Appendix M

Draft Memorandum of Understanding
RICE COUNTY STATE AID HIGHWAY 1
CORRIDOR PRESERVATION
MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into and among the City of Dundas, City of Northfield, Township of Bridgewater, Township of Northfield, Minnesota Department of Transportation, and Rice County, each acting by and through its duly authorized officers.

1. INTRODUCTION

1.1 The City of Dundas, City of Northfield, Township of Bridgewater, Township of Northfield are political subdivisions organized under the laws of the State of Minnesota. Each has responsibilities related to roadway and transportation within its respective jurisdiction.

1.2 Rice County ("County") is a political subdivision organized under the laws of the State of Minnesota. The County is responsible for highway planning, design, construction, and maintenance for county highways within the County.

1.3 The Minnesota Department of Transportation (Mn/DOT) is a state agency organized under the laws of the State of Minnesota. The State is responsible for highway planning, design, construction, and maintenance for state highways within the State of Minnesota.

1.4 The Rice County 2025 Transportation Plan identifies the need for a future east–west Minor Arterial corridor in the Dundas area to provide long–term continuity and mobility across Rice County. Improvements to County State Aid Highway (CSAH) 1 between Baldwin Avenue and Trunk Highway (TH) 246 will improve the continuity of the county highway system and provide mobility through northeast Rice County. Ultimately, improving this segment will provide an important east-west corridor between the CSAH 1 interchange at Interstate (I) 35 and into Goodhue County to TH 52, two vital Principal Arterials of State and regional significance. In summary, an improved alignment of CSAH 1 is recommended between Baldwin Avenue and TH 246 in Rice County.

1.5 The Cities, Townships, Mn/DOT, and the County have determined that it is in the best interest of each entity to enter into this MOU to address the respective roles and responsibilities of each party with respect to preserving the future realignment of CSAH 1 corridor.
2. PURPOSES

The purpose of this MOU is to identify the preferred planning alignment for CSAH 1, as well as addresses the basic relationship, roles and responsibilities of the parties with respect to the future CSAH 1 corridor. Specifically, the MOU is to provide a framework for the preservation of the proposed realignment including activities such as: environmental review, right-of-way identification and acquisition, roadway design, access management, and roadway jurisdictional modifications.

3. CORRIDOR DETAILS

3.1 Preferred Alignment

The preferred realignment begins within Bridgewater Township approximately 500 feet west (Station 810+00) of Baldwin Avenue and continues east through Bridgewater Township, the City of Dundas, and the City of Northfield and ends at the intersection of TH 246 (Station 1082+40) in Northfield Township. The preferred realignment alternative is displayed as Attachment A to this document and divided into four (4) segments as described below:

**Segment 1 – Baldwin Avenue to Cates Avenue:** This segment is currently located outside of Bridgewater Township’s orderly annexation agreements with the City of Dundas and the City of Northfield. Rice County is intending to begin an evaluation for staging Segment 1 improvements and for including Segment 1 in the County’s capital improvement plan. This segment could be completed prior to Segment 2.

**Segment 2 – Cates Avenue to CSAH 78:** This segment is currently located within the area of an orderly annexation agreement between Bridgewater Township and the City of Dundas (July 12, 2004), and is anticipated to urbanize in the foreseeable future.

**Segment 3 – CSAH 78 to Cannon Road:** This segment is located with the City of Dundas and City of Northfield, and extends through the environmentally sensitive area associated with the Cannon River.

**Segment 4 – Cannon Road to TH 246:** This segment is located, generally, along the border between the City of Dundas and City of Northfield, and primarily extends along the existing alignment of CSAH 1. It includes some developed rural residential properties currently in Bridgewater Township.

**TH 3 Corridor Access:** The TH 3/CSAH 1 Technical Memorandum identifies the existing and future intersection locations within this corridor consistent with Mn/DOT’s Access Management Guidelines. The corridor segment is defined as being located from Cannon Lane in the City of Northfield to the Cannon River Bridge in Bridgewater Township. Access and traffic control approval will be required from the Mn/DOT consistent with current policy.
**TH 246/CSAH 1 Intersection:** The TH 246/CSAH 1 Intersection Technical Memorandum identifies traffic control recommendations for this intersection and intersection spacing recommendations south of the TH 246/CSAH 1 intersection. Specifically, it identifies a new alignment and intersection location for CSAH 22.

### 3.2 Design Criteria

The proposed realignment will be designed and constructed to meet the design policies and standards of Mn/DOT State Aid and the Mn/DOT Road Design Manual at time of construction. The road shall have a 45-mile per hour design speed throughout the corridor, and be designed structurally to accommodate 10 tons per axle.

### 3.3 Typical Section

The typical section of the new roadway, or cross sectional view, is illustrated on Attachment A. The roadway corridor will be preserved to accommodate an ultimate 4-lane divided urban highway including shoulders, curb and gutter, a raised concrete median, and storm sewer. Paved trails may be included on one or both sides of the roadway, consistent with the City’s trail plans. The interim roadway typical section may include a rural 2-lane design in Segments 1 and 2, and an urban 2-lane design in Segments 3 and 4. In general, the interim roadway alignment would be in the future eastbound travel lanes.

