

COMMENTS	QUESTION	RESPONSE
<p>Andrew Erickson 300 Oak St. Excelsior</p>	<p>Can you expand further on the infrastructure improvements that the City of Excelsior would like to make for the L20 project?</p>	<p>The city is making Water main improvements for a large portion of that project corridor. The city is also making some roadway improvements and will be changing some of the geometrics of the roads through there. There's also some miscellaneous work. They'll be doing some repaving on Grathwol Lane that is a nearby street, and they'll be doing some additional work on William Street beyond the intersection of Oak and William. We'll be having an open house for that project specifically later on in 2021, probably in March or April. We'll have a lot more detailed information available at that time, and we would be happy to answer your question in more detail.</p>
<p>Kate Murray 3449 Crystal Place Wayzata</p>	<p>Thank you for your follow up information. Question. I would like to know the size of the new L-49 lift station. It sits right in front of my house and will potentially block our view of the lake affecting my property value.</p>	<p>Kurt Bearinger: Thank you for reaching out to the project team. Buildings for pump stations of this size are typically single-story and about the size of a 2-car garage. The final location for L49 is still being studied so detailed information will not be available until later in the project. Please let me know if you have any further questions.</p> <p>Tim O'Donnell: Thank you for your question about the size and location of the proposed new L-49 lift station in your neighborhood in Orono. The map below shows your property marked with a pink dot and two potential locations for the new lift station marked with yellow dots (our vacant properties at 2259 Shadywood Rd. and at 3447 Crystal Bay Rd.). We are still studying where to locate the lift station, and should be making a decision during 2021. The lift station will be a single-story building with a gabled roof, and measure about 15 feet by 20 feet.</p> <p>We will hold additional public information meetings for you and your neighbors as we get further into the design of our project and again before beginning construction, which we estimate could be in 2024.</p> <p>Please let me know if you have further comments or questions.</p>
<p>Alexis Beckman Minnetonka Schools</p>	<p>Is there a timeline for this project yet? Is there a direct contact for this project?</p>	<p>Thank you for reaching out to the project team. We currently have five projects included in our Lake Minnetonka Facility Plan. Our Deephaven Lift Station L48 and Forcemain Project is the closest to Minnetonka but let me know if you'd like information about any of the other four projects. I've attached our</p>

		<p>information sheet about the L48 project. Our current timeline is to finalize the design in the first part of next year, and then start construction in late-2021 through 2023. Tiffany Troutd will be managing this project. Her contact information is below:</p> <p>Phone: 651.602.4308 Email: Tiffany.Troudt@metc.state.mn.us</p> <p>More information about the facility plan can be found here: https://metro council.org/Wastewater-Water/Projects/Sewer-Planning-Construction-Updates/Projects/Lake-Minnetonka-FP-802891.aspx This site will be updated with project-specific websites once they have been created.</p> <p>Please let me know if you have any further questions.</p>
<p>Alida Dyer 6530 Aster Trail Victoria</p>	<p>I'd like more information about the L21 project. Will the building get bigger with the project?</p>	<p>Yes, the facility will have a stairwell addition added to the west side of the building.</p>
<p>Ralph Kempf 3675 Togo Road Orono</p>	<p>Plan Alternatives 3 & 4, both consolidating L46 & L49 at the L49 site call for the removal of lift station L46 at the corner of Togo Road and Shadywood Road. Togo Road residents support either of these solutions 1) As a means to resolve a difficult intersection layout, 2) As a reduction in the number of future maintenance sites and with L46 being a difficult site to maintain and 3) Resulting in the remaining lift station L49 being in a less conspicuous and high traffic location than the existing L46 Togo Road location.</p> <p>1) Togo Road is 14 feet wide gutter to gutter and presently adjoins Shadywood Road at a very acute angle coming from the south. You are already aware of the issues that an intersection way off of perpendicular creates. In this case traffic from the south onto Togo often comes around that corner at a pretty good clip. With the current situation, maintenance vehicles sit out on the 14 foot wide pavement of Togo Road while servicing L46, with traffic from the south approaching quickly and discovering the roadway blocked last minute. In addition, traffic coming from Togo onto Shadywood during maintenance is squeezed onto the remaining pavement, making the roadway impassable. I have watched numerous dangerous scenarios unfold in that situation.</p> <p>Another issue with the angular intersection involves traffic coming from Togo Road and turning north onto Shadywood, or from</p>	<p>Dan Fick: Thank you for providing your comments related to the Lake Minnetonka Area Facility Plan. Your comments were read publicly at the Public Hearing held on December 15, and have been reviewed and considered by the engineering team working on the L46 and L49 project in Orono. They will be incorporated into the public record for the Facility Plan.</p> <p>We understand that you would prefer MCES consolidate L46 and L49 into a single station at the L49 location. As part of the preliminary design for the two lift stations, MCES performed an alternatives analysis, considering combining the two lift stations as an option. The analysis found that the cost of operating and maintaining these two lift stations is small, and the cost of combining the two stations would be large compared with the long-term cost of operating and maintaining the two stations. This is in large part due to the need for a large and deep sewer that would need to be constructed between the two locations in order to bring the wastewater that currently flows to L46 over to the L49 location. In addition to cost considerations, which were found to be significant, the large excavation that would be required for the project would have a significant impact on the community and require a lengthy closure of Shadywood Rd. Based on these considerations, MCES has decided to move forward with renewing the two lift stations rather than consolidating them.</p>

