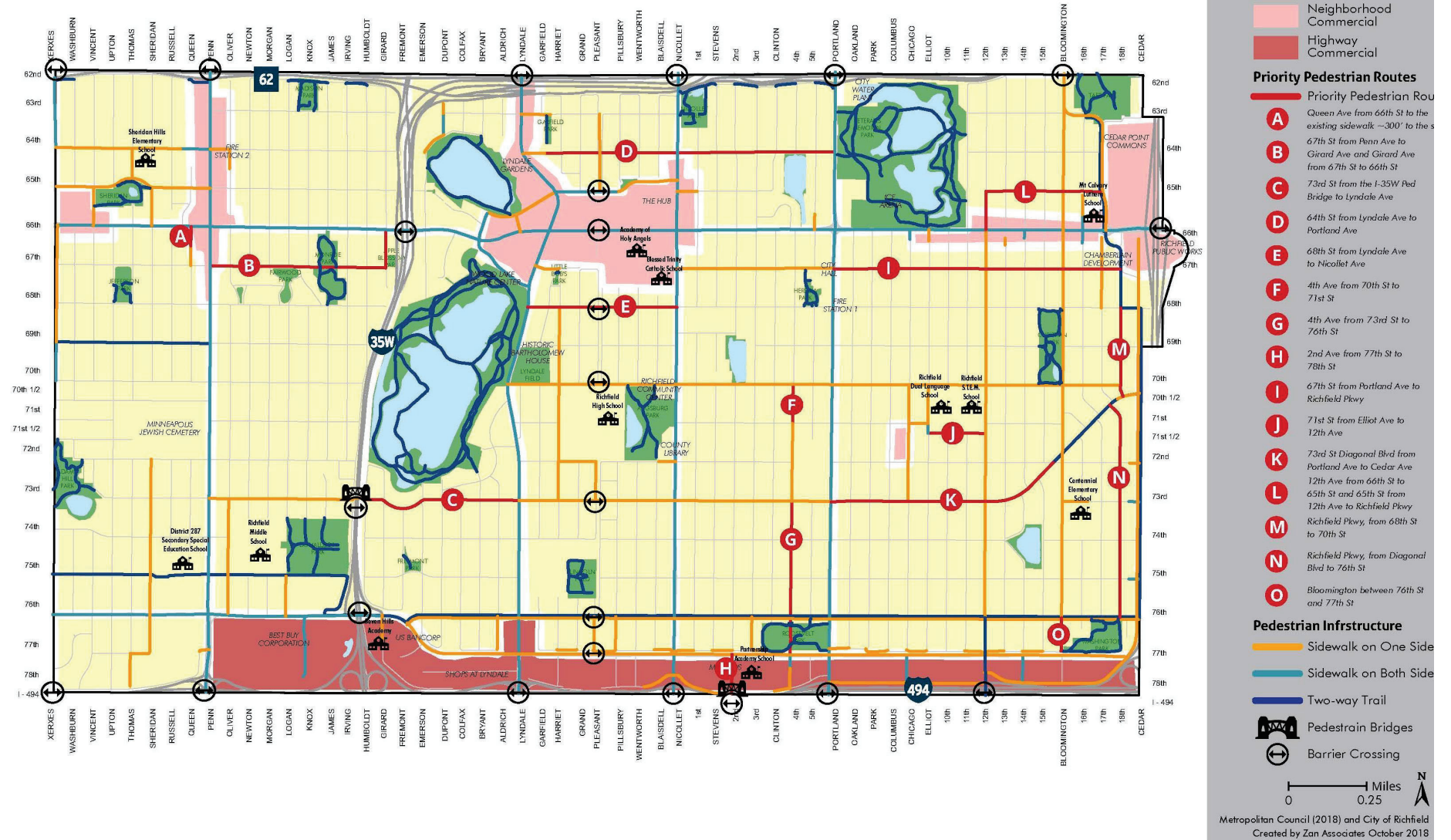
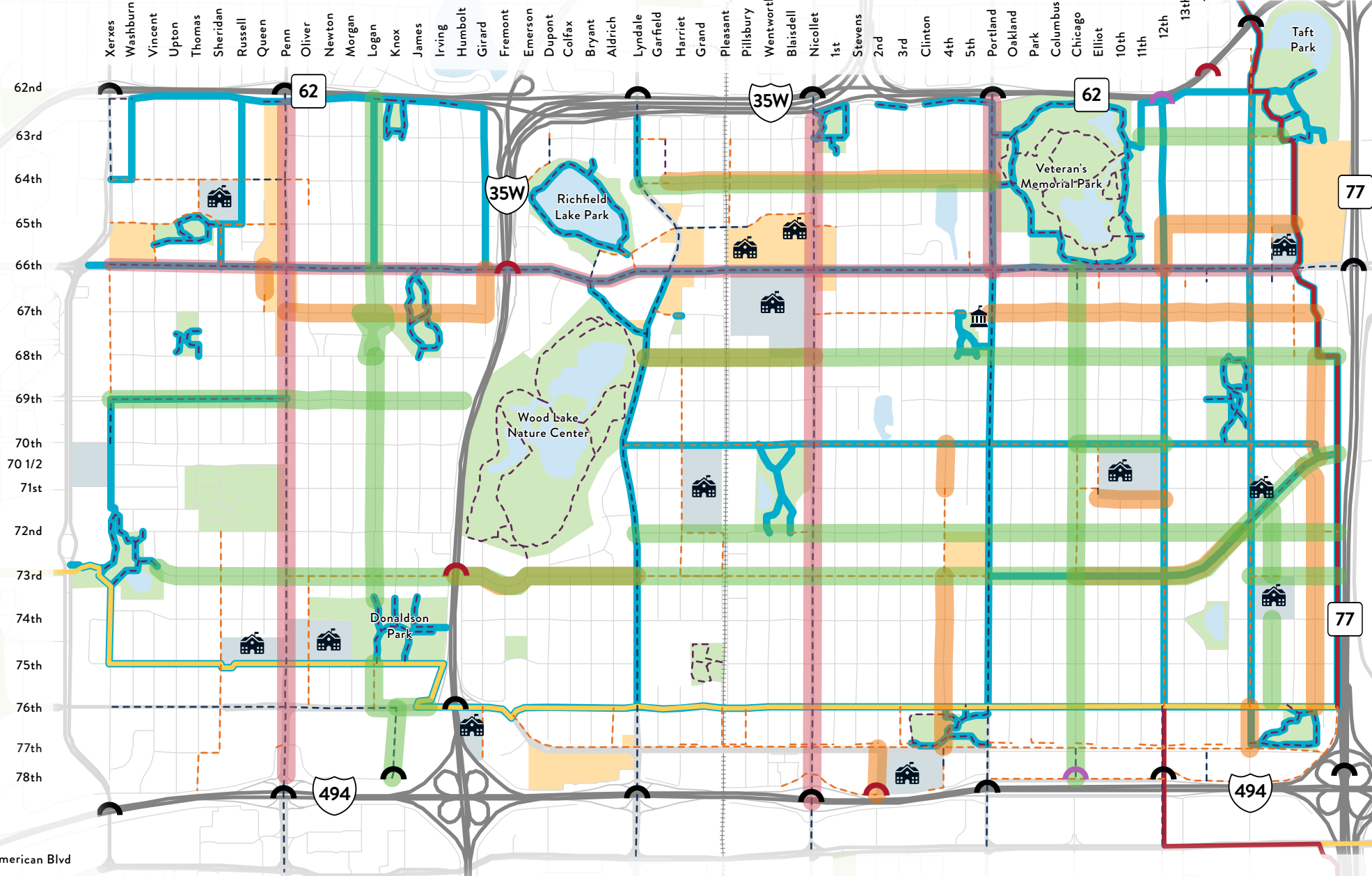






Figure 27: Richfield Pedestrian Network





**Legend**

- Priority Neighborhood Route
- Priority Arterial Route
- Priority Pedestrian Routes (2018)
- Sidewalk on One Side
- Sidewalk on Both Sides
- Two-way Trail
- Existing Bike Route
- Nine Mile Creek Regional Trail
- Nokomis - Minnesota River Regional Trail
- Important Ped/Bike Freeway Crossing (Red = Needs Improvement, Purple = Future Crossing)
- School Location
- City Hall
- Commercial Location





## Richfield 73rd Street Ped/Bike Bridge Modernization & Trail Connections



Photo 1: Cross section of existing Bridge #9888 over I-35W (Nov 2023).  
Photo Credit: City of Richfield