### 3.4 Right-of-Way

The roadway right-of-way shall vary from 150 feet wide to 200 feet wide. In developing residential areas in Segment 2, the roadway right-of-way may be narrowed to 120 feet wide, provided a 15’ drainage, utility, and trail easement is provided on each side of the right-of-way. Additional right-of-way and/or easements may be necessary to accommodate grading in high fill or high cut areas, storm water management facilities, intersection channelization, retaining walls, and bridge structures.

### 3.5 Access Management

Public street intersections on CSAH 1 will be permitted consistent with the current Rice County Access Spacing Guidelines for a Minor Arterial roadway in an Urbanizing Area. Attachment A illustrates the proposed intersection on the preferred planning alignment.

### 3.6 Construction Staging

It is recognized that construction of the new corridor may occur in phases based upon available funding, progress of environmental reviews, constructability, and development demands. Under the scenario
where CSAH 1 would be constructed prior to development in the area, the responsibilities of each unit of government are described in Section 4.0.

3.7 Future of Existing CSAH 1 Corridor
The existing CSAH 1 corridor shall be removed from the county highway system in an “as is” condition once the proposed realignment is constructed and opened to traffic. Attachment A illustrates portions of the existing CSAH 1 corridor that shall remain in place to serve local functions. Rice County will work with Bridgewater Township and the City of Dundas to develop agreements to address jurisdictional transfer of remnant segments of the existing CSAH 1 roadway.

3.8 Local Roadway Connections
Several local roadway connections are identified on Attachment A that will serve important functions in the roadway system and management of access points on the preferred planning alignment of CSAH 1. It shall be the local units of government (Township or City) that lead the effort to limit local roadway connections to those identified in this study.

3.8.1 Cabot Avenue Extension
A new north/south roadway will be constructed connecting existing and new CSAH 1 corridors approximately 1/3 mile east of Baldwin Avenue (STA 830+20). The purpose of this roadway it to connect Cabot Avenue with the new CSAH 1 Corridor. Right-of-way for this corridor will be acquired by Rice County in conjunction with that needed for the preferred planning alignment.

3.8.2 Cates Avenue Improvement
Cates Avenue, an existing Bridgewater Township roadway, will be improved to include a paved surface between the existing and proposed CSAH 1 alignments. The purpose of this roadway is to provide access to and from the CSAH 1 preferred planning alignment from the existing roadway system. This portion of roadway may be utilized as CSAH 1 temporarily if Segment 1 is completed prior to completion of Segment 2.

3.8.3 Dahle Avenue Connection
A new north/south roadway will be constructed connecting along the current western city limits of Dundas. The purpose of this roadway is to provide a collector street connection from CSAH 8 (Dundas Blvd.) with the new CSAH 1 Corridor.

3.8.4 Decker Avenue Improvement
Decker Avenue, an existing Bridgewater Township roadway, will be improved to include a paved surface between Hester Street and TH 19. The purpose of this roadway is to provide a collector street connection between the CSAH 1 preferred planning alignment and TH 19.
3.8.5 Hester Street Extension
Hester Street, an existing Dundas City Street, will be extended westerly to connect with the Dahle Avenue connection and ultimately to the CSAH 1 preferred planning alignment. The purpose of this roadway is to provide a collector street connection between downtown Dundas to I-35 via Dahle Avenue and CSAH 1.

3.8.6 Cannon Road/Schilling Drive Improvement
With the preferred planning alignment Segment 3, the intersection of these two City streets will be necessary to provide safe and efficient access to businesses along the west side of TH 3 and to downtown Dundas.

3.8.7 Jefferson Road/Stafford Road Improvement
With the preferred planning alignment Segment 4, the intersection of these two City street will be combined to provide safe and efficient access to businesses along the east side of TH 3.

3.8.8 Timberline Drive Alternate Access
The existing CSAH 1 intersection at Timberline Drive, a residential street serving rural residential development in Bridgewater Township, shall be closed with the improvements to CSAH 1 Segment 4 and/or urban development adjacent to this rural development. A new City street connection shall be made to CSAH 1 approximately 250’ east of Timberline Drive. A local street connection shall be made to Timberline Drive 650’ north of CSAH 1, as illustrated on Attachment A.

4. ROLES AND RESPONSIBILITIES
Parties to this MOU agree to the following two basic provisions, 1) to operate consistent with the preferred CSAH 1 planning alignment concept identified by the Project Advisory Committee on December 14, 2006, and 2) to implement the provisions of this MOU through enforceable mechanisms such as ordinances, development agreements, and policies. The remainder of this section describes the specific roles and responsibilities of each party.

4.1 City of Dundas
Upon endorsement of this MOU, the City of Dundas shall manage growth along and adjacent to the proposed corridor in a manner that is consistent with the intent of this MOU. The City shall include the proposed CSAH 1 realignment, as well as develop a supporting city street network within its update to the City Transportation Plan. As development occurs, highway right-of-way shall be preserved and the proposed CSAH 1 interim section shall be constructed within the development area. The City shall abide by the following guidelines in facilitating development adjacent to the proposed CSAH 1 corridor:

4.1.1 City of Dundas: Segment 1 – Baldwin Avenue to Cates Avenue

This segment is outside the current city limits and outside the area of an orderly annexation agreement between Bridgewater Township and the City of Dundas (July 12, 2004). As a result, the City of Dundas will have limited responsibilities in preserving and achieving this segment of the corridor. City of Dundas shall continue to support the efforts of other study partners responsible for this segment of the corridor. Support may be in the form of City Council resolutions to assist in securing funding for this segment. Support may also include acceptance and treatment of storm water, wetland mitigation, and other forms of offsite participation. If the orderly annexation agreement with Bridgewater Township is revised and/or the western boundary of the city extends west of Cates Avenue, the provisions of Segment 2 shall apply.

