

Predetermination and Prejudicing of Alternatives – Minn. R. 4410.3100

Improper Predetermination and Prejudicing of Alternatives

This comment is being submitted to document a clear violation of Minn. R. 4410.3100 arising from Steele County’s approval and execution of implementation-level engineering actions for the East Side Corridor while environmental review was still ongoing.

Minn. R. 4410.3100 expressly prohibits a Responsible Governmental Unit (RGU) from taking actions that would materially prejudice the consideration of alternatives or mitigation measures before environmental review is completed. The actions approved by Steele County on May 13, 2025, violate both the letter and intent of this rule.

Additionally, residents warned the county before a vote was taken.

1. Approval of a “Preferred Option” Before Completion of Environmental Review

On May 2, 2025, WSB submitted Contract Amendment No. 2 for the East Side Corridor. That amendment repeatedly and explicitly identifies a **“preferred option”** and **“preferred corridor,”** stating that:

- *“The right of way limits have been determined for the preferred option,”* and
- The scope includes base work *“for the preferred corridor.”*

The determination of right-of-way limits for a single corridor constitutes selection, not analysis. At that point, alternatives are no longer being neutrally evaluated — they are being excluded.

This action alone materially prejudices alternatives in violation of Minn. R. 4410.3100.

2. Authorization of Implementation-Level Design and Right-of-Way Work

The May 2 amendment — approved by the County Board on May 13 — authorizes and funds extensive implementation-level work tied exclusively to the preferred corridor, including:

- Right-of-way base mapping and title work
- Roundabout mitigation design and intersection engineering
- Right of Way mapping
- Repeat noise analysis driven by selected mitigation measures to justify roundabouts
- Bridge design, hydraulic, and floodplain design
- Soil borings to support bridge foundations

These are not preliminary or conceptual activities. They are engineering actions undertaken to advance construction of a specific alignment.

Financial commitment to these tasks — totaling over \$200,000 in new expenditures and revising the contract total to over \$635,000 — further locks in the chosen corridor and forecloses meaningful consideration of alternatives.

3. Mitigation-Driven Reanalysis Demonstrates Predetermination

The amendment explicitly states that noise impacts were reanalyzed **because roundabouts were selected** and that:

- *“The lower speed and character of the corridor resulted in the need to re-analyze the noise impact.”*

This is not environmental review guiding design. It is design driving environmental analysis — precisely what Minn. R. 4410.3100 prohibits.

Mitigation measures may not be engineered first and then used to justify a preselected alternative while other corridors remain unstudied or dismissed.

4. Timing and Procedural Irregularity

These actions occurred while environmental review was still active and, notably, within days of the County Engineer’s resignation notice. Regardless of personnel changes, the RGU remains legally obligated to maintain independent judgment, procedural integrity, and compliance with environmental review rules.

Locking in a preferred corridor, right-of-way limits, and bridge design during this period further underscores the absence of good-faith alternatives analysis.

5. County Proceeded Despite Advance Warnings from Residents

Prior to the May 13, 2025 County Board vote authorizing the WSB contract amendment, residents explicitly warned Steele County, in writing and public comment, that approving implementation-level engineering actions before completion of environmental review would violate Minn. R. 4410.3100 by prejudicing alternatives.

These warnings were provided **before** the vote was taken and placed the County on notice that:

- the amendment selected and advanced a preferred corridor,
- right-of-way limits had been fixed,
- design and mitigation work was being authorized, and
- such actions were prohibited during ongoing environmental review.

Despite these warnings, the County proceeded with the vote and authorized the amendment without pausing, deferring, or conditioning the action on completion of environmental review.

This is not a case of inadvertent error, misunderstanding, or reliance on incomplete information. The record reflects that Steele County **knowingly proceeded after concerns were raised**, further undermining any claim of good-faith compliance with MEPA and its implementing rules.

6. Consequences

Because Steele County approved and funded actions that materially prejudiced alternatives prior to completion of environmental review, the Environmental Assessment Worksheet is **legally deficient**.

This violation cannot be cured by continuing the EAW process. Once predetermination occurs, the integrity of the review is compromised.

Accordingly, this record supports:

- rejection or invalidation of the current EAW, and
- preparation of a full Environmental Impact Statement (EIS) with **independent** oversight.

Conclusion

An EAW must inform decision-making — not ratify decisions already made. The May 2, 2025 WSB amendment and its approval on May 13, 2025 demonstrate that Steele County committed to a preferred corridor and advanced its implementation before environmental review was complete, in direct violation of Minn. R. 4410.3100.

This comment is submitted for inclusion in the official EAW record.

Owatonna East Side Corridor Residents
OwatonnaEastSideCorridor@gmail.com



STEELE COUNTY BOARD AGENDA
Administration Center - 630 Florence Avenue – Owatonna, MN 55060

*Steele County's Mission:
 Driven to deliver quality services in a respectful and fiscally responsible way.*

TUESDAY, MAY 13, 2025 at 5:00 PM
County Boardroom, Steele County Administration Center

Persons with background material for agenda items are asked to provide them to the Administrator's Office 5 days prior to the meeting date so that the material can be linked to the online agenda. If handouts at the Board meeting are necessary, please bring enough copies for the Board, county staff, the press and the public. Generally, 15 copies should be sufficient.

Agenda

1. Call to Order
2. Pledge of Allegiance
3. Approve Agenda

Presentation

4. UBS Financial Services Presentation (pg.5)
 - Jack Samuels, Senior Wealth Strategy Associate
5. ANR Educator Report (pg. 16)
 - Ryan Lerman, Steele/Rice Extension Educator

Public Comment

Those wishing to speak must state their name and address for the record after they are acknowledged by the Board Chair. Each person will be limited to two (2) minutes to make his/her remarks.

Speakers will address all comments to the Board as a whole and not one individual commissioner. The Board may not take action on an item presented during the Public Comment period, unless the item is already on the agenda for action. When appropriate, the Board may refer inquiries and items brought up during the Public Comment period to the County Administrator for follow-up.

Correspondence

6. Southern Minnesota Tourism Association Letter (pg. 19)

Consent Agenda - *Items listed on the Consent Agenda are considered routine and non-controversial by the County Board. There will be no separate discussion of these items unless requested by a member of the County Board.*

7. Approve April 16, 2025 Special Budget Work Session Minutes (pg. 20)
8. Approve April 22, 2025 Board Minutes (pg. 21)
9. Approve April 22, 2025 Board Work Session Minutes (pg. 29)
10. Approve Bills (pg. 31)
11. Approve Personnel Report (pg. 64)
12. Approve the On-Sale Beer License for Holy Trinity Catholic Church of Litomysl (pg. 65)
13. Adopt a Proclamation for the “National Public Works Week” (pg. 66)
14. Approve a temporary contract for a waiver and care coordinator position (pg. 68)
15. Approve a Consultant Agreement with Teya Dahl. (pg. 72)
16. Approve 2024 Feedlot Officer Annual Report and authorize the Chair to sign (pg. 76)
17. Adopt Amended Resolution 2025-003A designating UBS as Steele County’s depository and authorize the persons stated to sign orders (pg. 91)
18. Adopt Amended Resolution 2025-005A Granting Annual Authority to the Finance Director to Designate Depositories and Authorize others to Conduct Banking Transactions. (pg. 93)
19. Adopt Amended Resolution 2025-004A approving the revised 2025 EFT Authorization due to personnel changes. (pg. 96)

