

City of Ramsey
Agenda
Public Works Committee
Tuesday June 16, 2015
6:00 pm
Lake Itasca Room, 7550 Sunwood Drive NW

- 1. Call to Order**
- 2. Citizen Input**
- 3. Approve Agenda**
- 4. Approve Minutes**
 1. Approve May 19, 2015 Public Works Committee meeting minutes.
- 5. Committee Business**
 1. Consider Drainage Options for 173rd Avenue and Gibbon Street Area
 2. Consider Recommendation for Zeolite Street Storm Sewer Extension to Lake Ramsey
 3. Consider Street Width Recommendation for Andrie Street and 164th Lane Reconstruction Project
 4. Recommend Revising Street Names from (East) Town Center Drive to Center Street, and from East/West Ramsey Parkway to Ramsey Parkway
- 6. Committee/Staff Input**
 1. Minnesota Department of Health Variance on Fluoride Concentration in Drinking Water
- 7. Adjournment**

Public Works Committee

4. 1.

Meeting Date: 06/16/2015

Submitted For: Grant Riemer, Engineering/Public Works

By: MaryJo Warner, Engineering/Public Works

Title:

Approve May 19, 2015 Public Works Committee meeting minutes.

Purpose/Background:

To review and approve meeting minutes.

Timeframe:

5 minutes.

Observations/Alternatives:

n/a

Funding Source:

n/a

Recommendation:

Approve meeting minutes.

Action:

Motion to approve meeting minutes for May 19, 2015.

Attachments

May Minutes

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/11/2015 01:54 PM
Kurt Ulrich	Jo Thieling	06/11/2015 03:29 PM
Form Started By: MaryJo Warner		Started On: 06/11/2015 01:34 PM
Final Approval Date: 06/11/2015		

**PUBLIC WORKS COMMITTEE
CITY OF RAMSEY
ANOKA COUNTY
STATE OF MINNESOTA**

The Public Works Committee conducted a regular meeting on Tuesday, May 19, 2015 at the Ramsey Municipal Center, 7550 Sunwood Drive NW, Ramsey, Minnesota.

Members Present: Chairperson Chris Riley
 Councilmember Jill Johns
 Councilmember Melody Shryock

Also Present: City Administrator Kurtis Ulrich
 Public Works Superintendent Grant Riemer
 Community Development Director Timothy Gladhill
 City Engineer Bruce Westby

1. CALL TO ORDER

Chairperson Riley called the regular meeting of the Public Works Committee to order at 6:00 p.m.

2. CITIZEN INPUT

Cassandra and Frank Miske, 17421 Gibbons Street NW, requested to discuss their property and drainage issues with it. Ms. Miske noted they have been before this Committee several times in the past year. She acknowledged the City has been working with them, and she questioned what the City will do differently in the next 30 days that is different than the last 60 days. She explained a nearby property at 17540 Gibbons St. is in foreclosure and was sold on April 10. She expressed concern whether the drainage issues in that home were disclosed properly. She stated the basement in that home was destroyed with drainage issues. She questioned whether the intent of the new owner was to flip the house and sell it to unknowing people, as what happened to them.

City Engineer Westby explained the plan is to bring the case forward to the City Council on June 17. He said staff had hoped to have information ready at this meeting, but that wasn't possible. There is a lot to consider with their property, including reconstruction of streets, possible lift stations, culverts, storm water modeling and researching older records. Staff has not been able to conduct these activities due to the construction projects in the last two months. He said the intent is to work on this issue and present information at the June 17 Council meeting. In response to the question of information disclosure on the neighboring property, he stated he couldn't address that at this time.

Ms. Miske pointed out that property had more flooding than hers. The prior owners were an elderly couple and they could not keep up with the damage. They let it go into foreclosure. She

asked if there is a responsibility to the City to make sure this property isn't flipped without disclosing prior damage.

City Engineer Westby noted disclosure of flooding and water damage is required by state law.

Commissioner Shryock suggested it may be worth researching whether there is a statute of limitations once issues are discovered that should have been disclosed. She stated she would likely go talk to the new owners as a neighbor and make sure they are aware of prior damage. She noted it may not be in the City's jurisdiction to be involved in a sale in that manner.

Mr. Miske pointed out that on June 17, it will be one year that they have been seeking resolution to their case with the City.

Chairperson Riley noted the Civil Engineer would be the staff person that should make a site visit.

City Engineer Westby offered to be in touch with Mr. and Mrs. Miske to set up a site visit.

3. APPROVE AGENDA

Motion by Councilmember Johns, seconded by Councilmember Shryock to approve the agenda, as presented.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

4. APPROVE MINUTES

4.01: Approve March 31, 2015 Meeting Minutes

Motion by Councilmember Johns, seconded by Councilmember Shryock, to approve the following minutes:

Regular Meeting Minutes dated March 31, 2015

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

5. COMMITTEE BUSINESS

5.01: Consider Recommending Council Approval of draft Assessment Agreement for Ridgpoint Residential Development Public Improvements, Improvement Project 15-21

City Engineer Westby reviewed the staff report. He noted Randy Diers and Don Kveton were present to represent Village Bank. The property owner is Village Bank, and they are not able to

fund the improvements to the land directly. They have requested the City enter into an agreement with the bank and assess the improvements back to the bank. The City would conduct the improvements and the inspections. He stated the City has done this type of arrangement once before, with Legacy Christian Academy. However, he pointed out, that was a larger project. This project is little risk to the City. The City Attorney has noted the City is not obligated to approve this request, though his opinion is that this is an option if the City would like to allow it.

City Administrator Ulrich asked if Mr. Diers would give a history of this project.

Randy Diers, President of Village Bank, explained they have had this property for four years, and have tried to sell it for three years as it is currently zoned, which is commercial. There has not been interest. He said as they considered the property further, they started to envision residential lots, especially because of the proximity to the river. He stated they were aware of the soil issues that had to be considered. He noted the bank owns the property, but the bank is not a developer. He explained regulation is rather specific in this type of situation. One stipulation is the bank cannot be in speculation of real estate. In order to ready the property for development, the construction loan needed has been prohibitive to the developers that have shown interest thus far. He said the Bank had decided to ask the City for help in this issue and created the project to be of no risk to the City.

Don Kveton, Chairman of the Board of Village Bank, explained he has been living in Ramsey for 16 years. He is committed to follow through on the proposal. He noted that the real estate language in the banking law could be interpreted several ways. He stated he would like to keep this entire project as clean as possible to preserve both his and the Bank's reputations. He said he also wants to do what he can to keep taxes down. He reviewed some of the homes they have sold and areas he has developed. He commented this is a nice piece of land, and there will be nice homes. It is hard to show the land as it is; it needs to be cleaned up and made ready to show. He said he is not worried about selling the land; it just needs to be cleaned up.

Commissioner Shryock stated it was good to hear their opinions on this project. She noted having these partnerships is beneficial. This development is in need of their expertise.

Commissioner Johns stated she is in favor of this agreement as well. The City has put everything in place, and has endorsed this to be developed from the beginning. Since the City has worked with the Bank before, we know they are a good partner and they will follow through. She said this will be a good development, and agreed that it is very low risk.

Chairperson Riley questioned if the Legacy Christian Academy assessment has been repaid to the City.

City Administrator Ulrich explained that assessment was to be paid over a 15 to 20 year period. He stated the Academy has been current on their taxes, and thereby current on their assessment.

Mr. Kveton pointed out when the lots sell, the City will get money back. Every time a lot is closed on, he said the funds go to the City for the assessments. He said he hoped his bank was out of this project in the next year.

Mr. Diers stated he did not want to hang onto this for the next few years, either. He noted the market is strengthening. He also pointed out this is not a development that would interest many developers as it is only seven homes.

Chairperson Riley asked where in the agreement it states the City would be paid as lots are sold. He said he only noted where it said the City would be paid twice a year; in October and May. He asked if the language could be added relating to payment as the lots are sold.

City Administrator Ulrich answered that language could be added. He explained the agreement is that the percentage that each lot is assessed would define the amount that is paid when the lot is sold.

Chairperson Riley questioned whether the City was the Bank's only viable source of financing.

Mr. Diers responded that is was. He said they cannot take out a loan from another bank and they cannot self-loan. He added that the assessments must be clear to deliver the title.

Councilmember Shryock asked if there are any repairs that need to be done in the adjacent existing neighborhood and if they would be done as this development is in progress.

Public Works Superintendent Reimer explained this development should not have much of an affect on the existing neighborhood. The roads in that neighborhood have recently been sealcoated, and the drainage is good.

Chairperson Riley noted the assessments will average to \$85,000 per lot. The allocation varies. He inquired if the amounts made sense with the anticipated selling price.

Mr. Diers responded the higher value is placed on Lot 1, which has better access and view of the river. He stated he would like to see someone take interest in lot 7, so they could put up a model. The property would show better. He explained they are planning to add berming, and trees to create a buffer from the industrial area. This will add to the value of the homes, and ultimately to the tax base.

City Administrator Ulrich commented this has been a patient developer. He said this may not have been developed if were in the private sector. He noted there have been many issues with this property over the years. There have been several potential uses for it. This plan capitalizes on the river, as well as the trail. The development will hopefully raise the level of the homes in the area. This unique project with the bank backing it makes it less of a precedent-setting development for the City. This project is relatively small, which means the bank can do it as a project and get it done in 3 years. The Finance Director approves of the financial situation. The City will get its return back, with 3.5% interest, which is more than with other investments. He noted the language to clarify the timing of paying assessments will be added to the agreement.

Motion by Councilmember Johns, seconded by Councilmember Shryock to recommend that the City Council approve the draft Assessment Agreement for Ridgepoint residential development

public improvements, Improvement Project 15-21 with the amendment of adding language that clarifies the City will be paid upon the sale of each lot.

Motion carried. Voting Yes: Chairperson Riley, Councilmembers Johns and Shryock. Voting No: None.

Mr. Kveton and Mr. Diers expressed gratitude for the staff's countless hours on this project and the staff's patience.

6. COMMITTEE / STAFF INPUT

6.01 Review of Trail Maintenance Policy Framework

City Engineer Westby reviewed the staff report. He noted staff would like to develop the draft policy and come back with a cost forecast with what it may cost to develop such a plan. He said he was looking for input.

Commissioner Johns said this plan should be done. She noted the trails are getting to the point that they cannot be maintained simultaneously. She said she prefers the PASER system since it is familiar to everyone.

Commissioner Shryock stated she appreciates this policy framework. It is needed. She added she is particularly interested in making routes as ADA accommodating as possible. She recommended developing some sort of priority rating that would take into account not only the condition of the pavement, but also the area. She suggested the trails by schools or major thoroughfares could be considered to be on a priority list.

Chairperson Riley agreed with using the PASER rating. He asked if there was another system that could be used as measurement.

Public Works Superintendent Riemer responded there are several systems that could be used, but the only difference is the meaning of the numbers change. He suggested it is better to follow a system that is familiar to all.

Chairperson Riley stated he would prefer to look at other seal-coating options. He said if there is something else that maintains integrity and smoothness, it should be considered.

Public Works Superintendent Riemer noted sand is sometimes used instead of rock.

Commissioner Johns asked what the life expectancy is of the trails.

Public Works Superintendent Riemer explained it varies due to the base that is used for the trail. Some trails have been around 25 years. He said some trails are a base of sand and are basically constructed as roads so that heavy equipment for snowblowing can be used on them. He further explained trails are made with different depths depending on proximity to tree roots and land conditions.

Commissioner Shryock noted impervious coating was used in a park recently and asked if that would be feasible.

Public Works Superintendent Riemer responded it is not known to be durable. It may not be feasible for trails.

Chairperson Riley advised staff keep in mind the cost of maintenance of trails in 10 years, as more are added.

Chairperson Riley stated he studied the trail map and tried to identify any gaps in trails. He said it seems it should be a priority to connect trails. He pointed out the trail on Hwy 47 needs to be connected. He inquired if this could be a focus as the new plan is developed.

Development Services Manager Gladhill advised a trail map analysis had been done with a grant, and it identified gaps. He offered to forward it to Chairperson Riley and the Commission.

City Engineer Westby noted the CIP includes working on some of the gaps.

Commissioner Shryock suggested staff consider the cost and process of acquiring property if needed. The ownership of the road can be an issue in connecting trails. She also suggested considering the width of shoulders on roads and the traffic on the roads when discussing closing gaps in trails. She noted the current trails need to be maintained before adding more.