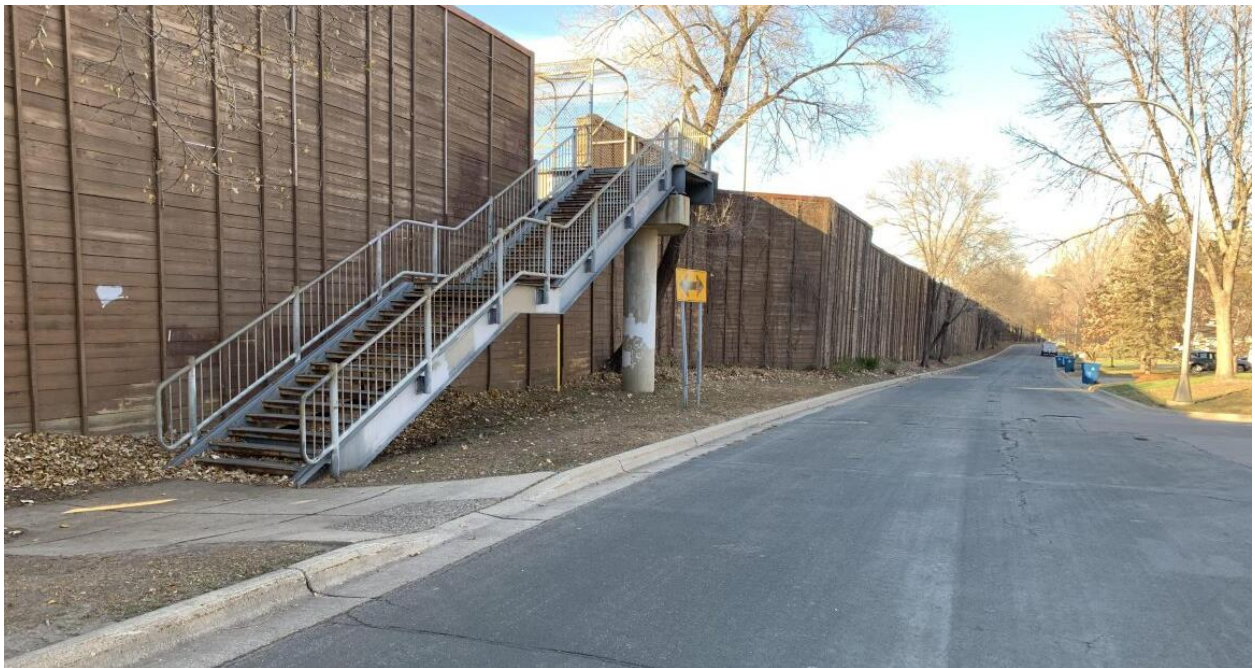


Photo 2: Stairs on the east side of existing Bridge #9888 over I-35W (Nov 2023).  
Photo Credit: City of Richfield





Photo 3: Stairs on the west side of existing Bridge #9888 over I-35W (Nov 2023).  
Photo Credit: City of Richfield

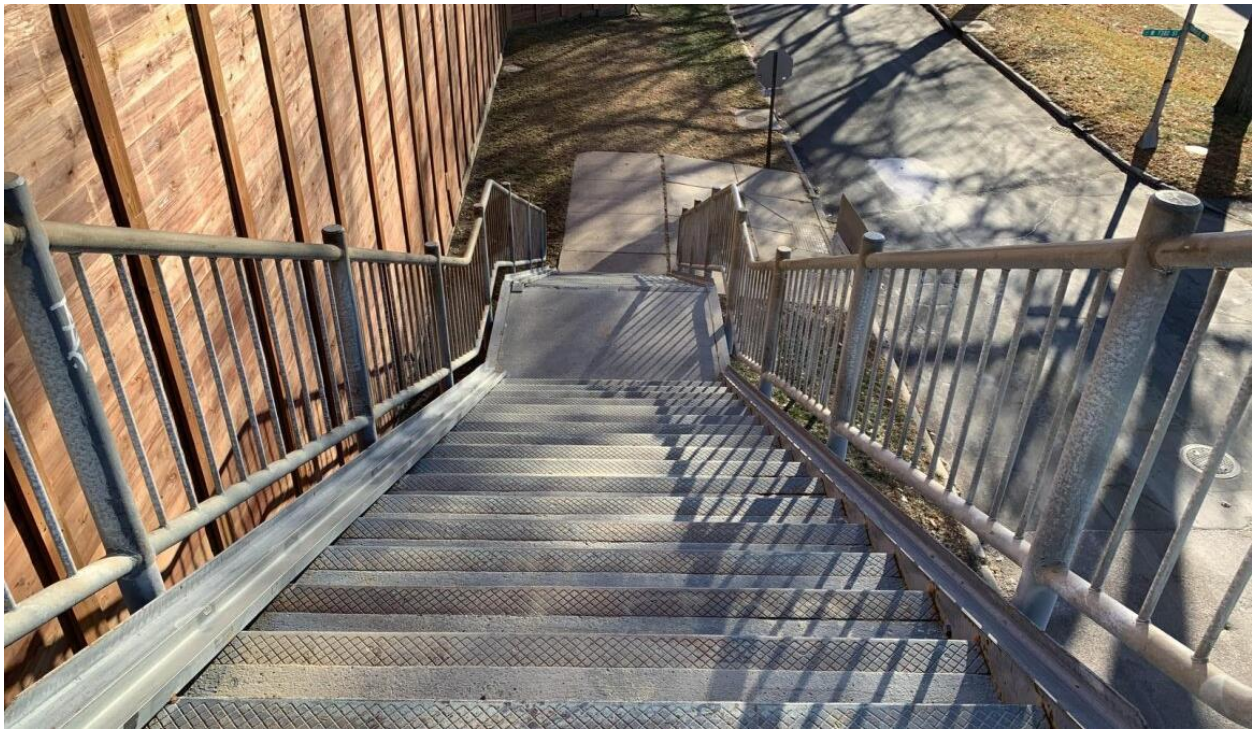


Photo 4: Stairs on the west side of existing Bridge #9888 over I-35W (Nov 2023).  
Photo Credit: City of Richfield





**Project Name: 73rd Street Ped/Bike Bridge Modernization & Trail Connections**

**Applicant:** City of Richfield

**Project Location:** Humboldt Ave S from W 75th St to W 73rd St; W 73rd St from Humboldt Ave S to Lyndale Ave

**Total Project Cost:** \$8,127,520

**Requested Federal Amount:** \$5,500,000

**Local Match:** \$2,627,520 (32%)



**Project Description:**

The City of Richfield is proposing to replace the existing ADA non-compliant pedestrian bridge over I-35W at 73rd St (Br. 9888) with a new bridge structure and provide pedestrian and bicycle connections to the new bridge. The project includes a new accessible bridge, a trail connection along W 73rd St from Lyndale Ave to the bridge, and trail connections from the Nine Mile Creek Regional Trail and Donaldson Park at W 75th St to the bridge along Humboldt Ave S. The connection will serve students of the nearby middle and high schools, a vocational and life skills school, and transit users (including METRO Orange Line and future Lyndale/Johnson BRT) by improving access to numerous community resources.

**Project Benefits:**

- New accessible bridge over major highway barrier
- Pedestrian and bike connections to new bridge from Lyndale Ave and regional trail
- Boulevard space buffering pedestrians and bikes from vehicular traffic along new trails
- Easier and safer access to schools, transit, parks, and regional trail



## MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 9888

PED AT 73RD AVE over I 35W

Date: 11/13/2023

+ GENERAL +			+ ROADWAY ON BRIDGE +		+ INSPECTION +			
Agency Br. No.	Crew 7628		Facility	PEDESTRIAN		Bridge Plan. Index (2022)		
District	METRO	Maint. Area	LRS Mile Point	NA		Overall Condition	FAIR	
County	27 - HENNEPIN		Functional Class				Last Routine Insp Date	06-06-2023
City	RICHFIELD		Urban Code				Routine Insp Frequency	24
Township			ADT (YEAR)				Inspector Name	METRO DISTRICT
Desc. Loc.	0.6 MI N OF JCT TH 494		HCADT				Status	A-OPEN
Sect., Twp., Range	33 - 028N - 24W		Speed Limit					
Latitude	44d 52m 15.57s		National Highway System	N		+ NBI CONDITION RATINGS +		
Longitude	93d 17m 55.92s		Detour Length				Deck	6
Custodian	STATE HWY		Lanes				Superstructure	6
Owner	STATE HWY		Control Section (TH Only)				Substructure	7
Insp Responsibility	METRO DISTRICT		Function	N/A		Channel	N	
Year Built	1960		Type	NOT APPLI		Culvert	N	
Date Opened to Traffic			Bridge Match ID				+ NBI APPRAISAL RATINGS +	
MN Year Remodeled	1999		Roadway Key	1-ON		Structure Evaluation	6	
FHWA Year Reconstructed							Deck Geometry	N
Bridge Plan Location	CENTRAL		+ RDWY DIMENSIONS ON BRIDGE +			Underclearances	5	
Potential ABC	N.A.		If Divided	NB-EB SB-WB		Waterway Adequacy	N	
+ STRUCTURE +			Roadway Width				Approach Alignment	N
Service On	PED-BICYCLE		Vertical Clearance				+ SAFETY FEATURES +	
Service Under	HIGHWAY		Max. Vert. Clear.				Bridge Railing	N-NOT REQUIRED
Main Span Type	CSTL BEAM SPAN		Horizontal Clear.				GR Transition	N-NOT REQUIRED
Main Span Detail			Appr. Surface Width				Appr. Guardrail	N-NOT REQUIRED
Appr. Span Type			Bridge Roadway Width				GR Termini	N-NOT REQUIRED
Appr. Span Detail			Median Width on Bridge	NA		+ SPECIAL INSPECTIONS +		
Skew			+ MISC. BRIDGE DATA +			NSTM	N	
Culvert Type			Structure Flared	NO		Underwater	N	
Barrel Length			Parallel Structure	NONE		Pinned Asbly.	N	
No of Spans	Main: 2 Appr: 0 Total: 2		Field Conn. ID	RIVETED		+ WATERWAY +		
Main Span Length	75.6 ft		Cantilever ID				Drainage Area	
Structure Length	159.8 ft		+ FOUNDATIONS +			Waterway Opening		
Deck Width	6.8 ft		Abut.	CONC - FTG PILE		Navigation Control	NOT APPL	
Deck Material	C-I-P CONCRETE		Pier	CONC - FTG PILE		Pier Protection		
Deck Install Year			Historic Status	NOT ELIGIBLE		Nav. Vert./Horz. Clr.		
Deck Rebar Layers	UNKN		On - Off System	OFF		Nav. Vert. Lift Bridge Clear.		
Deck Rebar (NBI)	0-NONE		+ PAINT +			MN Scour Code	A-NON WATERWAY	
Wear Surf Type	N/A		Year Painted	1999		Scour Evaluation Year		
Wear Surf Install Year			Painted Area	3,330 sf		+ CAPACITY RATINGS +		
Wear Course/Fill Depth			Primer Type	3309-ORGANIC ZINC		Design Load		
Structure Area	1,087 sq ft		Finish Type	URETHANE		Operating Rating		
Roadway Area	1,044 sq ft		+ BRIDGE SIGNS +			Inventory Rating		
Sidewalk Width - L/R			Posted Load	NOT REQUIRED		Posting		
Curb Height - L/R			Traffic	NOT REQUIRED		Rating Date		
Rail Codes - L/R	NN NN		Horizontal	OBJECT MARKERS		Overweight Permit Codes		
			Vertical	NOT REQUIRED				