4.1.2 City of Dundas: Segment 2 – Cates Avenue to CSAH 78

This segment is currently located within the area of an orderly annexation agreement between Bridgewater Township and the City of Dundas (July 12, 2004), and is anticipated to urbanize in the foreseeable future. As a result, the City of Dundas will be responsible for leading efforts to acquire right-of-way and construct the interim improvements through development driven initiatives. More specific responsibilities include:

4.1.2.1 Concept Plan Review – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, the City of Dundas shall notify the Primary Contacts for Bridgewater Township and Rice County for prompt plan review and comment submittal.

4.1.2.2 Right-of-Way Acquisition – The City of Dundas shall acquire all of the necessary right-of-way (as shown in Attachment A) for the proposed CSAH 1 corridor through subdivision plat dedication as opportunities present themselves. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4.

4.1.2.3 Plat Design – The City of Dundas shall influence subdivision plat development in a manner that will limit street connections to the proposed CSAH 1 corridor consistent with those locations shown in Attachment A. The City shall notify the County, Bridgewater Township, and City of Northfield Primary Contacts if the proposed access locations change and/or additional access is thought to be needed.
4.1.2.4 Design and Construction Facilitation – The City of Dundas shall facilitate the design and construction of the interim CSAH 1 roadway, storm sewer, and other associated improvements through developer agreements. The City shall submit construction plans for the proposed segment to the County for review and approval prior to approval by the City Engineer. Upon approval by the City and County, the plans shall be submitted to Mn/DOT’s Office of State-Aid for an administrative review. Construction shall not take place until these plan approvals have been granted.

4.1.2.5 Stormwater Management – The City of Dundas shall plan for a regional storm water management pond to treat development and CSAH 1 runoff consistent with current Minnesota Pollution Control Agency (MPCA) requirements, as well as local ordinances. The storm water management pond shall be sized for the future four-lane urban highway section for the entire length of Segment 2 and be located near the proposed low point at STA 925+00. The City of Dundas shall own and maintain the stormwater management system.

4.1.2.6 Local Street System – The City shall develop their local street system consistent with Attachment A.

4.1.2.7 Existing CSAH 1 Turnback Acceptance – The City of Dundas shall accept ownership of remaining segments of existing CSAH 1 upon completion of segments of new CSAH 1 alignment. The City of Dundas shall work with Rice County and Bridgewater Township to address private property accesses on vacated segments of existing CSAH 1 and establish an agreement to address jurisdictional transfer of remnant segments of the existing CSAH 1 roadway.

4.1.3 City of Dundas: Segment 3 – CSAH 78 to Cannon Road

Portions of this segment are located within the City of Dundas while other portions are located in the City of Northfield. The City of Dundas shall remain a strong partner, along with Rice County, City of Northfield, Bridgewater Township, and Northfield Township, in preserving and achieving this portion of the corridor. More specific responsibilities include:

4.1.3.1 Concept Plan Review – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, the City of Dundas shall notify the Primary Contacts for the City of Northfield and Rice County for prompt plan review and comment submittal. The City of Dundas shall also provide prompt review of any proposed City of Northfield concept plans adjacent to CSAH 1 and provide written comments.
4.1.3.2 Right-of-Way Acquisition – The City of Dundas shall acquire all of the necessary right-of-way within their city limits for the proposed CSAH 1 corridor through subdivision plat dedication as opportunities present themselves. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4.

4.1.3.3 Plat Design – The City of Dundas shall influence subdivision plat development in a manner that will limit street connections to the proposed CSAH 1 corridor consistent with those locations shown in Attachment A. The City shall notify the County and City of Northfield Primary Contacts if the access locations are to be changed significantly and/or additional access is thought to be needed.

4.1.3.4 Design and Construction Facilitation – The City of Dundas shall review proposed design and construction plans, and provide written comments in a prompt fashion.

4.1.3.5 Stormwater Management – The City of Dundas shall work with the City of Northfield to plan for a regional storm water management pond to treat development and CSAH 1 runoff consistent with current Minnesota Pollution Control Agency (MPCA) requirements, as well as local ordinances. The storm water management pond shall be sized for the future four-lane urban highway section for the entire length of Segment 3 and approximately 4000 feet of Segment 4. The regional pond shall be located near the proposed low point at STA 986+00. Because the regional pond will likely be located entirely within the Dundas City Limits, the City of Dundas shall be responsible for ownership and maintenance.

4.1.3.6 Local Street System – The City shall develop their local street system consistent with Attachment A.

4.1.3.7 Existing CSAH 1 Turnback Acceptance – The City of Dundas shall accept ownership of remaining segments of existing CSAH 1 upon completion of segments of new CSAH 1 alignment. The City of Dundas shall work with Rice County to establish an agreement to address jurisdictional transfer of remnant segments of the existing CSAH 1 roadway.