City Engineer Westby announced there have been many discussions with the local businesses in regard to the construction on Armstrong Boulevard. Some businesses have been erecting white sheet metal signs with black lettering. The signs list individual businesses names. This was to augment the local business signage on both sides of Hwy 10. He noted the City has added generic signs with larger lettering so the signs can be seen easier while driving. He pointed out staff has been hard at work trying to meet the concerns of the businesses, while treating all businesses fairly. He also advised staff has been in discussions with Armstrong Kennel. The owner is working with the County to put in his own signs. The owner went to the Transportation meeting earlier in the week. He will be putting up Game Fair parking signs on both Alpine and Puma. He said it seems residents and businesses are starting to settle in as the first week of construction ends.

Commissioner Johns asked if the generic signs work.

Public Works Superintendent Riemer answered the generic signs do seem to work.

City Engineer Westby noted the lane closures on Highway 10 will be removed later in the week. There will be intermittent lane closures, though that will happen on off hours. He said restricted lanes will not be the norm for the duration of this project.

City Administrator Ulrich pointed out Police has been monitoring the traffic during the project and there have not been issues. They will also be monitoring the side streets.

Chairperson Riley pointed out the past minutes indicated the crosswalk at Hwy 47 and CSAH 5 is being studied. He questioned how long the study will take place.

City Engineer Westby answered this has been a challenging process. There is now MnDOT direction. He explained last fall MnDOT wanted to review the area in the spring and look for gaps in the trail system and crosswalk areas. The "trail closed" sign was erected until such time as it would be studied in the spring. However, there is new staff in MnDOT and therefore, different ideas of what needs to be done. MnDOT would like to see a plan with certain constraints. Staff has had issues with the City's survey equipment and this has delayed the land survey and subsequently, a plan draft. If the equipment is not repaired this week, an outside company will be enlisted to conduct the survey. The plans can then be developed over the next two weeks and sent to MnDOT for further consideration.

City Engineer Westby raised the issue of the potential ramp at Stoney River, and explained their contractor was going to build the ramp on the west side. Since the last discussion, there has been an agreement for the developer to provide a lump sum amount. Staff can add the curbing for the area as it is needed.

Development Services Manager Gladhill stated staff has reached out to the developer to see if they would handle the landscaping. However, if the woods is not overhanging a trail, it is not a priority. He also noted there have been discussions with the developer regarding clean up of buckthorn and other brush. The developers have responded they did not have the funds to complete the clean up.

City Administrator Ulrich advised the black mold on the bottom of the water tower on Dysprosium will begin to be cleaned in four to six weeks. It will be cleaned with biodegradable materials. This cleaning will be incorporated into regular maintenance from this point.

Chairperson Riley questioned if some type of anti-mold substance will be applied.

City Administrator Ulrich said the invoice stated there would be an anti fungal application.

Chairperson Riley inquired if a drip edge would be needed to conduct long-term repair, and whether that is cost-prohibitive.

Public Works Superintendent Riemer responded that would be expensive. He said that could be done if the entire tower was stripped for repainting, but that is not needed for many years.

7. ADJOURNMENT

Motion by Councilmember Johns, seconded by Councilmember Shryock to adjourn the Public Works Committee meeting.

Motion carried.

The regular meeting of the Public Works Committee adjourned at 7:14 p.m.

Respectfully submitted,

Grant Riemer
Public Works Superintendent

Drafted by Chris Moksnes
TimeSaver Off Site Secretarial, Inc.

Public Works Committee

5. 1.

Meeting Date: 06/16/2015

Submitted For: Len Linton, Engineering/Public Works

By: Len Linton, Engineering/Public Works

Title:

Consider Drainage Options for 173rd Avenue and Gibbon Street Area

Purpose/Background:

The Deerwood plat was recorded in 1974. This was prior to the incorporation of the City of Ramsey. The plat dedicated drainage and utility easements over some of the existing wetlands. The documents on file do not show any culverts under the roads. Storm water management was not required when recording plats at that time.

Frank and Cassandra Miske, 17421 Gibbon St NW, contacted the City in the spring of 2014 with high water concerns. They stated that water was coming up through the floor from the adjacent wetlands. Staff visited the site and observed that the surrounding wetlands were full and the water level was near the road two lots to the north. Staff is not aware of water flowing over Gibbon Street in 2014.

The area is land locked, there are no overland drainage routes unless the water level exceeds the lowest openings of the homes in the area. The FEMA flood map shows flood plain to the north of this area over the existing wetlands. This determination was not done with the detailed analysis method. Several residents came to a public works committee meeting later in the year and again in the first part of 2015. The Public works committee requested that additional research be done on potential solutions and that the results be brought back to the committee.

Staff visited the site in May and June 2015. The first visit was to drive through the area and get an overview of the constraints in the neighborhood. Staff looked at the area on Iguana Street where jacked pipe could be installed. Staff also looked at Gibbon Street and noted that water was flowing from west to east between 17540 and 17511 Gibbon Street through a culvert under the road. This culvert was under water in 2014, staff felt there was a culvert based on vegetation patterns but could not see it.

The second trip was to visit with the Miske's and discuss the preliminary findings. Water was still flowing through the culvert, although it appeared to be at slower rate as the eastern pond had filled up since the previous visit.

All elevations used in this analysis were obtained from LIDAR sources. LIDAR is relatively accurate; however, heavy vegetative cover can give false results. Water was positively flowing from west to east in 2015 as noted above. The flow direction in 2014 was not readily apparent, there may have been a slight east to west flow at this area, indicating that water may flow to the north when the level is high enough.

Timeframe:

This discussion is anticipated to take 45 minutes.

Observations/Alternatives:

Staff identified two possible solutions for the March 2015 Public Works meeting. The first was to construct a pipe to the southwest to connect to an existing county ditch. The second was to clean the county ditch through the wetland to the north and east to provide an outlet for the area.

Option 1: This would require installing a pipe in an existing drainage and utility easement. The initial plan was to install approximately 800 feet of pipe by jacking to avoid the large trees in the easement and the deep cut under Iguana Street. This was determined to be infeasible after further investigation. The jacking pit would need to be placed in one wetland and the receiving pit and pipe fusing area would need to be in the second area. Both areas are over 400 feet from the nearest road. Access would require acquisition of additional easements. The fused pipe may

tend to sink into the wetland prior to being pulled back. The City did a project in 2012 where the boring machine was placed on upland in an existing easement extending to the street. The welding of the pipe was done on planking extended from an existing road. The jacked length was approximately 800 feet. The total project cost was \$160,000. The Gibbon street project would require additional easements and restoration of all disturbed lawn surfaces.

Option 2: This option looked at cleaning the existing county ditch that runs north of this development. This option is not feasible because it would require lowering the existing surface area of some wetlands up to 2 feet. This is not permitted under the Wetland Conservation Act.

Option 3: The Miske's suggested using a different set of drainage and utility easements to run the water to the west. Evaluation of this route indicated that there are two high areas that would need to have pipe installed and that there is minimal elevation difference between the beginning and ending points. This route is not feasible.

Option 4: Staff evaluated extending storm sewer pipe south in the Gibbon Street ROW then west in the 173rd Avenue right of way to provide drainage from the area. This appears to be feasible. The location and elevation of existing small utilities must be determined to better define the scope of this process. The normal water level of the existing wetland east of Gibbon Street should also be determined when evaluating the overall feasibility of this project. The pipe installation for this project is estimated at \$275,000 - \$300,000. This does not include acquisition of additional easements if needed.

Funding Source:

Funding would come from the Stormwater Utility Fee.

Recommendation:

Staff recommends further analysis of Option 4 to determine the overall feasibility the project. If the project were determined to be feasible it should be added to the Capital Improvement Plan so that it can be evaluated during the budget review process.

Action:

Motion to recommend the City Council consider ordering a feasibility study for Gibbon Street - 173rd Avenue Drainage concerns.

Attachments

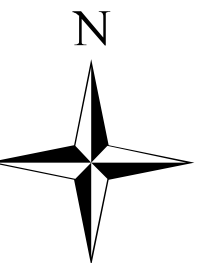
[Aerial Map](#)

[Plan Profile](#)

Form Review

Inbox	Reviewed By	Date
Bruce Westby	Bruce Westby	06/11/2015 01:30 PM
Grant Riemer	Grant Riemer	06/11/2015 02:01 PM
Kurt Ulrich	Jo Thieling	06/11/2015 03:30 PM
Patrick Brama	Patrick Brama	06/11/2015 04:00 PM
Form Started By: Len Linton		Started On: 06/09/2015 09:45 AM
Final Approval Date: 06/11/2015		

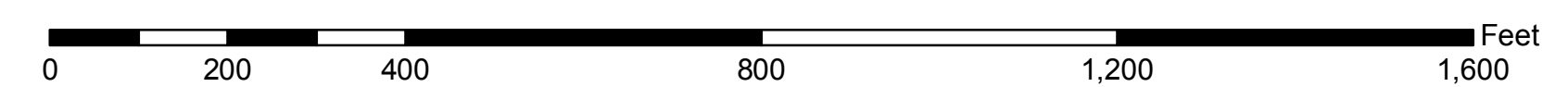
GIBBON STREET DRAINAGE OPTIONS



Legend

- Potential Drainage Routes
- 1 PCT ANNUAL CHANCE FLOOD HAZARD
- Parcels

This map is based on the 2013 FEMA Flood Zone Study for Anoka County Minnesota. The FEMA Study has not been notified for Final Adoption by Anoka County or the City of Ramsey. This map must be considered as preliminary.



GIBBON STREET

EASEMENTS

OPTION 2

OPTION 2

OPTION 3

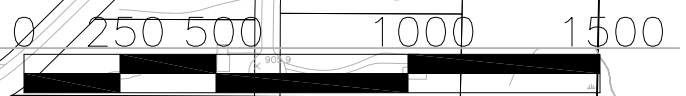
OPTION 4

OPTION 4

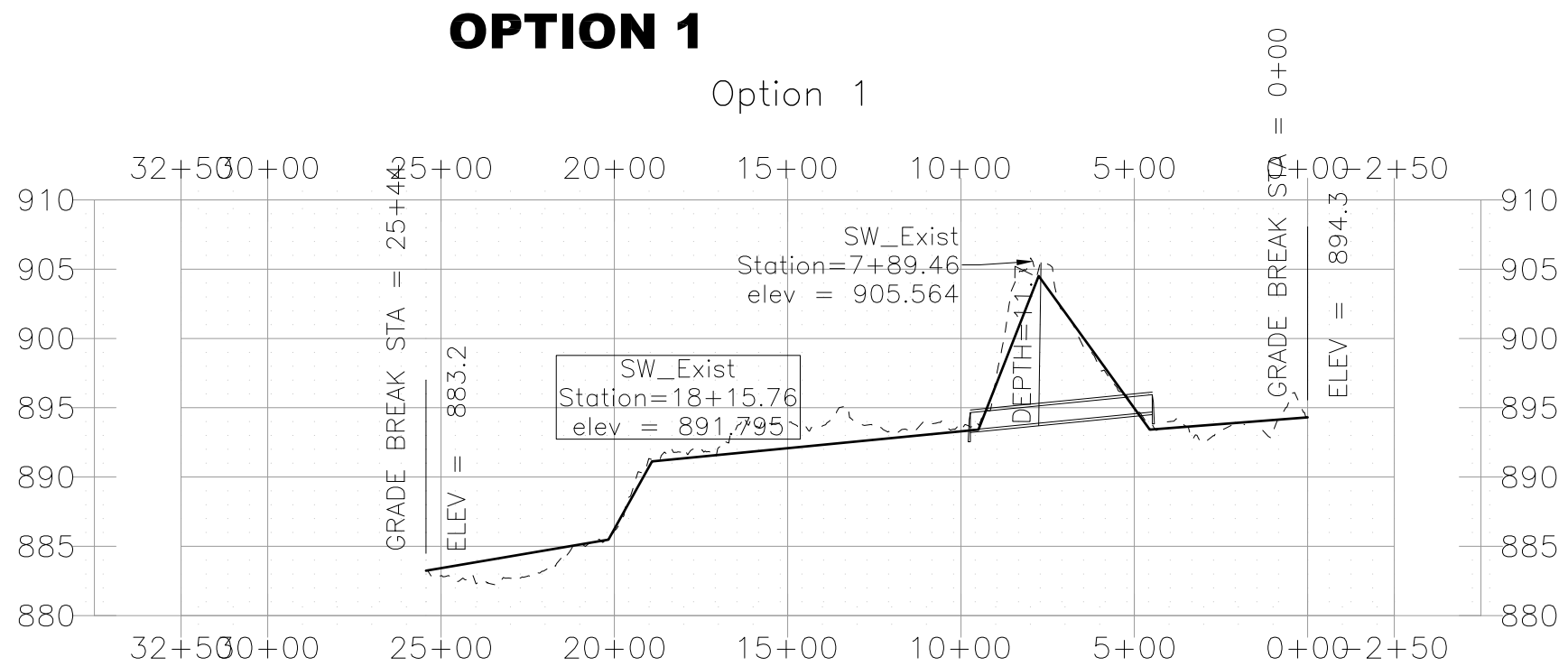
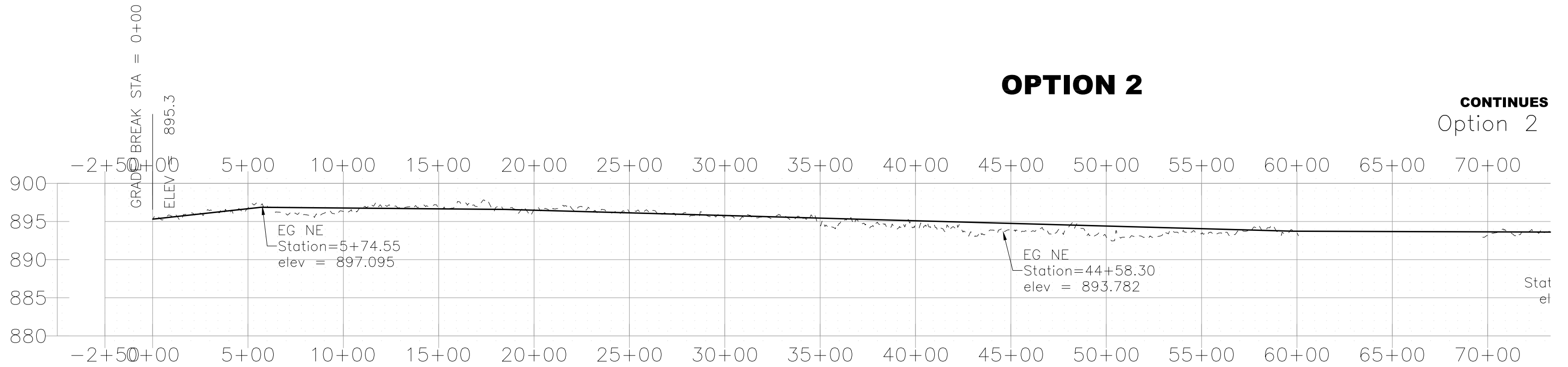
SUBJECT PROPERTIES