General Agenda

20. May Anniversary Report (pg. 99)
21. Approve the sale of CCA Furniture to Choice Technical Academy in an amount of \$6,000.00 and authorize Community Correction Director to sign MOU. (pg. 100)
22. Adopt a Resolution 2025-025 Amending CUP #302, Minnesota Paving and Materials and Festal Farms removing three parcels. (pg. 104)
23. Approve Agreement Amendment with WHKS & Company to complete final design for the

CSAH 2/CR 180, CSAH 43, and CR 171 Intersection Improvement and authorize the County Engineer to sign. (pg. 113)

24. Adopt Resolution requesting MnDOT to perform a speed study on CSAH 46 (CSAH 15 to MN 30) (pg. 121)

25. Approve an Amendment with WSB for Engineering Services for CSAH 48 and 18th Street SE Roundabout and authorize the County Engineer to sign. (pg. 125)

26. Approve/Adopt Agreements and easements with CPKC railroad for the work necessary to relocate and improve the SE 18th Street Rail Crossing

a. Approve the negotiated settlement for \$26,000 for the acquisition of an easement over, under, across and through a parcel of land owned by the CPKC railroad for SE 18th Street. (pg. 128)

b. Approve Maintenance Agreement with CPKC railroad for the work necessary to relocate and improve the SE 18th Street Rail Crossing (pg. 144)

c. Adopt Resolution 2025-027 to approve agreement with CPKC railroad and State of Minnesota for the installation of crossing signals and gates at the SE 18th Street rail crossing. (pg. 225)

27. Approve Amendment with WSB for Preliminary Engineering Services for East Side Corridor Project and Authorize the County Engineer to sign the Amendment. (pg. 239)

28. Award a contract for the 2025 CSAH 3 Resurfacing project to Crane Creek Asphalt in the amount of \$586,659.97. (pg. 243)

29. Approve Disposal of Veteran Services Van (pg. 244)

County Board Work Session – Tuesday, May 13, 2025

30. Action Items

Internal Central Services Committee – Tuesday, May 6, 2025

31. Approve Administration and Annex Building hour change (pg. 249)

Information Items

32. Internal Central Services Committee Minutes (pg. 251)

33. Land Use and Records Committee Minutes (pg. 253)

Commissioner Reports:

Next Meeting Notices:

Public Safety & Health Committee – Tuesday, May 20th at 8 a.m. in the Boardroom

County Board Work Session – Tuesday, May 27th at 4 p.m. in the Boardroom

County Board Meeting – Tuesday, May 27th at 5 p.m. in the Boardroom

Closed Session:

The Board will be going into closed session for the purpose of labor negotiations strategy, per MN Statute Section 179A.01 & Section 13D.03

Motion to go into closed session

Discussion

Motion to end closed session

Action item (if necessary)

Closed Session:

The Board will be going into closed session for the purpose of discussing pending litigation - attorney/client privilege, pursuant to Minn. Stat. § 13D.05, Subd. 3(b)

Motion to go into closed session

Discussion

Motion to end closed session

Action item (if necessary)

Adjourn

Disclaimer: This agenda has been prepared to provide information regarding an upcoming meeting of the Steele County Board of Commissioners. This document does not claim to be complete and is subject to change.

Memorandum

To: Paul Sponholz, Steele County

From: Andrew Plowman, WSB

Date: May 2, 2025

Re: East Side Corridor Project
WSB Project No. 019850-000
Contract Amendment No. 2

Pursuant to our discussions, WSB respectfully submits this amendment request for additional design services associated with the following tasks:

- Additional Project Management and General Coordination
- Right of Way Base Mapping
- Roundabout Design/Mitigation Measures
- Noise Analysis based on Mitigation Measures
- CATEX Document
- Soil Boring near Maple Creek
- Hydraulic/Floodplain Design
- Bridge Design

The revised contract total amount is \$426,044. WSB respectfully requests compensation for these additional services in the not-to-exceed amount of \$209,235, resulting in a revised contract total of \$635,279, as summarized below:

If this Proposal is acceptable, please issue the appropriate Amendment incorporating this letter for our review and signature.

We thank you for the opportunity to submit this Proposal and look forward to continuing to with you on this Project. If you have any questions, please let me know.

The following outlines the request for additional fee and details the scope of services for the project:

Additional Project Management and General Coordination

The project management and general coordination for the project includes additional coordination with agencies, additional project management team meetings and scheduling activities.

The total cost for this task is \$16,000, which is based on 80 hours of time with an average cost per hour of \$200/hr.

Right of Way Base Mapping

The right of way limits have been determined for the preferred option. Given the right of way process requires significant duration, WSB proposes to start the process by compiling the title

work and right of way base files. This scope would include the base work for the preferred corridor.

The total cost for this task is \$32,400, which is based on 180 hours of time with an average cost per hour of \$180/hr.

In addition, the expense to obtain the title reports would be included in this task, which would assume 20 parcels at \$500/parcel. \$10,000.

Roundabout Design/Mitigation Measures

It was determined that roundabouts would be considered at the intersections of 29th Avenue and Rose Street, Dane Avenue, 26th Street and 26th Street and Kenyon Road. This includes the design analysis, performance checks and grading of 4 roundabouts that were previously not considered. This will not include the final design component or landscaping. We will include an additional fee in the 60% design task.

The total cost for this task is \$37,800, which is based on 180 hours of time with an average cost per hour of \$210/hr.

Noise Analysis based on Mitigation Measures

Roundabouts have been considered as mitigation measures for the concern with speed and operation of the corridor. This resulted in lower speeds for certain portions of the corridor that indicated noise walls may be feasible and cost effective. The lower speed and character of the corridor resulted in the need to re-analyze the noise impact.

The total cost for this task is \$15,120, which is based on 84 hours of time with an average cost per hour of \$180/hr.

CATEX Document

For the original design, it was assumed an EA/EAW would be required. Amendment 1 indicated the additional work required from switching the type of document and for the added effort. However, that did not include the need for completing two documents. Although they are similar in nature, they do have differences that require additional work and coordination.

The total cost for this task is \$63,875, which is based on 365 hours of time with an average cost per hour of \$175/hr.

Soil Boring near Maple Creek

The County was able to obtain a right of entry permit from the owner of the property at 9153 Co. Road 3, Owatonna to complete a soil boring near Maple Creek. This will allow for preliminary design of the footings and abutments for the bridge across Maple Creek. It should be noted that additional borings will be necessary, including on the north side.

The total cost for this task is \$11,000, which is based on 32 hours of crew time at \$250/hr, and \$3,000 of laboratory testing and reporting effort.

Hydraulic/Floodplain Design

The initial bridge design was based on hydraulic and floodplain analysis. In addition to the design, coordination has occurred with the area drainage engineer and the DNR. Some of this effort was included in the original design, but certain investigations were outside the scope, such as impact to the floodplain and how to mitigate and design the bridge.

