

**CITY OF EXCELSIOR
Hennepin County, Minnesota**

MINUTES

**City Council Work Session
Tuesday, July 5, 2011
6:00 p.m.**

1. Call to Order/Roll Call

Mayor Ruehl called the meeting to order at 6:03 p.m. Council members present: Caron, Fulkerson, Miller (arrived at 6:17 p.m.), and Mayor Ruehl. Also Present: John Olson (Councilmember Appointee), City Manager Luger, Public Works Superintendent Wisdorf, and City Clerk Johnson.

2. Agenda Approval

Fulkerson moved, Caron seconded, to approve the agenda as presented. Motion carried 3/0.

3. Metropolitan Council Forcemain Project Update

Luger said that on April 12, 2011 staff met with Bill Cook and Dan Fick of the Metropolitan Council to discuss the status of the Forcemain Project and opportunities for collaboration. On May 17, 2011, a meeting was held with representatives from the businesses along Excelsior Boulevard (684 Office Center, Maynards, BayView Event Center, and Bayside Grille) and they provided suggestions regarding the construction.

Bill Cook, Engineering Manager, Metropolitan Council Environmental Services (MCES), said that the existing forcemain and lift station in Excelsior were built in 1971. MCES staff has discussed a number of different routes with City staff and found that some routes were not an option, such as going down Water Street. The goal of this evening is to get the City Council's input on a route. Once a route is determined, discussions will begin between the City and MCES on a cooperative agreement for the construction.

Cook said that MCES will need to secure additional easements as the project moves forward for the existing and new pipe. He noted that there may be some areas where the City may want to make some improvements and partner with MCES. That way the improvements can be included in the construction documents. There will also need to be discussions with the City on the construction timeline and details that the City wants followed; this information will need to be documented in the cooperative agreement and the construction documents. There also needs to be discussion between MCES and the City with regard to who will pay for what. MCES usually pays for anything they dig up or damage and the City typically pays for any improvements they would like to have. MCES will draft the cooperative agreement, submit to staff to review, and then it can be brought forward to the City Council to discuss. Once the City Council approves the agreement,

3. Metropolitan Council Forcemain Project Update – (Continued)

it is brought to the MCES Board for approval. The hope is to have the cooperative agreement approved by late summer or early fall.

Dan Fick, Project Manager, MCES, distributed handouts. He noted that a facility plan was completed in 2007. The plan identified that a second forcemain was needed. Fick explained the three routes that were being proposed. He noted that one route follows the same location as the existing pipe and another route shows the new pipe being located next to the regional trail. The third route is an additional alignment the MCES was investigating. All three routes come together near Morse Avenue and the regional railroad right-of-way. All three routes have approximately 12,000 total feet of pipe and will cost approximately \$11 million to \$12 million to complete.

Fick said that MCES will repair the streets that it impacts during the construction. Construction is planned to begin in the spring of 2013 and will continue through 2015. The construction will take longer because the project will need to be broken up into sections to accommodate the businesses, City events, etc.

Caron asked how long a project like this would typically take. Fick said that typically one full construction season is April through October.

Mayor Ruehl said that all three routes are very different and each route has different impacts with regard to cost and properties. He asked if MCES has a preferred route. Cook said there are good features with each of the routes. MCES likes to have the pipe in the street or near a trail because it's easier for access, maintenance, and getting equipment to the pipe. It's also important to balance the cost of the facilities. MCES doesn't necessarily want to take the cheapest option; MCES wants to build quality facilities and build them properly. He noted that as part of the project MCES will probably be relocating some of the City's and private utility lines.

Mayor Ruehl said the City could look at this as a great opportunity to get some new streets, but if excavations aren't deep enough there is no benefit to the City. Then there is the interruption to the neighbors and there are always issues that come up that weren't anticipated. The obvious route to him is the trail because there is less disruption to the City.

Cook said that MCES would prefer the route that aligns with their existing pipe. The majority of the street is dug up when the new pipe is installed, so most cities have required MCES to take the whole driving lane. MCES will also need to dig up the streets to find the location of their existing pipe.