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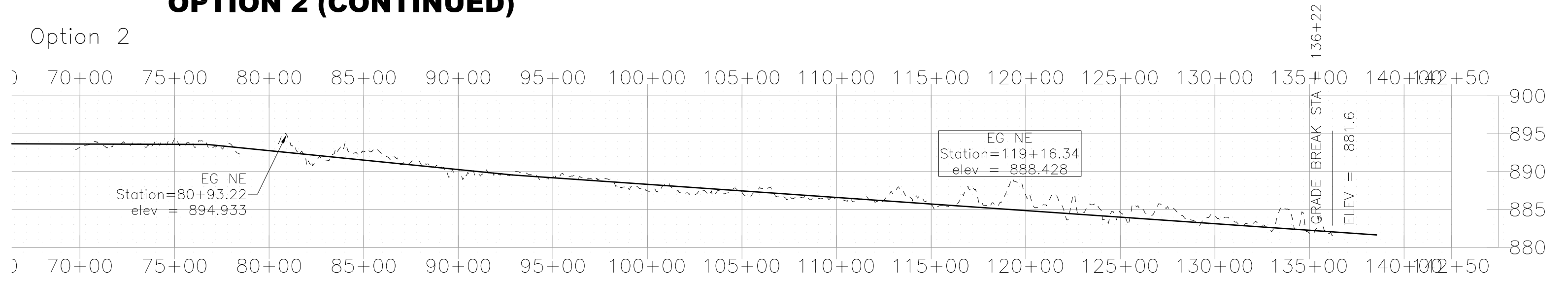
GIBBON STREET



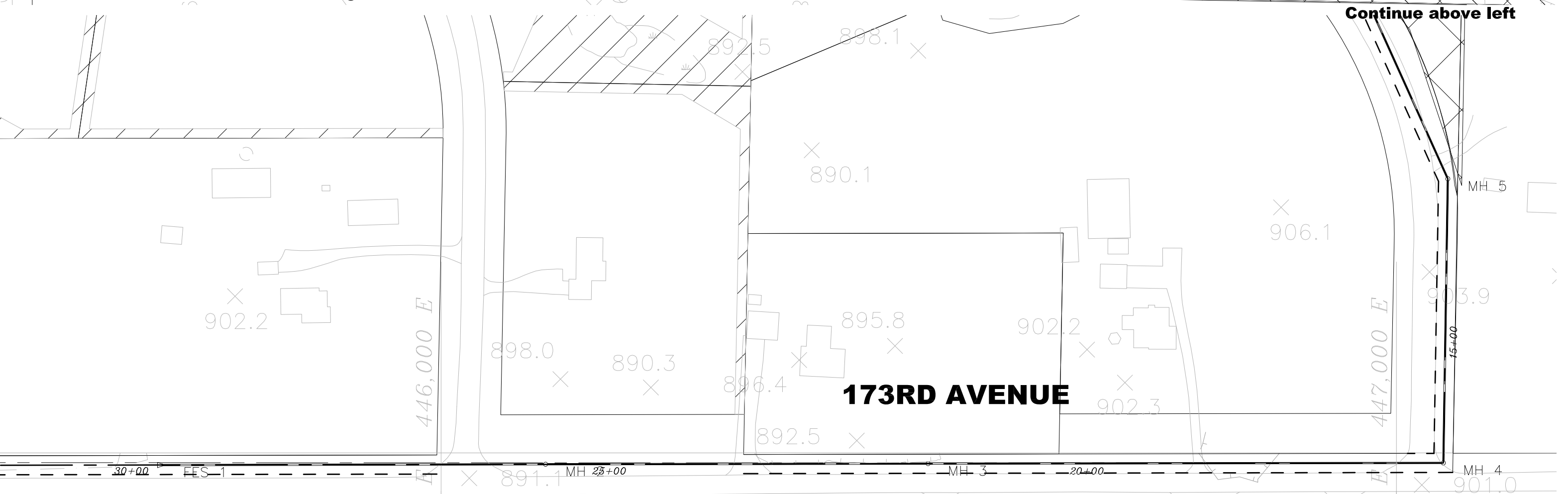
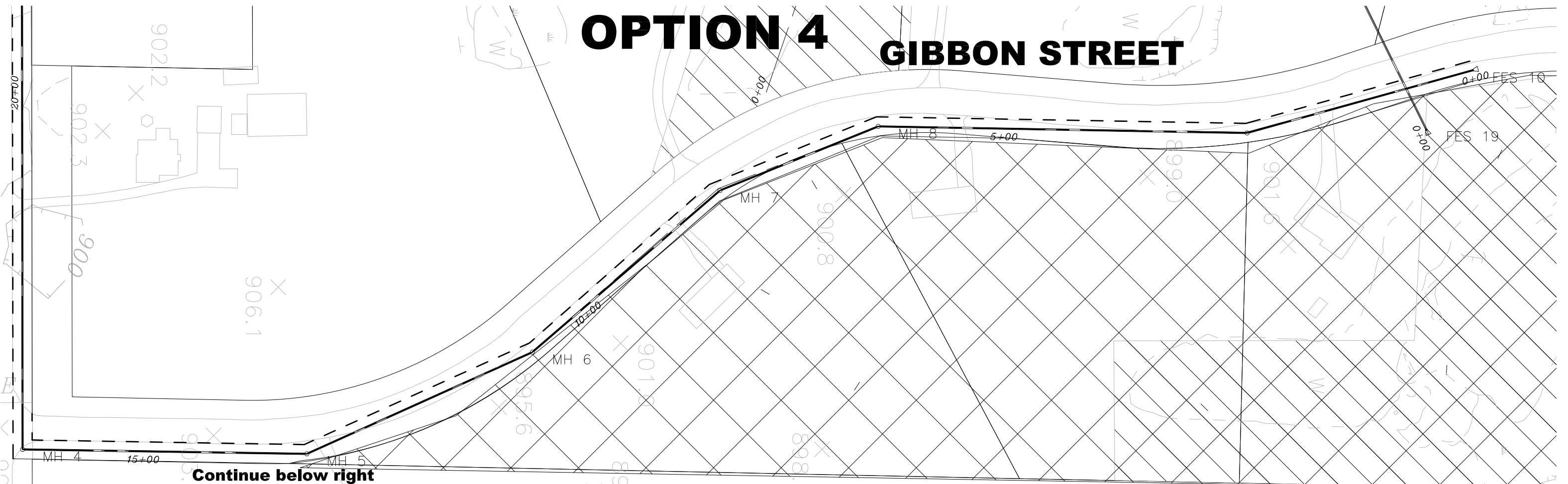
GIBBON STREET

OPTION 2 (CONTINUED)

