

E Environment Committee

For the Metropolitan Council meeting of April 23, 2008

ADVISORY INFORMATION

Date Prepared: April 9, 2008

Subject: Authorization to Negotiate and Execute an Agreement with the Minnesota Department of Transportation for Interceptor 7015B Modifications

Proposed Action:

That the Metropolitan Council authorizes its Regional Administrator to negotiate an Agreement with the Minnesota Department of Transportation (MnDOT) for modification of interceptor 7015B facilities in the vicinity of the proposed TH 169 Triangle Improvements Project.

Summary of Committee Discussion / Questions:

Motion to accept proposed action was made, seconded, and passed unanimously.

E Environment Committee

Meeting date: April 8, 2007

For the Metropolitan Council Meeting of April 23, 2008

ADVISORY INFORMATION

Date:	April 1, 2008
Subject:	Authorization to Negotiate and Execute an Agreement with the Minnesota Department of Transportation for Interceptor 7015B Modifications
District(s), Member(s):	District 2, Tony Pistelli
Policy/Legal Reference:	MN Statutes 473.504
Staff Prepared/Presented:	Bill Moeller, Assistant General Manager – Interceptor Services 651-602-4504
Division/Department:	MCES c/o William G. Moore 651-602-1162

Proposed Action

That the Metropolitan Council authorizes its Regional Administrator to negotiate an Agreement with the Minnesota Department of Transportation (MnDOT) for modification of interceptor 7015B facilities in the vicinity of the proposed TH 169 Triangle Improvements Project.

Background

The Metropolitan Council currently owns and operates interceptor facilities (7015B) that traverse the proposed highway improvements site. The interceptor facilities were constructed in 1970 and consist of reinforced concrete pipe (RCP) gravity sewer installed at a depth of approximately 25 feet.

MnDOT is planning roadway improvements for what is commonly called the “Devil’s Triangle” where TH 169, CSAH 81, and CSAH 109 (85th Ave.) intersect. The current intersections all occur at the same grade and have been blamed for the high accident rate in the area. Traffic congestion is also an issue with the local communities.

The proposed highway improvements will involve grade separations that necessitate fill placement adjacent and above the interceptor facilities. This loading imposes greater loads than the interceptor was originally designed to carry.

Rationale

Improvements to the interceptor facilities should be undertaken by the MnDOT contractor to avoid unnecessary interference, conflicts, and inefficiencies that arise when multiple contractors occupy a single site. Authorization to negotiate and execute an agreement with the Minnesota Department of Transportation to construct the interceptor modifications will save the region money, reduce disruption to the area and accelerate the completion of the TH 169 Triangle Improvements Project.

Funding

The cost of the modifications will be split between the Council and MnDOT. The total cost of the proposed interceptor improvements is estimated at \$500,000.

Known Support / Opposition

The cities of Osseo and Brooklyn Park have been seeking implementation of these improvements for many years.