MINNESOTA STRUCTURE INVENTORY REPORT

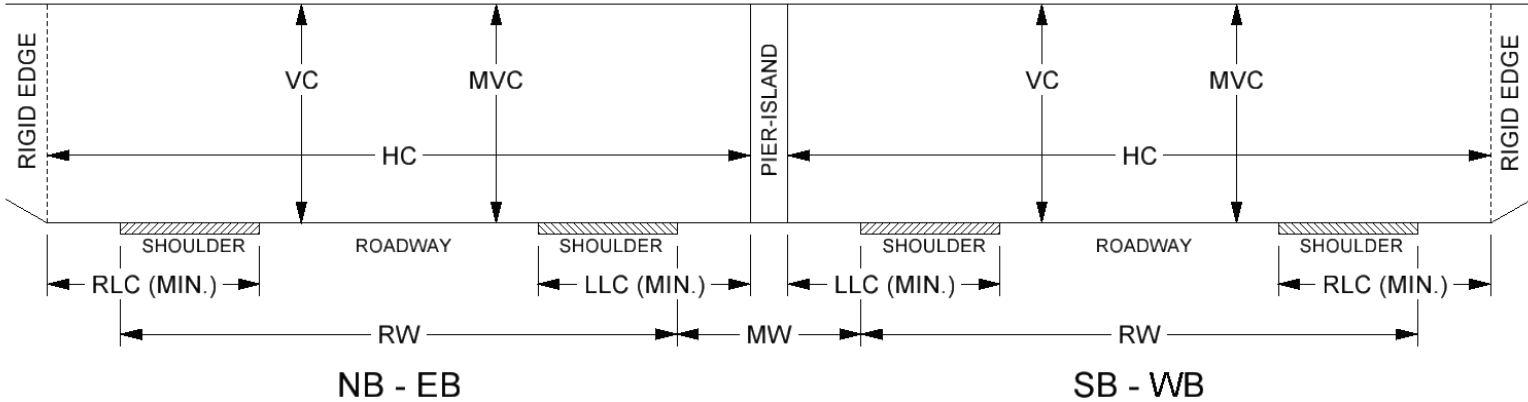
Roadway Under Bridge  
 I 35W under PED AT 73RD AVE

Bridge ID: 9888

Date: 11/13/2023

+ FEATURES +			+ DIMENSIONS +			
Item Description	NBI (if appl)	Value	Item Description	Diagram Abbrev.	Values	
					NB-EB	SB-WB *
Road Name		I 35W	Roadway Width	RW	38.0 ft	38.0 ft
LRS Functional Class	26	1 - INTERSTATE	Vertical Clearance	VC	16.3 ft	16.3 ft
ADT (YEAR)	29 (& 30)	94,000 (2019)	Max. Vert. Clear	MVC	16.7 ft	16.8 ft
HCA DT	109	3,760	Horizontal Clear	HC	66.3 ft	63.4 ft
National Highway System	104	Y	Lateral Clr. - Lt	LLC	23.9 ft	
Route Sys/Nbr (LRS)		I 35W	Lateral Clr. - Rt	RLC	13.9 ft	
LRS Mile Point		(I) 9.388 / (D) 9.696	Median Width	MW	43.0 ft	
Detour Length	19	0 mi.	* Entered only if this record is for a divided roadway			
Lanes	28B	4 Lanes UNDER Bridge				
Control Section (TH Only)		2782				
Function	5C	MAINLINE				
Type	102	2 WAY TRAF				
Bridge Match ID		1				
Roadway Key	5A	2-UNDER				

DIVIDED HIGHWAY WITH MEDIAN OBSTRUCTION



RIGID EDGE IS A TOE OF SLOPE STEEPER THAN 1 TO 3 OR A FIXED OBJECT SUCH AS GUARDRAIL, PIER STRUT OR OTHER BARRIER.

LLC (LEFT LATERAL CLEARANCE) IS THE MEASUREMENT FROM THE OUTSIDE EDGE OF THE ROADWAY TO THE RIGID EDGE. LEFT IS DETERMINED WHEN FACING THE DIRECTION OF TRAVEL. LLC IS THE MINIMUM DIMENSION AFTER MEASURING IN BOTH DIRECTIONS.

RLC (RIGHT LATERAL CLEARANCE) IS THE MEASUREMENT FROM THE OUTSIDE EDGE OF THE ROADWAY TO THE RIGID EDGE. RIGHT IS DETERMINED WHEN FACING THE DIRECTION OF TRAVEL. RLC IS THE MINIMUM DIMENSION AFTER MEASURING IN BOTH DIRECTIONS.

11/13/2023

Crew: 7628

**MINNESOTA BRIDGE INSPECTION REPORT**

Insp Responsibility: METRO DISTRICT

**BRIDGE 9888****PED AT 73RD AVE OVER I 35W****INSP. DATE: 06-06-2023**

County: HENNEPIN

Location: 0.6 MI N OF JCT TH 494

Length: 159.8 ft

City: RICHFIELD

Facility: PEDESTRIAN Mile Pt: NA

Deck Width: 6.8 ft

Township:

Control Section: Maint. Area: 5D

Rdwy. Area 1,044 sq ft

Section: 33 Township: 028N Range: 24W

Local Agency Bridge Nbr:

Paint Area 3,330 sq ft

Main Span Type: CSTL BEAM SPAN

Open, Posted, Closed: OPEN

Culvert : N/A

NBI Deck: 6 Super: 6 Sub: 7 Chan: N Culv: N

Appraisal Ratings - Approach: N Waterway: N

MN Scour Code: A-NON WATERWAY

Bridge Plan. Index (2022)

Required Bridge Signs - Load Posting: NOT REQUIRED

Traffic: NOT REQUIRED

Overall Condition: Fair

Horizontal: OBJECT MARKERS

Vertical: NOT REQUIRED

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY	QTY	QTY	QTY
				CS 1	CS 2	CS 3	CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	06-06-2023	1 EA	1	0	0	0
		06-16-2021	1 EA	1	0	0	0

Notes: Element indicates if a critical structural deficiency or a serious safety hazard is present.

[2023] A serious safety hazard was present. (CS3)

Span 3 had 4 SF of (CS3) loose delamination that was a safety hazard NB 35 left two lanes.

Metal nosing on both West and East stairs is coming loose and posing a trip hazard.

[2023] PA Response: The above noted safety hazards have been addressed prior to report submittal. Rating returned to

CS1, safety hazards have been mitigated. (CS1)

12	REINFORCED CONCRETE DECK	06-06-2023	1,087 SF	1,027	22	38	0
		06-16-2021	1,087 SF	1,031	21	34	1

Notes: C-I-P Concrete Deck with Uncoated Rebar (New 1960); 7 FT x 160 LF = 1,087 SF Total, 2 Spans, (#2 and #3), 4 Total spans.

Spans inventoried from the West; Beams and Bearings numbered from the South.

[2023] Span 1 had no deficiencies at time of inspection.

2 had 7 SF of (CS2) sound repair,

5 SF of (CS3) spall more than 1" deep,

10 SF of (CS3) moderate width cracks with rust staining (transverse), and

5 SF of (CS2) water saturation.

3 had 10 SF of (CS2) sound repair,

4 SF of (CS4) loose delamination that was a safety hazard NB 35 left two lanes,

10 SF of (CS3) spall with exposed rebar with corrosion,

9 SF of (CS3) moderate width cracks with rust staining (transverse).

4 had no deficiencies at time of inspection.

(CS1=1027, CS2=22, CS3=34, CS4=4)

[2023] PA Response: The CS4 element quantity noted during the recent inspection was reviewed by the Program

Administrator and currently does not impact the

bridge's structural integrity. Continue to monitor CS element status. Additional; The safety hazard was removed by the Eden Prairie bridge maintenance crew.

Quantities moved to CS3 for spall with exposed rebar. Update next routine inspection.

(CS1=1027, CS2=22, CS3=38, CS4=0)

510 WEARING SURFACE	06-06-2023	1,044 SF	1,010	28	6	0
	06-16-2021	1,044 SF	1,012	25	6	1

Notes: Monolithic Concrete Wear Surface (new 1960); 7 FT x 160 LF = 1,044 SF.

