

Why can't the Sewer Utility just continue to operate the existing lift station in the existing location?

- In 2020, the Sewer Utility had an independent consultant complete a condition assessment of Lift Station E, and the subsequent report recommended replacement of the 1969 station, as the station has already added pumps and force mains from the original configuration.
- Space is limited and the station capacity no longer consistently meets demand during wet weather.
- The City's Sewer Lateral Inflow and Infiltration Program is one component of reducing wet weather I/I, but due to growth, the station's location in the floodplain, aging pumps and equipment the station was recommended for replacement.
- The Sewer Utility did evaluate replacing the existing station at the existing site. However, 4 feet of fill is required to bring the structure above of the floodplain to meet code (NR116) and that fill would encroach onto adjacent parcels outside of the existing easement in that outlot.

How was the parcel at 2010 Ranch Road identified as an ideal location for the new lift station?

- A new lift station will be different than the existing lift station. The site for the new lift station would require: lift station building with back-up generator building footprint of approximately 30' x 50' with access to utilities including gas and electric (3 phase), parking for two vehicles, including the vac-truck of approximately 40' x 30', access from a public road at a minimum of 12' wide and located outside of the floodplain or ability to obtain a Letter of FEMA Map Revision.
- The Sewer Utility established site selection criteria for a new lift station, including: construction costs, logistics of continuing uninterrupted lift station operations during construction, access pre- and post-construction, potential easement acquisition, potential property acquisition, availability of vacant land, impacts of improved parcels that would need modification or removal, consideration of right of first refusal on parcels, storm water impacts, drainage patterns, culverts, history of flooding, etc. and ability to avoid or minimize environmental corridor impacts.
- In 2021, the City identified parcels that would meet those conditions and authorized negotiations for property easement or acquisition, including 2010 Ranch Road.

After the initial negotiations failed, the Sewer Utility pursued a location adjacent to the bike path at the end of Ranch Road. Why is 2010 Ranch Road a better location than next to the bike path?

- Infrastructure cost savings estimated at \$1.191M.
- Same neighbors/adjacent properties as the existing lift station, minimizing the impact of the new station vs the existing station.
- Construction will be outside of the existing flood plain and wetlands.
- The station will be outside of the current bike path. The construction will not disturb or interrupt the bike path's use during or after construction.
- The home's existing well can be used for a source of water for the lift station. This will eliminate the need to haul water to the site.
- Eliminates the need for closing West Ranch Road for construction of the connecting sewer.
- Existing electrical and gas utilities are near the site.
- Less disruption to the residents in the area.

The existing lift station is noisy, smelly and disrupts the peace of the neighborhood. Regardless of the location, how will the operation of the system be better than the existing station?

- The existing lift station's firm pumping capacity is 5,250 gpm and the station has a history of frequent sanitary sewer overflows (SSO). This required the operation of portable diesel pumps onsite and the discharge of the SSO to the backwater area and tributary to the Milwaukee River. The new station's firm capacity will be 9,000 gpm with the intent to eliminate future SSO and the need to operate portable diesel pumps and discharge SSO.
- The existing station has a manual bar screen that requires periodic cleaning and disposal of screened materials. The new station will be designed with pumps that are not susceptible to ragging issues and will pump rags versus removing them from the flow. This will reduce odors from the handling and disposal of screenings.
- The existing station's wet well and pumping configuration requires periodic cleaning for removal of settled solids and floating materials. The new station's design will help eliminate the buildup of solids and floating material. This will reduce the frequency of required wet well cleaning.
- The existing station does not have a water supply, requiring staff to periodically haul water to the site to clean the facilities. The new station will have a well to supply water for general station clean up, eliminating the need to haul water to the site.

- Although the current station has an odor control system, the system was retrofitted into the existing station and is not optimal. The new station's ventilation system will be designed to control odor generation, meet NFPA requirements and provide a safe environment for the workers.

Would there be any benefits to the location next to the bike path?

- Potential future projects may benefit from the Laguna Drive location, if implemented. The replacement of Lift Station E is the next identified improvement to address surcharging in the system, which can result in basement backups. It is anticipated that there will be additional projects in the future, based upon current modeling.
- The implementation of future improvements would be simpler, as the Laguna Drive location requires improvements to the existing 18-inch collector sewer from the south. Consequently, the sewer from the north end of N Laguna Drive to the new station necessary to eliminate the current capacity limitation identified as future phases would be easier to complete. However, the Ranch Road location does not prohibit completion of future phases.

Other:

- Building architect to complement and blend into the surrounding neighborhood
- Site landscaping to screen the site and sounds from adjacent properties

History:

- The Sewer Utility initiated a site selection process in 2020/2021, that results in a Common Council authorized resolution identifying and authorizing negotiations for easement or property acquisition on 8 parcels, including 2010 Ranch Road. For reference, that packet with multiple technical memorandums can be found here: <https://mequoncitywi.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2737&Inline=True>.
- There were multiple public information meetings held at that time, as well as direct correspondence with the parcel owners (which included the HOA for the outlot) and a near negotiation for purchase with the parcel owner at 2205 Ranch Court. Ultimately, negotiations were unsuccessful and in October 2022, the Common Council authorized to the "current" location: <https://mequoncitywi.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2976&Inline=True>.