FACT SHEET

INTERCEPTOR 1-MN-341:
The 1-MN-341 project involves rehabilitation of the Metropolitan Council Environmental Services’ (MCES) 96-year-old sanitary sewer line running from Thomas Avenue S. and West Calhoun Parkway, along Wm. Berry Parkway, to Lake Harriet and through Roberts Bird Sanctuary, through the Peace Gardens to King’s Highway and north to 36th Street. The sewer pipes range in diameter from 33 inches on the south side of Lake Calhoun to 39 inches through Roberts Bird Sanctuary and up to 60 inches along King’s Highway. This section of sanitary sewer services more than 30,000 people over multiple cities. It is imperative to the safety of our communities that the work is completed.

There are three phases for this section of interceptor sewer.

**Phase 1** is the area of the sewer upstream (west and north) of the Sanctuary starting from Thomas Avenue S. and West Calhoun Parkway following West Calhoun Parkway then William Berry Parkway and ending at about the west end of the Sanctuary. The temporary wastewater diversion pipes will discharge into a manhole in the Sanctuary, but there will be minimal impact and no anticipated tree loss at this time (Phase 1) in the Sanctuary. Preparatory work will start mid-April and the work of this phase will be substantially completed by approximately August 10, 2014.

**Phase 2** is the area of the sewer downstream (north and east) of the Peace Gardens and Bird Sanctuary. It starts near the area of Rose Way Road and King’s Highway, follows King’s Highway north and turns east on 36th St. W. and ends near Bryant Ave. S. and 36th St. One manhole north of the main Peace Gardens area will be used to temporarily pump wastewater from during this phase. The preparation for this work will begin in mid-July and the work will be substantially completed by September 29, 2014.

**Phase 3** is the area that includes Roberts Bird Sanctuary and the Peace Gardens. This phase will not start before Sept 1, 2014, and will be substantially complete by January 27, 2015. Site restoration will begin as the ground thaws in the spring of 2015.

**HOW ARE SEWER INTERCEPTOR PIPES REHABILITATED?**
For this project, the sewer pipes are rehabilitated using a cured in place pipe (CIPP) liner. This liner is pulled down through one manhole to the next and then cured in place using hot water and pressure. Where lining a large diameter pipe, the manholes have to be completely removed to fit the liner down and into the sewer pipe, and then the manhole is rebuilt after the liner cures. Pulling CIPP liner is a very unobtrusive process compared to excavating a wide, open-cut trench for the entire length of pipe.
REDUCING THE IMPACT ON AREA BIRDS AND WILDLIFE:
Roberts Bird Sanctuary is an important piece of the natural framework within the City of Minneapolis. It is of vital importance that the sewer rehabilitation within our parks is of the lightest touch (i.e. minimize tree, water, animal, and recreational impacts), without sacrificing public safety.

The project will have near-term visual impacts, including tree removals and site grading, during construction. According to a mitigation study written by Certified Wildlife Biologist Larry Gillette, “The sewer-lining project by itself will have very little impact on the wildlife species using Roberts Bird Sanctuary in the long term.” And the report adds, “Planting replacement trees and shrubs and habitat management elsewhere in the Sanctuary will be of much greater significance in the long term for wildlife.”

Nesting Periods:
All the work within Roberts Bird Sanctuary, with the exception of re-vegetation work, will be between September 1, 2014 and January 27, 2015. This narrow window of time is needed to complete the rehabilitation work while also lessening the impacts to nesting birds.

Owl Boxes:
Two owl boxes will be built and installed within the Sanctuary with the help of the Friends of Roberts Bird Sanctuary group.

TREE REMOVAL AND EASEMENTS WITHIN ROBERTS BIRD SANCTUARY:
The sewer rehabilitation work is mandatory to assure the integrity of a large 39-inch-diameter sanitary sewer that has been present in the park since 1917. There are numerous trees within the park that are near the sewer line. It is fortunate, however, the sewer follows an old parkway segment (Bossen Lane) which limits the amount of trees directly over the sewer line.

Temporary and Permanent Easements Granted to Metropolitan Council Environmental Services (MCES):
The MPRB has approved a 30-foot-wide permanent easement over the center of the sewer pipe for the entire length of the 1-MN-341 project. The 30-foot-wide easement allows MCES to access and maintain the sewer in safe working order. The MPRB has also approved a 50-foot-wide temporary easement over certain lengths of the sewer pipe where access is limited (i.e. wooded areas and areas with no road access to manholes). Since the sewer within the Sanctuary lies within uneven, wooded, and unstable ground, the 50-foot-wide temporary easement allows for the stabilization of the ground so work can be done safely at each of the manholes. Many of the manholes are in unacceptable shape and will be rebuilt, requiring an excavation around the manhole, as well as room enough for other construction vehicles to safely pass by on stable ground. The temporary easement may only be used during construction. For this project, the widths of the easements do not change with the diameters of the sewer pipe because the pipe liner is installed only through manholes, not laid into an open trench.