The total cost for this task is \$9,000, which is based on 40 hours of time with an average cost per hour of \$225/hr.

Bridge Design

As part of the EAW and CATEX, initial bridge design was required. This included the design of the typical section, profile and initial beam design. A substantial final design will also be required for the project, which includes coordination with the bridge office and plan production.

The total cost for this task is \$14,040, which is based on 54 hours of time with an average cost per hour of \$260/hr.

The revised contract total amount is \$426,044. WSB respectfully requests compensation for these additional services in the not-to-exceed amount of \$209,235, resulting in a revised contract total of \$635,279

Sincerely,



Andrew Plowman, P.E.
Sr. Project Manager

ACCEPTANCE:

Signature: _____

Title: _____

Date: _____



Urgent Request: Postpone Major Engineering Decisions Until New Engineer Is in Place

Sat, May 10, 2025 at 1:02 PM

To: greg.krueger@co.steele.mn.us, "Glynn, John" <john.glynn@steelecountymn.gov>, "Abbe, Jim" <Jim.Abbe@steelecountymn.gov>, Joshua.prokopec@steelecountymn.gov, "Brady, James" <James.Brady@steelecountymn.gov>

It has come to the public's attention—through Cottage Grove City Council materials—that Steele County Engineer Paul Sponholz has accepted a new position and will soon be leaving his post. Yet, there has been no formal communication from the County acknowledging this leadership transition. Despite this, several major engineering decisions—each carrying long-term consequences and significant financial commitments—remain on the May 13th agenda, including Item #27 regarding the East Side Corridor (ESC).

Moving forward with amendments and new contracts during the final days of an outgoing engineer's tenure—without public transparency, independent review, or accountability from incoming leadership—raises serious red flags. The proposed amendment from WSB for the ESC project is especially troubling, given the project's history of controversy, public concern, and skyrocketing costs.

Equally concerning are apparent discrepancies in how funding changes have been presented to the public. Inaccurate or misleading representations erode trust and call into question the reliability of the information used to justify these decisions. The public deserves clarity—not confusion—on how their tax dollars are being spent.

We are also alarmed by continued scope creep. County Administrator Renae Fry, who has a known working relationship with WSB, recently acknowledged that costs could increase two to three times as the project progresses. This prediction is already proving accurate, with estimates now tripling those in the original RFP. This pattern of unchecked cost escalation demands a pause and a reset—not a rush to commit further resources.

Approving these items now would effectively tie the hands of the incoming County Engineer, eliminating their ability to evaluate, adjust, or redirect these projects in line with current best practices or the public's interest. It would also send a damaging signal about the County's priorities—favoring expedience over transparency, and legacy deals over leadership accountability.

I urge the Board to act responsibly and delay action on Items #23, #25, #26, and #27 until a new County Engineer is in place and has had the opportunity to conduct a full, independent review. Anything less places the County—and its taxpayers—at unnecessary risk.

Respectfully,

[Redacted Signature]



Formal Objection to Agenda Item Granting Expanded Authority to Departing County Engineer Paul Sponholz

Mon, May 12, 2025 at 2:00 PM

To: Jim.Abbe@steelecountymn.gov, john.glynn@steelecountymn.gov, James.Brady@steelecountymn.gov, joshua.prokopec@steelecountymn.gov, Greg.Krueger@steelecountymn.gov, [REDACTED]
[REDACTED]

Subject: Formal Objection to Agenda Item Granting Expanded Authority to Departing County Engineer Paul Sponholz

To: Steele County Board of Commissioners

From: [REDACTED]

Date: May 12, 2025

Dear Commissioners,

I am writing to formally object to the proposed agenda items that would grant departing County Engineer Paul Sponholz expanded authority to sign and approve substantial engineering contracts or move projects, such as the East Side Corridor (ESC), into advanced phases before critical environmental review and transparency requirements are completed.

This objection is based on the following concerns:

1. Mr. Sponholz is a departing employee.

Granting extended or discretionary authority to an outgoing staff member—particularly one facing numerous public concerns—risks obligating the County to long-term financial and legal commitments that may not reflect the interests of future leadership or the public.

2. There are unresolved allegations of misconduct.

Multiple residents have raised concerns, including reports that Mr. Sponholz was allegedly involved in a workplace incident involving physical contact with a subordinate, staff departures tied to alleged hostile workplace conditions, and his active role in recent decisions that have eroded public trust. These matters have not been fully addressed.

3. Approving this authority circumvents proper oversight.

This request appears to bypass standard board approval processes for major decisions. Granting contract-signing or design authority of potentially hundreds of thousands of dollars just prior to departure—without public notice or formal evaluation—undermines fiscal responsibility.

4. It could tie the hands of the next engineer.

Authorizing pre-emptive decisions on projects like the ESC, especially before required environmental studies are complete, would limit the ability of any incoming engineer to act in the best interest of the County and the public.

5. This action lacks transparency and invites further mistrust.

County residents have submitted formal concerns, data requests, and questions regarding ESC and other infrastructure processes. Many of those remain unacknowledged or unaddressed. Moving forward without proper public process would further diminish trust in local government.

6. Risk of railroad liability being rushed through without public input.

Internal records and public statements show unresolved issues with the 18th Street railroad crossing. On April 8, 2025, Mr. Sponholz stated that after 5 years of negotiations the County was "at square one", yet it now appears he is preparing to finalize terms before departing. Emails confirm the roundabout sits only 150 feet from the crossing—50 feet short of required spacing—prompting the railroad to reject liability due to proximity and lack of involvement in the project's design. Despite this, Steele County did not enter the federal Section 130 program, which could have helped absorb long-term liability. Residents are deeply concerned that these final agreements may commit the County to future risk without public oversight or accountability. Any hasty deal could have serious financial implications and should be carefully evaluated by future leadership—not rushed at the last minute.

Request:

I respectfully request that the Board:

- **Table or remove the agenda item** authorizing expanded authority for Mr. Sponholz until full reviews can be conducted.
- **Suspend discretionary engineering decisions** above a set threshold until a new County Engineer is hired and proper public processes are restored.
- **Publicly address** concerns regarding decision-making power, transparency, and transition procedures for the engineering department.

Additional Request:

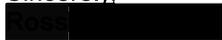
In light of the serious concerns raised, I also respectfully request that the Board:

- **Suspend all decision-making authority and further advancement of the East Side Corridor (ESC) and the 18th Street Roundabout projects** until full investigations can be completed into the processes, oversight, and decision-making surrounding these projects.

This pause is necessary to ensure transparency, safeguard taxpayer resources, and uphold public trust, especially given unresolved questions related to public input, regulatory compliance, potential conflicts of interest, and project coordination with the railroad.

Thank you for your time and for your commitment to responsible, accountable governance.

Sincerely,





ESC Project – Urgent Concerns Regarding Oversight, Cost, and Process Integrity

Tue, May 13, 2025 at 1:24 AM

To: "Abbe, Jim" <Jim.Abbe@steelecountymn.gov>, Josh Prokopec [REDACTED], "Glynn, John" <john.glynn@steelecountymn.gov>, "Brady, James" <James.Brady@steelecountymn.gov>, "Krueger, Greg" <Greg.Krueger@steelecountymn.gov>

Dear Commissioners,

As I read the agenda for tomorrow's meeting, I feel compelled to raise some serious concerns regarding the ESC project. I am not reaching out to stall the project—I understand the desire to move forward—but as a taxpayer and engaged resident, I believe the process unfolding is deeply flawed, deserves your urgent attention, and warrants further investigation.

