

DRAFT
APPENDIX E
RICE COUNTY TRANSPORTATION PLAN
MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (“MOU”) is entered into and among the Cities of Dundas, Faribault, Lonsdale, Morristown, Nerstrand, and Northfield; the townships of Bridgewater, Cannon City, Erin, Forest, Morristown, Northfield, Richland, Shieldsville, Warsaw, Walcott, Webster, Wells, Wheeling, and Wheatland; and Rice County, each acting by and through its duly authorized officers.

I. INTRODUCTION

- 1.1 The Cities and Townships are political subdivisions organized under the laws of the State of Minnesota. Each has responsibilities related to roadways 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 County highway planning, design, construction, and maintenance for county highways within the County.
- 1.3 Rice County has prepared the 2025 Rice County Transportation Plan (“Plan”) that establishes a comprehensive, long-term vision for transportation roadway network in the County.
- 1.4 The Cities, Townships, and the County have determined that it is in the best interests of each entity to enter into this MOU to address the respective roles and responsibilities of the parties with respect to the implementation of the Plan recommendations and intend to establish a mutually beneficial relationship regarding the issue.
- 1.5 The Cities, Townships and the County recognize that the following planning efforts currently underway will provide additional information, tools and regulations for maintaining and/or improving roadway safety and efficiency. These include: 1) I-35 Access Planning Study; 2) City of Faribault Urban Expansion Study; 3) CSAH 4 Realignment Study in Lonsdale.

II. PURPOSES

This MOU incorporates by reference the Plan recommendations for the long-term roadway system in Rice County as well as addresses the basic relationships, roles and responsibilities of the parties with respect to the implementation of these recommendations. The primary purpose of the MOU is to provide a framework for the implementation of the transportation system vision including functional classification, roadway design and right-of-way standards, access management and spacing, development review processes, cost participation, establishment of new roadway corridors, improvements to existing roadway corridors, integration of multimodal components, investment prioritization, and jurisdictional designation.

III. ROLES AND RESPONSIBILITIES

3.1 Parties to this MOU agree to the following two basic provisions:

- 1) To operate consistent with the 2025 Rice County Transportation Plan recommended by the Transportation Advisory Committee on [REDACTED] and approved by the Rice County Board of Commissioners on [REDACTED] 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.

3.2 City of Dundas

Upon endorsement of this MOU, the City of Dundas shall manage growth in a manner that is consistent with the intent of this MOU and the Plan. The City shall prepare or update its own Transportation Plan consistent with the Plan recommendations and include a complementing supporting city street network vision. The City shall abide by the following guidelines and considerations in facilitating development and implementing roadway improvements within its city limits:

- 3.2.1 **Functional Classification.** Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The City shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.2.2 **System Improvements – New Corridor Study Needs.** In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, City, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The City will participate in the following corridor studies: 1) CSAH 1; 2) CSAH 8/Decker Avenue; 3) CSAH 20. The City shall provide written notification to the County Engineer when forthcoming development will incorporate new alignment and right-of-way. The City recognizes that a corridor study may require 3 months to initiate and 6 to 18 months to complete, depending on complexity.
- 3.2.3 **System Improvements – Existing Corridors.** Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The City shall provide written notification of project priorities as part of the annual County CIP update.
- 3.2.4 **Involvement in County 5-Year Capital Improvement Program (CIP).** Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The City agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the City the Draft CIP by October 15th. The City will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.2.5 **Jurisdictional Transfer Candidates.** The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are described in Appendix C and illustrated on Figure 5.2-1 and include: 1) Forest Avenue/Depot Street; 2) CSAH 78; 3) Miscellaneous remnant corridors resulting from the construction of new roadways identified in corridor studies. The City will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.2.6 **Manage Land Use Decisions.** The City recognizes that development should occur when necessary infrastructure or support services exist or when such necessary infrastructure improvements are constructed along with and by development.
 - 3.2.6.1 **Premature Development Clause.** Premature development can present an unnecessary risk to new residents and businesses, increased costs to tax payers for later provision of services, and may result in the need to redirect scarce financial resources away from other priority projects. To minimize these risks, the City will adopt by ordinance provisions defining conditions when a development proposal may be considered premature.
- 3.2.7 **Plat/Development Review.** Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment

of the County. The City recognizes that development may impact the County highway system or an adjacent township road system. When the City receives a concept plan they will direct the developer to the County to make application to the Plat/Development Review Committee as required within the application. When the City receives a concept plan with the potential to impact the township road system they will solicit the township's comments on the development proposal.