[2023] The wearing surface had 1 SF of (CS2) sound permanent patch,

6 SF of (CS3) delamination,

2 SF of (CS2) spall less than 0.5 inches deep,

25 SF of (CS2) sealed cracks less than 1/8 inches (transverse, longitudinal).

(CS1=1010, CS2=28, CS3=6, CS4=0)

\*\* Through hole was repaired\*\*

810	CONC WEAR SURF-CRACKING SEALING	06-06-2023	250 LF	0	250	0	0
		06-16-2021	250 LF	0	250	0	0

Notes: Concrete cracks reported; Wear surface and Approach Sidewalks (report in LF); moderate and wide cracks, sealed and unsealed.

[2023] The Wearing Surface had 250 LF of (CS2) cracks sealed effectively.

(CS1=0, CS2=250, CS3=0, CS4=0)

330	METAL BRIDGE RAILING	06-06-2023	335 LF	0	120	211	4
		06-16-2021	335 LF	0	31	300	4

Notes: Bridge Rail Code #NN (New 1960); Chain link fence enclosure (8 FT), 145 LF.  
Bridge Rail Code #NN (New 1960); East and West ornamental metal rail on stairs (4 FT), 95 LF each = 190 LF, 335 LF Total.

[2023] The chain link fence enclosure had 3 LF of (CS3) repair recommended holes in chain link, SE corner and North.  
93 LF of (CS3) flaking rust,  
4 LF of (CS4) failed connection posts rusted through, and  
45 LF of (CS2) mitigated distortion chain link distorted.  
The ornamental metal rail had 114 LF of (CS3) flaking rust,  
75 LF of (CS2) freckled rust,  
1 LF of (CS3) missing bolts.  
(CS1=0, CS2=120, CS3=211, CS4=4)

[2023] PA Response: The CS4 element quantity noted during the recent inspection was reviewed by the Program Administrator and currently does not impact the bridge's structural integrity. Continue to monitor CS element status. Additional; Add this element to the bridge maintenance items.

515	STEEL PROTECTIVE COATING	06-06-2023	1,920 SF	0	0	700	1,220
		06-16-2021	1,920 SF	0	0	992	928

Notes: Protective coating system (new 1960); Galvanized topcoat and primer, 8 FT x 145 LF = 1,160 SF.  
Protective coating system (new 1960); Galvanized topcoat and primer, 4 FT x 95 LF = 380 SF each, 760 SF total.

[2023] The chain link fence enclosure had 1160 SF of (CS4) failure of paint system which caused the steel to be exposed.  
ornamental metal rail had 700 SF of (CS3) moderate paint deterioration,  
60 SF of (CS4) failure of paint system which caused the steel to be exposed.  
(CS1=0, CS2=0, CS3=700, CS4=1220)

[2023] PA Response: The CS4 element quantity noted during the recent inspection was reviewed by the Program Administrator and currently does not impact the bridge's structural integrity. Continue to monitor condition state element status.

107	STEEL GIRDER OR BEAM	06-06-2023	486 LF	0	124	362	0
		06-16-2021	486 LF	0	124	362	0

Notes: Two, Continuous span rolled steel beams with welded cover plates (24" deep, new 1960); 486 LF.  
Spans inventoried from the West; Beams and Bearings numbered from the South.

[2023] Spans had 123 LF of (CS2) freckled rust,  
362 LF of (CS3) flaking rust.  
Span 2 Beam(s) 1 had 1 LF of (CS2) mitigated distortion vertical bend over right lane.  
(CS1=0, CS2=124, CS3=362, CS4=0)

\*\*Element has limited access, ground inspection using binoculars\*\*

515	STEEL PROTECTIVE COATING	06-06-2023	3,590 SF	0	2,980	71	539
		06-16-2021	3,590 SF	0	2,980	71	539

Notes: Protective coating system; Urethane topcoat with (non-3309) Organic Zinc primer (new 1999); 3,590 SF.

[2023] Paint System had 2980 SF of (CS2) minor paint deterioration, chalking, or fading of finish coat,  
71 SF of (CS3) moderate paint deterioration but prime coat remained intact, and  
539 SF of (CS4) failure of system with steel exposed.  
(CS1=0, CS2=2980, CS3=71, CS4=539)

[2023] PA Response: The CS4 element quantity noted during the recent inspection was reviewed by the Program Administrator and currently does not impact the bridge's structural integrity. Continue to monitor condition state element status.

152	STEEL FLOORBEAM	06-06-2023	504 LF	0	0	504	0
		06-16-2021	504 LF	0	0	504	0

Notes: 84, Steel Floor-beams (new 1960); 6 LF each, 504 LF, span 1 and span 4 (stair cross members).  
Spans and Floor-beams inventoried from the West; Beams and Bearings numbered from the South.

[2023] Spans had 1 LF of (CS4) immediate repair required broken weld where floor beam connects to beam on west stairs near middle landing. Stairway has a lot of movement in it.  
503 LF of (CS3) flaking rust.  
(CS1=0, CS2=0, CS3=503, CS4=1)

[2023] PA Response: The Eden Prairie bridge maintenance crew has repaired the welds at the West stairway. Quantity moved to CS3 due to surrounding flaking rust.  
Continue to monitor this area for broken welds during future routine inspections.

New Total: (CS1=0, CS2=0, CS3=504, CS4=0)

515 STEEL PROTECTIVE COATING	06-06-2023	100 SF	0	0	16	84
	06-16-2021	100 SF	0	0	16	84

Notes: Protective coating system; Urethane top coat with 3309 Organic Zinc primer (new 2002); 100 SF.  
 [2023] Paint System had 16 SF of (CS3) moderate deterioration, but prime coat remained intact, and  
 84 SF of (CS4) failure of system with steel exposed.  
 (CS1=0, CS2=0, CS3=16, CS4=84)

[2023] PA Response: The CS4 element quantity noted during the recent inspection was reviewed by the Program Administrator and currently does not impact the bridge's structural integrity. Continue to monitor condition state element status.

205 REINFORCED CONCRETE COLUMN	06-06-2023	3 EA	2	1	0	0
	06-16-2021	3 EA	2	1	0	0

Notes: 3 Piers with 1 Column each (new 1960). Spans inventoried from the West; Beams and Bearings numbered from the South.

[2023] Pier 1 Column had (CS2) isolated delamination with minor rust staining.  
 Condition State rating changed to more closely meet current standards (delaminated area was 3 SF).  
 Pier 2 Column had no deficiencies at time of inspection.  
 Pier 3 Column had no deficiencies at time of inspection.  
 (Total Delam Area =3 SF)  
 (CS1=2, CS2=1, CS3=0, CS4=0)

215 REINFORCED CONCRETE ABUTMENT	06-06-2023	18 LF	17	0	1	0
	06-16-2021	18 LF	17	0	1	0

Notes: West and East (buried) Abutments (new 1960); 9 LF each, 18 LF total, bottom of stairs.  
 [2023] West Abutment had 1 LF of (CS3) spall with more than 6" diameter (spall area was 1 SF).  
 East Abutment was underground, unable to inspect.  
 (Total Spall Area =1 SF)  
 (CS1=17, CS2=0, CS3=1, CS4=0)

234 REINFORCED CONCRETE PIER CAP	06-06-2023	21 LF	12	8	1	0
	06-16-2021	21 LF	13	8	0	0

Notes: 3 Pier Caps (new 1960); 7 LF each, 21 LF total. Spans inventoried from the West; Beams and Bearings numbered from the South.

[2023] Pier 1 had 2 LF of (CS2) minor rust stains from rebar chairs.  
 2 had no deficiencies at time of inspection.  
 3 had 6 LF of (CS2) sound repair,  
 1 LF of (CS3) loose delamination (delaminated area was 0.5 SF).  
 (Total Delam Area =0.5 SF)  
 (CS1=12, CS2=8, CS3=1, CS4=0)

311 EXPANSION BEARING	06-06-2023	8 EA	0	0	8	0
	06-16-2021	8 EA	0	0	8	0

Notes: East and West abutments have 2 Bearings each.

Pier 1 has 2 Bearings.  
 Pier 3 has 2 Bearings.  
 (New 1960); 8 Expansion Bearings Total.  
 Spans inventoried from the West; Beams and Bearings numbered from the South.  
 [2023] West Abutment Bearings had 2 bearings with (CS3) flaking rust with pack rust and section loss.  
 Pier 1 Bearings had 2 bearings with (CS3) flaking rust with pack rust and section loss.  
 Pier 3 Bearings had 2 bearings with (CS3) flaking rust with pack rust and section loss.  
 East Abutment Bearings had 2 bearings with (CS3) flaking rust with pack rust and section loss.  
 (CS1=0, CS2=0, CS3=8, CS4=0)

\*\*Element has limited access, ground inspection using binoculars\*\*

313 FIXED BEARING	06-06-2023	6 EA	0	0	6	0
	06-16-2021	6 EA	0	0	6	0

Notes: Pier 1 (Stairs) has 2 Bearings.

