Welcome to the MCES Lake Minnetonka Area Sewer Improvements Facility Plan Public Hearing

You are muted and your video is disabled upon entry.

Please utilize the QA (lower right hand corner of the screen) to type in comments or questions throughout the session. Questions will be answered after the presentation during the Q & A session.

If you experience any technical difficulties, please call or text 952.960.7765 or email comment@MCESLakeMtka.com.

The public hearing will begin at 7 p.m.
MCES Lake Minnetonka Area Sewer Improvements Facility Plan Public Hearing

Tim O'Donnell, Sr. Info. Coordinator, Project Citizen Liaison
Peter Lindstrom, Metropolitan Council Member
Dan Fick, Principal Engineer, Project Manager
Chris Remus, Assistant Manager, Interceptor Engineering

Public Hearing
12/15/2020
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Meet the presenters of the MCES Lake Minnetonka Area Sewer Improvements Facility Plan Public Hearing

Tim O’Donnell  
Peter Lindstrom  
Dan Fick  
Chris Remus
Public Hearing Purpose

• Summarize the proposed regional sanitary sewer improvements project and explain alternative approaches that we evaluated

• Answer your questions

• Receive your comments for the public record
Comment Period

• Draft Facility Plan report available at:
  • Orono City Hall, 2750 Kelley Parkway, Orono
  • Excelsior Library, 337 Water Street, Excelsior
  • Metropolitan Council Website
    www.metrocouncil.org/sewerconstruction/LakeMtkaFacilityPlan
  • Excelsior, Shorewood & Deephaven city halls have temporarily closed due to COVID-19. Instructions for accessing the draft facility plan are posted at their main entry.
Comment Period Continued

• Submit comments no later than December 28, 2020

• Submit comments to Tim O’Donnell, MCES senior information coordinator, via:
  • E-mail: public.info@metc.state.mn.us
  • Postal mail: Tim O’Donnell, Metropolitan Council Environmental Services, 390 Robert St. N., St. Paul, MN 55101-1805
  • Record comments: 651-602-1500 (Metropolitan Council Public Comment Line)
  • Send TTY comments to 651-291-0904
Public Notices & Schedule

11/15/2020  Star Tribune notice
11/18/2020  Postcard notice mailed
Dec 2020   Email invitations & social media posts
12/15/2020  Public hearing
Jan/Feb 2021 Metropolitan Council adoption of Facility Plan
Mar 2021   Submit Plan to Minnesota Pollution Control Agency (MPCA) with application for Clean Water Revolving Fund Project Priority List
Service Area and Facilities
Wastewater Treatment Plant Locations

We serve ~50% of Minnesota’s population

WHO WE SERVE
7-county Twin Cities Metro Area
110 communities
3,000 square miles
2,700,000+ people

OUR FACILITIES
9 wastewater treatment plants
640 miles of interceptors
61 lift stations (pumping stations)
250 million gallons per day (average)
What is a Facility Plan?

MCES Facility Plan

This document is a prerequisite for a portion of the financing on MCES projects. The MCES Facility Plan:

• Summarizes the current state of the existing MCES wastewater sewer system
• Identifies the need for rehabilitating existing facilities or constructing new facilities
• Determines the potential environmental impacts of new facilities
• Recommends a course of action

Facility Plan Schedule

- Fall 2020: Facility Plan Development
- Oct. 6 & Oct. 8, 2020: Open Houses
- Dec. 15, 2020: Public Hearing
- 2021: Final Facility Plan
Definitions

**Wastewater Sewer System**: A system of underground pipes that carries wastewater (or sewage) away from buildings. Cities operate their own local wastewater sewer systems within a community. MCES operates the regional wastewater sewer system that carries wastewater from city systems to our treatment plants, similar to how a freeway system carries regional traffic.

**MCES Interceptor**: The large underground pipes that make up the regional sewer system. These pipes can be either gravity pipes or forcemains.

**Gravity Pipe**: A sloped pipe that carries wastewater downhill (by gravity) without mechanical assistance.

**Forcemain**: A pipe that carries wastewater pumped (or forced) uphill, as opposed to wastewater flowing by gravity.

**Flow Meter**: A device MCES uses to measure the quantity of wastewater a customer (city) sends to the regional sewer system, similar to how a city water meter measures water usage in a home.