- 3.2.8 Developer Contributions. Development should pay for its fair share for required improvements. The City agrees to require development to pay for or contribute to necessary improvements.
 - 3.2.8.1 Right-of-Way Dedication. The City will work with the County to determine the appropriate amount of right-of-way along existing and future County highways to be dedicated by the developer through the platting process.
 - 3.2.8.2 Completion of Identified Improvements. The City will work with the County to determine the developer's fair share of required improvements to the County highway system to be constructed concurrently with development or cash contributions dedicated towards future improvements necessitated by the development.
 - 3.2.8.3 Developers Agreements. Developer's agreements ensure a developer contractually agrees to complete appropriate required improvements. The City will incorporate into its developer's agreement required County roadway improvements as determined necessary by the County Engineer and City.

3.3 City of Faribault

Upon endorsement of this MOU, the City of Faribault shall manage growth in a manner that is consistent with the intent of this MOU and the Plan. The City shall prepare or update its own Transportation Plan consistent with the Plan recommendations and include a complementing supporting city street network vision. The City shall abide by the following guidelines and considerations in facilitating development and implementing roadway improvements within its city limits:

- 3.3.1 **Functional Classification.** Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The City shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.3.2 **System Improvements – New Corridor Study Needs.** In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, City, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The City will participate in the following corridor studies: 1) CSAH 46/Canby Avenue; 2) Canby Avenue/CSAH 93/CSAH 18; 3) CSAH 39/220th Street; 4) Cabot Avenue; 5) CSAH 9/CSAH 29. The City shall provide written notification to the County Engineer when forthcoming development will incorporate new alignment and right-of-way. The City recognizes that a corridor study may require 3 months to initiate and 6 to 18 months to complete, depending on complexity.
- 3.3.3 **System Improvements – Existing Corridors.** Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The City shall provide written notification of project priorities as part of the annual County CIP update.
- 3.3.4 **Involvement in County 5-Year Capital Improvement Program (CIP).** Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The City agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the City the Draft CIP by October 15th. The City will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.3.5 **Jurisdictional Transfer Candidates.** The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are described in Appendix C and illustrated on Figure 5.2-1 and include: 1) CSAH 18; 2) CSAH 47; 3) 2nd Avenue NW; 4) Willow Street; 5) Miscellaneous remnant corridors resulting from the construction of new roadways identified in corridor studies. The City will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.3.6 **Manage Land Use Decisions.** The City recognizes that development should occur when necessary infrastructure or support services exist or when such necessary infrastructure improvements are constructed along with and by development.
 - 3.3.6.1 **Premature Development Clause.** Premature development can present an unnecessary risk to new residents and businesses, increased costs to tax payers for later provision of services, and may result in the need to redirect scarce financial resources away from other priority projects. To minimize these risks, the City will adopt by ordinance provisions defining conditions when a development proposal may be considered premature.

- 3.3.7 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. The City recognizes that development may impact the County highway system or an adjacent township road system. When the City receives a concept plan they will direct the developer to the County to make application to the Plat/Development Review Committee as required within the application. When the City receives a concept plan with the potential to impact the township road system they will solicit the township's comments on the development proposal.
- 3.3.8 Developer Contributions. Development should pay for its fair share for required improvements. The City agrees to require development to pay for or contribute to necessary improvements.
 - 3.3.8.1 Right-of-Way Dedication. The City will work with the County to determine the appropriate amount of right-of-way along existing and future County highways to be dedicated by the developer through the platting process.
 - 3.3.8.2 Completion of Identified Improvements. The City will work with the County to determine the developer's fair share of required improvements to the County highway system to be constructed concurrently with development or cash contributions dedicated towards future improvements necessitated by the development.
 - 3.3.8.3 Developers Agreements. Developer's agreements ensure a developer contractually agrees to complete appropriate required improvements. The City will incorporate into its developer's agreement required County roadway improvements as determined necessary by the County Engineer and City.

