Appendix Q

Elected Officials Summaries
Elected Officials Invitation

A public information meeting regarding a planning study for a potential new east-west highway corridor has been scheduled. The purpose of the meeting is to present the need for the corridor, present planning alignment concepts under consideration, and to receive public input for consideration in the process.

The Public Information Meeting will be held:
- Thursday, October 12, 2006 – Bridgewater Township Hall
  (500 Railway St. S.) from 6:30 – 9:00 p.m., with a presentation at 7:30 p.m.
This meeting will be repeated the following day for those unable to attend Thursday evening. The repeated meeting will be held:
- Friday, October 13, 2006 – Bridgewater Township Hall
  (500 Railway St. S.) from 7:00 – 9:00 a.m., with a presentation at 7:30 a.m.

This is a joint planning effort being lead by Rice County and including representatives from Bridgewater Township, Northfield Township, City of Dundas, City of Northfield, Minnesota Department of Transportation, and Minnesota Department of Natural Resources.

A preview for the public meeting is being offered for elected officials. Elected officials from the participating agencies are encouraged to attend.

Elected Officials Preview Meeting/Workshop
- Thursday, October 5, 2006 – Bridgewater Township Hall
  (500 Railway St. S.) from 5:30 – 6:30 p.m., with a presentation at 5:30 p.m.

A copy of draft study information can be viewed on the Rice County website at:

http://www.co.rice.mn.us/highway/CSAH1.php
Elected Officials Invitation

An elected officials information meeting regarding the planning study for a potential new east-west highway corridor has been scheduled. This is the second of two planned elected officials meeting for this study. The purpose of this meeting is to review the Project Advisory Committee’s recommendation on the preferred planning alignment concepts.

This is a joint planning effort being lead by Rice County and including representatives from Bridgewater Township, Northfield Township, City of Dundas, City of Northfield, Minnesota Department of Transportation, and Minnesota Department of Natural Resources.

The meeting will be held:

**Elected Officials Informational Meeting**
- Thursday, December 14, 2006 – Bridgewater Township Hall (500 Railway St. S.) from 5:30 – 6:30 p.m., with a presentation at 5:30 p.m.

A copy of draft study information can be viewed on the Rice County website at:

http://www.co.rice.mn.us/highway/CSAH1.php
ELECTED OFFICIALS WORKSHOP - THURSDAY, OCTOBER 5, 2006; 5:30 PM

Meeting Objective: Inform Elected Officials on study purpose, present alternatives under analysis, receive input on alternatives, and discuss implementation strategies.

Agenda

1. Study Background and Approach
   - Need for Corridor
   - Project Advisory Committee (Handout)
   - Study Goal, Objectives, and Evaluation Criteria (Handout)
   - Study Schedule

2. Summary of Existing Conditions/Challenges

3. Alternatives Under Consideration
   (Layouts and Evaluation Summary)

4. Implementation Strategies
   - Memorandum of Understanding between Agencies
   - Layout of Preferred Planning Alignment
   - Right-of-Way Preservation in Developing Areas
   - Identify Funding for Highway and Bridge Construction
   - Begin Formal Environmental Review

ELECTED OFFICIALS WORKSHOP - THURSDAY, DECEMBER 14, 2006; 5:30 PM

Meeting Objective: Get input from elected officials on Project Advisory Committee’s recommendation for Preferred and Secondary Planning Alignments

Agenda

(See attached presentation)

ELECTED OFFICIALS WORKSHOP - THURSDAY, MAY 24, 2007; 5:30 PM

Meeting Objective: Discuss each agencies level of support and roles in corridor preservation

Agenda

1. Study Purpose and Progress

2. Corridor Preservation Approach Options (Active or Passive)

3. Agency Roles in Passive Approach
   a. Northfield
   b. Dundas
   c. Rice County
   d. Bridgewater

4. Individual Agency Comments

5. Roundtable Discussion

6. Next Steps
County Highway 1 Corridor Preservation Study

Elected Officials Information Meeting #2
December 14, 2006

Corridor Preservation Study

CSAH 1: Baldwin Avenue to TH 246

Need for the Study:
- Rice County 2025 Transportation Plan
- Local Efforts on Ring Road Concept

Corridor Preservation Study

CSAH 1: Baldwin Avenue to TH 246

Purpose of the Study:
- Identify and Evaluate Potential Alignment Options
- Reduce the Number of Options