Option 2



OPTION 4 GIBBON STREET



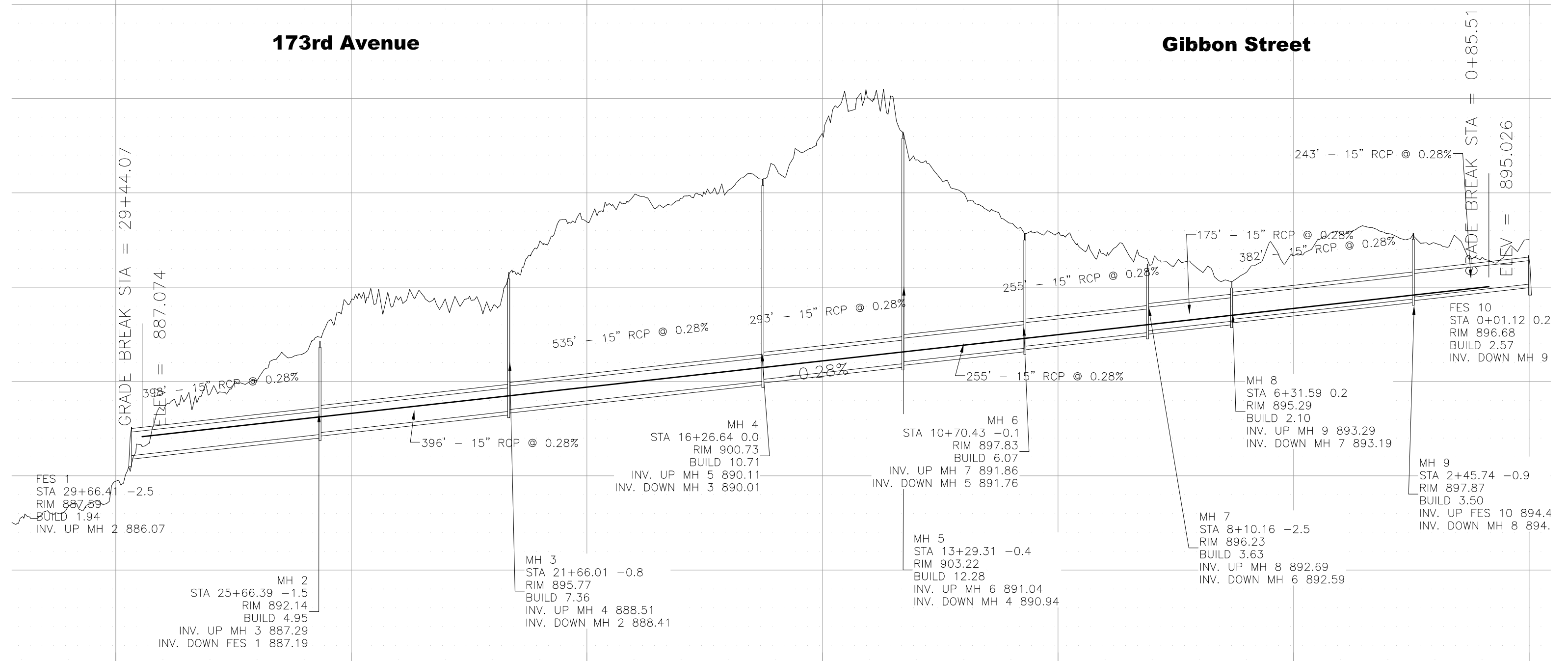
GIBBON STREET

Option 4

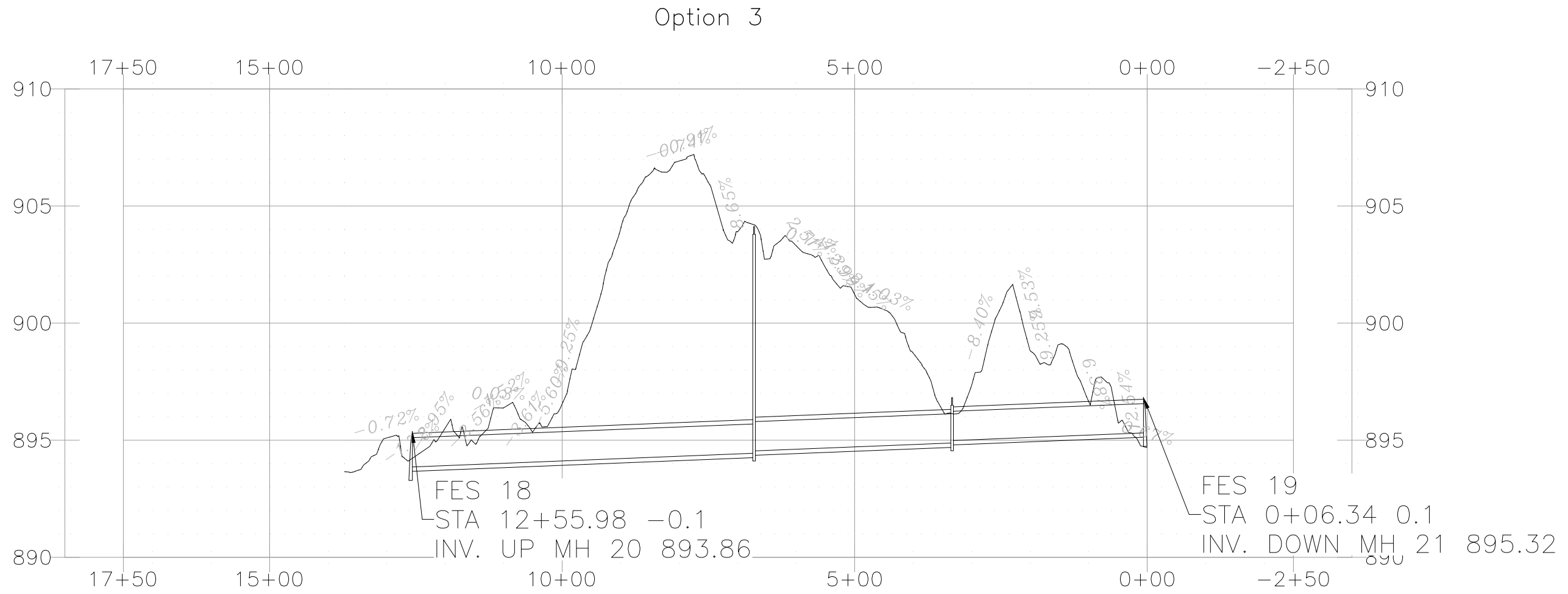
30+00 25+00 20+00 15+00 10+00 5+00 0+00

173rd Avenue

Gibbon Street



Option 3



Public Works Committee

5. 2.

Meeting Date: 06/16/2015

By: Bruce Westby, Engineering/Public Works

Title:

Consider Recommendation for Zeolite Street Storm Sewer Extension to Lake Ramsey

Purpose/Background:

Purpose:

The purpose of this case is to consider providing a recommendation to the City Council for extending the existing storm sewer that runs along the west side of Zeolite Street to Lake Ramsey in 2015.

Background:

During development of Ramsey Town Center, 73" Arch Reinforced Concrete Pipe (A-RCP) storm sewer was installed along the west side of Zeolite Street for the purpose of providing drainage from the Ramsey Town Center 8th, 9th, and 10th Additions, and to allow for future drainage of a portion of the developed/undeveloped areas to the north. At the time the storm sewer was installed it was terminated just past the outside edge of the shoulder along the south side of Bunker Lake Boulevard, west of Zeolite Street. The end of the storm sewer pipe was covered with a sheet of plywood before being backfilled. This plywood sheet rotted and failed in 2012, at which time it was replaced with another sheet of plywood as the expectation was that the line would be extended later that year, which then never occurred.

This existing storm sewer line incorporates an outlet pipe from the triangular parcel of RTC 8th Addition in the northwest corner of the intersection. Therefore, if the pipe fills with stormwater to a certain point the water can then flow out of the pipe and into the triangular parcel where it is then stored until it can infiltrate into the ground. However, the pipe always has some standing water in it (approximately a foot) so the sheet of plywood is continually wet. Staff therefore recommends removing the plywood and extending the storm sewer to Lake Ramsey as originally intended this year to prevent the plywood from failing, in which case a portion of the pavement along Bunker Lake Boulevard could potentially fail.

It is important to note that at the time the storm sewer was terminated it was discussed whether the pipe could or should be downsized by approximately half its diameter from the end of the existing pipe into Lake Ramsey, primarily to save on construction costs. If this were to occur it would remove any ability for this storm sewer to provide future drainage for the area north of RTC 10th Addition. Staff does not support downsizing the pipe for two reasons. First, it is poor practice to reduce pipe size as you proceed downstream, especially if the pipe is downsized significantly as was previously discussed. Second, reducing the pipe size would reduce or eliminate flexibility for developing the area to the north. The estimated cost savings associated with reducing the pipe size would be less than \$50,000.

Timeframe:

Approximately 10 minutes for presentation and discussion.

Observations/Alternatives:

Staff has developed a draft set of plans and a preliminary cost estimate for the proposed improvements. Attached are four of the draft plan sheets showing the proposed improvements and detour route. This work will include the lowering of an existing 12" watermain line, and the removal and replacement of pavement areas along Zeolite Street and Bunker Lake Boulevard. Detouring is proposed to be routed along Center Street during the week or two it would take to construct the improvements and repave the roads.

Funding Source:

Construction costs are preliminarily estimated at \$175,000. Project costs would be paid from the Storm Water Utility Fund. This project is included in the City’s 5-year Street Maintenance Program for construction in 2015 at a cost of \$250,000, which includes indirect costs for administrative, engineering, finance, and legal fees.

Recommendation:

Staff recommends that the Public Works Committee recommend City Council approval of this project for construction in 2015. If the Committee recommends Council approval, staff will finalize the plans and cost estimate for presentation to the City Council on June 23, 2015.

Action:

Recommend or deny recommendation to the City Council for constructing this project in 2015.

Attachments

Draft plan sheets

Map

Form Review

Inbox	Reviewed By	Date
Grant Riemer	Grant Riemer	06/11/2015 11:29 AM
Kurt Ulrich	Jo Thieling	06/11/2015 01:32 PM
Patrick Brama	Patrick Brama	06/11/2015 02:07 PM
Form Started By: Bruce Westby		Started On: 06/08/2015 09:38 AM
Final Approval Date: 06/11/2015		

CITY OF RAMSEY
 ZEOLITE STREET
 STORM SEWER EXTENSION
 CITY IMPROVEMENT PROJECT NO. 15-22

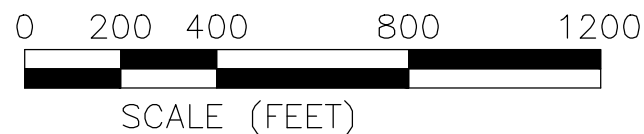
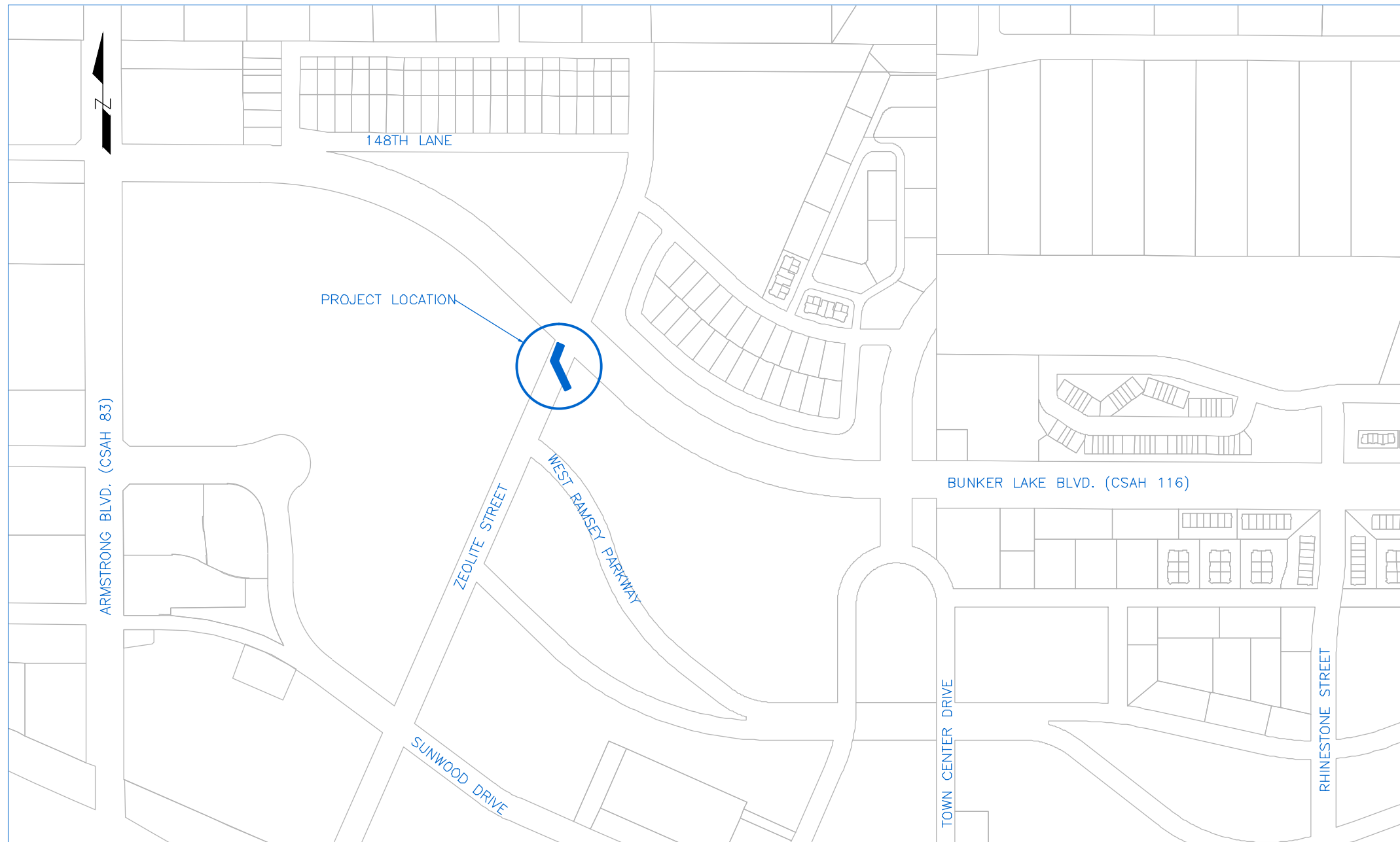
GOVERNING SPECIFICATIONS
 THE 2014 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL APPLY.