I often feel dismissed as unknowledgeable—perhaps due to preconceived notions some elected officials may hold—but I've spent the past three years researching this project, processes, and laws. I've even considered pursuing a master's degree in civil engineering, wondering if that would finally be enough to be heard. But the reality is, I haven't had the time to take on graduate studies while also working to protect my family and neighborhood, despite being more than qualified. Over the past 3 years, I haven't raised concerns to discredit anyone; I've done so out of a commitment to process integrity and fiscal responsibility. Two minutes at a podium can't begin to cover the depth or complexity of what's unfolding here. I've asked for the opportunity to have real, productive conversations. That remains my hope.

Leadership Transition Raises Red Flags

My first concern is that these additional charges are surfacing just as your county engineer is exiting. In most professional settings, when someone submits their resignation, they're not allowed to make final decisions that will have long-term impacts. In many settings, resigning staff are immediately relieved of their responsibilities to prevent conflicts of interest or rushed decisions. While I understand wanting to "tie up loose ends," those ends shouldn't be this loose—or costly. This timing alone is a red flag and warrants scrutiny.

Concerns Over Transparency and Retaliation

I have hesitated to email previously, uncertain about who monitors commissioner communications. However, based on my past experiences with County Administrator Renae Fry, I am genuinely concerned about further potential retaliation and intimidation. On February 4, 2025, both Robert Jarrett and Renae Fry attempted to block all constituent access to commissioners and county staff. When that approach failed because you can't do that, I was cut off under the false and unfounded claim that I intended to sue the county. As my elected officials, I expect you to investigate this matter, stand up for your constituents, and advocate on their behalf. On both February 11, 2025, and April 8, 2025, Fry created hostile environments, raising her voice and using intimidation tactics to interrupt my conversations with commissioners. Residents deserve the right to engage with their local government without fear of being silenced. Due to the lack of direct contact, I have no other option but to send this email and hope that you are reading it. I assured Commissioner Krueger early in this process that I would lead my group respectfully, and he assured me that we would be guaranteed our democratic rights. Unfortunately, that promise has been stripped from us, despite efforts to uphold my end of the agreement.

WSB Ties and History of Cost Increases

I also have concerns about Fry's long standing relationship with WSB, dating back to her time as city administrator in North Branch. Troubling allegations emerge when you look into these ties. I raised concerns about WSB's fee increases on April 8, 2025, when Fry aggressively told me to expect 'two to three more' such significant cost hikes, despite not being able to explain the previous increases. This is deeply concerning, especially given that WSB wasn't the lowest bidder and initially stated they could complete the project for under \$300K! Additionally, the RFPs and records of discussion are missing from meeting agendas and minutes, raising concerns about the transparency of how WSB was selected in the first place.

Last Year's Study Change and Its Implications

The cost increases in September were attributed to study scope changes in meetings, which, at the time, seemed reasonable. However, internal emails later revealed that WSB's cost increases were to study alternative 3B and 29th Ave., but our engineer instructed them to remove reference to 3B. That change increased costs without transparency for officials and the public. Why are we paying to study multiple alternatives when the process calls for only one? Why not focus on avoidance, as studies recommended? Why are we trying to force the ESC in a substandard right of way 17 feet from homes when faster, more cost-effective options that we've already studied exist? Who holds the power and stands to gain?

Additional Noise Analysis

Noise analysis is being completed to evaluate noise impacts for various alternatives, instead of just one build alternative. This includes background data for the various alternatives and running multiple models.

Design Work Without Environmental Approval

WSB's new charges are primarily for *design* work—before the environmental documents are finalized. For years we've asked when it's time to discuss mitigations, only to be told "not yet." And yet, now we're paying WSB to design mitigations behind closed doors, bypassing both government oversight and public input. This contradicts the entire premise of the environmental study process. Design should follow—not precede—the environmental review. Where is the public involvement? Where is the transparency? When can we discuss mitigations and avoidance?

Pursuant to our discussions, WSB respectfully submits this amendment request for additional design services associated with the following tasks:

- Additional Project Management and General Coordination
- Right of Way Base Mapping
- Roundabout Design/Mitigation Measures
- Noise Analysis based on Mitigation Measures
- CATEX Document
- Soil Boring near Maple Creek
- Hydraulic/Floodplain Design
- Bridge Design

The revised contract total amount is \$426,044. WSB respectfully requests compensation for these additional services in the not-to-exceed amount of \$209,235, resulting in a revised contract total of \$635,279, as summarized below:

Scope Creep

This project has experienced significant scope creep—both in cost and complexity. What began as a relatively modest proposal has ballooned into a \$30 million undertaking, with continued cost increases predicted. This growth has not been driven by public input or environmental necessity, but by internal decisions made without sufficient oversight or transparency. Design features like roundabouts, urban roadway, boulevards, curb and gutter, noise walls, and bridge components are being inserted before final environmental documents are complete, bypassing standard processes. If scope creep is not checked, it will continue to inflate both the budget and the timeline, placing unnecessary financial strain on the county and its taxpayers. Who stands to benefit from this scope creep?

From: Sponholz, Paul
Sent: Tuesday, June 11, 2024 9:55 AM
To: Andrew Plowman
Subject: RE: ESC Intersection control

Andrew,

Thank you. All good things to think about as we start moving forward.

Another one I forgot to mention, we've been eyeing up is the intersection of CSAH 8/CSAH 77/CSAH 34 (Kenyon Rd/24th Ave/26th Street) for a potential future roundabout. While we are there reconstructing that intersection, we should evaluate that one as well. The south leg is skewed, has some sight line issues. And probably higher counts than the rest of the new road.

Cost will be a factor to consider in all of them. Certainly in the middle of a reconstruction project, not a significant addition to the overall costs, but something to consider nonetheless.

Paul Sponholz, P.E. | Assistant County Engineer
Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890
O: (507) 444-7672 | M: (507) 475-2253 | Paul.Sponholz@SteeleCountyMN.gov

Federal Reports and CatEx Confusion

The new WSB line items include a CatEx report—despite the March 27, 2025 decision by the engineer to unilaterally remove federal funding. Why are we still paying for a federal study we're no longer required to complete? These charges appear to be *new* and outside of the contracted budget. Contracts of this nature generally require board approval when approaching budget thresholds. Given these are future costs being proposed, they must be questioned. The county engineer previously indicated both the EAW and CatEx were completed last February. So why are we being charged again?

CATEX Document

For the original design, it was assumed an EA/EAW would be required. Amendment 1 indicated the additional work required from switching the type of document and for the added effort. However, **that did not include the need for completing two documents.** Although they are similar in nature, they do have differences that require additional work and coordination.

The total cost for this task is \$63,875, which is based on 365 hours of time with an average cost per hour of \$175/hr.