3.4 City of Lonsdale

Upon endorsement of this MOU, the City of Lonsdale shall manage growth in a manner that is consistent with the intent of this MOU and the Plan. The City shall prepare or update its own Transportation Plan consistent with the Plan recommendations and include a complementing supporting city street network vision. The City shall abide by the following guidelines and considerations in facilitating development and implementing roadway improvements within its city limits:

- 3.4.1 **Functional Classification.** Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The City shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.4.2 **System Improvements – New Corridor Study Needs.** In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, City, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The City will participate in the following corridor studies: 1) CSAH 4; 2) CSAH 1; 3) Elmore Avenue/CSAH 34/CSAH 9. The City shall provide written notification to the County Engineer when forthcoming development will incorporate new alignment and right-of-way. The City recognizes that a corridor study may require 3 months to initiate and 6 to 18 months to complete, depending on complexity.
- 3.4.3 **System Improvements – Existing Corridors.** Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The City shall provide written notification of project priorities as part of the annual County CIP update.
- 3.4.4 **Involvement in County 5-Year Capital Improvement Program (CIP).** Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The City agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the City the Draft CIP by October 15th. The City will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.4.5 **Jurisdictional Transfer Candidates.** The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. There are no roadways recommended for transfer in Appendix C or illustrated on Figure 5.2-1 at this time, however miscellaneous remnant corridors may result from the construction of new roadways identified in corridor studies. The City will work with the County to determine the feasibility of any recommended transfers and work to achieve feasible transfers in a timely manner when a candidate is identified.
- 3.4.6 **Manage Land Use Decisions.** The City recognizes that development should occur when necessary infrastructure or support services exist or when such necessary infrastructure improvements are constructed along with and by development.
 - 3.4.6.1 **Premature Development Clause.** Premature development can present an unnecessary risk to new residents and businesses, increased costs to tax payers for later provision of services, and may result in the need to redirect scarce financial resources away from other priority projects. To minimize these risks, the City will adopt by ordinance provisions defining conditions when a development proposal may be considered premature.

- 3.4.7 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. The City recognizes that development may impact the County highway system or an adjacent township road system. When the City receives a concept plan they will direct the developer to the County to make application to the Plat/Development Review Committee as required within the application. When the City receives a concept plan with the potential to impact the township road system they will solicit the township's comments on the development proposal.
- 3.4.8 Developer Contributions. Development should pay for its fair share for required improvements. The City agrees to require development to pay for or contribute to necessary improvements.
 - 3.4.8.1 Right-of-Way Dedication. The City will work with the County to determine the appropriate amount of right-of-way along existing and future County highways to be dedicated by the developer through the platting process.
 - 3.4.8.2 Completion of Identified Improvements. The City will work with the County to determine the developer's fair share of required improvements to the County highway system to be constructed concurrently with development or cash contributions dedicated towards future improvements necessitated by the development.
 - 3.4.8.3 Developers Agreements. Developer's agreements ensure a developer contractually agrees to complete appropriate required improvements. The City will incorporate into its developer's agreement required County roadway improvements as determined necessary by the County Engineer and City.

3.5 City of Morristown

Upon endorsement of this MOU, the City of Lonsdale shall manage growth in a manner that is consistent with the intent of this MOU and the Plan. The City shall prepare or update its own Transportation Plan consistent with the Plan recommendations and include a complementing supporting city street network vision. The City shall abide by the following guidelines and considerations in facilitating development and implementing roadway improvements within its city limits:

- 3.5.1 **Functional Classification.** Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The City shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.5.2 **System Improvements – New Corridor Study Needs.** In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, City, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The City will participate in the following corridor studies: 1) CSAH 16; 2) CR 72. The City shall provide written notification to the County Engineer when forthcoming development will incorporate new alignment and right-of-way. The City recognizes that a corridor study may require 3 months to initiate and 6 to 18 months to complete, depending on complexity.
- 3.5.3 **System Improvements – Existing Corridors.** Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The City shall provide written notification of project priorities as part of the annual County CIP update.
- 3.5.4 **Involvement in County 5-Year Capital Improvement Program (CIP).** Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The City agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the City the Draft CIP by October 15th. The City will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.5.5 **Jurisdictional Transfer Candidates.** The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. There are no roadways recommended for transfer in Appendix C or illustrated on Figure 5.2-1 at this time, however miscellaneous remnant corridors may result from the construction of new roadways identified in corridor studies. The City will work with the County to determine the feasibility of any recommended transfers and work to achieve feasible transfers in a timely manner when a candidate is identified.
- 3.5.6 **Manage Land Use Decisions.** The City recognizes that development should occur when necessary infrastructure or support services exist or when such necessary infrastructure improvements are constructed along with and by development.
 - 3.5.6.1 **Premature Development Clause.** Premature development can present an unnecessary risk to new residents and businesses, increased costs to tax payers for later provision of services, and may result in the need to redirect scarce financial resources away from other priority projects. To minimize these risks, the City will adopt by ordinance provisions defining conditions when a development proposal may be considered premature.
- 3.5.7 **Plat/Development Review.** Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment

of the County. The City recognizes that development may impact the County highway system or an adjacent township road system. When the City receives a concept plan they will direct the developer to the County to make application to the Plat/Development Review Committee as required within the application. When the City receives a concept plan with the potential to impact the township road system they will solicit the township's comments on the development proposal.