Corridor Preservation Study

CSAH 1: Baldwin Avenue to TH 246

Benefits to Communities, County, & State:
- Integrate Corridor with Community and Development Plans
- Preserve Corridor and Minimize Future Impacts and Cost
- Address Existing Issues Consistent with Long-Term Transportation Vision

Corridor Preservation Study

A Corridor Preservation Study is:
- First of Many Steps to a New Highway Corridor.
- Not a Plan for Highway Construction.
- A Process to Integrate a New Highway Corridor with Land Uses.
- Necessary due to the Growth of the Area.
- A Collaborative Effort

Project Advisory Committee (PAC)

- Representatives from Study Partners
  - Rice County – Dennis Luebbe, County Engineer
  - Bridgewater Township – Gary Ebingle, City Engineer
  - City of Dundas – Tom McMahon, City Engineer
  - City of Northfield – Joel Walinski, Public Works
  - Northfield Township – Mike Growth, Supervisor
  - Mn/DOT – Chris Moates, District Planner
  - MnDNR – Randy Brandt, Hydrologist
  - Consultant – Chris Chromy, Project Manager
CSAH 1 Study Purpose & Goal

Identify a safe and efficient corridor alignment option for further planning, preservation, and environmental analysis based on an objective evaluation of alternatives.

CSAH 1 Planning Alignment Concepts

12 Corridor Options/6 Bridge Locations

Each Concept:
- 45-55 mph Design
- 150 ft Right of Way Corridor (Typical)
- Perpendicular Crossing of Cannon River
- Railroad Underpass or Overpass
- Intersection Spacing
  - (Existing and Planned Local Road Connections)

CSAH 1 Planning Alignment Concepts

Each Concept: (continued)
- TH 3 Intersection Spacing
- TH 3/CSAH 20 Intersection Configuration
- TH 246/CSAH 1/CSAH 22/CR 81 Intersection Configuration
- Environmental and Cultural Resource Overview
  - Avoid - Minimize - Mitigate Impacts

Preferred Planning Alignment Selection Process

1. Comprehensive Evaluation Matrix
2. Public and Property Owner Input
3. PAC Ranking Process:
   - Each Member Given Equal Input
   - Asked to Identify:
     - Three Most Supported Concepts
     - Three Least Supported Concepts
     - Other Three That Could Be Supported

Preferred Planning Alignment Selection Process

PAC Recommendation:
- Remove 10 of 12 Concepts from Further Study
- Preferred Planning Alignments
  - Hybrid of Concepts 5B and 5C
  - Concept 2 (Secondary Recommendation)

Planning Concepts Fatal Flaws

Planning Alignment Concept 1A/1B
- Unattractive for Regional Trips
- Lack of PAC Support

Planning Alignment Concept 3A/3B
- Impacts to Developed Properties, Community Cohesion, & Historic Site
- Impact to Bluff and Quality Wooded Areas
- Number of Right-of-Way Relocations
Planning Concepts

Fatal Flaws

Planning Alignment Concept 4A/4B
- Impacts to Developed Properties, Downtown Dundas & Historic Sites
- Impact to Bluff and Quality Wooded Areas
- Project Costs and Public Resistance

Planning Alignment Concept 5A
- Curvature of Existing Alignment West of Cates Ave

Planning Alignment Concept 6A/6B
- Not a Regional Connection

Preferred Planning Alignment Concept 5B/5C

Key Features:
- Attractive Route for Regional Trips
- Low Impact to Bluff and Quality Wooded Area
- Project Costs and Ability for Growth to Help Pay
- Public Acceptance
- Beneficial to Each Community

Challenges:
- Impacts to Cannon River Wild and Scenic Corridor

Secondary Planning Alignment Concept 2

Key Features:
- Attractive Route for Regional Trips
- Project Costs and Ability for Growth to Help Pay
- Low Farmland and Wetland Impacts

Challenges:
- Impacts to Cannon River Wild and Scenic Corridor
- Bluff and Quality Wooded Area Impacts
- Does not address City of Northfield River Crossing Needs

Next Steps

- Prepare Conceptual Layout
- Design Components
- Right-of-Way Needs
- Memorandum of Understanding (MOU)
- Each Agencies Roles and Responsibilities
- Public Information Meeting

Community Opportunities

- Integrate Corridor with Community Plans
- Planning Land Use and Corridor Concurrently
- Allowing Growth while Preserving & Developing Corridor
- Enhance Natural Features along Corridor
- Allow Growth to Contribute to Cost of Corridor