Further, bridge design work listed as part of the CatEx is now irrelevant. There is no more CatEx without federal funds. And again—**why are we designing before we've completed environmental review?** You can't finalize a design if you don't know whether the project can be permitted. This is a clear process failure.

Bridge Design

As part of the EAW and **CATEX**, initial bridge **design** was required. This included the design of the typical section, profile and initial beam **design**. A substantial **final design** will also be required for the project, which includes coordination with the bridge office and plan production.

Roundabouts Before Review?

I don't object to roundabouts when justified—but this is a *design-stage* item. We are still in the **environmental stage**. WSB themselves admitted they don't know what future traffic counts will be and in order to justify roundabouts traffic counts have to reach a given threshold which this did not. So how can we justify the need for roundabouts—or any other major design features? Once again, decisions are **being made without public input**, and that undermines the entire point of a public process.

Roundabout Design/Mitigation Measures

It was determined that roundabouts would be considered at the intersections of 29th Avenue and Rose Street, Dane Avenue, 26th Street and 26th Street and Kenyon Road. This includes the design, analysis, performance checks and grading of 4 roundabouts that were previously not considered. This will not include the final design component or landscaping. We will include an additional fee in the 60% design task.

The total cost for this task is \$37,800, which is based on 180 hours of time with an average cost per hour of \$210/hr.

Noise Wall Games

How many times will noise studies be redone in an apparent effort to avoid building a noise wall that has already been deemed necessary? It has been clear from the beginning that residents near the proposed alignment will experience significant noise impacts—especially with a right of way as close as 17 feet from homes. WSB confirmed the cost of a noise wall at \$2.3 million, which is exactly what residents had indicated for over a year.

When residents initiated inquiries into potential public data violations, federal funding was suddenly removed from the project—an action that appears intended to avoid triggering mandatory noise mitigation. Internal emails show this possibility was being discussed as early as April 2024.

So how is it that federal funds can be dropped to avoid mitigation obligations, while design work continues without public input or environmental review? If traffic counts were altered to justify roundabouts—triggering different noise profiles—those changes should be easily validated using models publicly available on MnDOT's website. And what is the likelihood that, this time, there will be no significant noise impacts just 17 feet from homes?

These actions don't add up. Something here demands closer scrutiny.

Noise Analysis based on Mitigation Measures

Roundabouts have been considered as mitigation measures for the concern with speed and operation of the corridor. This resulted in lower speeds for certain portions of the corridor that indicated noise walls may be feasible and cost effective. The lower speed and character of the corridor resulted in the need to re-analyze the noise impact.

The total cost for this task is \$15,120, which is based on 84 hours of time with an average cost per hour of \$180/hr.

Loss of Federal Funds and Future Eligibility

Equally concerning is the decision to remove federal funding from the project. This was a pivotal moment—not just because of the immediate financial impact, but because it undermines the credibility and integrity of the county in future federal grant processes. Federal funds come with strict environmental review requirements. By abandoning the federal track mid-process and continuing design work without proper compliance, the county has disqualified this project—and any similar future projects—from receiving federal funding. This decision carries long-term consequences that could severely limit Steele County's ability to access external infrastructure funding for years to come, and there was no recorded vote for this decision.

Political Influence and Misleading Information

I've also heard from Administrator Fry that the township is "overruling" the project. That's simply not true. The township cannot override state or federal environmental regulations, nor can it force annexation. The annexation agreement limits annual expansion to 65 acres of planned residential land. Fry's implication that 1000 acres will be annexed for this project is inconsistent with past annexation history and highly unlikely to be approved at the state level. In the last 50 years we have annexed 576 acres. The difference between 3B and 29th Ave is half a parcel if annexation was really a concern.

Time for Oversight, Not a Rush to Approve

This is not how this project should be proceeding. Rushing approval before the engineer's departure locks in design decisions before proper review, public input, or environmental clearance. After the EAW comment period, responses are required—yet we won't have an engineer in place to do that. The state or EQB could require further studies. Do we have

the resources and credibility to handle that if we continue down this rushed and opaque path? Why are we putting the cart before the horse and designing something that may not even be approved? The environmental process may indicate a better, cost-effective alternative that wouldn't require all these design features that WSB, not Steele County residents, benefit from.

Final Thoughts

This isn't about opposing the project—I want to see it succeed. But at nearly every step, we've encountered barriers that shouldn't exist in a well-managed public process. I'm raising these concerns because I believe the county is exposing itself—and taxpayers—to unnecessary risk and long-term liabilities.

There's no harm in pausing. What difference does it make if this is approved now, after the EAW comment period, or once the new county engineer has had time to properly review the project? There is no reason to rush major decisions before the current engineer departs. As commissioners, you are stewards of public funds and have the authority to approve this contract at any point.

But without a qualified engineer in place, how do we move forward responsibly? Approving this now risks giving WSB unchecked control over key design and project decisions—without the oversight taxpayers expect and deserve. We need an engineer to represent the county's interests, and with federal funds no longer in play, there is no external timetable pressuring an immediate decision. Delaying by a month or two won't hurt the project—but moving forward without proper oversight absolutely could.

It is entirely reasonable to take a step back and investigate the scope of these charges. In fact, I would urge you to consider an audit. Emails obtained from the city—despite the fact that many of our data requests remain unfulfilled—suggest that County Engineer Sponholz was concerned about how much information had reached the public—raising the question of whether that concern stemmed from a desire to prevent scrutiny of questionable or inappropriate actions. That alone warrants deeper scrutiny.

In most professional settings, an employee who resigns is not granted expanded authority on their way out the door. Yet here, the outgoing engineer is being given the power to shape design decisions that will impact the community for decades and lock this project in despite environmental reports not being finalized. Please consider whether that's truly in the county's best interest.

I raise these concerns not out of opposition, but because I care deeply about this community. I have a vested interest in the outcome—as a resident, taxpayer, and someone who believes we can still build an ESC that works for everyone. Thank you for reading this far. I believe we still have an opportunity to get this right, and I would welcome the chance to work together toward that goal.

I can only hope that at least one of you will have the courage to look into the concerns raised and help end the silence. And if not, perhaps have your lawyer contact mine—whenever someone lets me know who that is supposed to be.

Sincerely,

██████████

The legislature, recognizing the profound impact of human activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high density urbanization, industrial expansion, resources exploitation, and new and expanding technological advances and recognizing further the critical importance of restoring and maintaining environmental quality to the overall welfare and development of human beings, declares that it is the continuing policy of the state government, in cooperation with federal and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which human beings and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of the state's people.



Owatonna East Side Corridor <owatonnaeastsidecorridor@gmail.com>

Re: Formal Objection to May 13, 2025 5pm Agenda Items Granting Additional Authority to County Engineer Paul Sponholz

Owatonna East Side Corridor <owatonnaeastsidecorridor@gmail.com>

Mon, May 12, 2025 at 8:45 PM

To: "Abbe, Jim" <Jim.Abbe@steelecountymn.gov>, "Glynn, John" <john.glynn@steelecountymn.gov>, "Brady, James" <James.Brady@steelecountymn.gov>, "Prokopec, Joshua" <joshua.prokopec@steelecountymn.gov>, "Krueger, Greg" <Greg.Krueger@steelecountymn.gov>

Correction: May 13, 2025 meeting Agenda Items (attached).