Pier 2 has 2 Bearings.  
 Pier 3 (Stairs) has 2 Bearings.  
 (New 1960); 6 Fixed Bearings Total.  
 Spans inventoried from the West; Beams and Bearings numbered from the South.  
 [2023] Pier 1 (stairs) Bearings had 2 bearings with (CS3) flaking rust with pack rust and section loss.  
 Pier 2 Bearings had 2 bearings with (CS3) flaking rust with pack rust and section loss.  
 Pier 3 (stairs) Bearings had 2 bearings with (CS3) flaking rust with pack rust and section loss.  
 (CS1=0, CS2=0, CS3=6, CS4=0)

\*\*Element has limited access, ground inspection using binoculars\*\*

855	SECONDARY MEMBERS (SUPER)	06-06-2023	1 EA	0	0	1	0
		06-16-2021	1 EA	0	0	1	0
	Notes: Steel diaphragms (transverse and cross bracing). [2023] The Steel Diaphragm had (CS3) flaking rust with pack rust and section loss. Bracing had (CS3) flaking rust with pack rust and section loss. (CS3)						
856	SECONDARY MEMBERS (SUB)	06-06-2023	1 EA	0	0	1	0
		06-16-2021	1 EA	0	1	0	0
	Notes: Crash Strut at Pier 2. [2023] The crash strut had (CS3) significant spalls. (CS3)						
880	IMPACT DAMAGE	06-06-2023	1 EA	0	0	1	0
		06-16-2021	1 EA	0	0	1	0
	Notes: Monitor Primary Superstructure (beams) for Impact Damage, Span 2, Beam #1 (first reported 1979). [2019] Steel beam had 1 LF of (CS3) bottom flange bent out of plane but remained intact. Impact damage SB over right lane on bottom flange bent up 1" vertically (1 LF). [2023] Members bent out of plane but remain intact. Span 2; Beam 1 had 1 LF of bent member vertical over right lane. (CS3)						
881	STEEL SECTION LOSS	06-06-2023	1 EA	0	1	0	0
		06-16-2021	1 EA	0	1	0	0
	Notes: Monitor Primary Steel Superstructure Elements (beams, floor-beams) for section loss. [2023] Beams had 365 LF of 2% to 5% section loss in tension member. (CS2) Floor-beams had 504 LF of 2% to 5% section loss in tension member. (CS2)						
882	STEEL CRACKING	06-06-2023	1 EA	1	0	0	0
		06-16-2021	1 EA	1	0	0	0
	Notes: Steel Fatigue Detail Ranking for this structure is 1. Check BSIPM section D.7.10 and SIA - One Column. Monitor, Partial Length Cover Plates for deficiencies. [2023] Partial Length Cover Plate detail ranking for this structure is 1, fatigue prone details are present on primary steel superstructure elements (no cracks are present). (CS1) **Element has limited access, ground inspection using binoculars**						
883	CONCRETE SHEAR CRACKING	06-06-2023	1 EA	1	0	0	0
		06-16-2021	1 EA	1	0	0	0
	Notes: Monitor the concrete pier caps for shear cracking (new 1960). [2023] Pier caps had no shear cracks at time of inspection. (CS1)						
891	OTHER BRIDGE SIGNING	06-06-2023	1 EA	1	0	0	0
		06-16-2021	1 EA	1	0	0	0
	Notes: Required Signing; Horizontal Clearance Object Type III markers at guardrail ends. [2023] Type III Object Marker, required signing was properly installed. (CS1)						
892	SLOPES & SLOPE PROTECTION	06-06-2023	1 EA	1	0	0	0
		06-16-2021	1 EA	1	0	0	0
	Notes: West and East grass slopes. [2023] The West Slope had a (CS1) minor deterioration minor erosion. East Slope had a (CS1) minor deterioration minor erosion. (CS1)						
894	DECK & APPROACH DRAINAGE	06-06-2023	1 EA	1	0	0	0
		06-16-2021	1 EA	1	0	0	0
	Notes: Trail (gravity) drainage system. [2023] Drainage system is in good condition and functioning as intended. (CS1)						
895	SIDEWALK, CURB, & MEDIAN	06-06-2023	1 EA	1	0	0	0
		06-16-2021	1 EA	1	0	0	0
	Notes: West and East approach sidewalks. [2023] West Sidewalk had no deficiencies at time of inspection. (CS1) East Sidewalk had no deficiencies at time of inspection. (CS1)						
899	MISCELLANEOUS ITEMS	06-06-2023	1 EA	0	0	1	0
		06-16-2021	1 EA	0	1	0	0
	Notes: Element can be used to address general maintenance issues (tree trimming, graffiti, lighting or utilities etc.); RTMC camera boxes above SB lanes. [2023] Miscellaneous Items rated (CS2) for moderate damage camera boxes from impact and corrosion. (CS2) for moderate damage to conduits due to surface corrosion. (CS2) for tree trimming needed.						

(CS2) for graffiti present.  
 (CS3) for significant deterioration both stairways have a bike rail, and the connection weld is broken on both of them.  
 (CS3) for significant deterioration metal nosing on stairs is breaking off and creating a safety hazard.  
 (CS3)

900	PROTECTED SPECIES	06-06-2023	1 EA	0	1	0	0
		06-16-2021	1 EA	0	0	1	0
Notes: Monitor structure for evidence of protected species on or under the bridge (birds and bats). [2023] No evidence or protected species nesting or roosting on bridge at time of inspection. (CS2) (CS2)							

General Bridge #9888, Year 2023

Notes: Pedestrian bridge constructed in 1960.

I 35w at 73rd St. has East and West stairway approaches with 4 spans and 3 piers.

[2002] Paint contract.

[2023] Bridge elements have limited access; (piers); #107, #311 & #313.  
 Elements inspected from the ground using binoculars.

[2023] Photos attached. Element identified and inventory per plan.

2002 Inspectors: J Bergmann /R Taylor

2003 Inspectors: M Farrell /D Taylor /J Bergmann

2004 Inspectors: K Fuhrman

2005 Inspectors: J Bergmann /R Lehrke

2006 Inspectors: C Engels /M Evans

2007 Inspectors: K Fuhrman

2008 Inspectors: T Villar

2009 Inspectors: T Villar

2010 Inspectors: T Villar

2011 Inspectors: J Knevel

2013 Inspectors: J Lundeen /R Huerta

2015 Inspectors: R Ellinghuysen

2017 Inspectors: M Koffski/ H Johnson

2019 Inspectors: B Dumbeck/ R Middlestead

2021 Inspectors: B Dumbeck/ L Eshetu

2023 Inspectors: J Slipy / D Murphy

Deck: [6] [2023] NBI #58 Rating has been reviewed and confirmed (#6); Deck and Wear Surface had minor (or isolated) deterioration.

Deck had minor cracking with rust, sound repairs, water saturation, and spall (with corrosion).

Wear Surface had minor cracks, spall and delamination.

Brdg [N] [2023] Not applicable or a safety feature is not required.

Railings:

Transitions: [N] [2023] Not applicable or a safety feature is not required.

Appr [N] [2023] Not applicable or a safety feature is not required.

Guardraill:

Appr Guardrail [N] [2023] Not applicable or a safety feature is not required.

Terminal :

Superstructure: [6] [2023] NBI #59 Rating has been reviewed and confirmed (#6); Superstructure had minor to moderate deterioration.

Beams had moderate corrosion with section loss and impact damage (slight distortions).

Bearings had moderate corrosion with minor section loss.

Substructure: [7] [2023] NBI #60 Rating has been reviewed and confirmed (#6); Substructure had minor to moderate deterioration.

Abutments had isolated spall.

Pier Caps had minor rust stain and sound repairs.

Columns had isolated delamination and minor rust stain.

Appr Roadway [N] [2023] NBI alignment rating not required, Pedestrian Bridge.

Alignment:





## RESOLUTION NO. 12142

### RESOLUTION OF SUPPORT FOR 73RD ST TRAIL AND BRIDGE REGIONAL SOLICITATION APPLICATION

**WHEREAS**, the Metropolitan Council's regional solicitation is a competitive federal funding allocation process available to local governments in the Twin Cities region; and

**WHEREAS**, the regional solicitation's Multiuse Trails and Bicycle Facilities category's purpose is to fund projects that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety, reducing or eliminating user barriers, and improving the Regional Bicycle Transportation Network; and

**WHEREAS**, the existing pedestrian bridge on 73rd St over I-35W does not have ramps and is not ADA accessible; and

**WHEREAS**, there is a pedestrian and bicycle gap on 73rd St from I-35W to Lyndale Ave; and

**WHEREAS**, Richfield Middle School and Richfield High school are both within a half mile of the project corridor; and

**WHEREAS**, the bridge's lack of accessibility was identified in the 2009 Safe Routes to School Comprehensive Plan in collaboration with Richfield Public Schools; and

**WHEREAS**, the gap on 73rd St was identified in the 2012 Bicycle Master Plan and the 2018 Pedestrian Master Plan; and

**WHEREAS**, 10% and 12% of students from the Middle and High Schools respectively are within the walk zone of their school but are separated by I-35W; and

**WHEREAS**, an average of 13% and 14% of students from the Middle and High Schools respectively walk or bike to school; and

**WHEREAS**, closing the 73rd St pedestrian and bicycle gap and improving the bridge's accessibility will increase the safety and improve the experience of students traveling to and from schools and community members traveling in their neighborhood; and

**WHEREAS**, a 20% local government match funding is required if the project is selected; and

**WHEREAS**, if the above project is selected, construction is tentatively scheduled for 2029; and

**WHEREAS**, the City of Richfield invests in infrastructure to best serve today's and tomorrow's residents, businesses, and visitors; and

**WHEREAS**, the City of Richfield ensures that City services are accessible to people of all races, ethnicities, incomes, and abilities.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Richfield supports Public Works' 2023 regional solicitation application for the 73rd St trail and bridge project.

Adopted by the City Council of the City of Richfield, Minnesota this 14th day of November, 2023.