4.1.4 City of Dundas: Segment 4 – Cannon Road to TH 246

4.1.4.1 Concept Plan Review – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, the City of Dundas shall notify the Primary Contacts for Bridgewater Township, Northfield Township, City of Northfield, and Rice County for prompt plan review and comment submittal. The City of Dundas shall also provide prompt review of any proposed City of Northfield concept plans adjacent to CSAH 1 and provide written comments.
4.1.4.2 Plat Design – The City of Dundas shall influence subdivision plat development in a manner that will limit street connections to the proposed CSAH 1 corridor consistent with those locations shown in Attachment A. The City shall notify the County, Bridgewater Township, and City of Northfield Primary Contacts if the access locations are to be changed significantly and/or additional access is thought to be needed.

4.1.4.3 Design and Construction Facilitation – The City of Dundas shall review proposed design and construction plans and provide written comments in a prompt fashion.

4.1.4.4 Stormwater Management – The City of Dundas shall work with the City of Northfield to plan for a regional storm water management pond to treat development and CSAH 1 runoff consistent with current Minnesota Pollution Control Agency (MPCA) requirements as well as local ordinances. The storm water management pond shall be sized for the future four-lane urban highway section for all of Segment 4, except the westerly approximate 4000 feet of length with a low point located near STA 1074+00.

4.1.4.5 Right-of-Way Acquisition – The City of Dundas shall acquire all of the necessary right-of-way (as shown in Attachment A) for the proposed CSAH 1 corridor through subdivision plat dedication as opportunities present themselves. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4.

4.1.4.6 Local Street System – The City shall develop their local street system consistent with Attachment A.

4.1.5 City of Dundas: TH 3 Corridor

The TH 3/CSAH 1 Technical Memorandum identifies the existing and future intersection locations agreed to as part of the selection of the preferred planning alignment of CSAH 1. The City of Dundas shall be responsible for the development of local roadway connections to TH 3 through the development process consistent with Technical Memorandum. Specific responsibilities include:

4.1.5.1 CSAH 20 Intersection – The City of Dundas shall assist Rice County in the realignment of this roadway to create a primary intersection at a location approximately ½ mile south of the Hester Street intersection. The City of Dundas shall be responsible for right-of-way preservation and acquisition through subdivision plat dedication as opportunities present themselves. The City of Dundas shall be responsible for project costs consistent with Rice County’s Cost Participation Policy.
4.1.5.2 Hester Street Intersection – The City of Dundas shall assist Mn/DOT in the construction of a permanent traffic signal system at this location. While Mn/DOT shall be the lead agency in the traffic signal improvement, the City of Dundas shall be responsible for costs as defined in Mn/DOT’s cost participation policy (likely, 50% of the project costs).

4.1.5.3 Stafford Road Extension – The City of Dundas shall extend Stafford Road south to intersect with CSAH 20 no less than 1/8 mile southeast of TH 3. The City of Dundas shall be responsible all costs associated with this roadway connection.

4.1.5.4 Traffic Control Devices – The City of Dundas shall consult with Mn/DOT on any proposed changes in traffic control on TH 3. An Intersection Control Evaluation shall be prepared prior to consideration of any changes in intersection traffic control, at the expense of the proposing jurisdiction.

4.1.6 City of Dundas: TH 246 Corridor
The TH 246/CSAH 1 Intersection Technical Memorandum identifies traffic control recommendations for this intersection and intersection spacing recommendations south of the intersection. Specifically, it identifies a new alignment and intersection location for CSAH 22. The City of Dundas shall influence subdivision plat development in a manner that is consistent these recommendations.

4.2 City of Northfield
Upon endorsement of this MOU, the City of Northfield shall manage growth along and adjacent to the proposed corridor in a manner that is consistent with the intent of this MOU. The City shall include the proposed CSAH 1 realignment as well as develop a supporting city street network within its update to the City Transportation Plan. As development occurs, highway right-of-way shall be preserved. The City shall abide by the following guidelines in facilitating development adjacent to the proposed CSAH 1 corridor:

4.2.1 City of Northfield: Segment 1 & 2 – Baldwin Avenue to CSAH 78
These segment are outside the current city limits and outside the area of an orderly annexation agreement between Bridgewater Township and the City of Northfield. As a result, the City of Northfield will have limited responsibilities in preserving and achieving this segment of the corridor. City of Northfield shall continue to support the efforts of other study partners responsible for this segment of the corridor. Support may be in the form of City Council resolutions to assist in securing funding for this segment.
4.2.2 City of Northfield: Segment 3 – CSAH 78 to Cannon Road

Portions of this segment are located within the City of Dundas while other portions are located in the City of Northfield. The City of Northfield shall remain a strong partner, along with Rice County, City of Dundas, Bridgewater Township, and Northfield Township, in preserving and achieving this portion of the corridor. More specific responsibilities include:

4.2.2.1 Concept Plan Review – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, the City of Northfield shall notify the Primary Contacts for the City of Dundas and Rice County for prompt plan review and comment submittal. The City of Northfield shall also provide prompt review of any proposed City of Dundas concept plans adjacent to CSAH 1 and provide written comments.

4.2.2.2 Right-of-Way Acquisition – The City of Northfield shall acquire all of the necessary right-of-way within their city limits for the proposed CSAH 1 corridor through subdivision plat dedication as opportunities present themselves. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4.