Reduction of Construction Footprint (temporary easement):
Following the comments received by area residents and stakeholders, MCES is in the process of writing a Proposed Contract Modification to reduce the construction footprint from 50 feet wide down to 30 feet wide along 21% of the length of the Bird Sanctuary. For 562 feet of the 2,712-foot-long Sanctuary, the construction width will be 30 feet wide in lieu of the 50-foot width.

1 – Memorandum by Larry Gillette, Certified Wildlife Biologist, Dated February 20, 2013
MCES is working with its contractor to further clarify their needs and see if further reduction is possible once the terrain and conditions are better known. The 30-foot width is dependent upon the need for access and the need of removal of Bossen Lane’s old macadam (petroleum based) road surface.

**Diversion Pipes Have Been Moved Out of the Sanctuary:**
At the start of the project it was suggested that the diversion pipes (temporary conveyance of wastewater) be routed through the north side of the Sanctuary. This would have required a 15-foot-wide clearing of plant material. The MPRB and the Friends of Roberts group helped move the diversion pipes out of the Sanctuary. They will now be placed along Lake Harriet Parkway to the south. The temporary pipes will be removed as soon as the interceptor work is completed.

**MPRB Working with MCES to Identify Trees for Removal:**
As construction draws near, the MPRB will help guide MCES in removing only the specific trees which prevent safe rehabilitation of the sewer line within the construction footprint.

**Type of Tree Removal Equipment Used to Remove Trees:**
“All tree removal should be done by chain saw as opposed to larger equipment like a hydro-ax to reduce the visual impact to the site.”¹ Using a chain saw rather than a hydro-axe type saw “will reduce disturbance to wildlife, soils and the Sanctuary in general.”¹

MCES is still determining the tree removal equipment that will be used for the tree removals by the MCES contractor. The contactor is a certified arborist in the City of Minneapolis that has done many projects within Minneapolis and within our park system. As a first step, MCES Construction Division is gathering information on how the Contractor plans to remove the trees. If the contractor’s approach is not acceptable but still fall within the contract’s specifications, the MCES will write a "Proposed Contract Modification" to get the contractor to remove the trees in the acceptable manner.

**SITE RESTORATION AND RE-VEGETATION WITHIN ROBERTS BIRD SANCTUARY:**
Gillette’s study also notes that “trees removed along the access path next to the sewer line and along the diversion lines will have little impact on the birds using the Sanctuary, and may actually prove beneficial if replaced with a greater diversity of species or if more beneficial shrubs are planted.”¹ MCES conducted a tree inventory and analysis within Roberts Bird Sanctuary and has compensated the MPRB for each tree within the 50-foot-wide easement whether the tree will be removed or not. This money, slightly more than $110,000, will be used specifically for plant material re-vegetation within the Sanctuary.

**Planting New Trees and Shrubs:**
New trees and shrubs will be planted where appropriate within the Sanctuary using the above mentioned tree reimbursement. The plantings will be conducted as part of the MPRB approved Sanctuary Restoration Capital Improvement Project, scheduled to start in 2015.

While the necessary removal of trees within the Sanctuary is unfortunate, it is also an opportunity to introduce new species of diverse native habitat. According to the Gillette study, “Species like quaking aspen, bur oak and hackberry could be planted on wetter sites, while red, white and bur oak, black cherry and basswood are recommended for more upland locations.”¹ “Shrubs like gray dogwood, red-osier dogwood, nannyberry and elderberry, could be planted

¹ – Memorandum by Larry Gillette, Certified Wildlife Biologist, Dated February 20, 2013
along the bypass line and in the turnarounds to add some structural diversity and provide additional sources of food for birds.”

**Seed Mix for Restoration by MCES:**
The native plant seed mixes recommended for the restoration and soil stabilization in Roberts Bird Sanctuary are Upland Seed Mix 36-211 and Wetland Seed Mix 34-261

**Surface of Trail:**
MCES requires access to maintain their interceptor sewer manholes. Working with the Friends of Roberts group, the MPRB and MCES have reduced the footprint of the interceptor access trail to be two parallel trails rather than one wide trail. The access width will be 10 feet (narrower than the Bossen Lane corridor is today) with one 18-inch-wide trail and one 36-inch-wide trail separated by a 30-inch-wide natural surface (non-woody plants) median. There would be 18 inches of natural surface (non-woody plants) on the outside of the two trails as a buffer. The trail surface will not be recycled asphalt. It will be either a pit-run gravel or quarried limestone with no petroleum products.