

E Environment Committee

Item: 2012-347

For the Metropolitan Council meeting of November 28, 2012

ADVISORY INFORMATION

Date Prepared: November 14, 2012

Subject: Authorization to Negotiate and Execute a Master Utility Agreement with Minnesota Department of Transportation (MNDOT) for the Relocation of Interceptor 9101 as a part of MnDOT State Project No. 8214-114

Proposed Action:

That the Metropolitan Council authorizes the Regional Administrator to negotiate and execute a Master Utility Agreement with the Minnesota Department of Transportation (MNDOT) for relocation of the Bayport Interceptor 9101 facilities located in the vicinity of proposed State Project No. 8214-114 (TH36).

Summary of Committee Discussion / Questions:

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



Environment Committee

Meeting date: November 13, 2012

For the Council Meeting of November 28, 2012

ADVISORY INFORMATION	
Date:	October 16, 2012
Subject:	Authorization to Negotiate and Execute a Master Utility Agreement with Minnesota Department of Transportation (MNDOT) for the Relocation of Interceptor 9101 as a part of MnDOT State Project No. 8214-114
District(s), Member(s):	District 12, Harry Melander
Policy/Legal Reference:	Minnesota Statutes 473.504
Staff Prepared/Presented:	Scott Dentz 651-602-4503
Division/Department:	MCES c/o Leisa Thompson, 651-602-8101

Proposed Action

That the Metropolitan Council authorizes the Regional Administrator to negotiate and execute a Master Utility Agreement with the Minnesota Department of Transportation (MNDOT) for relocation of the Bayport Interceptor 9101 facilities located in the vicinity of proposed State Project No. 8214-114 (TH36).

Background

The Metropolitan Council currently owns and operates gravity sewer and forcemain interceptor facilities that cross and parallel the proposed highway improvements alignment between TH36 and 10th Avenue North in the City of Bayport. MNDOT is proposing to construct the TH95 highway improvements using design-build contracting methods. The proposed highway facilities will physically impact the interceptor facility and cause access difficulties for operations and maintenance crews. The Master Utility Agreement will identify interceptor impacts and provide a framework through which each impact will be addressed and resolved to avoid the impact; how necessary improvements to the interceptor are implemented; and cost responsibility. Improvements to the interceptor facilities will be undertaken by the MNDOT contractor to avoid unnecessary interference, conflicts, and inefficiencies that arise when multiple contractors occupy a single site.

The proposed roadway improvements will require relocation of approximately 600 lineal feet of 21-inch gravity sewer, 500 lineal feet of 12-inch forcemain, and associated maintenance structures. The relocation work needs to be addressed concurrently with the highway construction. Undertaking interceptor repairs after State Project No. 8214-114 (TH36). Completion would be disruptive to the public, jeopardize newly constructed roadway, and more difficult to implement.

Authorization to negotiate and execute this agreement with MNDOT to construct the interceptor modifications will save the region money, reduce disruption to the region, and accelerate the completion of State Project no. 8214-114 (TH36). The estimated cost of the modifications including design and inspection costs is \$615,000 and will be a shared responsibility of the Council and MNDOT.

Rationale

Agreements with outside agencies require Council authorization.

Funding

The MNDOT design-build contractor will construct the proposed interceptor improvements and MNDOT will pay for those costs directly. The Council cost responsibility is for interceptor relocation costs where the interceptor is located within right-of-way (ROW) by permit.

Known Support / Opposition

No known opposition.