Community Opportunities

- Other Community Decisions
  - Vision for TH 3 Access
  - Solution for TH 246/CSAH 1/CSAH 22
  - Local Roadway Connections (Ring Road)
  - Refinement of Land Use Plans
Community Opportunities

- Quality of Life
  - Corridor Designed to Accommodate Traffic
  - Safety of Motorists, Pedestrians, Residents
  - Efficient Movement of People, Goods, & Services
- Environmentally Responsible
- Improves Emergency Response Times
- Communities' Regional Accessibility
Corridor Preservation Study

CSAH 1: Baldwin Avenue to TH 246

Need for the Study:
- Rice County 2025 Transportation Plan
- Local Efforts on Ring Road Concept

Corridor Preservation Study

CSAH 1: Baldwin Avenue to TH 246

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Corridor Preservation Study

CSAH 1: Baldwin Avenue to TH 246

Benefits to Communities, County, 
& State:
- Integrate Corridor with Community and Development Plans
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- Address Existing Issues Consistent with Long-Term Transportation Vision

Project Advisory Committee (PAC)

- Representatives from Study Partners
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Preferred Planning Alignment Selection Process

PAC Recommendation:
- Remove 10 of 12 Concepts from Further Study
- Preferred Planning Alignments
  - Hybrid of Concepts 9B and 5C
  - Concept 2 (Secondary Recommendation)

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Challenges:
- Impacts to Cannon River Wild and Scenic Corridor

Secondary Planning Alignment Concept 2

Key Features:
- Attractive Route for Regional Trips
- Project Costs and Ability for Growth to Help Pay
- Low Farmland and Wetland Impacts

Challenges:
- Impacts to Cannon River Wild and Scenic Corridor
- Bluff and Quality Wooded Area Impacts
- Does not address City of Northfield River Crossing Needs

Next Steps

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  - Planning Land Use and Corridor Concurrently
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  - Vision for TH 3 Access
  - Solution for TH 246/CASA 1/CASA 22
  - Local Roadway Connections (Ring Road)
  - Refinement of Land Use Plans
Community Opportunities

- Quality of Life
  - Corridor Designed to Accommodate Traffic
  - Safety of Motorists, Pedestrians, Residents
  - Efficient Movement of People, Goods, & Services
  - Environmentally Responsible
  - Improves Emergency Response Times
  - Communities' Regional Accessibility
Purpose of Memorandum of Understanding (MOU)

- Identify the Preferred Planning Alignment
- Address the Basic Relationship, Roles and Responsibilities of Each Partner
- Provide a Framework for the Preservation of the Proposed Planning Alignment including:
  - Environmental Review
  - Right-of-Way Preservation
  - Roadway Design and Construction
  - Access Locations
  - Roadway Jurisdictions

Corridor Segments

- Preferred Planning Alignment Alternative is displayed as Attachment A
- MOU divided into Four (4) Segments
  - Segment 1 – Baldwin Ave to Cates Avenue
  - Segment 2 – Cates Avenue to CR 78
  - Segment 3 – CR 78 to Cannon Road
  - Segment 4 – Cannon Road to TH 246

Segment 1:
Baldwin Avenue to Cates Avenue

- Outside Anticipated Growth Area
- Safety Issues on Existing Alignment
- Rice County would be Lead Agency
- Costs Sharing Consistent with the County’s Cost Participation Policy

County Responsibilities
Segment 1: Baldwin Avenue to Cates Avenue

- Complete Environmental Review (EAW minimum required)
- Acquire Right-of-Way
- Design & Construct Roadway Facility
- Transfer Remnant Corridor to Bridgewater Township

Partner Responsibilities
Segment 1: Baldwin Avenue to Cates Avenue

- Support Efforts of Study Partners, including securing outside funding
- Dundas
  - Offsite Participation (i.e. stormwater treatment, wetland mitigation)
- Bridgewater Township
  - Cost Participation for municipalities under 5,000 population
  - Construction Costs of Cabot Avenue & Cates Avenue
  - Accept Remnant CSAH 1 Corridor Jurisdiction
Segment 2: Cates Avenue to CR 78
- Within Anticipated Growth Area of Dundas
- Development would be Impetus for Corridor
- City of Dundas would be Lead Agency
- Costs for Right-of-Way and 2-lane Roadway thru Developer Agreements