4.2.2.3 Plat Design – The City of Northfield shall influence subdivision plat development in a manner that will limit street connections to the proposed CSAH 1 corridor consistent with those locations shown in Attachment A. The City shall notify the County and City of Dundas Primary Contacts if the access locations are to be changed significantly and/or additional access is thought to be needed.

4.2.2.4 Design and Construction Facilitation – The City of Northfield shall review proposed design and construction plans and provide written comments in a prompt fashion.

4.2.2.5 Stormwater Management – The City of Northfield shall work with the City of Dundas to plan for a regional storm water management pond to treat development and CSAH 1 runoff consistent with current Minnesota Pollution Control Agency (MPCA) requirements as well as local ordinances. The storm water management pond shall be sized for the future four-lane urban highway section for the entire length of Segment 3 and approximately 4000 feet of Segment 4. The regional pond shall be located near the proposed low point at STA 986+00.

4.2.2.6 Local Street System – The City shall develop their local street system consistent with Attachment A.
4.2.3 City of Northfield: Segment 4 – Cannon Road to TH 246

4.2.3.1 Concept Plan Review – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, the City of Northfield shall notify the Primary Contacts for Bridgewater Township, Northfield Township, City of Dundas, and Rice County for prompt plan review and comment submittal. The City of Northfield shall also provide prompt review of any proposed City of Dundas concept plans adjacent to CSAH 1 and provide written comments.

4.2.3.2 Plat Design – The City of Northfield shall influence subdivision plat development in a manner that will limit street connections to the proposed CSAH 1 corridor consistent with those locations shown in Attachment A. The City shall notify the County, Bridgewater Township, Northfield Township, and City of Dundas Primary Contacts if the access locations are to be changed significantly and/or additional access is thought to be needed.

4.2.3.3 Design and Construction Facilitation – The City of Northfield shall review proposed design and construction plans and provide written comments in a prompt fashion.

4.2.3.4 Stormwater Management – The City of Northfield shall work with the City of Dundas to plan for a regional storm water management pond to treat development and CSAH 1 runoff consistent with current Minnesota Pollution Control Agency (MPCA) requirements as well as local ordinances. The storm water management pond shall be sized for the future four-lane urban highway section for all of Segment 4, except the westerly approximate 4000 feet with a low point located near STA 1074+00. Because the regional pond will likely be located entirely within the Northfield City Limits, the City of Northfield shall be responsible for ownership and maintenance.

4.2.3.5 Right-of-Way Acquisition – The City of Northfield shall acquire all of the necessary right-of-way (as shown in Attachment A) for the proposed CSAH 1 corridor through subdivision plat dedication as opportunities present themselves. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4.

4.2.3.6 Local Street System – The City shall develop their local street system consistent with Attachment A.

4.2.4 City of Northfield: TH 3 Corridor

The TH 3/CSAH 1 Technical Memorandum identifies the existing and future intersection locations agreed to as part of the selection of the preferred planning alignment of CSAH 1. The City of Northfield shall be responsible for the development of local roadway connections to TH 3 through the development process consistent with the Technical Memorandum.
4.2.4.1 Traffic Control Devices – The City of Northfield shall consult with Mn/DOT on any proposed changes in traffic control on TH 3. An Intersection Control Evaluation shall be prepared prior to consideration of any changes in intersection traffic control, at the expense of the proposing jurisdiction.

4.2.5 City of Northfield: TH 246 Corridor

The TH 246/CSAH 1 Intersection Technical Memorandum identifies traffic control recommendations for this intersection and intersection spacing recommendations south of the intersection. Specifically, it identifies a new alignment and intersection location for CSAH 22. The City of Northfield shall influence subdivision plat development in a manner that is consistent with these recommendations. The City of Northfield shall be responsible for preserving and acquiring right-of-way as development adjacent to the intersection occurs, as necessary for improvements to the TH 246/CSAH 1 intersection and described in the Technical Memorandum.

4.3 Bridgewater Township

Upon endorsement of this MOU, Bridgewater Township shall manage growth along and adjacent to the proposed corridor in a manner that is consistent with the intent of this MOU. The Township shall include the proposed CSAH 1 realignment, as well as develop a supporting street network within their Comprehensive and Transportation Plans. If development occurs, highway right-of-way shall be preserved within the development area. The Township shall abide by the following guidelines in facilitating development adjacent to the proposed CSAH 1 corridor:

4.3.1 Bridgewater Township: Segment 1 – Baldwin Avenue to Cates Avenue

This segment is not within an area anticipated for development in the near term. As a result, Bridgewater Township will have limited responsibilities in preserving and achieving this segment of the corridor. Bridgewater Township shall continue to support the efforts of other study partners responsible for this segment of the corridor. Support may be in the form of Township Board resolutions to assist in securing funding for this segment and assistance with public acceptance of the proposed improvements. If the area urbanizes under Bridgewater Township’s land use authority, the provisions of Section shall apply to the Township. The following provisions shall apply if the segment is constructed prior to development within the Township:

4.3.1.1 Existing CSAH 1 Turnback Acceptance – Bridgewater Township shall work with Rice County to establish an agreement to address jurisdictional transfer of remnant segments of the existing CSAH 1 roadway.
4.3.2  Bridgewater Township: Segment 2 – Cates Avenue to CSAH 78
This segment is currently located within the area of an orderly annexation agreement between Bridgewater Township and the City of Dundas (July 12, 2004), and is anticipated to urbanize in the foreseeable future. As a result, Bridgewater Township will have limited responsibilities in preserving and achieving this segment of the corridor. The Township shall continue to support the efforts of other study partners responsible for this segment of the corridor. Support may be in the form of Township Board resolutions to assist in securing funding for this segment. Support may also include acceptance and treatment of storm water, wetland mitigation, and other forms of offsite participation.