ALL FEDERAL, STATE AND LOCAL LAWS, REGULATIONS AND ORDINANCES SHALL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE CURRENT EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SHEET INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	S.E.Q.
3-4	DETAILS
5	EXISTING CONDITIONS AND REMOVALS
6	STORM SEWER PROFILE
7	WATERMAIN PROFILE
8	RESTORATION PLAN
9	TRAFFIC CONTROL PLAN

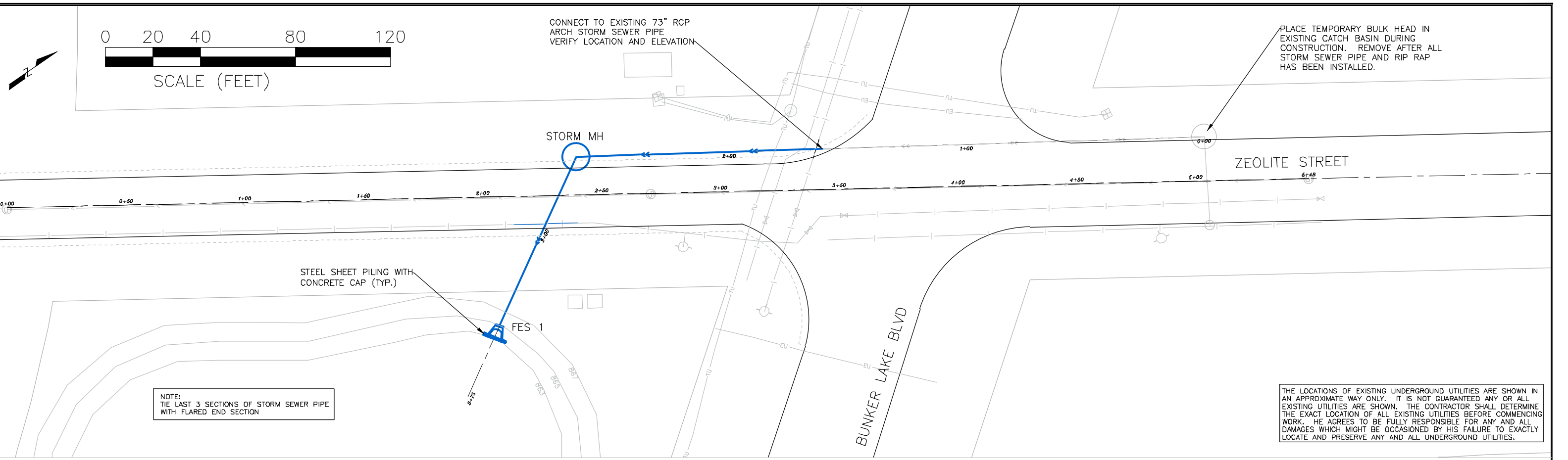


CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

_____ Lic. No. 21112

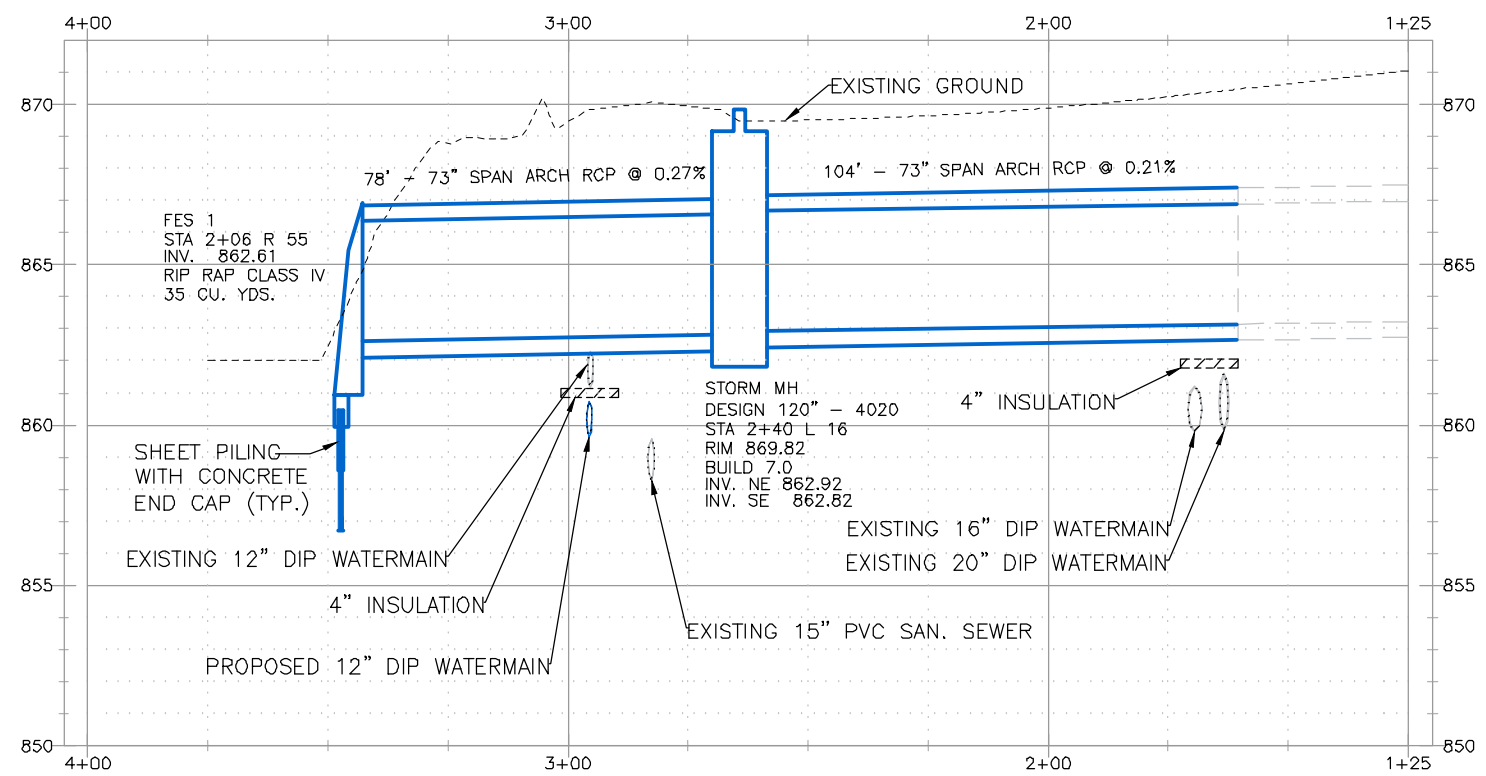
Date 6/10/15



NOTE:
TIE LAST 3 SECTIONS OF STORM SEWER PIPE
WITH FLARED END SECTION

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN
AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL
EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE
THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING
WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL
DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY
LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

PROPOSED STORM SEWER PROFILE



DATE	REVISION
Jun 10, 2015 - 2:31pm	

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laws of the State of Minnesota.

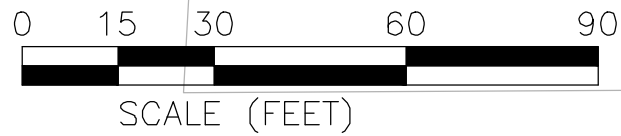
LEONARD L. LINTON
Lic. No.

DESIGNED BY:
DRAWN BY:
DATE: 6/10/15
CHECKED BY:
FILE NO. 15-22

CITY OF RAMSEY
7550 SUNWOOD DRIVE
RAMSEY, MN 55303
(763) 427-1410 FAX (763) 433-9898

PROPOSED STORM SEWER

ZEOLITE STREET STORM SEWER EXTENSION
CITY PROJECT NO. 15-22
CITY OF RAMSEY, MINNESOTA



INSTALL 4" THICK INSULATION 8'X16'

INSTALL 4" THICK INSULATION 4'X14'

ZEOLITE STREET

0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. IT IS NOT GUARANTEED ANY OR ALL EXISTING UTILITIES ARE SHOWN. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

45° VERTICAL BEND
STA. 2+15

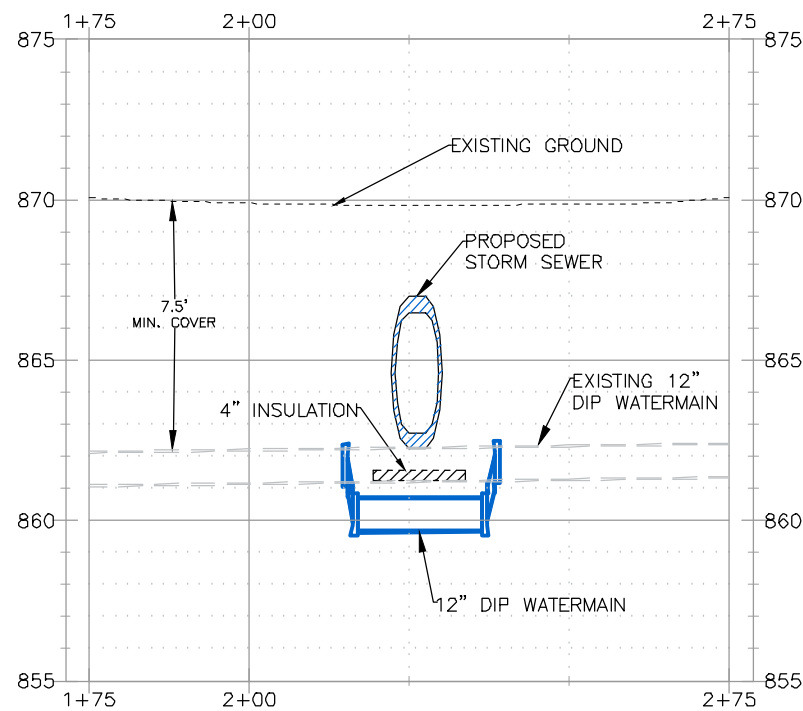
45° VERTICAL BEND
STA. 2+17

45° VERTICAL BEND
STA. 2+39

45° VERTICAL BEND
STA. 2+36

BUNKER LAKE BLVD.

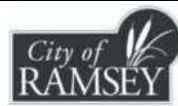
PROPOSED WATERMAIN PROFILE



DATE	REVISION
Jun 10, 2015 - 2:31pm	
G:\Engineering\AutoCad Dwg\Projects N-2\Zeolite Street Storm Sewer Extension\Plans - Profile Watermain.dwg	

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LEONARD L. LINTON
Lic. No.