On Mon, May 12, 2025 at 4:21 PM Owatonna East Side Corridor <owatonnaeastsidecorridor@gmail.com> wrote:

To: Steele County Board of Commissioners
From: Owatonna East Side Corridor Residents
Date: May 12, 2025
Re: Formal Objection to May 13, 2025 5pm Agenda Items Granting Additional Authority to County Engineer Paul Sponholz

Dear Commissioners,

We are writing to formally object to any action that would grant outgoing County Engineer Paul Sponholz expanded or discretionary authority over engineering or financial decisions during his final weeks in this role. Several residents of the East Side Corridor (ESC) neighborhood have submitted comments regarding the relevant agenda item. However, due to the urgency and severity of the concerns, We respectfully request additional consideration through this formal communication.

Core Concerns:

1. Timing & Transition Risk:

Mr. Sponholz has accepted a new position. Granting him broad authority at this time — especially to make decisions that impact future ESC phases or commit hundreds of thousands of taxpayer dollars — creates a risk of rushed, irreversible actions without long-term accountability.

2. Lack of Oversight:

Granting a single, outgoing employee authority to approve contracts or expenditures beyond a reasonable operational threshold undermines the Board's fiscal oversight and may conflict with the spirit of Minnesota's Open Meeting Law, which requires a recorded vote by each member for any appropriation of public funds. **Financial decisions** must be made through a **transparent public process with proper notice and full board approval**.

3. Conflict of Interest & Pattern of Concern:

There are serious and ongoing concerns involving Mr. Sponholz's conduct and decision-making related to the ESC project and in general:

- Alleged allegations of internal misconduct, including a physical altercation.
- Credible reports that allegedly 10 staff members have left the Steele County engineering department under his leadership.

- Unanswered questions regarding procedural violations, data withholding, and unapproved project scope expansions.
- Misrepresentation of ESC residents' intentions regarding Public Data Practice Violation investigations as "litigation" was used to justify the misappropriation and redirection of federal funding—without official vote or government oversight, as required under open meeting law—raising serious concerns of procedural manipulation and potential retaliation.

Public trust has been severely compromised.

4. Railroad Liability & Project Risk:

Agenda items indicate that Mr. Sponholz may be negotiating with the railroad to advance the 18th Street Roundabout project. Internal emails and recent comments raise serious concerns:

- The railroad has expressed that it does **not** accept liability for the nearby crossing, citing concerns that the roundabout was not requested or planned by them.
- Safety guidelines required a **minimum 200 feet** between the railroad and a roundabout, yet the current design allows for only 150 feet.
- The County has **not entered** the Section 130 federal program, which would have shifted liability on to the federal government and provided safety-related funding.
- On April 8, 2025, Mr. Sponholz informed the Board that negotiations with the railroad had effectively returned to "square one" after five years of discussion. Yet, tomorrow's agenda suggests he is now prepared to sign agreements with the railroad. This abrupt shift raises serious questions: What level of liability could these agreements impose on Steele County?

This raises critical questions: **Is Mr. Sponholz preparing to commit the County to liability for a railroad crossing that violates design standards?** Who will bear responsibility after his departure?

5. Future Impacts:

Any decisions made now may bind future engineering leadership and commit the County to significant contracts or obligations without proper review. The ESC and other engineering projects must proceed only with proper accountability and public input.

Formal Requests:

We respectfully request that the Board:

- **Deny or table any agenda item** granting increased authority or discretion to Mr. Sponholz.
- **Establish a financial authorization cap** for outgoing department heads (recommendation: \$25,000 or less).
- **Suspend all project advancement and financial decisions related to the East Side Corridor, 18th Street Roundabout and potentially other high cost projects** until full independent investigations and procedural reviews into procedural integrity, oversight, and regulatory compliance are completed. This pause is necessary to safeguard public funds, ensure transparency, and restore community trust.
- **Ensure all railroad negotiations** are reviewed in full by the entire Board and legal counsel before approval.

Closing:

This request is not personal. It is about protecting the public interest, ensuring due process, and maintaining institutional integrity during a time of significant transition. Given the controversial nature of the ESC project and its long-term consequences, all actions must reflect the highest standard of public stewardship and transparency.

Thank you for your time and consideration.

Respectfully,

Owatonna East Side Corridor Residents

Comment on Absence of Qualified Engineering Oversight During Environmental Review

This comment is to document a serious procedural failure in the environmental review and project oversight for the East Side Corridor (ESC): the advancement of project decisions during a prolonged period in which Steele County lacked a qualified County Engineer, while substantive authority was effectively delegated to the County's consulting firm, WSB.

From approximately **June 6 through October 28**, Steele County did not have a County Engineer in place. Despite this vacancy, the ESC continued to advance, unbeknownst to the public, including engineering, design, and decision-making actions with long-term implications.

During this period, **WSB was contracted to act as a project engineer**, beginning in July. As a result, WSB was placed in the position of:

- making or guiding technical and design decisions,
- shaping the scope and timing of work,
- influencing project advancement during environmental review, and
- determining the nature and extent of services for which it would later bill the County.

This arrangement raises fundamental concerns regarding **independent oversight, conflict of interest, and procedural integrity**.

Lack of Independent Professional Judgment

A consulting firm retained to design and advance a project cannot substitute for a public engineer charged with representing the County's interests, exercising independent professional judgment, and ensuring compliance with environmental review requirements.

By allowing the project to advance without a County Engineer, Steele County effectively ceded critical oversight functions to its consultant. This undermines the objectivity required during environmental review and erodes confidence that alternatives, mitigation, and sequencing decisions were evaluated independently.

Advancement of the Project Without Proper Authority

The environmental review process assumes that decisions are guided by a Responsible Governmental Unit exercising informed, independent judgment. Advancing a project during a period when no qualified engineer was employed — while relying on the same consultant that stood to benefit financially from continued scope expansion — is inconsistent with that requirement.

This structural failure is particularly concerning given that:

- design and mitigation work was occurring during environmental review,
 - alternatives remained under consideration,
 - and project scope and costs were continuing to evolve.
-

Implications for the EAW

The absence of qualified internal oversight during a critical phase of environmental review compromises the credibility of the EAW and the decisions made during that period. An environmental review cannot be considered adequate where key judgments were made without appropriate professional accountability and public stewardship.

This failure further supports the need for:

- rejection or supplementation of the current EAW, and
 - preparation of a full Environmental Impact Statement (EIS) with **independent** oversight.
-

Conclusion

Environmental review is intended to inform decision-makers before commitments are made. That purpose is defeated when a project advances during a leadership vacuum and effective authority is delegated to a consultant with a direct financial interest in the project's expansion.

This comment is submitted for inclusion in the official EAW record.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

EAW Comment – Engineering Authority, Authorship, and Reliability

Lack of Licensed Engineering Oversight During Critical Project Decisions

Steele County was without a County Engineer from June 6 through October 28, 2025. Despite this vacancy, the East Side Corridor project continued to advance, including the preparation and issuance of the Environmental Assessment Worksheet (EAW).