- 3.5.8 Developer Contributions. Development should pay for its fair share for required improvements. The City agrees to require development to pay for or contribute to necessary improvements.
 - 3.5.8.1 Right-of-Way Dedication. The City will work with the County to determine the appropriate amount of right-of-way along existing and future County highways to be dedicated by the developer through the platting process.
 - 3.5.8.2 Completion of Identified Improvements. The City will work with the County to determine the developer's fair share of required improvements to the County highway system to be constructed concurrently with development or cash contributions dedicated towards future improvements necessitated by the development.
 - 3.5.8.3 Developers Agreements. Developer's agreements ensure a developer contractually agrees to complete appropriate required improvements. The City will incorporate into its developer's agreement required County roadway improvements as determined necessary by the County Engineer and City.

3.6 City of Nerstrand

Upon endorsement of this MOU, the City of Nerstrand shall manage growth in a manner that is consistent with the intent of this MOU and the Plan. The City shall prepare or update its own Transportation Plan consistent with the Plan recommendations and include a complementing supporting city street network vision. The City shall abide by the following guidelines and considerations in facilitating development and implementing roadway improvements within its city limits:

- 3.6.1 **Functional Classification.** Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The City shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.6.2 **System Improvements – New Corridor Study Needs.** In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, City, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The City will participate in a CSAH 27/CSAH 26 corridor study. The City shall provide written notification to the County Engineer when forthcoming development will incorporate new alignment and right-of-way. The City recognizes that a corridor study may require 3 months to initiate and 6 to 18 months to complete, depending on complexity.
- 3.6.3 **System Improvements – Existing Corridors.** Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The City shall provide written notification of project priorities as part of the annual County CIP update.
- 3.6.4 **Involvement in County 5-Year Capital Improvement Program (CIP).** Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The City agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the City the Draft CIP by October 15th. The City will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.6.5 **Jurisdictional Transfer Candidates.** The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. There are no roadways recommended for transfer in Appendix C or illustrated on Figure 5.2-1 at this time, however miscellaneous remnant corridors may result from the construction of new roadways identified in corridor studies. The City will work with the County to determine the feasibility of any recommended transfers and work to achieve feasible transfers in a timely manner when a candidate is identified.
- 3.6.6 **Manage Land Use Decisions.** The City recognizes that development should occur when necessary infrastructure or support services exist or when such necessary infrastructure improvements are constructed along with and by development.
 - 3.6.6.1 **Premature Development Clause.** Premature development can present an unnecessary risk to new residents and businesses, increased costs to tax payers for later provision of services, and may result in the need to redirect scarce financial resources away from other priority projects. To minimize these risks, the City will adopt by ordinance provisions defining conditions when a development proposal may be considered premature.

- 3.6.7 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. The City recognizes that development may impact the County highway system or an adjacent township road system. When the City receives a concept plan they will direct the developer to the County to make application to the Plat/Development Review Committee as required within the application. When the City receives a concept plan with the potential to impact the township road system they will solicit the township's comments on the development proposal.
- 3.6.8 Developer Contributions. Development should pay for its fair share for required improvements. The City agrees to require development to pay for or contribute to necessary improvements.
 - 3.6.8.1 Right-of-Way Dedication. The City will work with the County to determine the appropriate amount of right-of-way along existing and future County highways to be dedicated by the developer through the platting process.
 - 3.6.8.2 Completion of Identified Improvements. The City will work with the County to determine the developer's fair share of required improvements to the County highway system to be constructed concurrently with development or cash contributions dedicated towards future improvements necessitated by the development.
 - 3.6.8.3 Developers Agreements. Developer's agreements ensure a developer contractually agrees to complete appropriate required improvements. The City will incorporate into its developer's agreement required County roadway improvements as determined necessary by the County Engineer and City.