DESIGNED BY:
DRAWN BY:
CHECKED BY:
DATE: 6/10/15
FILE NO. 15-22

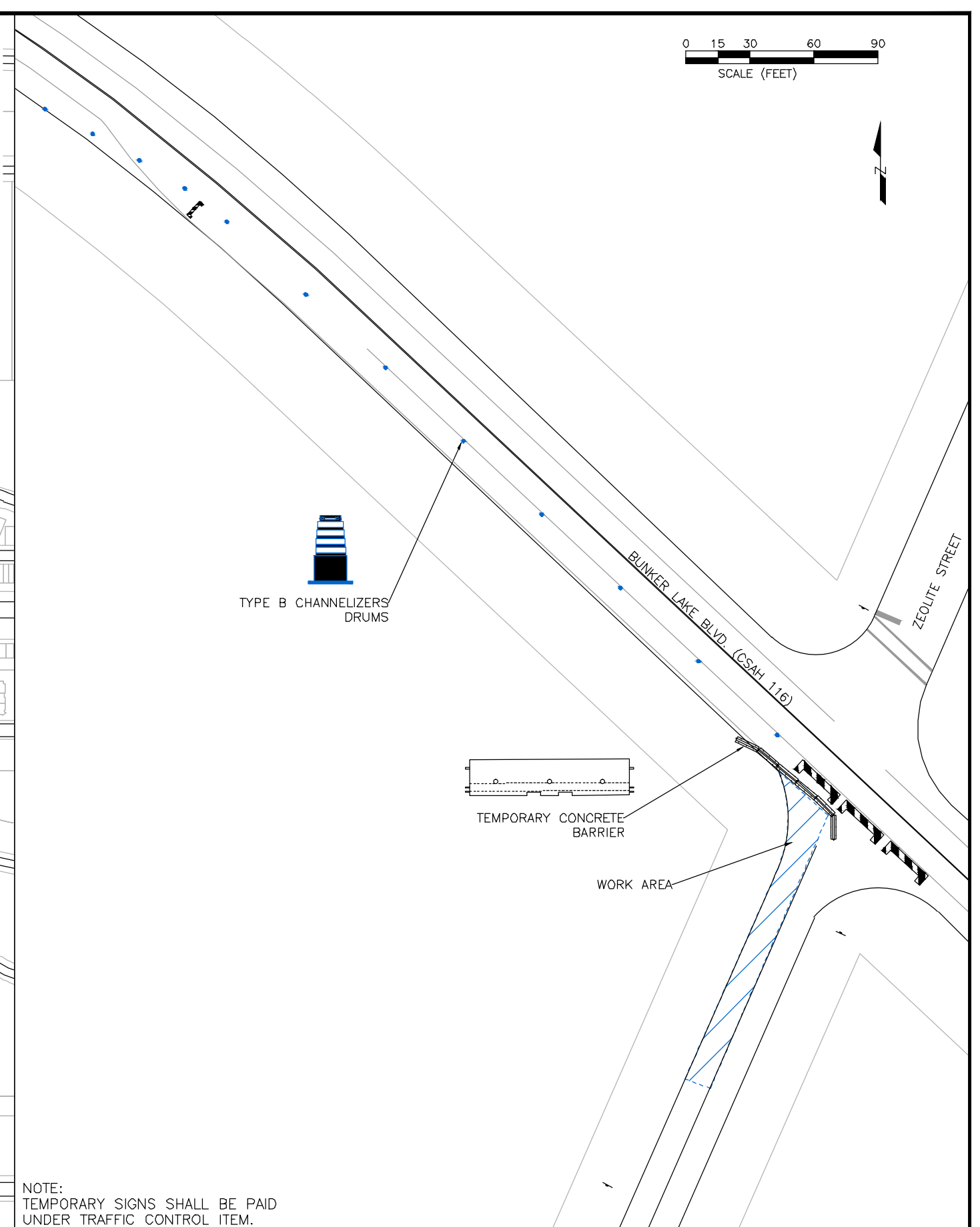
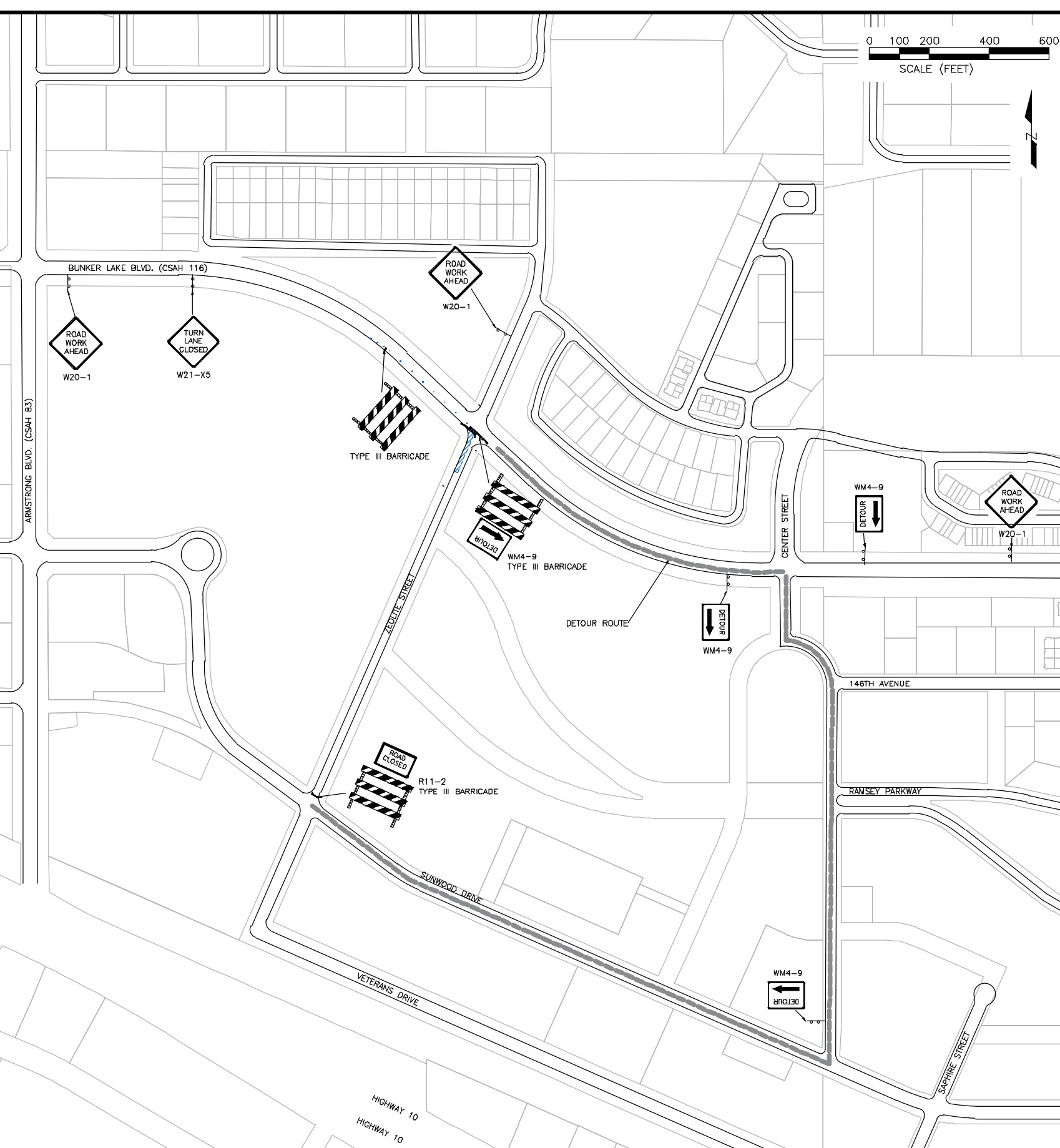
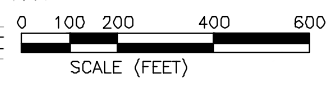


CITY OF RAMSEY
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RAMSEY, MN 55303
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PROPOSED WATERMAIN

ZEOLITE STREET STORM SEWER EXTENSION
CITY PROJECT NO. 15-22
CITY OF RAMSEY, MINNESOTA

SHEET 7 OF 9 SHEETS



NOTE:
TEMPORARY SIGNS SHALL BE PAID
UNDER TRAFFIC CONTROL ITEM.

DATE	REVISION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

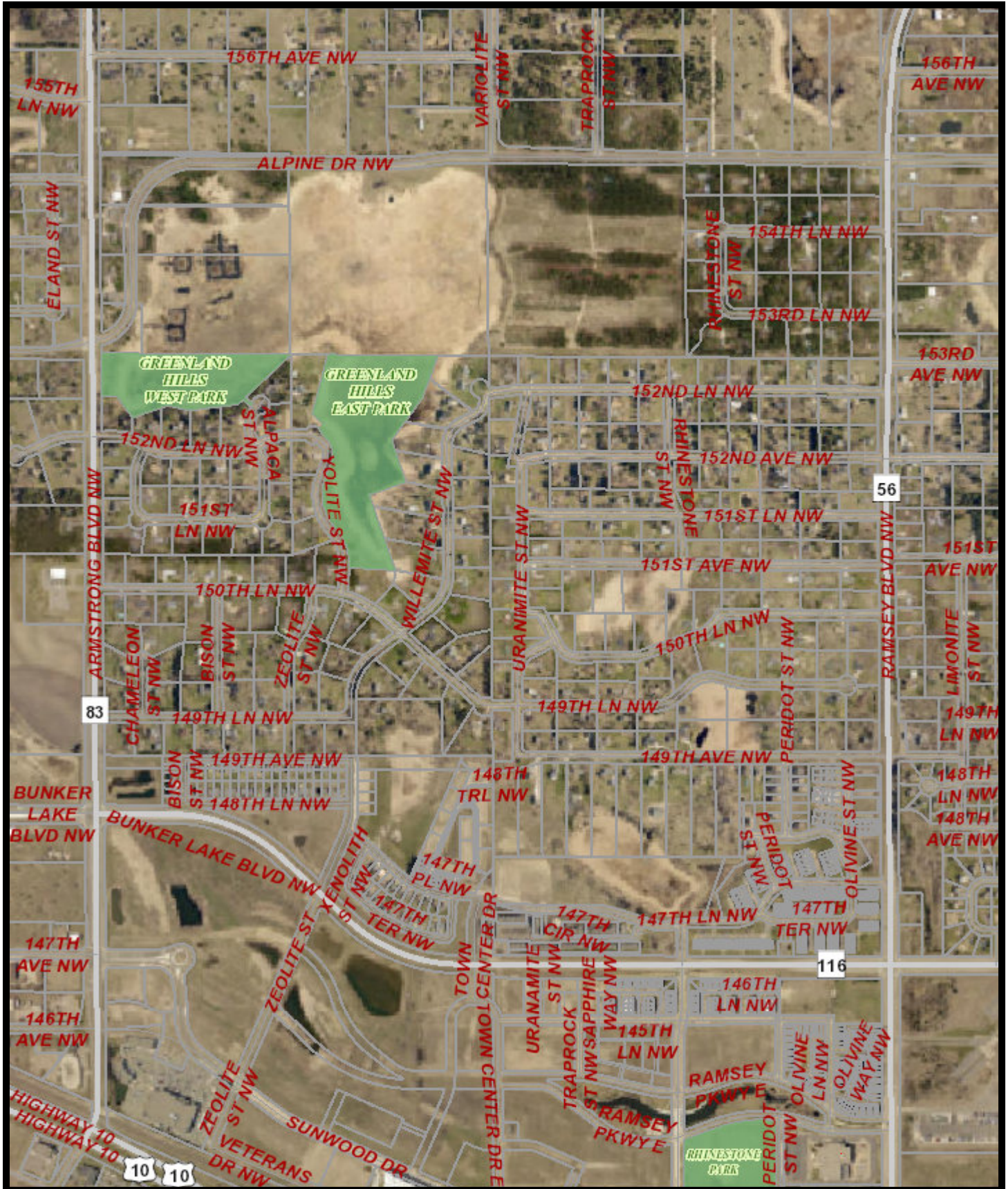
DESIGNED BY: _____
 DRAWN BY: _____ DATE: 6/10/15
 CHECKED BY: _____ FILE NO. 15-22

LEONARD L. LINTON
 Lic. No. _____

CITY OF RAMSEY
 7550 SUNWOOD DRIVE
 RAMSEY, MN 55303
 (763) 427-1410 FAX (763) 433-9898

TRAFFIC CONTROL PLAN

Zeolite Street Storm Sewer Extension



Print Date: June 11, 2015

0 215 430 860 1,290 1,720 Feet

LOGIS
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Public Works Committee

5.3.

Meeting Date: 06/16/2015

By: Bruce Westby, Engineering/Public Works

Title:

Consider Street Width Recommendation for Andrie Street and 164th Lane Reconstruction Project

Purpose/Background:

Purpose:

Consider providing a recommendation on street widths for reconstructing Andrie Street and 164th Lane, which are currently scheduled for reconstruction in 2016.

Background:

In December of 2008, a Feasibility Report for reconstructing Andrie Street and 164th Lane was completed. In 2009, plans and specifications were prepared, including an alternate bid for constructing sidewalks with the project. This project was then bid but never constructed due to a controversy that arose over whether sidewalks should be constructed with the project, as well as due to some project funding questions.

On May 21, 2013, the Public Works Committee directed staff to update the estimated project costs for reconstructing Andrie Street and 164th Lane as proposed in 2008/2009, but without concrete sidewalks. The Committee also directed staff to explore costs for widening the pavement to accommodate on-road bicycle lanes for use by pedestrians and bicyclists.

On May 20, 2014, staff provided updated costs to the Public Works Committee for reconstructing Andrie Street and 164th Lane as either a 32-foot wide street with concrete sidewalk on one side, or as a 36-foot wide street with an on-road bike lane on one side. The estimated costs reflected 2009 pricing. It was also discussed that no petitions were received requesting improvements to Andrie Street and 164th Lane since petitions were originally received in May of 2008. However, there appeared to be a renewed interest by some of the residents to reconstruct Andrie Street and 164th Lane, though based on preliminary feedback the addition of a concrete sidewalk is not favored.

On June 17, 2014, staff again discussed this project with the Public Works Committee who decided to wait until an assessment policy was developed, and until further direction on MSA requirements was known, to further discuss this project. Since this time, a Special Assessments Policy was adopted (December 2014) and staff has had further opportunities to review the project in relation to applicable MSA standards. Staff is therefore looking to move this project along again so it can be bid next winter. All that remains now is to define the proposed typical section including all driving, parking, bike lane, and shoulder widths.

Timeframe:

This case is estimated to conclude in 25 minutes or less.

Observations/Alternatives:

Both Andrie Street and 164th Lane are part of our Municipal State-Aid Street (MSAS) system so MnDOT state-aid standards must be followed during design and construction. Minnesota rule 8820.9941 determines the minimum design width for on-road bicycle facilities for urban reconstruction projects, which allows for 5 or 6 foot wide bike lanes. The Public Works Committee previously recommended using 5 foot bike lanes and 11 foot drive lanes to reduce the proposed overall road width.

The following design criteria apply to Andrie Street and 164th Lane;

- Functional class = collector

- Traffic volumes = < 2,000 ADT (450 to 1,250 ADT in 2009)
- Design speed = 30 mph
- Parking = originally proposed on one side only (opposite on-road bike lane) but the City can request a no-parking variance if a good reason exists why parking should not be allowed/provided for.

