

Project Narrative – Selected Route and Improvements in Reindahl Park

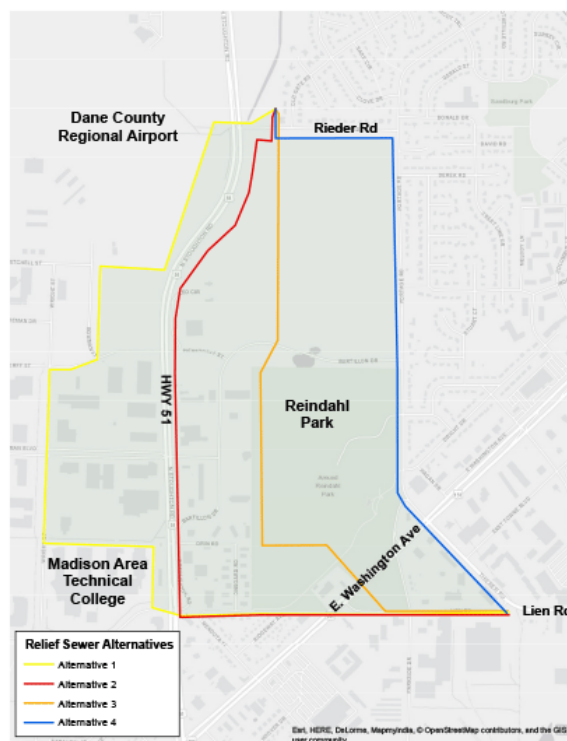
October 18, 2018

Project Background

The new relief sewer will run from the intersection of Lien Road and Thierer Road to the intersection of Highway 51 and Rieder Road. The project is needed to accommodate future flows and increase the resiliency of the system. The existing interceptor sewer is nearing capacity and in 2011, robotic inspection of the 49-year-old existing pipe revealed corrosion of the interior concrete surface. To meet future anticipated growth, a second pipe (called a relief sewer) working in parallel with the existing pipe is required.

Alternatives Analysis

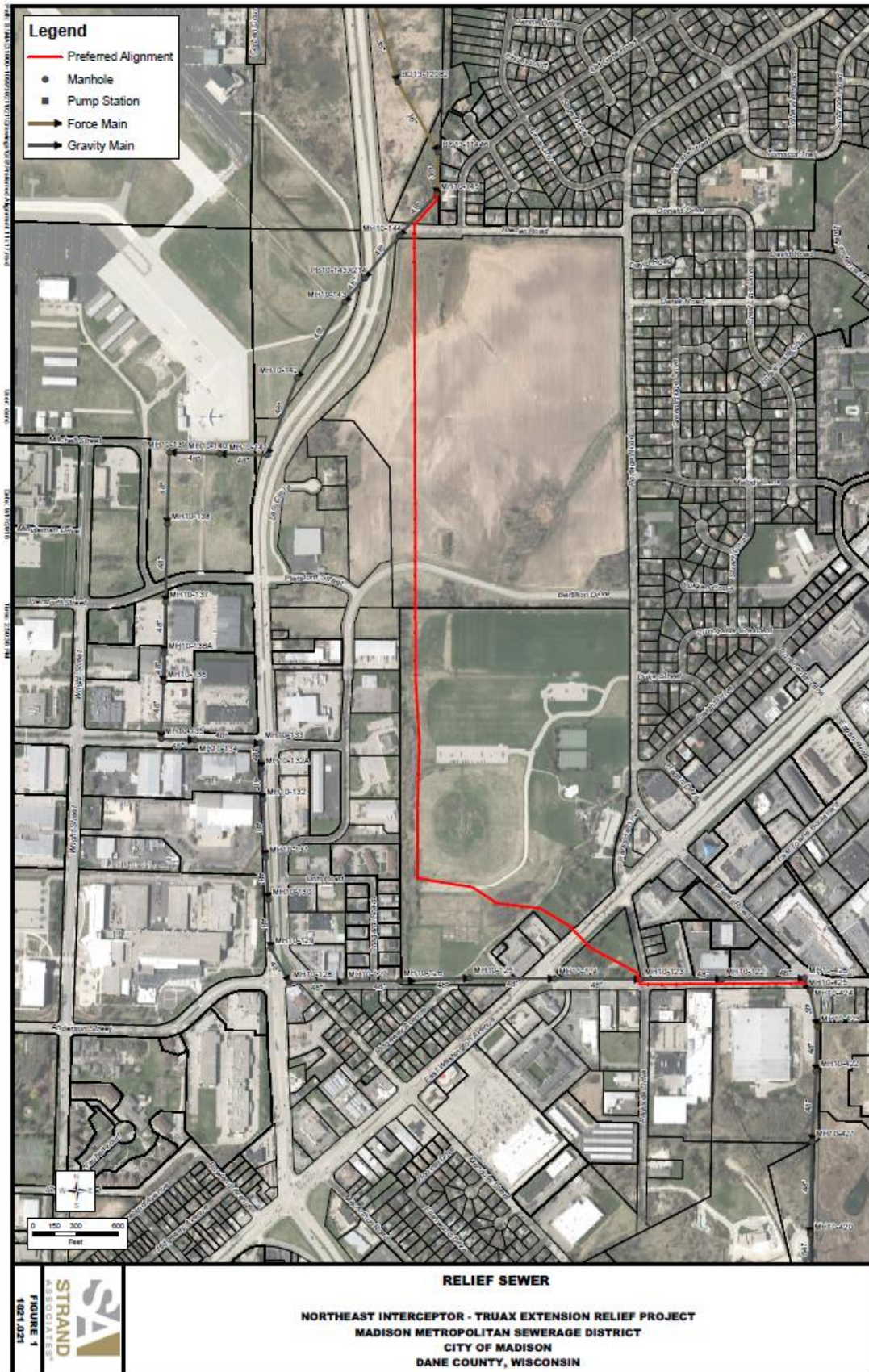
Four different routes, as shown in the adjacent figure, were evaluated and presented to the local neighborhood at the May 30, 2018 public involvement meeting. The project team evaluated numerous considerations for each alternative including depth of sewer, constructability, maintenance access, road crossings, traffic impacts, utility conflicts, and impacts to residents, businesses, and the environment. Results of the alternatives evaluation indicated that the preferred alternative was #3, with all other alternatives having more significant impacts and challenges. Alternative #3 is also anticipated to be the least expensive, thus minimizing financial impact to rate payers.