*Mary B. Supple*

---

Mary Supple, Mayor

ATTEST:



---

Dustin Leslie, City Clerk



## Public Works Department

December 6, 2023

**MAYOR**

MARY SUPPLE

**CITY COUNCIL**

SHARON CHRISTENSEN

SEAN HAYFORD OLEARY

SIMON TRAUTMANN

BEN WHALEN

**CITY MANAGER**

KATIE RODRIGUEZ

Metropolitan Council  
Regional Solicitation Scoring Committee

To whom it may concern,

The City of Richfield Public Works department acknowledges the Engineering division is applying for a Metropolitan Council regional solicitation grant to fund construction of new trail connections along 73rd St from Lyndale Ave S to Humboldt Ave S, including construction of a new accessible pedestrian bridge over I-35W under the "Multiuse Trails and Bicycle Facilities" category. This project includes a new pedestrian bridge, bridge ramps, ADA ramps, and pedestrian and bike infrastructure.

Public Works supports this application as it provides a more accessible and comfortable crossing of I-35W, a major barrier in the city. The city and school board also support this application as seen through the attached City Council and School Board resolutions of support.

Public Works commits to operate and maintain these facilities such that they are usable for all transportation modes in all seasons for their full design life. This is consistent with the city's Snow Removal and Ice Control Policy dated 11/29/23 and attached to the application.

We hope that this application is awarded for tentative construction in 2028/2029. Improving and filling this gap will fulfill years of planning through the Safe Routes to School Comprehensive Plan (2009), Bike Master Plan (2012), Pedestrian Master Plan (2018), and Active Transportation Plan (draft, to be approved in 2024).

Respectfully,

Kristin Asher  
Public Works Director

**Steven Unowsky, Superintendent**

December 4, 2023

Matt Hardegger, PE  
Transportation Engineer  
City of Richfield

**RE: Richfield 73rd Street Bridge and Trail Connections  
2024 Metropolitan Council Regional Solicitation Application**

Dear Mr. Hardegger,

Richfield Public Schools supports the City of Richfield's application for Regional Solicitation funds for the 73rd St Bridge and Trail Connections project. This project will:

- Construct a new accessible pedestrian bridge over I-35W, a major highway barrier
- Provide trail connections along 73rd St and Humboldt Ave S to improve access to the new bridge
- Include boulevard space, buffering people walking and biking from motor vehicle traffic
- Enable easier and safer nonmotorized access to nearby schools, parks, and a regional trail
- Serve students of the nearby middle and high schools, transit users (including METRO Orange Line and future Lyndale/Johnson BRT), and nearby residents.

Richfield Middle School (six blocks west of the project area along 75th St W) enrolls 74 percent students of color. Sixty-eight percent of students qualify for free or reduced-price lunch. Richfield High School (five blocks northeast of the eastern edge of the project area) enrolls 75 percent students of color. Sixty-five percent of students qualify for free or reduced-price lunch. This project would improve a key transportation route between these campuses.

The project was first identified in the 2009 Safe Routes to School (SRTS) Comprehensive Plan. Residents were engaged with Spanish-language outreach, Transportation Commission hearings, and open houses. Engagement has been reinforced by hazard observations and parent surveys in 2008, 2013, 2020, 2021, and 2022. Hazard observations, travel tallies, and qualitative data from parent surveys encouraged the prioritization of this project. Caregivers of students consistently reiterate concerns about vehicle speeds and volumes as well as intersection safety and pedestrian crossings in the project area via direct feedback to school staff.

This project represents a major opportunity to provide safer transportation for our students and overcome a major barrier in the City of Richfield. Richfield Public Schools respectfully requests your consideration of the 73rd Street Bridge and Trail Connections project for Regional Solicitation funds.

Sincerely,

  
Steven Unowsky, Superintendent



**Public Works Department  
City of Richfield**



Date: April 3, 2019

Subject: Public Engagement Policy for Street Projects

### **Policy Purpose & Overview**

This policy is intended to formalize the public engagement process the City of Richfield utilizes to gather feedback and identify concerns held by stakeholders in the development and design of street construction projects. The bulk of public engagement occurs in the preliminary design phase during a project’s “concept development.” In the final design and construction phase of a project, public engagement is tailored to the adjacent property owners to review specific details related to their property. Throughout the preliminary and final design process and through project construction, staff maintains an informal openness to all project stakeholders and will correspond with and meet residents in person to discuss and talk through any concerns or questions arising from a project. All large-scale transportation projects in Richfield follow this general linear process ([attachment #1](#)).

### **The Big Picture: Richfield’s Guiding Documents**

The City of Richfield relies on a set of guiding documents ([attachment #2](#)) to help shape the design of street reconstruction projects. The City of Richfield’s [Complete Streets Policy](#) states in part:

*“Early and frequent public engagement/involvement will be important to the success of this Policy. Those planning and designing street projects must give due consideration to the community values, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).”*

In addition to the Complete Streets Policy, staff utilizes [Guiding Principles](#), the [Bicycle Master Plan](#), the [Pedestrian Master Plan](#), and the [Parks Master Plan](#) to guide the design process from start to finish.

### **Project Evolution & Public Engagement**

- 1. Capital Improvement Plan – Project Identification**
- 2. Public Notification & Project Promotion**
- 3. Phase 1: Preliminary Design (Concept Development)**
  - a. Transportation Commission**
  - b. Open House #1**
    - ✓ Virtual Open House
    - ✓ Transportation Commission
  - c. Open House #2**
    - ✓ Virtual Open House
    - ✓ Transportation Commission
    - ✓ City Council Work Session if Needed



- d. **Open House #3**
  - ✓Virtual Open House
  - ✓Transportation Commission
  - ✓City Council Work Session if Needed
- e. **Meetings with Adjacent Property Owners with Physical Property Impacts**
- f. **Open House #4**
  - ✓Virtual Open House
  - ✓City Council Work Session to Review Preferred Alternative Design
  - ✓Transportation Commission Recommendation to Council
- g. **City Council Consideration of Preliminary Design Approval**
- 4. **Phase 2: Final Design Process**
  - a. **Meetings with Adjacent Property Owners**
  - b. **Final Design Approval**
  - c. **Advertisement for Bid**
  - d. **Award of Contract**
- 5. **Phase 3: Construction**
  - a. **Project Construction Kick-Off Meeting**
  - b. **Neighborhood Block Meetings**
  - c. **Weekly Project Updates**
  - d. **Individual Meetings**
  - e. **Construction and Project Wrap Up**

## **Capital Improvement Plan – Project Identification**

Future projects are identified in the City’s Capital Improvement Budget and Capital Improvement Plan (CIB/CIP) which is a comprehensive list of major improvements necessary to meet the needs of the community over a five-year period and beyond. The CIB/CIP sets forth the proposed scheduling and details of the specific project by year, estimated cost, sources of funding and a justification or description for each improvement. The CIB/CIP is updated and approved on an annual basis. Street projects generally find their way into the CIB/CIP due to degrading street and infrastructure quality, critical utility replacement needs, and the ability of the City to complete a project in conjunction with county, state, and private reconstruction initiatives.

## **Public Notification & Project Promotion**

For many projects, the public notification and engagement process will begin as far out as two years before any ground is broken, depending on the size and scope of the project. City staff work diligently to make sure the public is aware of upcoming projects, public engagement opportunities and public meetings related to the development of these projects. Residents and business owners are notified of upcoming projects and the opportunities to participate in their design through a variety of means, including but not limited to postcard mailers, flyers, newspaper advertisements, social media postings, website updates, emails and boulevard signage near the project sites.

## **Phase I: Preliminary Design (Concept Development)**

## Transportation Commission

The City Council, in recognition of the importance that transportation planning has on the overall development of the City of Richfield, created a Transportation Commission in April 2005 to advise the Council on a variety of transportation issues and to encourage citizen involvement in the City's decision-making process on transportation. The Council has tasked the commission with reviewing proposed improvements to street infrastructure, engaging the project stakeholders and ultimately providing recommendations for Council consideration. At its core, the Commission serves as the conduit for community and business perspectives to supplement the technical and regulatory characteristics and needs of a project. The Commission itself is made up of Richfield residents, business owners, youth appointees and liaisons from City Council and other City commissions. The public at-large also has an opportunity at Transportation Commission meetings to participate, provide feedback and ask questions regarding proposed project designs.

The Commission is a unique and powerful body in the City of Richfield, and no transportation project plans or designs will receive a recommendation for approval by City Council without thorough vetting and endorsement by the community-focused Commission. Throughout the preliminary design process, the Transportation Commission plays a critical role in the development of a project from the initial technical analysis to their recommendation to council. Following each open house (detailed below), the Commission considers the input received and directs staff and refines the evolving design.

## Open Houses

City and project staff utilize a series of "open houses" to infuse community input into the comprehensive problem statement, engage the public, and shape the preliminary design of a project, which will ultimately be presented to the City Council for approval at the end of the public engagement process. Generally speaking, there are three to four open houses in the preliminary design process. These open houses consist of both the formal hosted event and a "virtual open house" following each event (detailed later). The same general process is adhered to when preparing for and promoting each open house ([attachment #3](#)).

**Open House #1.** At the initial open house no future design is presented, instead, residents and business owners are invited to learn about the purpose and scope of a project and provide input on existing issues to be addressed during the design process. Through comment cards and discussions with residents, staff identifies the problems and concerns residents have with the existing conditions (vehicle speeds are too high, pedestrians feel unsafe, etc.).