3.7 City of Northfield

Upon endorsement of this MOU, the City of Northfield shall manage growth in a manner that is consistent with the intent of this MOU and the Plan. The City shall prepare or update its own Transportation Plan consistent with the Plan recommendations and include a complementing supporting city street network vision. The City shall abide by the following guidelines and considerations in facilitating development and implementing roadway improvements within its city limits:

- 3.7.1 **Functional Classification.** Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The City shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.7.2 **System Improvements – New Corridor Study Needs.** In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, City, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The City will participate in the following corridor studies: 1) Decker Avenue/; 2) CSAH 1/TH 246; 3) Hall Avenue. The City shall provide written notification to the County Engineer when forthcoming development will incorporate new alignment and right-of-way. The City recognizes that a corridor study may require 3 months to initiate and 6 to 18 months to complete, depending on complexity.
- 3.7.3 **System Improvements – Existing Corridors.** Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The City shall provide written notification of project priorities as part of the annual County CIP update.
- 3.7.4 **Involvement in County 5-Year Capital Improvement Program (CIP).** Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The City agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the City the Draft CIP by October 15th. The City will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.7.5 **Jurisdictional Transfer Candidates.** The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are described in Appendix C and illustrated on Figure 5.2-1 and include: 1) CSAH 43; 2) CR 78; 3) Miscellaneous remnant corridors resulting from the construction of new roadways identified in corridor studies. The City will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.7.6 **Manage Land Use Decisions.** The City recognizes that development should occur when necessary infrastructure or support services exist or when such necessary infrastructure improvements are constructed along with and by development.
 - 3.7.6.1 **Premature Development Clause.** Premature development can present an unnecessary risk to new residents and businesses, increased costs to tax payers for later provision of services, and may result in the need to redirect scarce financial resources away from other priority projects. To minimize these risks, the City will adopt by ordinance provisions defining conditions when a development proposal may be considered premature.

- 3.7.7 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. The City recognizes that development may impact the County highway system or an adjacent township road system. When the City receives a concept plan they will direct the developer to the County to make application to the Plat/Development Review Committee as required within the application. When the City receives a concept plan with the potential to impact the township road system they will solicit the township's comments on the development proposal.
- 3.7.8 Developer Contributions. Development should pay for its fair share for required improvements. The City agrees to require development to pay for or contribute to necessary improvements.
 - 3.7.8.1 Right-of-Way Dedication. The City will work with the County to determine the appropriate amount of right-of-way along existing and future County highways to be dedicated by the developer through the platting process.
 - 3.7.8.2 Completion of Identified Improvements. The City will work with the County to determine the developer's fair share of required improvements to the County highway system to be constructed concurrently with development or cash contributions dedicated towards future improvements necessitated by the development.
 - 3.7.8.3 Developers Agreements. Developer's agreements ensure a developer contractually agrees to complete appropriate required improvements. The City will incorporate into its developer's agreement required County roadway improvements as determined necessary by the County Engineer and City.

3.8 Bridgewater Township

Upon endorsement of this MOU, Bridgewater Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.8.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.8.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CSAH 1; 2) CSAH 8/Decker Avenue; 3) CSAH 20; 4) Baseline Road.
- 3.8.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.8.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.8.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) Baseline Road; 2) Decker Avenue; 3) CSAH 78; 4) CSAH 43; 5) CR 83; 6) CR 77; 7) CR 75; 8) CR 82; 9) CR 84; 10) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.8.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.8.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.9 Cannon City Township

Upon endorsement of this MOU, Cannon City Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.9.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.9.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CSAH 9/CSAH 29; 2) CR 188.
- 3.9.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.9.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.9.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 88; 2) CSAH 41; 3) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.9.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.9.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.10 Erin Township

Upon endorsement of this MOU, Erin Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.10.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.10.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in a corridor study of CSAH 1.
- 3.10.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.10.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.10.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 57; 2) CR 58; 3) CR 62; 4) CR 64; 5) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.10.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.10.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.11 Forest Township

Upon endorsement of this MOU, Forest Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.11.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.11.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CSAH 34/CSAH 9; 2) CSAH 9/CSAH 36; 3) TH 21/CSAH 9; 4) Baseline Road/Aberdeen Trail.
- 3.11.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.11.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.11.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 61; 2) Baseline Road; 3) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.11.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.11.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.12 Morristown Township