**Lift Station**: A lift station or pumping station pumps wastewater from low points in the local sanitary sewer system to higher points allowing the flow to be carried by regional gravity pipes to the wastewater treatment plant.

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**Status Quo**
Operating and maintaining the existing infrastructure as-is.

**Relocation/Replacement**
Construction of new infrastructure.

**Rehabilitation**
Extending the life of the existing infrastructure.
Lake Minnetonka Area Improvements

- Orono Interceptor 7113 Relocation Project
- Orono Lift Stations L46 and L49 Improvements
- Deephaven Lift Station L48 and Forcemain Project
- Shorewood/Excelsior Lift Station L20 Project
- Shorewood Lift Station L21 Project

Objectives/Goals

- Maintain reliability
- Preserve assets
- Improve operational flexibility, efficiency and safety
- Protect environment, health, safety and welfare of customers
- Partner with customers on construction where possible

Schedule

- 2020: Design
- 2021: Design/Construction
- 2023: Construction
- 2025: Construction

$36.98 Million
Lake Minnetonka Area Facility Plan Project Areas

Projects
1. Orono Interceptor 7113 Relocation Project
2. Orono Lift Stations L46 and L49 Improvements
3. Deephaven Lift Station L48 and Forcemain Project
4. Shorewood/Excelsior Lift Station L20 Project
5. Shorewood Lift Station L21 Project

- Project Area
- Sanitary Sewer Pipe within Project Area
- Sanitary Sewer Pipe outside Project Area
- Municipal Boundaries
- Lift Station (Pumping Station)
Orono Interceptor 7113 Project
Orono Interceptor 7113 Project – Rehabilitation Alternative
Orono Interceptor 7113 Project – Relocation Alternative
## Nonmonetary Impacts and Recommendation

<table>
<thead>
<tr>
<th>Project Alternative</th>
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<td>Neutral</td>
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</tr>
<tr>
<td>Forcemain Relocation</td>
<td>Lower</td>
<td>Lower</td>
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### Cost of Alternatives

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Status Quo</td>
<td>$19,950,000</td>
<td>$690,000</td>
<td>$20,640,000</td>
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<tr>
<td>Forcemain Rehabilitation</td>
<td>$16,050,000</td>
<td>$570,000</td>
<td>$16,620,000</td>
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<tr>
<td>Forcemain Replacement</td>
<td>$14,840,000</td>
<td>$570,000</td>
<td>$15,410,000</td>
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</tbody>
</table>

Capital costs for status quo alternatives are deferred to a later date.
Recommended: Orono Interceptor 7113 Relocation Project

Project Goals

• Improve efficiencies and system reliability
• Reconstruct forcemain 7113 on a new alignment further away from Lake Minnetonka
• Reconnect City facilities to new pipe

Schedule

\[\text{2020} \quad \text{2022} \quad \text{2023} \quad \text{2025}\]

Design

\$14 Million
Orono Lift Stations L46 and L49 Improvements Project Alternatives

- L46 and L49 Improvements
- L49 Relocation (SW)
- L46 and L49 Improvements
- L49 Relocation (SE)
- L46 and L49 Consolidation (Tunneling)
- L46 and L49 Consolidation (Open Cut)
Orono Lift Stations  
L46 and L49  
Improvements –  
L49 Relocation (SW)
Orono Lift Stations
L46 and L49
Improvements –
L49 Relocation (SE)
Orono Lift Stations L46 and L49 Improvements – L46 and L49 Consolidation (Tunneling)
Orono Lift Stations
L46 and L49
Improvements –
L46 and L49
Consolidation
(Open-Cut)
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<tr>
<td>L49 Relocation (SW)</td>
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<td>Lower</td>
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<tr>
<td>L49 Relocation (SE)</td>
<td>Lower</td>
<td>Neutral</td>
<td>Lower</td>
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<td>Recommended</td>
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<tr>
<td>46 and L49 Consolidation (Tunneling)</td>
<td>Lower</td>
<td>Neutral</td>
<td>Higher</td>
<td>Higher</td>
<td>Not recommended</td>
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<td>46 and L49 Consolidation (Open-Cut)</td>
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<tbody>
<tr>
<td>Status Quo</td>
<td>$5,180,000</td>
<td>$1,800,000</td>
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<td>L49 Relocation (SW)</td>
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<td>$1,060,000</td>
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<tr>
<td>L46 and L49 Consolidation (Open-Cut)</td>
<td>$5,980,000</td>
<td>$1,060,000</td>
<td>$7,040,000</td>
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</tbody>
</table>