	<p>Shadywood onto Togo Road. A vehicle of any size simply cannot make that corner on the existing pavement. If you explore the south edge of Togo Road, you will see it is deeply rutted where vehicles routinely plow through the soft earth to make the corner. And coming from the north and turning onto Togo Road also requires traffic of any size vehicle to turn wide into the lane of oncoming traffic to make the corner. Removing the L46 lift station would allow for bringing this difficult intersection into a more perpendicular configuration, by expanding the roadway into the area of the existing Togo lift station.</p> <p>2) Combining the lift stations would hopefully lower long term maintenance costs by eliminating a maintenance site, as well as having all future maintenance taking place at the existing low traffic, L49 location. There is also more space at the L49 location.</p> <p>3) L46 is located in a highly visible residential location. Removing it would be an improvement to the view of those driving through our Lake Minnetonka neighborhood, as well as removing an industrial looking cluster from our residential setting for those of us who live here.</p> <p>Thank you for your consideration.</p>	<p>MCES is intending to improve the site at L46 to the extent possible. This could include consolidation of some of the electrical panels on the site, and a rearrangement of equipment to move it further from the intersection. The project team is also looking at options for improving screening from the neighboring residential properties and driveway improvements that could allow for maintenance vehicles to park off of the street.</p> <p>The project to renew the L46 and L49 lift stations is in early design currently, and the design will be shared with the public for additional comment once we have more information about improvements that will be made. A project Open-House will be scheduled later in 2021 to receive additional public input.</p> <p>Though we cannot consolidate the lift stations, we do appreciate your input on our design, and would like to hear ideas and concerns from you and other neighbors that could help us to improve our design. Your contact information will be added to our project stakeholder database, so we can continue to communicate with you as the project progresses. We look forward to talking with you more in the future. As Project Manager for the L46/L49 project, John Chlebeck (copied on this email) will be your primary contact person from this point onward.</p>
<p>Rita Johnston 4370 Wyndhill Circle Deephaven</p>	<p>Will we have a L48 meeting where we will get detailed description of the project construction which will impact our back yard?</p>	<p>Yes, we will be having an open house for that project. As we said, Tiffany Trout is the project manager for that project. I don't know when that open house has been scheduled or if it has been scheduled yet, but we will be having an open house that project to answer questions like that.</p>
<p>Cindy Marr 6015 Chaska Rd. Shorewood</p>	<p>I'm looking at your map. It's a little confusing. It looks like you're going to have sewer come down Chaska Rd. again on that L20 project. Is that correct? (Response 1)</p> <p>So, Chaska Rd. will not be disrupted by this? (Response 2)</p> <p>We lived through 18 months of the building of the Shorewood landing. We'd appreciate not having the road tore up again (laughing).</p>	<p>Response 1: There is an existing Met Council pipe in Chaska Rd, but we won't be adding to that pipe. What happens is that flow from Chaska Rd. comes from Highway 7, and then flows east to our lift station at Galpin Lake Rd. When we construct the gravity pipe, we'll bring that flow back to the west a bit so we can cross under Highway 7 near the Water St. intersection, but we will not bring the pipe as far back as Chaska Rd.</p> <p>Response 2: Correct.</p>
<p>Andrew Erickson 300 Oak St. Excelsior</p>	<p>Will a recording of this meeting/presentation be made available online?</p>	<p>Yes, Andrew, we will make a recording of the presentation and this public hearing available on our project website. It should be available in early January so take a look for that.</p>