Upon endorsement of this MOU, Morristown Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.12.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.12.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CSAH 16; 2) CR 72; 3) Garfield Avenue.
- 3.12.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.12.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.12.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 94; 2) Garfield Avenue; 3) CR 73; 4) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.12.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.12.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.13 Northfield Township

Upon endorsement of this MOU, Northfield Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.13.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.13.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) Hall Avenue; 2) Goodrich Trail/Hall Avenue; 3) CSAH 42/CR 81; 4) CSAH 1/TH 246.
- 3.13.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.13.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.13.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 82; 2) CR 79; 3) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.13.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.13.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.14 Richland Township

Upon endorsement of this MOU, Richland Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.14.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.14.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. There are no study candidates illustrated on Figure 6.3-1.
- 3.14.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.14.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.14.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 80; 2) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.14.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.14.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.15 Shieldsville Township

Upon endorsement of this MOU, Shieldsville Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.15.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.15.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the CSAH 12 corridor study.
- 3.15.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.15.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.15.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 271; 2) CR 67; 3) CR 64; 4) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.15.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.15.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.16 Warsaw Township

Upon endorsement of this MOU, Warsaw Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.16.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.16.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) Farwell Avenue/Garfield Avenue; 2) CSAH 13/Fairbanks Avenue; 3) Canby Avenue/CSAH 93/CSAH 18; 4) CSAH 18.
- 3.16.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.16.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.16.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) Fairbanks Avenue; 2) CSAH 13; 3) CR 92; 4) CR 95; 5) CR 73; 6) Garfield Avenue; 7) Farwell Avenue; 8) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.16.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.16.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.17 Walcott Township

Upon endorsement of this MOU, Walcott Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.17.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.17.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CSAH 18; 2) CSAH 39/220th Street; 3) CSAH 15/CSAH 19.
- 3.17.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.17.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.17.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 53; 2) CR 89; 3) 220th Street; 4) CR 91; 5) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.17.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.17.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.18 Webster Township

Upon endorsement of this MOU, Webster Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.18.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.18.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) Elmore Avenue/CSAH 34; 2) Canby Avenue/Chester Avenue; 3) CSAH 6; 4) Aberdeen Trail/CSAH 46.
- 3.18.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.18.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.18.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 54; 2) Elmore Avenue; 3) CSAH 5; 4) 50th Street West; 5) Canby Avenue; 6) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.18.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.18.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.19 Wells Township

Upon endorsement of this MOU, Wells Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.19.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.19.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CSAH 9/CSAH 36; 2) TH 21/CSAH 9; 3) Fairbanks Avenue/CR 68; 4) CSAH 46/Canby Avenue; 5) CSAH 12/CSAH 38; 6) Canby Avenue/CSAH 93.
- 3.19.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.19.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.19.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 61; 2) CR 271; 3) Fairbanks Avenue; 4) CSAH 11; 5) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.19.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.19.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.20 Wheeling Township

Upon endorsement of this MOU, Wheeling Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.20.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.20.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CR 188/Giefer Avenue; 2) CSAH 27/CSAH 26.
- 3.20.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.20.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.20.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) CR 88; 2) Giefer Avenue; 3) CR 87; 4) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.20.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.20.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.21 Wheatland Township

Upon endorsement of this MOU, Wheatland Township shall manage growth and building activity in a manner that is consistent with the intent of this MOU and the Plan. The Township shall abide by the following guidelines:

- 3.21.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The Township shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.21.2 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors and extension/expansion of existing corridors, studies are recommended to be completed to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, Township, and other governmental entities as may be required. Study candidates are illustrated on Figure 6.3-1. The Township shall participate in the following corridor studies: 1) CSAH 2; 2) CSAH 6; 3) CSAH 4.
- 3.21.3 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. The Township shall provide written notification of project priorities as part of the annual County CIP update.
- 3.21.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The Township agrees to provide the County Engineer their requests for County highway funding, along with rationale for the request, by September 1st, on an annual basis. The County Engineer will distribute to the Township the Draft CIP by October 15th. The Township will provide the County Engineer their written comments on the Draft CIP by November 15th, for County Board consideration in December.
- 3.21.5 Jurisdictional Transfer Candidates. The jurisdiction of a roadway should match the roadway's function with the unit of government best suited for its responsibility. Roadways recommended for transfer are illustrated on Figure 5.2-1 and include: 1) Lake Avenue; 2) CR 51; 3) CR 54; 4) Miscellaneous remnant corridors resulting from the construction of new roadways associated with corridor studies. The Township will work with the County to determine the feasibility of recommended transfers and work to achieve feasible transfers in a timely manner.
- 3.21.6 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. As the road authority for Township roads, the Township agrees to participate in Plat/Development Review Committee meetings with developers or authorize the County Engineer to represent their interests. The Township also agrees to review and comment on development proposal concept plans submitted to the City that may have the potential to impact the Township road system.
- 3.21.7 Township Roadway Design Standards. The Township agrees to adopt design standards for Township roads to create a uniform roadway system and provide an adequate standard to serve the identified function of the roadway.