**Open House #2.** At the second open house, the dominant themes that were identified in the feedback received from the initial open house will be presented to those in attendance as a "comprehensive problem statement." At this open house, the public is asked to confirm what project staff believe has been expressed through the initial open house. Staff will detail a variety of design "tools" that can be incorporated into the project to attempt to remedy the identified problems. Through the use of display boards and other visual aids, staff will detail the pros and cons of the various tools that are being considered to address the problem, and attendees will have the opportunity to provide their opinions and comments. No proposed layout or design is presented as this is still a discovery open house and input is being sought by staff regarding what works and what doesn't work with the existing conditions.

**Open House #3.** At the third open house, staff will use the feedback received in the first two open houses to propose to stakeholders a variety of layout concepts along different segments of the project that incorporate the favored design tools identified at open house #2 by residents through the participant feedback forms. Residents are asked through a detailed survey of their opinions about the

design options being offered, if the community problem statement is accurate, and if the concerns raised in previous open houses have been captured. The purpose of this open house is to review what has been done to date to respond to community feedback, present supporting technical analysis and provide input on potential design concepts for the corridor and for key intersections. This process will continue until a balanced design is developed that is acceptable to the public, meets the project goals identified in the comprehensive problem statement, and satisfies regulatory requirements (ADA, etc.) is developed.

**Open House #4.** At the final open house staff will present the proposed final layout and solicit feedback from stakeholders and the community. The purpose of this open house is to provide the public an opportunity to review and comment on the preferred alternative for the corridor, prior to final review and recommendation from the Transportation Commission to the City Council for formal approval. Prior to the preliminary design appearing before the Council for approval, a special work session is often held where the City Council will learn about the “preferred alternative design” that the public engagement process has achieved.

**Virtual Open Houses.** For those that are unable to attend an open house, staff will create a “virtual” open house on the City’s website for the full week following each open house ([attachment #4](#)). The same materials and information displays are presented electronically for the public to view, and an electronic version of the comment card/survey is available for individuals to fill out. Community members are also given contact information to personally reach out to staff to discuss elements of the project. Many stakeholders choose to view the open house materials and then reach out directly to staff via phone or email to make their voices heard as well.

**Comment Cards, Participant Feedback & Open House Summaries.** Comment cards/surveys are made available to residents at all open houses that contain specific questions related to the project design allowing residents to share their thoughts regarding the question or topic at hand. Following the conclusion of each open house, staff will summarize the findings and results from resident surveys and present them to the Transportation Commission for comment, discussion, and direction at the next regular meeting ([attachment #5](#)). A corresponding City Council memo is prepared and distributed to council members and an open house summary is posted to the [project website](#) following the conclusion of each open house for residents and interested parties to review.

## **Adjacent Property Owners with Physical Property Impacts**

Property owners along a project route that would see physical property impacts meet one-on-one with project staff in the preliminary design process to discuss the various design scenarios and concepts and the possible implications for their property. This collaboration results in design concepts that satisfy the project needs and the individual property owner. Property owners directly impacted by a project are consulted with in this preliminary design phase because their buy-in is needed and can directly affect what layout is ultimately presented to Council. Property owners that have impacts limited to the right-of-way along their property boundaries are contacted during the final design process. If there are substantial impacts to private property in the right-of-way (e.g., a fence or retaining wall), project staff will notify the property owner in the preliminary design process to discuss the impacts.

## **Transportation Commission Preliminary Design Recommendation to Council**

In concluding the preliminary design and general public engagement process, the Transportation Commission will formally make a recommendation to City Council for the approval of the preliminary design layout for a project. Adoption of the preliminary design occurs at a regularly scheduled City Council meeting and the public has an opportunity to voice objections or support for a project’s design

following a brief presentation by project staff to the body. If the preliminary design is approved by City Council, staff and the engineering firm leading the project will move right into the final design process.

## **Phase II: Final Design**

The final design process commences immediately following preliminary design approval by City Council. While much of this phase is highly technical engineering work, design team staff continues to meet with residents and stakeholders along the project corridor that will see impacts in the City right-of-way along their property lines.

### **Meetings with Individual Property Owners**

Staff will meet one-on-one with adjacent property owners that will have impacts to the City right-of-way that adjoins their private property. These discussions generally focus on impacts related to driveway aprons, grading, sidewalks, paths, plants, hedges, trees, fencing, berms, and retaining walls abutting the private property. Project staff work diligently to ensure a solution for each property owner is reached that best serves the project design and the property owner's wishes.

**Private Property in the Right-of-Way.** Individuals with personal property in the City right-of-way are governed by [Richfield Municipal Code Section 811.07](#), which states in part that property owners must have a permit for private property in the City right-of-way, that the City reserves the right to revoke any permit at any time and for any reason. If the permit is revoked, the property owner has 60 days to remove the private encroachment at their own expense. Despite the plain language of the Ordinance, project staff almost always are able to resolve problems with private encroachments at minimal or no cost to the property owner or the project itself.

To reiterate, during the preliminary design the City focuses efforts on public outreach and making contact with those that will have direct property impacts or major impacts to private property located in the right-of-way as part of the design being proposed. It is in the final design process that project staff touches base with all adjacent property owners regarding what to expect along the boulevard and any private encroachments that will need to be moved, modified, or removed entirely.

### **Final Design Approval, Advertisement for Bid, and Award of Contract**

Following conclusion of the final design process and approval of the project's final design by City Council, project staff will advertise for sealed bids in compliance with Minnesota's Uniform Municipal Contracting Law ([Minnesota Statutes, §471.345](#)). In the bid solicitation process there is no public engagement, but the formal bid opening is a public meeting and the City Council is tasked with awarding the bid to the winning contractor at a regular City Council meeting.

## **Phase III: Construction**

### **Kick-Off to Construction Open House**

All City residents, and especially those along the project corridor, are invited to a construction kick-off meeting where they will meet the contractor and project staff. Project overviews are provided as well as information of what residents can expect with the upcoming construction. Layouts, project plans, and construction timelines are available for residents to view at this meeting and staff is on hand to speak with residents and answer any questions or concerns that residents might have.

### **Neighborhood Block Meetings**

During construction, block meetings are held on-site to keep residents informed of project progress and provide project updates and what residents can expect in front of their home in the upcoming weeks. These meetings provide residents a safe way to talk with the contractor during construction and opportunity to ask project staff or the contractor questions about the project and specific impacts adjacent to their property.

## **Weekly Project Updates**

Throughout the construction season, project staff will send weekly updates and construction recaps to individuals that have subscribed to our mailing lists. City staff produces a weekly video update that is also shared via email and through the City of Richfield and Richfield Sweet Streets Facebook pages. Construction recaps, updates and alerts are posted often to the [Richfield Sweet Streets website](#) and to both the Richfield Sweet Streets Facebook page and the City of Richfield's Facebook page.

## **Individual Meetings**

Throughout the construction phase of a project individual residents or businesses will occasionally raise concerns related to project progress or what they're seeing outside their property or business. Project staff will meet with these residents on-site or wherever is most appropriate to address concerns and do all they can to make the construction process go as smooth as possible.

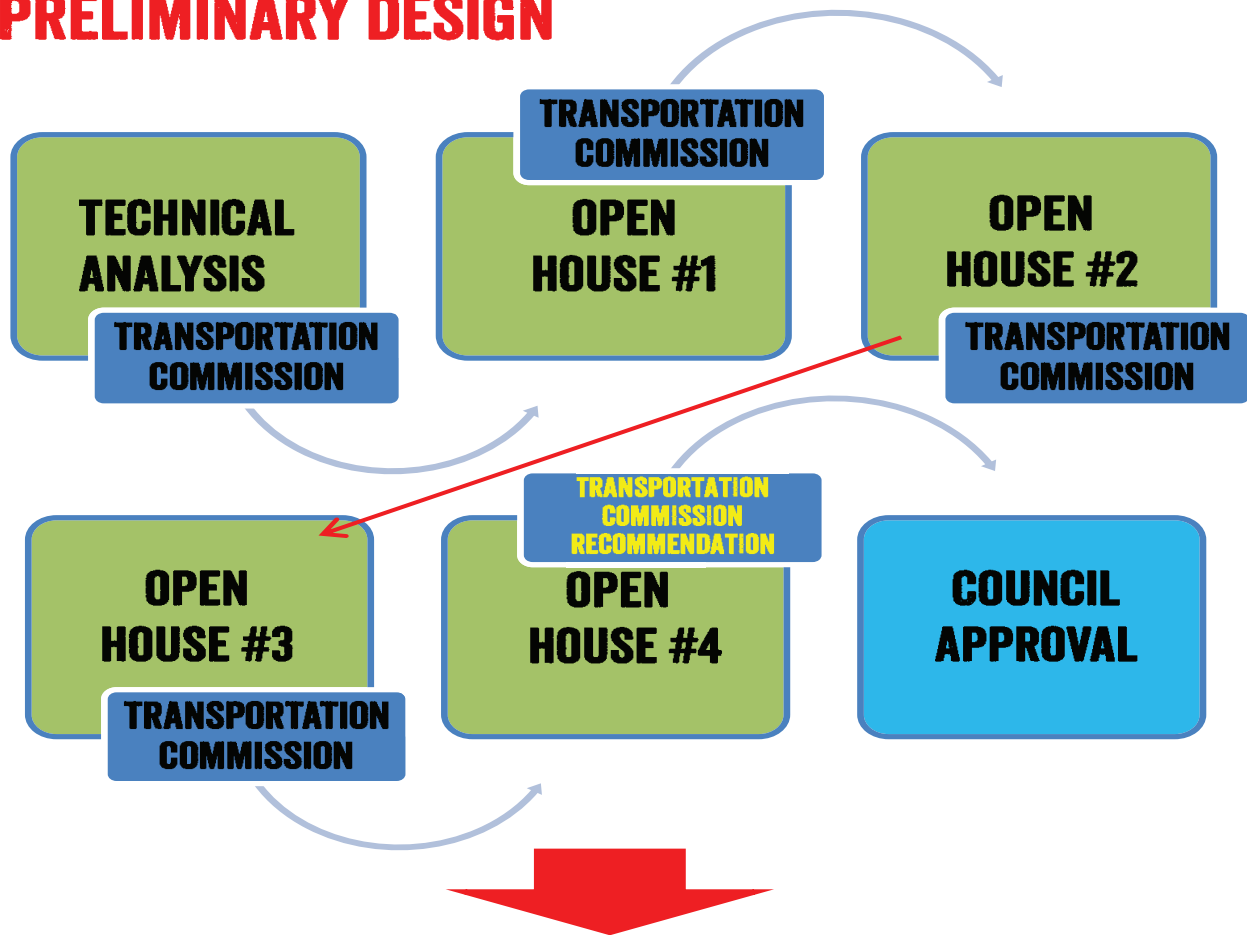
## **Construction Wrap-Up**

The amount of time it takes to carry a project from ground-breaking to 100% completion is highly variable. Staff does their best to forecast to residents when to expect major activity in their neighborhood.