Capital costs for status quo alternatives are deferred to a later date.
Recommended: Orono Lift Stations L46 and L49 Improvements

**Project Goals**

- Improve efficiencies and system reliability
- Condition-driven rehabilitation and replacement
- Rehabilitation of L46
- Replacement of L49 on new site
- Reconstruct forcemain

**Schedule**

<table>
<thead>
<tr>
<th>Year</th>
<th>Planning/Design</th>
<th>Construction</th>
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<tbody>
<tr>
<td>2019*</td>
<td>*Continuation of previous project</td>
<td>$3.8 Million</td>
</tr>
<tr>
<td>2022</td>
<td>2023</td>
<td>2025</td>
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</tbody>
</table>

*Costs and durations subject to change.
Deephaven Lift Station L48 and Forcemain Project
Deephaven Lift Station L48 and Forcemain Project – L48 and Forcemain Rehabilitation
Deephaven Lift Station L48 and Forcemain Project – L48 and Forcemain Replacement
## Nonmonetary Impacts and Recommendation

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<td>Higher</td>
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<tr>
<td>L48 Forcemain Rehabilitation</td>
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<tr>
<td>L48 Forcemain Replacement</td>
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<td>Lower</td>
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<tbody>
<tr>
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<td>$520,000</td>
<td>$5,520,000</td>
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<tr>
<td>Forcemain Replacement</td>
<td>$4,770,000</td>
<td>$520,000</td>
<td>$5,290,000</td>
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</tbody>
</table>

Capital costs for status quo alternatives are deferred to a later date.
Recommended: Deephaven Lift Station L48 and Forcemain Project

**Project Goals**
- Replace aging gravity pipe
- Construct new forcemain
- Improve efficiencies and system reliability
- Rehabilitation of L48

**Schedule**
- **Design**: 2020
- **Construction**: 2021 ($4.8 Million)
- **2023**
Shorewood/Excelsior Lift Station L20 Project Alternatives

Replacement with Gravity Line to L19

No Rehabilitation Alternative

This project was analyzed in a previous facility plan. Replacement of the gravity line is still the recommended option.
Shorewood/Excelsior Lift Station L20 Project – Replacement
## Nonmonetary Impacts and Recommendation

<table>
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<tr>
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<tr>
<td>Status Quo</td>
<td>Higher</td>
<td>Higher</td>
<td>Higher</td>
<td>Higher</td>
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</tr>
<tr>
<td>Replacement with Gravity Line to L19</td>
<td>Lower</td>
<td>Lower</td>
<td>Lower</td>
<td>Lower</td>
<td>Recommended</td>
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</thead>
<tbody>
<tr>
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<td>$10,770,000</td>
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<td>$12,800,000</td>
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<tr>
<td>Replacement with Gravity Line to L19</td>
<td>$8,010,000</td>
<td>$1,690,000</td>
<td>$9,700,000</td>
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</tbody>
</table>

Capital costs for status quo alternatives are deferred to a later date.
Recommended: Shorewood/Excelsior Lift Station L20 Project

Project Goals

- Improve efficiencies and system reliability
- Add gravity pipe between L19 and L20 to allow decommissioning of L20
- Decommission L20 and its forcemain
- Replace Flow Meter M417 to accommodate new pipe configuration
- Incorporate local infrastructure improvements

Schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Design</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019*</td>
<td></td>
<td>$8 Million</td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2024</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Continuation of previous project
Shorewood Lift Station
L21 Project – L21 Rehabilitation
Shorewood Lift Station
L21 Project – L21 Replacement

L21 Replacement –
New pumps, new wet well/dry well,
new meter vault, new electrical controls

Maple Ridge Lane
Lake Virginia Drive

Proposed Work
Existing Sanitary Sewer Pipe
Lift Station (Pumping Station)
Nonmonetary Impacts and Recommendation