3.22 Rice County

The Rice County Highway Department shall provide general leadership and guidance in the implementation of the Plan recommendations. Rice County shall incorporate their financial obligation into their capital improvement plan when appropriate and financially feasible. Rice County shall operate and plan its highway system in a manner that is consistent with the intent of this MOU, the Plan recommendations, and the following guidelines:

- 3.22.1 Functional classification establishes the foundation of the Plan recommendations by identifying the primary purpose for each roadway and establishing recommendations to enable any particular roadway to serve its intended function. The County shall abide by the principles, policies, standards and guidelines established for each classification of roadway as outlined in Sections 2.1 and 5.1 and illustrated in Figures 2.1-1 and 5.1-1 of the Plan.
- 3.22.2 Prioritization of Improvements. It is recognized that roadways with classifications that are higher in the functional classification hierarchy typically carry a larger proportion of traffic. Investments in major improvements to roadways with minimal system value will be avoided, and the County will prioritize improvements based on roadway function in the system and traffic volumes.

- 3.22.2.1 Preserve Existing System. As a means to protect and achieve the returns on investments previously made on the existing roadway system in the County, preservation of the existing roadway pavement is necessary. This includes regular pavement maintenance and rehabilitation necessary to prolong the life of the pavement structure. The County will initiate a Pavement Management Program/Rating System consistent with Section 6.4 of the Plan to evaluate preservation needs, prolong the life of existing pavements. Prioritization of improvements will relate to the roadway’s functional classification and forecasted 2025 average annual daily traffic volumes. Prioritization of improvements will be as follows:

Corridor Priority	Criteria (Functional Classification & 2025 AADT)
High	Major Collector or Higher & AADT > 1,500
Medium	Major Collector or Higher or AADT > 1,500
Low	Minor Collector or Lower & AADT < 1,500

- 3.22.2.2 Address Safety Deficiencies. Rice County commits to address existing safety deficiencies identified on Figure 4.3-1 within the Plan, review historic crash data on an annual basis to help identify and address new safety needs in a timely manner, and intersection control evaluation be completed at each intersection identified on Figure 4.3-1 as traffic volumes approach the volume thresholds.
 - 3.22.2.3 System Improvements – New Corridor Study Needs. In order to preserve opportunities for new corridors, Rice County shall provide funding for and lead corridor studies to identify alignments and right-of-way requirements. These studies are to be carried out cooperatively between the County, City, and other governmental entities as may be required. The County shall initiate a corridor study within 3 months of receiving written notice of forthcoming development that may impact a future corridor right-of-way. Failure to initiate a study in a timely manner may result in a loss of opportunity for new corridors.
 - 3.22.2.4 System Improvements – Existing Corridors. Additional system improvement and capacity needs are illustrated in Figure 4.4-2 that are needed to implement the full future transportation system vision in urbanizing and rural areas. Rice County will prioritize improvements based on System Priorities defined in Section 6 of the Plan and input received in writing from cities and townships.