Dundas Responsibilities
Segment 2: Cates Avenue to CR 78
- Complete Environmental Review (potential AUAR)
- Acquire Right-of-Way thru Development Plats
- Design & Construct Roadway and Storm Water Management Facilities (Integrated with Developments)
- Accept Remnant CSAH 1 Corridor Jurisdiction

Partner Responsibilities
Segment 2: Cates Avenue to CR 78
- Support Efforts of Study Partners
- Rice County
  - Guidance to Dundas on Environmental Review
  - Approval of Development and future CSAH 1 construction plans
  - Transfer Remnant Corridor to Dundas

Segment 3: CR 78 to Cannon Road
- Within Area not likely for Development
- Rice County would be Lead Agency with Strong Community Partnerships
- Pursue Outside Funding (State/Federal)
  - Local Matching Funds Shared (Rice County, City of Northfield, City of Dundas, Bridgewater Township)
  - Project Readiness

County Responsibilities
Segment 3: CR 78 to Cannon Road
- Complete Environmental Review (EA/EIS likely)
  - Up to 50% of Cost for Environmental Review
- Design & Construct Roadway and Bridge Facility
- Cost Sharing Consistent with County Policy
  - (55% County, 45% Shared with Cities)
- Transfer Remnant Corridor to Dundas

Partner Responsibilities
Segment 3: CR 78 to Cannon Road
- Support Efforts of Study Partners
- Northfield
  - Dismiss Jefferson Road Cannon River Crossing
  - Up to 20% of Environmental Review Costs
  - Right-of-Way Acquisition (w/ Dundas)
  - Split of the City share of Construction Costs (50% of 45% city share)
- Bridgewater
  - Up to 10% of Environmental Review Costs
Partner Responsibilities
Segment 3: CR 78 to Cannon Road
- Dundas
  - Storm Water Management
  - Up to 20% of Environmental Review Costs
  - Right-of-Way Acquisition (w/ Northfield)
  - Split of the City share of Construction Costs
    (50% of 45% city share)

Segment 4: Cannon Road to TH 246
- Primarily on Existing Alignment
- Within Developed and Developing Area
- Safety Concerns on Existing Alignment
- Rice County would be Lead Agency
- Costs Sharing Consistent with the County's Cost Participation Policy

County Responsibilities
Segment 4: Cannon Road to TH 246
- Complete Environmental Review
  (EAW required to expand to 4-lane)
  - Up to 50% of Cost for Environmental Review
- Design & Construct Roadway and Bridge Facility
- Cost Sharing Consistent with County Policy
  - (55% County, 45% Shared with Cities)

Partner Responsibilities
Segment 4: Cannon Road to TH 246
- Dundas
  - Storm Water Management
  - Up to 20% of Environmental Review Costs
  - Right-of-Way Acquisition (w/ Northfield)
  - Split of the City share of Construction Costs
    (50% of 45% city share)

Partner Responsibilities
Segment 4: Cannon Road to TH 246
- Support Efforts of Study Partners
- Northfield
  - Storm Water Management
  - Up to 20% of Environmental Review Costs
  - Right-of-Way Acquisition (w/ Dundas)
  - Split of the City share of Construction Costs
    (50% of 45% city share)
- Bridgewater
  - Up to 10% of Environmental Review Costs

TH 3 Corridor Access
- Cannon Lane in Northfield to the Cannon River Bridge in Bridgewater
- Rice County would Lead Design & Construction of CSAH 20 realignment
  - Cost Sharing Consistent with County Policy
- Mn/DOT would Approve Intersection Locations and Traffic Control Changes
- Dundas and Northfield would Lead Design and Construction of Local Roadway Connections
TH 246/CSAH 1 Intersection
- No Change in Traffic Control At This Time
- Roundabout, All-Way Stop, or Traffic Signal
  As Traffic Volumes Warrant
- Right-of-Way Preservation for a Roundabout
- Rice County would Lead Design and
  Construction of CSAH 22 Realignment

General Provisions
- Failure by any party to implement responsibilities may jeopardize
  the ability to implement the realignment of CSAH 1
- Parties shall attempt to secure reasonable funding, and
  acknowledge that activities are subject to the availability of
  appropriated funds
- Each party pledges to implement this MOU & to further its goals &
  to attempt to resolve any disputes related to this MOU through
  open discussions.
- Amendments to this MOU may be made by mutual agreement in
  writing by authorized representatives of the parties
- Nothing in this MOU shall be construed to:
  - Prevent any party from addressing any unforeseen safety issue
  - Modify or amend any statutory or legal obligations of the parties

Comments / Questions