4.3.3  Bridgewater Township: Segment 3 – CSAH 78 to Cannon Road
This segment is currently located within the city limits of either Northfield or Dundas. Bridgewater Township shall remain a strong partner, along with Rice County, City of Northfield, City of Dundas, and Northfield Township, in preserving and achieving this portion of the corridor.

4.3.4  Bridgewater Township: Segment 4 – Cannon Road to TH 246
Portion of this segment are currently located within Bridgewater Township, however there will be no further rural development of these property within Bridgewater Township. Development occurring along the segment would occur upon annexation into either the City of Dundas or City of Northfield consistent with their respective orderly annexation agreements. Bridgewater Township shall continue to support the efforts of other study partners responsible for this segment of the corridor. Support may be in the form of Township Board resolutions to assist in securing funding for this segment.

4.4  Northfield Township
Upon endorsement of this MOU, Northfield Township shall manage growth along and adjacent to the proposed corridor in a manner that is consistent with the intent of this MOU. The Township shall include the proposed CSAH 1 realignment, as well as develop a supporting street network within their Comprehensive and Transportation Plans. If development occurs, highway right-of-way shall be preserved within the development area. The Township shall abide by the following guidelines in facilitating development adjacent to the proposed CSAH 1 corridor:

4.4.1  Northfield Township: Segment 1 & 2 – Baldwin Avenue to CSAH 78
These segment are outside the jurisdiction of the Northfield Township. As a result, Northfield Township will have limited responsibilities in preserving and achieving this segment of the corridor. Northfield Township shall continue to support the efforts of other study partners responsible for this segment of the
corridor. Support may be in the form of Township Board resolutions to assist in securing funding for these segments.

4.4.2 Northfield Township: Segment 3 – CSAH 78 to Cannon Road
This segment is currently located within the city limits of either Northfield or Dundas. Northfield Township shall remain a strong partner, along with Rice County, City of Northfield, City of Dundas, and Bridgewater Township, in preserving and achieving this portion of the corridor. Support may be in the form of Township Board resolutions to assist in securing funding for this segment.

4.1 Northfield Township: Segment 4 – Cannon Road to TH 246
Development occurring along the segment would occur upon annexation into either the City of Dundas or City of Northfield consistent with their respective orderly annexation agreements. Northfield Township shall continue to support the efforts of other study partners responsible for this segment of the corridor. Support may be in the form of Township Board resolutions to assist in securing funding for this segment.

4.5 Rice County
The Rice County Highway Department’s roles and responsibilities will vary based on the specific segment of the corridor. Rice County shall provide general guidance in the development of the proposed CSAH 1 corridor. Rice County shall incorporate their CSAH 1 financial obligation into their capital improvement plan as feasible. Rice County shall operate and plan its highway system in a manner that is consistent with the intent of this MOU. The County shall abide by the following guidelines in facilitating the development of the CSAH 1 preferred planning alignment concept.

4.5.1 Segment 1 – Baldwin Avenue to Cates Avenue
Since this segment is not within an area anticipated for urbanization in the near future, Rice County will lead the effort to preserve and develop this segment of the corridor.

4.5.1.1 Right-of-Way Acquisition – Rice County shall acquire all of the necessary right-of-way for this segment of the proposed CSAH 1 corridor, including right-of-way necessary for the extension of Cabot Avenue, as described in 3.8.1. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4 and illustrated on Attachment A.

4.5.1.2 Design and Construction Facilitation – Rice County shall facilitate the design and construction of this segment of the future CSAH 1 roadway, storm sewer, and other associated improvements. The County shall submit construction plans for the proposed CSAH 1 corridor segment to Bridgewater Township and City of Dundas for review prior to approval by the County Engineer. Upon approval by the County, the plans shall be submitted to Mn/DOT’s Office of State-Aid for review and approval.
4.5.1.3 Stormwater Management – Rice County shall plan for a CSAH 1 storm water management pond to treat CSAH 1 runoff consistent with current Minnesota Pollution Control Agency (MPCA) requirements as well as local ordinances. The storm water management pond shall be sized for the future four-lane urban highway section for the entire length of segment 1 and be located near the proposed low point at STA 841+00. Rice County shall own and maintain the stormwater management system for this segment.

4.5.1.4 Existing CSAH 1 Turnback – Rice County shall work with Bridgewater Township to address private property accesses on vacated segments of existing CSAH 1 and establish an agreement to address jurisdictional transfer of remnant segments of the existing CSAH 1 roadway.