The 2009 estimated costs for reconstructing Andrie Street and 164th Lane as 32 foot wide streets with concrete curb and gutter, storm sewer, and a 5 foot wide concrete sidewalk along one side was \$1,813,000, including indirect costs. If the 5 foot concrete sidewalk is removed and the streets are widened by 4 feet to accommodate two 11 foot drive lanes and a 6 foot wide on-road bicycle lane, the 2009 estimated costs, including indirect costs, becomes \$1,647,000. Therefore, based on 2009 estimated costs it is estimated to cost about \$166,000 less to construct the on-road bike lane than the off-road sidewalk.

Based on direction received from the Public Works Committee on May 20th, 2014, staff updated the 2009 engineer's estimate to reflect 2014 estimated costs for reconstructing Andrie Street and 164th Lane as a 36-foot wide street with two 11-foot lanes and a 6-foot bike lane at \$1,758,000. This included 20% indirect costs for engineering and administration, and reflected an estimated increase of \$111,000 in project costs from 2009 to 2014. Staff also updated the 2009 estimate to reflect 2014 estimated costs for reconstructing Andrie Street and 164th Lane as a 32 foot wide street with no concrete sidewalk or on-road bike lane, as was originally proposed. This cost was estimated at \$1,665,000 and included 20% indirect costs for engineering and administration.

Since this was last discussed by the Public Works Committee in June of 2014, the City has adopted a Special Assessments Policy and has secured bond funds for the next five years of street reconstruction projects, including both Andrie Street and 164th Lane. Unfortunately, the secured bond funds do not allow for the addition of sidewalk or trails, or for widening streets. As such, sidewalks or trails cannot be added along Andrie Street and 164th Lane, and the streets cannot be widened unless local funds are used to pay for such improvements. Therefore, staff is seeking direction from the Committee on whether Andrie Street or 164th Lane should be widened to accommodate pedestrian facilities, or whether sidewalk or trails should be added, either of which would add local costs to the project.

Funding Source:

This project is currently listed in the CIP for reconstruction in 2016. As previously noted, bond funds are in place to fund the surface improvements required for this project, which would be paid back in part through the collection of special assessments. The Storm Water Utility Fund would fund the required storm water improvements.

Recommendation:

Staff is not prepared to offer a recommendation at this time, but based on everything that is known to date a no-parking variance would appear to be very unlikely for this project. As such, on-road parking will likely need to be provided thereby reducing the likelihood that an on-road bike lane could be provided without exceeding the existing street width, resulting in increased local funding needs for the project. If the Committee wants staff to pursue this further, staff will request additional direction from MnDOT's State Aid Office in hopes of being able to provide definitive direction for the Committee at their July meeting.

Action:

Recommend or deny recommendation for street widths of reconstructed Andrie Street and 164th Lane.

Attachments

No file(s) attached.

Form Review

Inbox
Grant Riemer

Reviewed By
Grant Riemer

Date
06/11/2015 01:06 PM

Kurt Ulrich
Patrick Brama
Form Started By: Bruce Westby
Final Approval Date: 06/11/2015

Jo Thieling
Patrick Brama

06/11/2015 01:31 PM
06/11/2015 02:07 PM
Started On: 06/08/2015 09:37 AM

Public Works Committee

5. 4.

Meeting Date: 06/16/2015

By: Bruce Westby, Engineering/Public Works

Title:

Recommend Revising Street Names from (East) Town Center Drive to Center Street, and from East/West Ramsey Parkway to Ramsey Parkway

Purpose/Background:

Purpose:

The purpose of this case is to consider revising the name of the north-south street between Sunwood Drive and 147th Lane from (East) Town Center Drive to Center Street, and to revise the name of the east-west street between Armstrong Boulevard and Ramsey Boulevard from East/West Ramsey Parkway to Ramsey Parkway.

Background:

Center Street -

The construction of the new street segment between Sunwood Drive and Bunker Lake Boulevard known as Center Street is nearly complete. Street signs were recently installed per attached plan sheets 33 and 34. As shown, these signs designate the entire street segment between Sunwood Drive and Bunker Lake Boulevard as “Center Street”. As part of the project, the two existing “E TOWN CENTER DR” street name sign panels at East Ramsey Parkway were replaced with “Center Street” sign panels, as was the existing “Town Center Dr” street name sign panel north of Bunker Lake Boulevard. The existing “Town Center Dr” street name sign at 147th Lane remains and was not replaced as part of the project. Attached are photos of the existing street name signs along Town Center Drive/Center Street for reference.

Staff is seeking a recommendation from the Public Works Committee for replacing the existing “Town Center Dr” street name sign panel at 147th Lane to “Center Street”, and to add “Center Street” street signs on the south side of the intersection with Bunker Lake Boulevard, and at the intersection with 146th Avenue. No street name signs currently exist at these two locations. Completing this work would change the name of this street from Town Center Drive to Center Street between Sunwood Drive and 147th Lane.

New street name signs can be produced in-house using the City’s sign lab. Estimated costs for replacing the sign panel at 147th Lane is \$50, and \$400 for adding the two new intersection street signs, including posts. This results in a total estimated cost of \$450 for the Center Street sign modifications proposed by staff. This cost does not include labor.

Only one property is address off of East Town Center Drive, the City’s pump house, which will not present a problem if renaming street.

Ramsey Parkway –

The existing street name signs at each of the intersections along East Ramsey Parkway read “E RAMSEY PKWY”. As the naming convention currently stands, any new signs installed west of Center Street would read “W Ramsey Pkwy”. Staff proposes to change the street name along this entire corridor to “Ramsey Parkway” by dropping the “East” and “West” designations. This will simplify addressing properties along this corridor in the future, and will allow people to find their intended destinations easier. And by doing so now it will reduce the number of address changes required in the future.

Currently, 20 residential properties, the Draw, and PACT Charter School are addressed off of East Ramsey Parkway. If the Public Works Committee recommends changing the name of this street to Ramsey Parkway, staff

will contact PACT Charter School to discuss related cost impacts and to address any concerns they may have as related to the name change. If PACT Charter School approves of the change, staff would propose to contact each of the impacted property owners to notify them of the proposed street name change, and would then follow up by changing all existing street name signs, of which there are nine, to “Ramsey Pkwy”.

Again, the new street name sign panels can be produced in-house using the City’s sign lab at an estimated cost of \$50 each, resulting in a total estimated cost for replacing the existing sign panels along East Ramsey Parkway of \$450.

If both street name changes are recommended the total estimated cost to the City would be \$900.

Timeframe:

Approximately 10 minutes for presentation and discussion.

Observations/Alternatives:

Simplifying the naming convention of streets allows drivers to find their intended destinations easier, and results in less confusion and errors for mail carriers.

Funding Source:

All costs would be paid through the Public Works streets maintenance budget.

Recommendation:

Staff recommends renaming (East) Town Center Drive to Center Street, and East/West Ramsey Parkway to Ramsey Parkway, for reasons stated herein.

Action:

Recommend or deny recommendation to rename (East) Town Center Drive to Center Street, and renaming East/West Ramsey Parkway to Ramsey Parkway.

Attachments

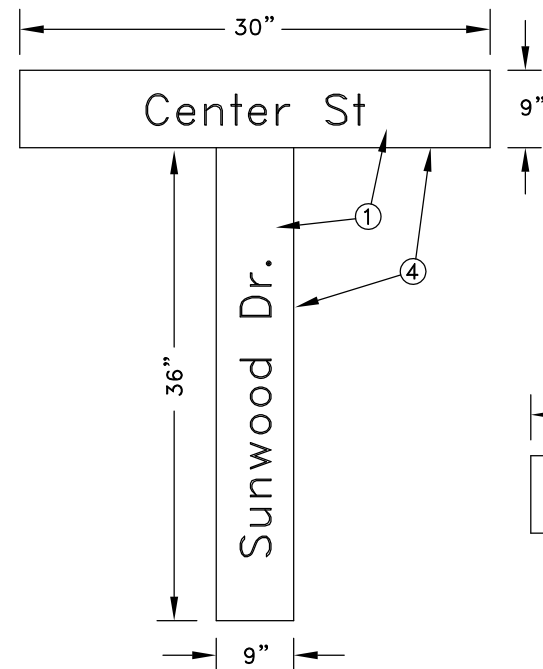
[Center St Plan Sheets 33&34](#)

[Existing Sign Pictures](#)

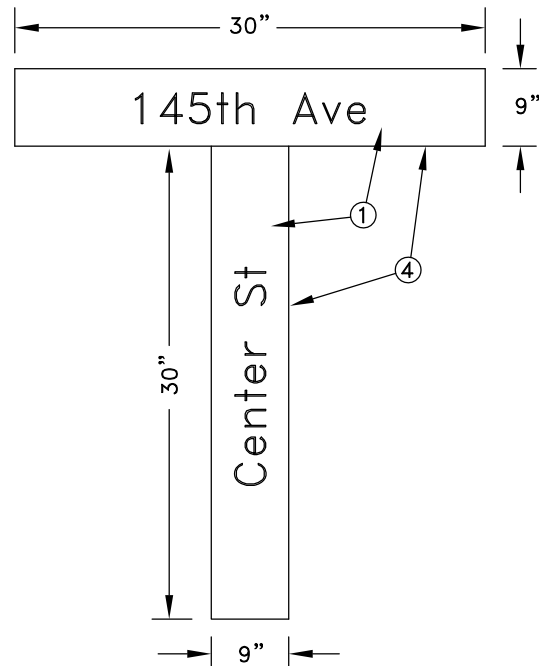
[Street Map](#)

Form Review

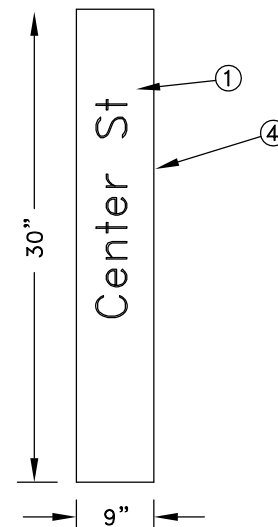
Inbox	Reviewed By	Date
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Grant Riemer	Grant Riemer	06/11/2015 11:41 AM
Kurt Ulrich	Jo Thieling	06/11/2015 01:32 PM
Patrick Brama	Patrick Brama	06/11/2015 02:08 PM
Form Started By: Bruce Westby		Started On: 06/08/2015 09:41 AM
Final Approval Date: 06/11/2015		



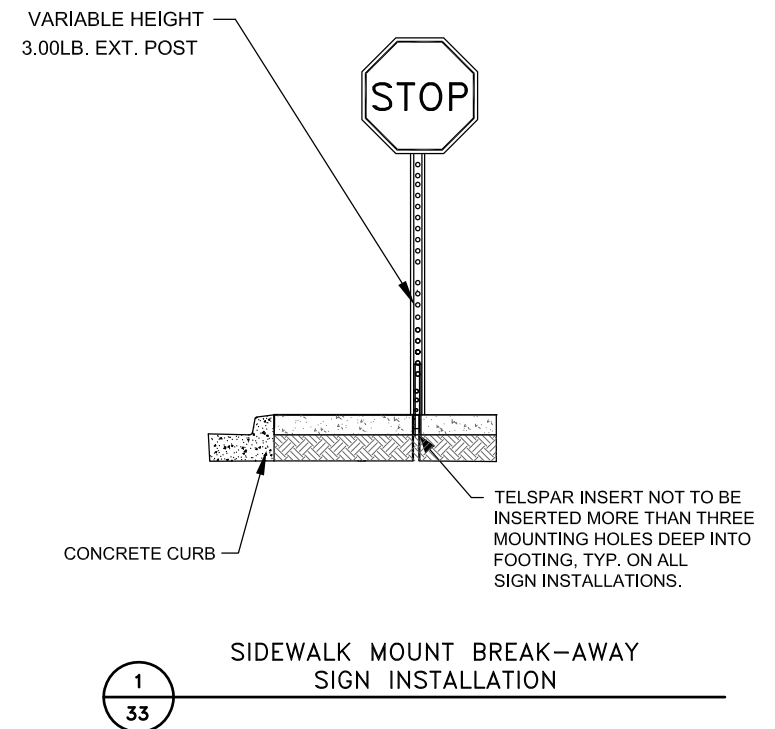
SIGN 1 DETAIL ⑤
NO SCALE



SIGN 2 DETAIL ⑤
NO SCALE



SIGN 3 DETAIL ⑤
NO SCALE



SIDEWALK MOUNT BREAK-AWAY
SIGN INSTALLATION

SIGN LEGEND	SIGN NUMBER	SIGN SIZE	SIGN MESSAGE	SIGN COLOR ⑥	POSTS			MOUNTING HEIGHT (FEET) ⑦	REMARKS	ESTIMATED QUANTITY
					NUMBER AND TYPE	NUMBER OF KNEE BRACES	LENGTH (FEET)			
	R1-1	30"X30"	STOP	WHITE ON RED	2-U		13.5	7.5		2
	R7-8m	12"X18"	HANDICAP PARKING	WHITE ON BLUE	2-U		13.5	7.5		1
1		48"X9" 48"X9"	CENTER STREET ① SUNWOOD DRIVE ⑨	WHITE ON GREEN		②③		7.5	SEE DETAIL ON THIS SHEET	1
2		48"X9" 48"X9"	CENTER STREET ① 145TH AVE NW ⑨	WHITE ON GREEN		②③		7.5	SEE DETAIL ON THIS SHEET	1
3		48"X9"	CENTER STREET ①	WHITE ON GREEN		②③		7.5	SEE DETAIL ON THIS SHEET	3 ⑧

GENERAL NOTES:

- ALL SIGNS SHALL HAVE TYPE IX SHEETING UNLESS NOTED.
- SIGNS SHALL BE PAID PER ITEM 2564-SIGN PANELS TYPE C, UNLESS NOTED.
- SIGNS CONSTRUCTED IN THE SIDEWALK SHALL BE CONSTRUCTED PER ①/③③.