At an October 17, 2025 OAH hearing, County Administrator Renae Fry testified under oath that there had been no County Engineer in place since June 6, 2025. This testimony directly conflicts with the public representation that an interim engineer had been serving in that role throughout the summer and early fall. Public minutes show multiple title changes in that time.

Engineering projects of this scale cannot lawfully or professionally advance without oversight by a licensed County Engineer responsible for engineering judgment, verification, and accountability. The Responsible Governmental Unit (RGU), currently out Public Works Director also the interim engineering appointee, bear responsibility for ensuring the accuracy and completeness of engineering information relied upon in environmental review.

The EAW is dated November 2025 and bears the signature of the interim engineer on November 5, 2025, shortly after his October 28, 2025 appointment. This indicates that the interim engineer had approximately three days to review, verify, and certify the accuracy of an EAW representing years of technical analysis, public controversy, and complex environmental impacts.

Residents have been studying this project for more than three and a half years. City and County agencies have represented that they have studied it for approximately seven years. It is unclear how the interim engineer could reasonably and ethically verify the accuracy of the EAW in such a short period of time.

Further, during the public open house, the interim engineer demonstrated limited familiarity with the contents of the EAW, including:

- Incorrectly stating that noise studies were contained in the EAW when they were not,
- Asserting that avoidance alternatives could still be entertained despite their apparent elimination,
- Being unaware of “Alternative 3B,” which is referenced in the EAW but not included for public review, and
- Misstating residential setbacks by claiming homes were set substantially farther back than approximately 17 feet from the proposed right-of-way.

These statements raise serious concerns regarding whether the EAW was independently reviewed, questioned, or corrected by a qualified engineer prior to submission.

Minnesota professional standards prohibit engineers from signing or certifying work they did not prepare or adequately review. The record does not demonstrate that meaningful verification occurred. As a result, the EAW cannot be relied upon as an accurate or objective disclosure document.

Given the absence of continuous licensed engineering oversight, the compressed and unexplained certification timeline, and demonstrated inaccuracies presented to the public, the EAW fails to meet the standards of reasoned decision-making and informed public participation required under Minn. R. 4410. Because the EAW was certified during a period of disrupted engineering authority, contains demonstrated inaccuracies, and was presented by a certifying engineer unfamiliar with its contents, the **record cannot support a Finding of No Significant Impact**, and preparation of an **Environmental Impact Statement is required**.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Improper Intergovernmental Sequencing and Proxy Limitation of Alternatives

This comment is being submitted to document a serious procedural failure involving the timing, coordination, and effect of actions taken by Steele County and Owatonna Township that improperly limited project alternatives during ongoing environmental review, in violation of Minn. R. 4410.3100.

1. Township Meeting Schedule Makes Independent Action Implausible

According to the official Township schedule, **Owatonna Township holds its regular meeting on the second Wednesday of each month and Planning & Zoning meetings on the fourth Wednesday**, both at 7:30 p.m.

No Township meeting was scheduled for **May 13, 2025**, other than the regularly scheduled second-Wednesday meeting occurring later that evening.

2. Township Resolution Was Executed Before Any Township Meeting

Despite the lack of a scheduled meeting, a Township resolution **limiting project alternatives** was **signed on May 13, 2025**, prior to:

- any Township meeting that day, and
- prior to the next regularly scheduled Township meeting.

The resolution explicitly constrained alternatives to those associated with **Preferred Alternative 3**, thereby narrowing the range of alternatives during environmental review.

The timing alone establishes that this resolution did not result from public deliberation at a duly noticed Township meeting.

3. Resolution Originated Through County Processes

The Township resolution indicates that it arose from or was associated with the **Public Works Committee**, which met on **May 13, 2025 at 8:00 a.m.**

This meeting occurred:

- before any Township meeting that day, and

- before any duly scheduled Township meeting, based on the Township's published meeting calendar.

The sequence indicates that the limitation of alternatives originated at the County level and was later formalized through Township action, rather than independently developed by the Township through its own public process.

4. County Accepted the Resolution Without Vote or Deliberation

At the **May 27, 2025 Steele County Board meeting**, the Township resolution was listed on the agenda and was **quietly accepted without a recorded vote, motion, or deliberation**, as reflected in:

- the County Board agenda,
- the official minutes (which contain no vote or discussion), and
- the publicly available meeting video showing acknowledgment without formal action.
<https://youtu.be/cbAoRVYVvKA?si=1HP1ldZKPHOmZXUi&t=2153> (35:36)

By accepting the resolution without a vote, the County effectively incorporated a limitation on alternatives into its decision-making framework while environmental review was still ongoing.

5. Advance Federal and Internal Warnings Were Ignored

These actions are especially concerning because **advance warnings had already been communicated internally**.

On **April 23**, the County Administrator stated in an email to the County Engineer that there needed to be a three-party agreement on project location and that a public meeting should occur. The County Engineer responded that the **Federal Highway Administration (FHWA) explicitly stated that no votes or actions limiting alternatives should occur prior to completion of environmental review**.

Despite this warning:

- a Township resolution limiting alternatives was executed,
 - the County accepted that resolution without vote, and
 - subsequent actions continued to narrow alternatives.
-

6. Effect on Environmental Review Integrity

Taken together, these actions demonstrate a coordinated sequence in which:

- alternatives were limited through intergovernmental resolutions,
- those resolutions occurred outside normal public meeting processes,
- the County relied on those actions without independent deliberation, and
- all occurred while environmental review was ongoing.

This pattern constitutes **predetermination by proxy** and materially prejudices the consideration of alternatives, in direct violation of Minn. R. 4410.3100.

Environmental review cannot function as intended where outcomes are incrementally fixed through distributed actions across jurisdictions while avoiding formal votes or accountability by the Responsible Governmental Unit.

Conclusion

The Township resolution, its timing relative to scheduled meetings, its origin in County processes, and its acceptance by Steele County without vote—despite advance federal warnings—demonstrate that project alternatives were improperly constrained before environmental review was complete.

These procedural failures independently support rejection or supplementation of the EAW and the preparation of a full Environmental Impact Statement (EIS).

This comment is submitted for inclusion in the official EAW record.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Attachments:

Township Meeting Schedule

May 27, 2025 Agenda including: agenda, township resolution, public works committee minutes

May 27, 2025 Minutes

April 23, 2025 Email

Steele County Townships Meeting Schedule

Township	Monthly Meeting Day	Time
Aurora	1 st Monday	7:30 PM (September & July meeting Second Monday)
Berlin	2 nd Monday	7:00 PM
Blooming Prairie	1 st Tuesday	November-April 7:00 PM May-October 8:00 PM
Clinton Falls	3 rd Monday	6:00 PM
Deerfield	2 nd Tuesday	8:00 PM
Havana	1 st Thursday	6:00 PM
Lemond	2 nd Monday	7:00 PM
Medford	2 nd Tuesday	7:30 PM
Meriden	2 nd Tuesday	7:00 PM (5:00 PM Dec, Jan & Feb.)
Merton	1 st Thursday	7:30 PM
Owatonna	2 nd Wednesday Regular Meeting 4 th Wednesday Planning & Zoning	7:30 PM
Somerset	2 nd Wednesday	7:00 PM
Summit	1 st Tuesday	November-April 7:00 PM May-October 8:00 PM



STEELE COUNTY BOARD AGENDA
Administration Center - 630 Florence Avenue – Owatonna, MN 55060

*Steele County's Mission:
Driven to deliver quality services in a respectful and fiscally responsible way.*

TUESDAY, MAY 27, 2025 at 5:00 PM
County Boardroom, Steele County Administration Center

Persons with background material for agenda items are asked to provide them to the Administrator's Office 5 days prior to the meeting date so that the material can be linked to the online agenda. If handouts at the Board meeting are necessary, please bring enough copies for the Board, county staff, the press and the public. Generally, 15 copies should be sufficient.