4.5.2 Segment 2 – Cates Avenue to CSAH 78
This segment is currently located within the area of an orderly annexation agreement between Bridgewater Township and the City of Dundas (July 12, 2004), and is anticipated to urbanize in the foreseeable future. As a result, the City of Dundas will be responsible for leading efforts to acquire right-of-way and construct the interim improvements through development driven initiatives. While Rice County will have a minimal role in preserving and achieving this segment, the County will remain a strong partner in assisting the City of Dundas. More specific responsibilities of Rice County include:

4.5.2.1 Concept Plan Review – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, Rice County shall review and provide written comments relative to the consistency of this MOU and CSAH 1 Corridor Objectives.

4.5.2.2 Design and Construction Facilitation – Rice County shall review and provide written comments on construction plans and specifications prepared by the City of Dundas for the interim CSAH 1 roadway, storm sewer, and other associated improvements.

4.5.2.3 Existing CSAH 1 Turnback Acceptance – Rice County shall work with the City of Dundas and Bridgewater Township to address private property accesses on vacated segments of existing CSAH 1 and establish an agreement to address jurisdictional transfer of remnant segments of the existing CSAH 1 roadway.

4.5.3 Segment 3 – CSAH 78 to Cannon Road
With a strong partnership with the City of Dundas, City of Northfield, Northfield Township, and Bridgewater Township, Rice County shall be the lead agency in preserving and achieving this portion of the corridor. More specific responsibilities include:

4.5.3.1 Concept Plan Review – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, Rice County shall review and provide written comments relative to the consistency of this MOU and CSAH 1 Corridor Objectives.
Design and Construction Facilitation – Rice County shall facilitate the design and construction of this segment of the future CSAH 1 roadway, storm sewer, and other associated improvements. The County shall submit construction plans for the proposed CSAH 1 corridor segment to the City of Northfield and City of Dundas for review and approval prior to approval by the County Engineer. Upon approval by the Cities and County, the plans shall be submitted to Mn/DOT’s Office of State-Aid for review and approval.

Right-of-Way Acquisition – Rice County shall acquire all of the necessary right-of-way (as shown in Attachment A) for the proposed CSAH 1 corridor not obtained through subdivision plat dedication by the City of Dundas and City of Northfield. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4.

**4.5.4 Segment 4 – Cannon Road to TH 246**

**4.5.4.1 Concept Plan Review** – Upon receipt of a developer’s concept plan adjacent to the proposed CSAH 1 corridor, Rice County shall review and provide written comments relative to the consistency of this MOU and CSAH 1 Corridor Objectives.

**4.5.4.2 Design and Construction Facilitation** – Rice County shall facilitate the design and construction of this segment of the future CSAH 1 roadway, storm sewer, and other associated improvements. The County shall submit construction plans for the proposed CSAH 1 corridor segment to the City of Northfield and City of Dundas for review and approval prior to approval by the County Engineer. Upon approval by the Cities and County, the plans shall be submitted to Mn/DOT’s Office of State-Aid for review and approval.

**4.5.4.3 Right-of-Way Acquisition** – Rice County shall acquire all of the necessary right-of-way (as shown in Attachment A) for the proposed CSAH 1 corridor not obtained through subdivision plat dedication by the City of Dundas and City of Northfield. The right-of-way necessary for the proposed CSAH 1 corridor is described in Section 3.4.

**4.5.5 TH 3 Corridor**

The TH 3/CSAH 1 Technical Memorandum identifies the existing and future intersection locations agreed to as part of the selection of the preferred planning alignment of CSAH 1. Rice County shall be responsible for the development of the county roadway connections to TH 3 consistent with the Technical Memorandum. Specific responsibilities include:

**4.5.5.1 CSAH 20 Intersection** – Rice County shall be the lead agency in design and construction of the realignment of this roadway to create a primary intersection at a location approximately ½ mile south of the Hester Street intersection. Rice County shall be responsible for project costs consistent with Rice County’s Cost Participation Policy.
4.5.5.2 Stafford Road Extension – Rice County shall permit the extension of Stafford Road south to intersect with CSAH 20 no less than 1/8 mile southeast of TH 3.

4.5.5.3 Traffic Control Devices – Rice County shall consult with Mn/DOT on any proposed changes in traffic control on TH 3. An Intersection Control Evaluation shall be prepared prior to consideration of any changes in intersection traffic control, at the expense of the proposing jurisdiction.

4.5.6 TH 246 Corridor

The TH 246/CSAH 1 Intersection Technical Memorandum identifies traffic control recommendations for this intersection and intersection spacing recommendations south of the intersection. Specifically, it identifies a new alignment and intersection location for CSAH 22. Rice County shall be responsible for the development of the new CSAH 22 alignment and intersection with TH 246 consistent with these recommendations. Specific responsibilities include:

4.5.6.1 Right-of-Way Acquisition – Rice County shall acquire all of the necessary right-of-way for the realignment of CSAH 22 at TH 246.

4.5.6.2 Design and Construction Facilitation – Rice County shall facilitate the design and construction of the realigned segment of CSAH 22 roadway, storm sewer, and other associated improvements. The County shall submit construction plans for the proposed CSAH 22 realignment to Northfield Township, Bridgewater Township, City of Northfield, and City of Dundas for review prior to approval by the County Engineer. Upon approval by the County, the plans shall be submitted to Mn/DOT’s Office of State-Aid for review and approval.

4.5.6.3 Existing CSAH 22 Turnback – Rice County shall work with Bridgewater and Northfield Township to address private property accesses on vacated segments of existing CSAH 22 and establish an agreement to address jurisdictional transfer or elimination of remnant segments of the existing CSAH 22 roadway.