Route Selection and Design

Once the preferred alternative was identified, MMSD presented it to the City of Madison Parks Board in June 2018 and received approval to proceed with the route through Reindahl Park. MMSD also received support from the Dane County Regional Airport to proceed with design of the interceptor through their runway safety area (farm field south of Rieder Road).

In the summer of 2018, field investigation work included topographic survey, wetland delineation, tree inventory, archeological survey, soil borings and environmental testing. Results of the field work have been incorporated into the design and the route has been refined as shown in the following map.





Construction Impacts to Reindahl Park

Impacts to Reindahl Park will be temporary during construction of the interceptor. Construction in this area is planned for late fall and early winter when the athletic fields are less busy. Impacts will include excavation and backfill of an approximately 30-foot-deep trench to install the pipe. The site will be restored to match existing conditions prior to construction. Topsoil, seed, and mulch restoration will be completed when weather permits. New topsoil will be supplied as needed to supplement existing topsoil. If any portion of the existing parking lots or park roads are disturbed or damaged during construction, they will be replaced.

The interceptor will be installed utilizing trenchless technology at the East Washington crossing. Bore pits will be located on each side of East Washington Avenue in Reindahl Park and Triangle Park. The pit areas will be set back from the sidewalks and roadways to not impact pedestrian or vehicular access on or along East Washington Avenue.

MMSD worked closely with Parks staff on route modifications to avoid high valued trees. A certified arborist evaluated existing trees to determine their condition, species, and protection requirements. Existing trees were avoided wherever possible and the contractor will be required to follow a tree protection plan. Any trees removed will be replaced with new trees per Park's requirements.

MMSD is working with Parks staff to provide improvements to the park as part of this project. A paved path that builds on the Park's planned path is being proposed for the interceptor corridor. The path will act as both a recreational path for the public and also provide periodic access for MMSD to perform maintenance activities.

Easements Needed

Two different types of easements will be required: a permanent utility easement, which will be in effect for perpetuity, and a temporary construction easement, which will expire at the end of construction. It is anticipated the permanent easement will be 50 feet wide and the temporary construction easement will vary along the route but is typically between 180-200 feet wide. The easements are being drafted and coordinated through City of Madison Real Estate and are being reviewed by Parks staff.

Construction Schedule

It is anticipated that the project will advertise for bids in January 2019 and have the following tentative construction schedule:

- June-August 2019: Construction in Lien Road between Thierer and Parkside Drive
- September-October 2019: Construction in Triangle Park and tunneling under East Washington Ave.
- November 2019-January 2020: Construction through Reindahl Park.
- January 2020: Crossing of Bartillon Drive
- January-April 2020: Construction through field.
- April 2020: Crossing of Rieder Road
- April-May 2020: Restoration efforts in Reindahl Park to resume in early spring of 2020. Final restoration of Rieder Road and Bartillon Drive.



Coordination and Outreach

The project has had an extensive coordination and outreach effort. Below is a summary of the existing and future project coordination:

- City of Madison Parks Department and Engineering Staff – April 3, 2018
- Dane County Regional Airport – April 10, 2018
- **Public Involvement Meeting – May 30, 2018**
- City of Madison Parks Board – June 13, 2018
- City of Madison Parks Department Staff – August 2, 2018
- Dane County Regional Airport – September 27, 2018
- Dane County Regional Airport – October 11, 2018
- **Public Information Meeting – October 17, 2018**
- Lien Road and Parkside Drive Business Community Meeting – November 1, 2018
- City of Madison Parks Board – November 7, 2018
- City of Madison Board of Public Works; Noise Variance Hearing – January 9, 2019

As the project gets closer to construction there will be a pre-construction public meeting and additional meetings with the businesses along Lien Road. Project updates will be provided via an email distribution list and information on MMSD's website.