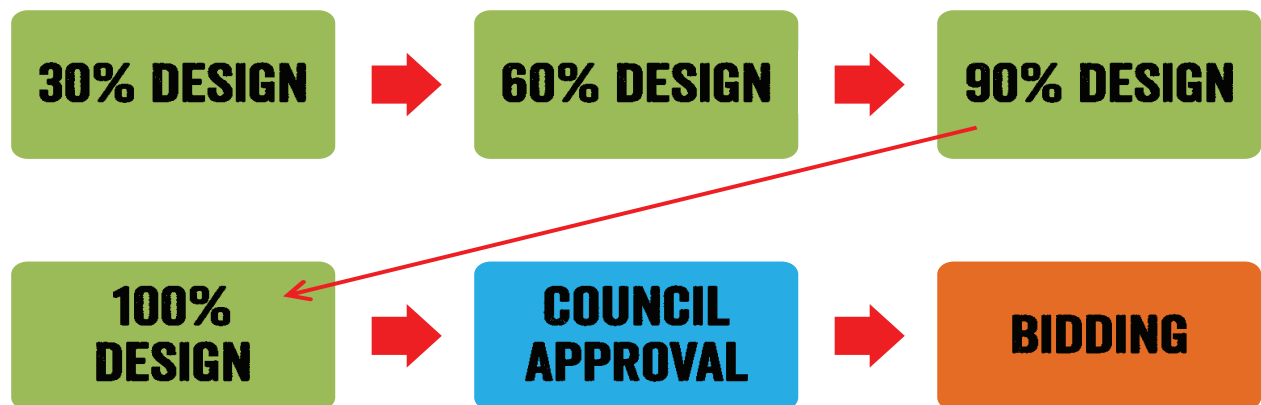
*If you have any questions or comments about the City's public engagement process, please contact City of Richfield Transportation Engineer Jack Broz at (612) 861-9792.*

# PROJECT DEVELOPMENT & PLANNING PROCESS

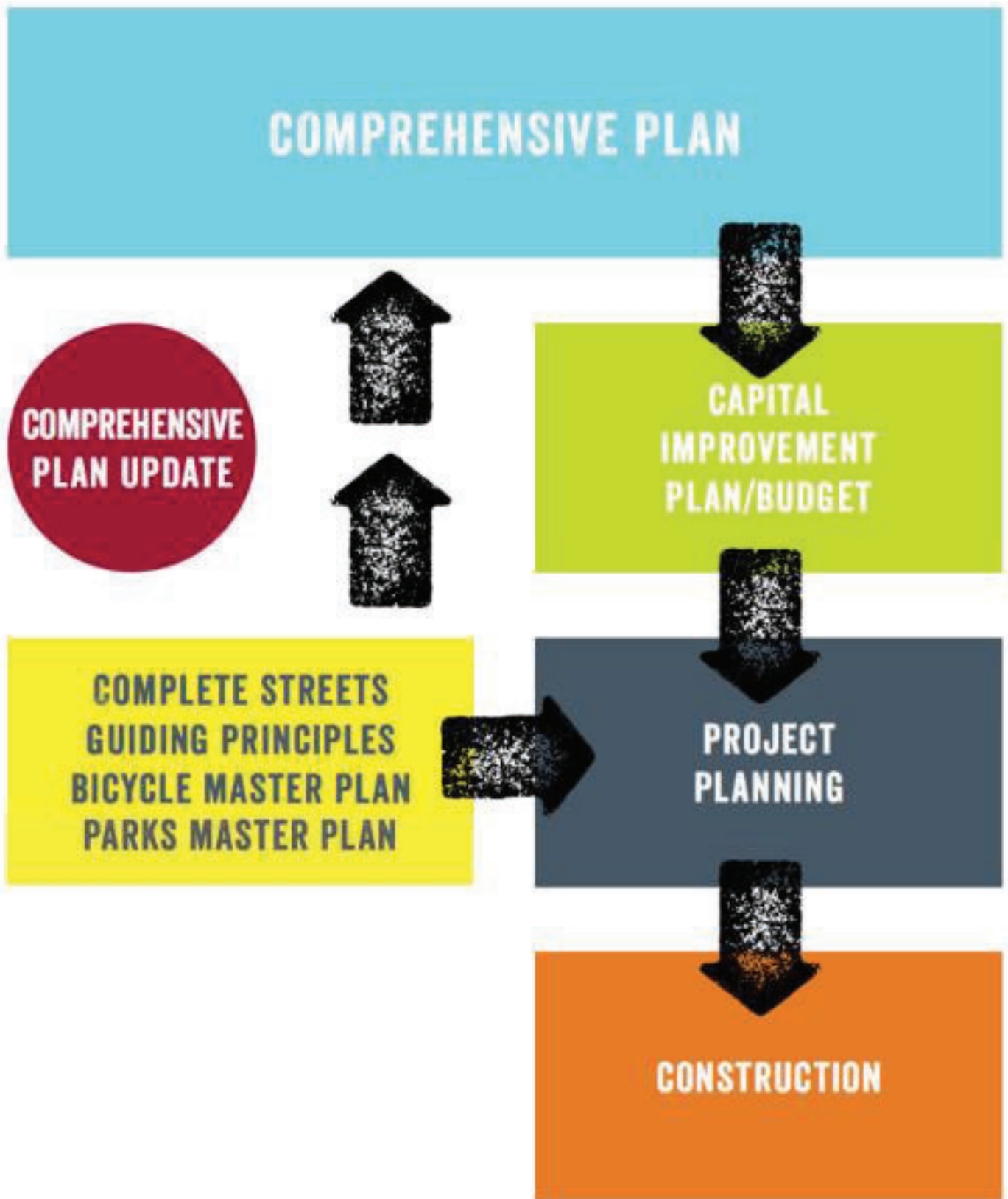
## PRELIMINARY DESIGN

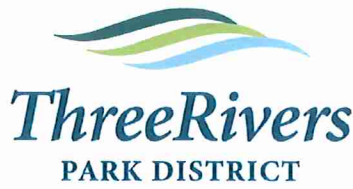


## FINAL DESIGN









Three Rivers  
Park District  
Board of  
Commissioners

December 1, 2023

Marge Beard  
District 1

Matt Hardegger, PE  
Transportation Engineer  
City of Richfield

Jennifer DeJournett  
Vice Chair  
District 2

**RE: Richfield 73rd Street Bridge and Trail Connections  
2024 Metropolitan Council Regional Solicitation Application**

Erin Kolb  
District 3

Dear Mr. Hardegger:

Three Rivers Park District (TRPD) extends its support for Richfield's 2024 Regional Solicitation application for the 73rd Street Bridge and Trail Connections project. This project will:

- Construct a new accessible pedestrian bridge over I-35W, a major highway barrier
- Provide trail connections along 73rd St and Humboldt Ave S to improve access to the new bridge
- Include boulevard space, buffering people walking and biking from motor vehicle traffic
- Enable easier and safer nonmotorized access to nearby schools, parks, and the Nine Mile Creek Regional Trail along W 75<sup>th</sup> St and W 76<sup>th</sup> St
- Serve students of the nearby middle and high schools, transit users (including METRO Orange Line and future Lyndale/Johnson BRT), and nearby residents.

Louise M. Segreto  
District 4

This project supports the following Three Rivers Park District vision and goals:

- Vision: Every person can connect with nature every day.
  - Goal 1: You belong here - We are welcoming and convenient to all people.
  - Goal 2: Parks matter - We are essential to vibrant, healthy and livable communities.
  - Goal 3: Lead by example - We are intentional and innovative in meeting the needs of today while anticipating and protecting the needs of tomorrow.

John Gibbs  
Chair  
District 5

Three Rivers Park District appreciates your efforts to secure funding to improve safety for people traveling to and from TRPD facilities. We will work with the city as plans are developed to ensure that a safe facility is developed for all users. If you have any questions, please contact me at 763-694-7635.

Jan Guenther  
Appointed  
At Large

Sincerely,

Jesse Winkler  
Appointed  
At Large

Boe R. Carlson, Superintendent  
Three Rivers Park District

Boe Carlson  
Superintendent