REFERENCE NOTES:

- ALL STREET NAME SIGNS SHALL HAVE 6" AND 4 1/2" LETTERING FOR UPPERCASE AND LOWERCASE LETTERS, RESPECTIVELY. SERIES "B" LETTERING AND NUMBERING SHALL BE USED WITH 75% SPACING.
- MOUNTING BRACKETS SHALL BE E-450 FOURWAY BRACKET OR EQUAL.
- MOUNTING POSTS SHALL BE 2.5" O.D. BY 10' GALVANIZED TUBE. POSTS SHALL BE IMBEDDED IN A 12" DIAMETER BY 24" DEEP CONCRETE FOOTING. CONCRETE MIX 3Y43 SHALL BE USED FOR THE FOOTING.
- SIGN PLATES SHALL BE SINGLE FACED CONSTRUCTED OF 0.100 ALUMINUM TYPE IX SHEETING.
- SIGN SHALL BE PAID PER ITEM 2564-SIGN PANELS TYPE SPECIAL.
- SIGN COLOR SHALL BE AS SHOWN IN THE MnDOT STANDARD SIGNS MANUAL, UNLESS NOTED.
- MOUNTING HEIGHT IS A MINIMUM, SEE SHEET 43 FOR TYPICAL MOUNTING DETAILS.
- A SINGLE "CENTER STREET" SIGN SHALL BE INSTALLED TO REPLACE EXISTING "E TOWN CENTER DR" SIGNS, LOCATED AT INTERSECTION WITH RAMSEY PARKWAY (2) AND BUNKER LAKE BOULEVARD (1). AS SUCH, 3 ADDITIONAL 48"X9" SIGNS ARE REQUIRED.
- ALL STREET NAME SIGNS SHALL BE NOTCHED AND PUNCHED AND HAVE A 3/8" WHITE BORDER.

Aug 20, 2014 - 4:47pm
K:\oad_eng\PROJECTS\MUNICIPAL\RA3184.dwg\RA3184_STRIPING.dwg

DATE	REVISION
8/18/14	BID SET

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 SHANE NELSON, PE
 Date 7/16/14 Lic. No. 43381

DESIGNED BY:
AMT
 DRAWN BY:
AMT
 CHECKED BY:
SMN

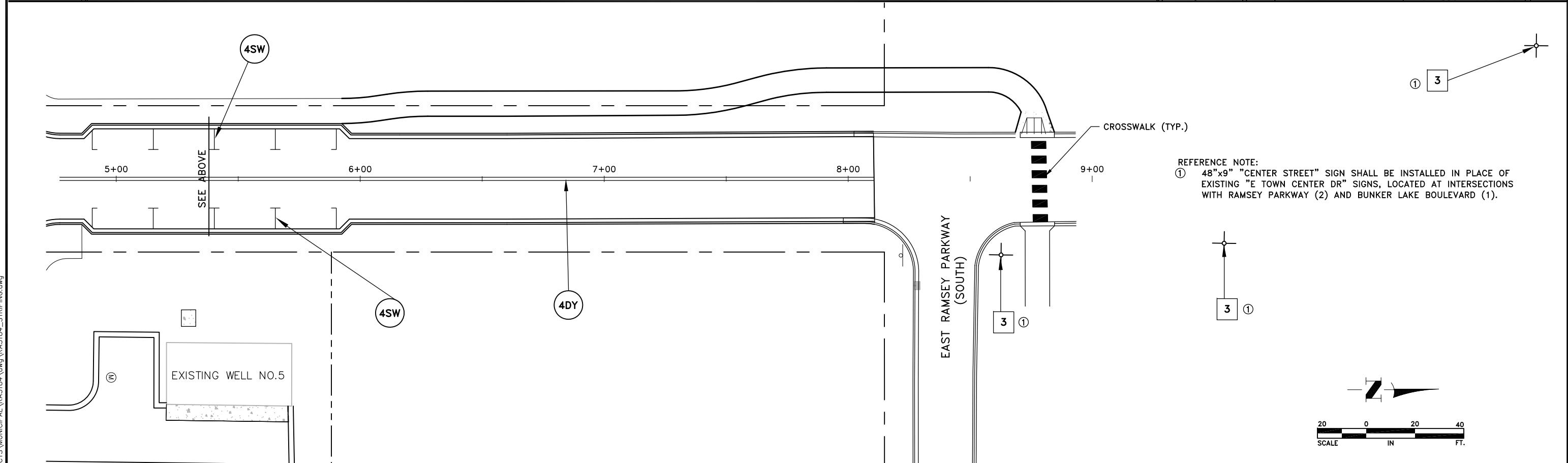
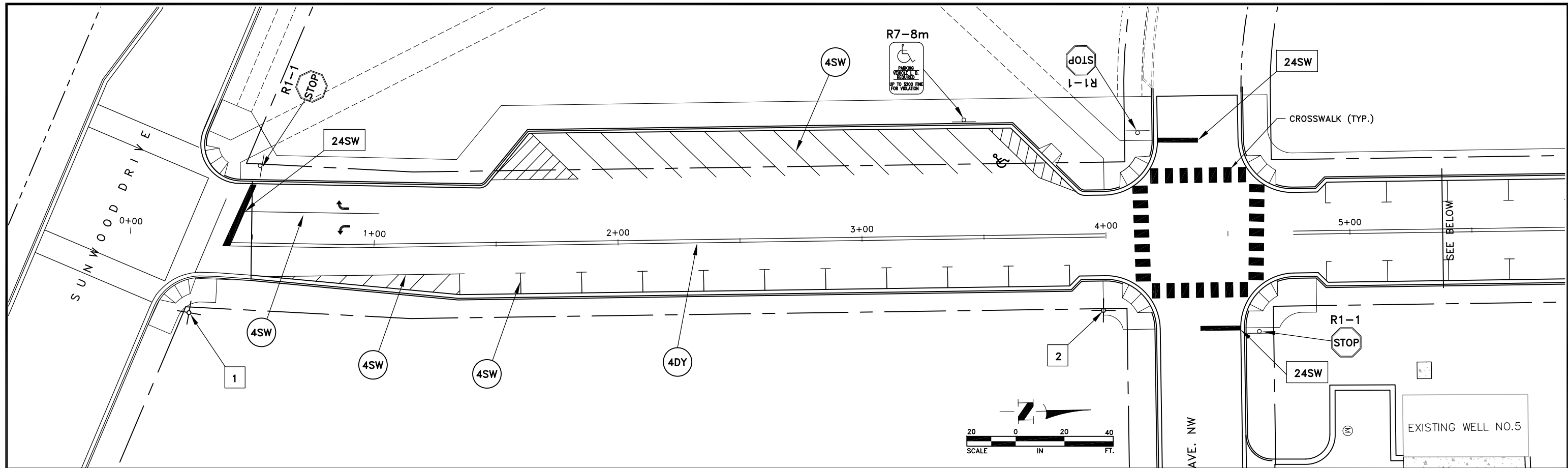


Hakanson Anderson
 Civil Engineers and Land Surveyors
 3601 Thurston Ave., Anoka, Minnesota 55303
 763-427-5860 FAX 763-427-0520
 www.hakanson-anderson.com

CENTER STREET

**SIGNAGE LEGEND
AND NOTES**
 RAMSEY, MINNESOTA

SHEET 33 OF 39 SHEETS
 RA3184



REFERENCE NOTE:
 ① 48"x9" "CENTER STREET" SIGN SHALL BE INSTALLED IN PLACE OF EXISTING "E TOWN CENTER DR" SIGNS, LOCATED AT INTERSECTIONS WITH RAMSEY PARKWAY (2) AND BUNKER LAKE BOULEVARD (1).

Aug 20, 2014 - 5:36pm K:\oad_eng\PROJECTS\MUNICIPAL\RA3184.dwg\RA3184_STRIPING.dwg

DATE	REVISION
8/18/14	BID SET

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
 SHANE NELSON, PE
 Date 7/16/14 Lic. No. 43381

DESIGNED BY: AMT
 DRAWN BY: AMT
 CHECKED BY: SMN



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CENTER STREET

STRIPING & SIGNAGE PLAN
 RAMSEY, MINNESOTA

SHEET 34 OF 39 SHEETS
 RA3184



Public Works Committee

6. 1.

Meeting Date: 06/16/2015

Submitted For: Grant Riemer, Engineering/Public Works

By: Grant Riemer, Engineering/Public Works

Title:

Minnesota Department of Health Variance on Fluoride Concentration in Drinking Water

Purpose/Background:

On April 27, 2015, the United States Department of Health & Human Services (HHS) (and Centers for Disease Control and Prevention (CDC)) finalized new guidance which recommends a single national fluoride level of 0.7 mg/L at community public water supplies.

The updated HHS and CDC recommendation was based on recent U.S. Environmental Protection Agency and HHS scientific assessments to balance the benefits of preventing tooth decay while limiting any potential negative health effects of high fluoride consumption, specifically dental fluorosis. Dental fluorosis, a discoloration of the tooth surface that may range from barely discernable markings to brown stains to surface pitting, may occur when excessive fluoride is consumed during tooth development (usually before age 8).

In light of this new optimal fluoride concentration in drinking water recently proposed by the HHS and CDC, MDH will begin a formal rulemaking process in the future to make changes to Minnesota Rule 4720.0030, which states:

Fluoride content. *The fluoride content of the water shall be controlled to maintain an average concentration of 1.2 milligrams per liter; the concentration shall be neither less than 0.9 milligrams per liter nor more than 1.5 milligrams per liter.*

In the meantime, MDH is allowing systems to apply for a variance to the current rule as allowed by Minnesota Statute 14.055, which states that “a person or entity may petition an agency for a variance from a rule adopted by the agency, as it applies to the circumstances of the petitioner.” It also states:

Discretionary variances. *An agency may grant a variance if the agency finds that:*

- (1) application of the rule to the petitioner would result in hardship or injustice;*
- (2) variance from the rule would be consistent with the public interest; and*
- (3) variance from the rule would not prejudice the substantial legal or economic rights of any person or entity*

Municipal public water supply (PWS) owners interested in maintaining a lower optimal fluoride concentration in drinking water, at an average of 0.7 mg/L within the range of 0.5 to 0.9 mg/L, can request a discretionary variance to Rule 4720.0030. The city of Ramsey utility department submitted our request for variance the week of 5/27/2015

Timeframe:

5 Minutes

Observations/Alternatives:

While this variance will help us reduce the amount of fluoride we inject into our drinking water and the quantity of fluoride we purchase, the extent of those savings is ultimately dependent on weather and consumer use.

Funding Source:

Utility Fund 9601

Recommendation:

Informational only

Action:

Informational only

Attachments

No file(s) attached.

Form Review

Inbox	Reviewed By	Date
Kurt Ulrich	Jo Thieling	06/11/2015 01:32 PM
Patrick Brama	Patrick Brama	06/11/2015 02:18 PM
Form Started By: Grant Riemer		Started On: 06/10/2015 08:46 AM
Final Approval Date: 06/11/2015		