4.6 Mn/DOT

The Minnesota Department of Transportation’s roles and responsibilities are limited with respect to the preservation and achievement of the CSAH 1 preferred planning alignment. Mn/DOT shall continue to support the efforts of other study partners responsible for the CSAH 1 corridor. This may be in the form of letters of support to assist in securing funding for this segment. Mn/DOT shall abide by the following guidelines in facilitating the agreed to access locations and configurations on TH 3 and TH 246, relative to the CSAH 1 preferred planning alignment.
4.6.1 TH 3 Corridor

The TH 3/CSAH 1 Technical Memorandum identifies the existing and future intersection locations agreed to as part of the selection of the preferred planning alignment of CSAH 1. Mn/DOT is responsible for upholding the intent of this MOU and the study findings when making decisions relative to access location and traffic control along the segment of TH 3 between Cannon Lane in the City of Northfield to the Cannon River Bridge in Bridgewater Township. Specific responsibilities include:

4.6.1.1 CSAH 20 Intersection – Mn/DOT shall grant an access permit to the Rice County Highway Department for a new primary intersection at a location approximately ½ mile south of the Hester Street intersection. The permit shall be granted subject to the closure of the existing CSAH 20 intersection.

4.6.1.2 Hester Street Intersection – Mn/DOT shall facilitate the design and construction of a permanent traffic signal system at this location. While Mn/DOT shall be the lead agency in the traffic signal improvement, they will share the cost with the City of Dundas, consistent with Mn/DOT’s cost participation policy.

4.6.1.3 Traffic Control Devices – Mn/DOT shall consult with the City of Dundas, City of Northfield, and Rice County on any proposed changes in traffic control on TH 3. An Intersection Control Evaluation shall be prepared prior to consideration of any changes in intersection traffic control, at the expense of the proposing jurisdiction.

4.6.2 TH 246 Corridor

The TH 246/CSAH 1 Intersection Technical Memorandum identifies traffic control recommendations for this intersection and intersection spacing recommendations south of the intersection. Specific responsibilities of Mn/DOT include:

4.6.2.1 CSAH 22 Intersection – Mn/DOT shall grant an access permit to the Rice County Highway Department for a new primary intersection at a location ¼ mile south of the CSAH 1 intersection. The permit shall be granted subject to the closure of the existing CSAH 22 intersection.

4.6.2.2 Traffic Control Devices – Mn/DOT shall consult with the Northfield Township, City of Northfield, and Rice County on any proposed changes in traffic control at TH 246 and CSAH 1. An Intersection Control Evaluation shall be prepared prior to consideration of any changes in intersection traffic control, at the expense of the proposing jurisdiction.
5. PRIMARY CONTACTS

The parties intend that the work under this MOU shall be carried out in the most efficient manner possible. To that end, the parties hereby designate the following individuals who will serve as the primary contacts between the parties. The parties intend that, to the maximum extent possible, all significant communications between the parties necessitated by this MOU shall be made through the primary contacts. The primary contacts are as follows:

For the City of Dundas: City Administrator or his/her designee
For the City of Northfield: City Administrator or his/her designee
For Bridgewater Township: Township Clerk or his/her designee
For Northfield Township: Township Clerk or his/her designee
For Rice County: County Engineer or his/her designee
For Mn/DOT: District 6 Engineer or his/her designee

Any party may modify its designation of primary contacts by prompt written notice to the other parties.

6. GENERAL PROVISIONS

6.1 Each party understands that a failure to implement their responsibilities outlined above may jeopardize the ability to implement the realignment of CSAH 1 and ultimately diminish the integrity of the area roadway system.

6.2 The parties shall attempt to secure reasonable funding to allow for the successful completion of the activities described in this MOU. However, the parties expressly acknowledge that the activities under this MOU shall be subject to the availability of appropriated funds.

6.3 Each party pledges to implement the provisions of this MOU and to further the goals and purposes of this MOU, subject to the terms and conditions of this MOU. The parties shall attempt to resolve any disputes related to this MOU through open discussions with all parties.

6.4 This MOU, including any list of roles and responsibilities, may be amended at any time by mutual agreement of all parties. Any such modification must be in writing and executed by duly authorized representatives of the parties.

6.5 Nothing in the Memorandum of Understanding shall be construed to prevent any party from addressing any unforeseen public safety issues.

6.6 Nothing in the Memorandum of Understanding shall be construed to modify or amend any statutory or legal obligations of the parties.
IN WITNESS WHEREOF, the parties have caused this Memorandum of Understanding to be executed by their duly authorized officers on the dates set forth below.

CITY OF DUNDAS
Date: ____________________  By: ______________________________________
Its: ______________________

CITY OF NORTHFIELD
Date: ____________________  By: ______________________________________
Its: ______________________

BRIDGEWATER TOWNSHIP
Date: ____________________  By: ______________________________________
Its: ______________________

NORTHFIELD TOWNSHIP
Date: ____________________  By: ______________________________________
Its: ______________________

Mn/DOT
Date: ____________________  By: ______________________________________
Its: ______________________

RICE COUNTY
Date: ____________________  By: ______________________________________
Its: ______________________
Attachment A

CSAH 1 Preferred Planning Alignment Concept