- 3.22.3 Jurisdictional Transfer Candidates. Roadways recommended for transfer are illustrated on Figure 5.2-1. Rice County will work with the affected agency to determine the feasibility of the recommended transfer and achieve feasible transfers in a timely manner.
- 3.22.4 Involvement in County 5-Year Capital Improvement Program (CIP). Development of the County highway portion of the CIP requires cooperative efforts between Cities, Townships, and the County. The County Engineer agrees to review City and Township requests for County highway funding that are received annually by September 1st and consider incorporating requests into the Draft CIP. The County Engineer will distribute to Cities and Townships the Draft CIP by October 15th and consider written comments on the Draft CIP received by November 15th. The County Engineer will report the requests received and rationale for inclusion/exclusion to the County Board for their consideration in December.
- 3.22.5 Manage Land Use Decisions. Rice County recognizes that development should occur when necessary infrastructure or support services exist or when such necessary infrastructure improvements are constructed along with and by development.
 - 3.22.5.1 Premature Development Clause. Premature development can present an unnecessary risk to new residents and businesses, increased costs to tax payers for later provision of services, and may result in the need to redirect scarce financial resources away from other priority projects. To minimize these risks, Rice County will adopt by ordinance provisions defining conditions when a development proposal may be considered premature.
 - 3.22.5.2 Rural Development Standards. To avoid making improvements to a substandard roadway resulting from increased traffic from new development, Rice County will evaluate and amend current ordinances to define conditions when development or redevelopment on a gravel roadway or other substandard roadway would be denied or funds required to be escrowed for future improvements.
 - 3.22.5.3 Plat/Development Review. Rice County has established a Plat/Development Review Committee to recognize and support the planned and orderly development and redevelopment of the County. Rice County recognizes that rural development may impact the planned growth of the city and/or its orderly extension of public utilities. Rice County will provide the city with a copy of Plat/Development Review Committee applications received for development located within one (1) mile of the city's corporate city limits and request their participation in the Committee.
- 3.22.6 Developer Contributions. Development should pay for its fair share for required improvements. The County agrees to require development to pay for or contribute to necessary improvements.
 - 3.22.6.1 Right-of-Way Dedication. The County and effected City will work together to determine the appropriate amount of right-of-way to be dedicated by the developer through the platting process.
 - 3.22.6.2 Completion of Identified Improvements. The County and effected City will work together to determine the developer's fair share of required improvements to the County highway system to be constructed concurrently with development or cash contributions dedicated towards future improvements necessitated by the development.
- 3.22.7 Developers Agreements. Developer's agreements ensure a developer contractually agrees to complete appropriate required improvements. The County will incorporate into its developer's agreement required County roadway improvements as determined necessary

IV. PRIMARY CONTACTS

- 4.1 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 Cities: City Administrator or his/her designee
For the Townships: Township Clerk or his/her designee
For Rice County: County Engineer or his/her designee

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

V. GENERAL PROVISIONS

- 5.1 Each party understands that a failure to implement their responsibilities outlined above may jeopardize the ability to implement Plan recommendations and ultimately diminish the integrity of the area roadway system.
- 5.2 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.
- 5.3 Each party pledges to implement the provisions of this MOU and the Plan, to further the goals and purposes of this MOU and the Plan, 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.
- 5.4 This MOU, including any list of roles and responsibilities, may be amended at any time by mutual agreement of the parties. Any such modification must be in writing and executed by duly authorized representatives of the parties.
- 5.5 Nothing in the Memorandum of Understanding shall be construed to prevent any party from addressing any unforeseen public safety issues.
- 5.6 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 FARIBAULT

Date: _____ By: _____

Its: _____

CITY OF LONSDALE

Date: _____ By: _____

Its: _____

CITY OF MORRISTOWN

Date: _____ By: _____

Its: _____

CITY OF NERSTRAND

Date: _____ By: _____

Its: _____

CITY OF NORTHFIELD

Date: _____ By: _____

Its: _____

BRIDGEWATER TOWNSHIP

Date: _____

By: _____

Its: _____

CANNON CITY TOWNSHIP

Date: _____

By: _____

Its: _____

ERIN TOWNSHIP

Date: _____

By: _____

Its: _____

FOREST TOWNSHIP

Date: _____

By: _____

Its: _____

MORRISTOWN TOWNSHIP

Date: _____

By: _____

Its: _____

NORTHFIELD TOWNSHIP

Date: _____

By: _____

Its: _____

RICHLAND TOWNSHIP

Date: _____

By: _____

Its: _____

SHIELDSVILLE TOWNSHIP

Date: _____

By: _____

Its: _____

WARSAW TOWNSHIP

Date: _____

By: _____

Its: _____

WALCOTT TOWNSHIP

Date: _____

By: _____

Its: _____

WEBSTER TOWNSHIP

Date: _____

By: _____

Its: _____

WELLS TOWNSHIP

Date: _____

By: _____

Its: _____

WHEELING TOWNSHIP

Date: _____

By: _____

Its: _____

WHEATLAND TOWNSHIP

Date: _____

By: _____

Its: _____

RICE COUNTY

Date: _____

By: _____

Its: _____