3. Metropolitan Council Forcemain Project Update – (Continued)

Cook said that there might be an opportunity to widen Excelsior Boulevard. If Excelsior Boulevard is widened by 4 feet, MCES may ask the City to pay for the 4 feet, but then the City will have a new street once the work is completed.

Caron asked once the pipe is installed, does MCES have to dig up the street again or go through a manhole to access it. Cook said it would depend on what the problem is. He noted that having a second line next to the existing line would give them more options for maintaining the pipes.

Mayor Ruehl said if MCES lays the new pipe next to the existing pipe, would the condition of the existing pipe be checked out and tested at that time. Has there been any issues or problems with the existing pipe? Cook said that MCES hasn't had any issues with the pipeline in Excelsior, but have had some issues with other lines. Some of the lines have started to show signs of deterioration. MCES has not had a failure, but it has had to replace some of the pipe in other areas.

Mayor Ruehl asked if MCES finds bad sections in the existing pipe will those sections be replaced. Cook said that the existing pipe will be televised as soon as the new line is operational and if any issues are found at that time the pipe may be lined.

Luger asked the City Council for feedback on the route. Does the Council have a preferred route, is there anything with the routes that the Council likes or dislikes?

Fulkerson asked if the turns in the pipes cause more wear and tear. Cook said it is mostly water running through the pipes, not an abrasive material, so it's not an issue.

Fulkerson said she would prefer to have as little impact as possible on the businesses and residents.

Mayor Ruehl said there will be disruption to the community regardless which route is chosen. There are a lot of improvements in the City that could be accomplished and paid for by MCES. He would like to know that the existing pipe is in good condition. There is also the potential that private utility lines will be disrupted and some residents may end up bearing unanticipated costs.

Caron said the interesting thing with the one route is that George Street might be able to be extended and provide another access point for the school district.

Luger asked Cook to explain to the Council why placing the pipe within the trail was not a good option.

3. Metropolitan Council Forcemain Project Update – (Continued)

Cook explained that the trail belongs to Hennepin County Regional Rail Authority and they are very protective of their rights-of-way because of the long term mission to maintain the trail for future rail. The other problem with the trail is that it is really wide in some places and very narrow in others. There are areas where there is not enough room to accommodate the trail and the forcemain.

Miller asked if the best route would be 1(c), 2(a) and 3(a). Cook said that is correct.

Miller said if the City makes improvements in conjunction with the MCES project, the properties that are adjacent to the construction will be assessed 15% of the costs. Mayor Ruehl said that would be his understanding.

Caron said the Council needs to discuss the construction timeline. The City needs to make sure that is addressed in the construction documents.

Cook said that cities have required MCES to construct as they go, so the disruption is less. The timeline that was mentioned also includes surface restoration and other minor restoration. MCES typically requires contractors to maintain access so the disruption is four hours or less, and access is always maintained for emergency responders where necessary.

Luger said it appears that there is not a consensus from the Council on a route.

Mayor Ruehl and Miller discussed routes 1(a) and 1(c). Cook said that MCES is recommending 1(c) because it needs to unbury the existing pipe so it can be located.

Miller said that route 1(c) appears to him to be the most logical route. Mayor Ruehl said that route 1(a) would provide the City more new streets.

Mayor Ruehl asked why route 1(a) was given as an option. Cook said that they had wanted to give the City some options to consider, but after exploring the options it appeared that 1(c) was the best option.

Caron said she likes route 1(c) because there will be less disruption to the community. The other piece of information that would be helpful to have is the rating of the City's streets in these areas to know which streets are scheduled for reconstruction. Wisdorf said the plan was to mill and overlay Third Street until the City learned that MCES might be looking at this street as one of the routes. He noted that George Street and Third Street are similar in condition; George Street needs more drainage and curb work.

The consensus of the Council was to have the MCES forcemain along route 1(c), 2(a) and 3(a).

4. Other

None

5. Adjournment

Fulkerson moved, Caron seconded, to adjourn at 7:00 p.m. Motion carried 4/0.

Respectfully submitted,

Cheri Johnson
City Clerk