<table>
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<td>Higher</td>
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<td>Not recommended</td>
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<tr>
<td>L21 Rehabilitation</td>
<td>Lower</td>
<td>Lower</td>
<td>Lower</td>
<td>Neutral</td>
<td>Recommended</td>
</tr>
<tr>
<td>L21 Replacement</td>
<td>Lower</td>
<td>Higher</td>
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<tr>
<td>Status Quo</td>
<td>$7,410,000</td>
<td>$2,990,000</td>
<td>$10,400,000</td>
</tr>
<tr>
<td>L21 Rehabilitation</td>
<td>$5,510,000</td>
<td>$2,490,000</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>L21 Replacement</td>
<td>$16,500,000</td>
<td>$2,490,000</td>
<td>$18,990,000</td>
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</table>

Capital costs for status quo alternatives are deferred to a later date.
Recommended: Shorewood Lift Station L21 Rehabilitation

**Project Goals**

- Improve system reliability
- Improve operational flexibility
- Provide flow meters on both forcemains to improve accuracy

**Schedule**

- **2021**: Design
- **2022**: Construction
- **2022**: Construction
- **2023**: Construction

$43.5 Million
$5.5 Million
# Estimated Cost of Recommended Alternatives

<table>
<thead>
<tr>
<th>Sub-Project</th>
<th>Estimated Project Cost</th>
</tr>
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<tbody>
<tr>
<td>1. Orono Interceptor 7113 Relocation Project</td>
<td>$14,840,000</td>
</tr>
<tr>
<td>2. Orono Lift Stations L46 and L49 Improvements</td>
<td>$3,850,000</td>
</tr>
<tr>
<td>3. Deephaven Lift Station L48 and Forcemain Project</td>
<td>$4,770,000</td>
</tr>
<tr>
<td>4. Shorewood/Excelsior Lift Station L20 Project</td>
<td>$8,010,000</td>
</tr>
<tr>
<td>5. Shorewood Lift Station L21 Project</td>
<td>$5,510,000</td>
</tr>
<tr>
<td><strong>Total Cost</strong></td>
<td><strong>$36,980,000</strong></td>
</tr>
</tbody>
</table>
Total Cost and Rate Impacts

• MCES project financing: Public Facilities Authority (PFA) loans (20-year term)
• Loans for these projects are paid from two funding sources:
  1. Municipal Wastewater Charges (MWC): This is the MCES portion of your sewer bill.
  2. Sewer Availability Charge (SAC): This is a one-time charge for new connections.

• Impact to rates from $36.98 million in loans*:
  1. $1.00 = amount included in annual sewer billing per household ($188 annual average MCES wholesale rate charged to communities).
  2. $46.43 = amount paid per year (20 years) from the SAC fund per new household connection.

* This project is included in MCES capital improvement plan, so loan payments are already built into future increases to MWC and SAC rates. These figures show the relative impact on rates and how the project will be paid for over time.
Design-Phase Considerations

Engineering studies will investigate:

- Traffic
- Parks and trails
- Topography challenges
- Buildings, utilities and other obstacles
- Coordination with local city projects
- School locations
- Community members and groups needing special accommodation

Mitigating Construction Impacts:

- Noise
- Dust
- Vibrations
- Odor
- Lighting
- Traffic closures
- Trail closures
- Detours
# Next Steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>12/28/2020</td>
<td>Deadline for comments on Draft Facility Plan</td>
</tr>
</tbody>
</table>
| Feb 2021   | Metropolitan Council  
             Adoption of Facility Plan                                         |
| Mar 2021   | Submit Plan to Minnesota Pollution Control Agency (MPCA)  
             with application for Clean Water Revolving Fund Project  
             Priority List                                                    |
How to offer public hearing comments

Computer, Smartphone and Tablet Users:

Use the QA box to type in questions and comments

Use the raise hand function to be unmuted and speak aloud

Email your question or comment to comment@MCESLakeMtka.com

Phone Users:

Call or text (952) 960-7765
Comment Period

• Submit comments no later than December 28, 2020

• Submit comments to Tim O’Donnell, MCES Senior Information Coordinator, via:
  • E-mail: public.info@metc.state.mn.us
  • Postal mail: Tim O’Donnell, Metropolitan Council Environmental Services, 390 Robert St. N., St. Paul, MN 55101-1805
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Stay Informed

Share questions and comments

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MetroCouncil.org/SewerConstruction/LakeMtkaFacilityPlan
Thank you for participating in our public hearing