Agenda

1. Call to Order
2. Pledge of Allegiance
3. Approve Agenda

Correspondence

Public Comment

Those wishing to speak must state their name and address for the record after they are acknowledged by the Board Chair. Each person will be limited to two (2) minutes to make his/her remarks.

Speakers will address all comments to the Board as a whole and not one individual commissioner. The Board may not take action on an item presented during the Public Comment period, unless the item is already on the agenda for action. When appropriate, the Board may refer inquiries and items brought up during the Public Comment period to the County Administrator for follow-up.

Consent Agenda - *Items listed on the Consent Agenda are considered routine and non-controversial by the County Board. There will be no separate discussion of these items unless requested by a member of the County Board.*

4. Approve May 13, 2025 Board Minutes (pg. 4)
5. Approve May 13, 2025 Board Work Session Minutes (pg. 12)
6. Approve Bills (pg. 14)
7. Approve Personnel Report (pg. 41)

8. Approve the amendment to the 2024-2025 Remote Electronic Alcohol Monitoring (REAM) Grant Contract Agreement extending the agreement through 2027 for a total of \$18K (\$9K per year for the next two years) and authorize the CC Director to sign. (pg. 42).
9. Approve an Interagency Agreement between Owatonna Police Department & Steele County Community Corrections and authorize the CC Director to sign. (pg. 47)
10. Approve an Interagency Agreement between Steele County Sheriff's Department & Steele County Community Corrections and authorize the CC Director to sign. (pg. 51)
11. Approve MNIT Management Control Agreement and authorize the CC Director to sign. (pg. 55)
12. Adopt **Resolution 2025-028** approving the 2024 Steele County Hazard Mitigation Plan (pg. 57)
13. Adopt **Resolution 2025-029** requesting the transfer excess State Aid Municipal to the State Aid regular funds and authorize the chair to sign. (pg. 62)
14. Approve an annual renewal of Tobacco Licenses for Anhorn's Gas & Tire, Casey's-Medford, Casey's-Ellendale, Medford Municipal Liquor Store and Lerberg's Foods. (pg. 64)

General Agenda

15. Award a contract for the CSAH 28 (MN 30 to CSAH 21) Reclamation project to Ulland Brothers Inc. in the amount of \$586,477.08. (pg. 65)
16. Award a contract for 2025 pavement marking, CP 074-025-001, to KAMCO, Inc. in the amount of \$266,874.05. (pg. 66)
17. Approve Amendment to agreement with WHKS for professional services for the CSAH 28 (South Beaver Lake Road to North Beaver Lake Road) and Beaver Lake Park Improvement project in the amount of \$490,000. (pg. 67)
18. Adopt **Resolution 25-030** for Safe Streets for All Funding to Develop a Comprehensive Safety Action Plan. (pg. 73)

County Board Work Session – Tuesday, May 27, 2025

19. Action Items

Public Works Committee- Tuesday, May 13, 2025

20. Accept the CR 180 Bridge 4686 Preliminary Design Analysis (pg. 76)

Public Safety & Health Committee – Tuesday, May 20, 2025

21. Approve On-Sale Liquor License for Spurgy's Trailside Tavern. (pg. 124)

21a. Approve agreement with Alan Goodman to serve as Interim Engineer during County Engineer vacancy (See Appendix)

Information Items

22. Town Board of Owatonna Township Resolution regarding the East Side Corridor (pg. 125)

23. 2024 Highway Department Annual Report (pg. 127)

24. Public Safety & Health Committee Minutes – Tuesday, May 20, 2025 (pg. 208)

25. Public Works Committee Minutes – Tuesday, May 13, 2025 (pg. 210)

Commissioner Reports:

Next Meeting Notices:

Internal Central Services – **Tuesday, June 3rd at 8 a.m. in the Boardroom**

Property & Maintenance Committee – **Thursday, June 5th at 8 a.m. in the Boardroom**

AMC Region 9 meeting - **Monday, June 2nd at 8:00 a.m. in Lake City - City Hall**

Public Works Committee – **Tuesday, June 10th at 8 a.m., Public Works Facility**

County Board Work Session – **Tuesday, June 10th at 4 p.m. in the Boardroom** County

Board Meeting – **Tuesday, June 10th at 5 p.m. in the Boardroom**

Closed Session for attorney/client privilege for threatened or pending litigation, pursuant to Minn. Stat. § 13D.05, Subd. 3(b)”

Motion to go into closed Session

Discussion

Motion to end closed Session

Action Item if necessary

Adjourn

Disclaimer: This agenda has been prepared to provide information regarding an upcoming meeting of the Steele County Board of Commissioners. This document does not claim to be complete and is subject to change.



Steele County Agenda Item

Informational

Subject: Town Board of Owatonna Township Resolution regarding the East Side Corridor

Department: Highway

Committee: Public Works

Committee Meeting Date: NA

Work Session Date: NA

Board Meeting Date: May 27, 2025

Purpose:

To provide feedback from the Town Board of Owatonna Township regarding the East Side Corridor project.

Background:

As the County is completing the environmental documents required for the East Side Corridor project, the Town Board of Owatonna Township has reviewed the Purpose and Need, Evaluation Criteria, and Evaluation of Alternatives Memorandums that have been completed in preparation of the environmental documents. The Evaluation of Alternatives Memorandum has identified Alternative 3 as the Preferred Alternative that will be further analyzed in the environmental documents. The East Side Corridor project will be mostly located in Owatonna Township. The Town Board adopted a resolution to provide feedback on the project especially related to the impacts that the project will have on the township and its constituents.

Financial Impacts:

NA

Attachments:

Town Board of Owatonna Township Resolution Adopted May 13, 2025

RESOLUTION

TOWN BOARD OF OWATONNA TOWNSHIP

WHEREAS, the Town and the City have annually adopted an orderly Annexation Agreement to provide land areas for the growth of the City and further, to provide for the protection of agricultural and other lands within the Township from urban and suburban development and to promote an organized framework for systematic annexation, and part of that agreement, the Township does not support non-farm use of the properties in the growth area, and

WHEREAS, the Preferred Alternative is largely in the defined growth areas and has less farmland impacts than the alternatives further east, and

WHEREAS, the Preferred Alternative keeps development from leapfrogging into non developed area and keeps development near existing city limits, and

WHEREAS, the Preferred Alignment best supports existing and near-term City development while preserving farmland further east, and

WHEREAS, the city dedicated land on the east side of the North County Additions 1, 2, and 3 plats preserving land for the route, and that land is already out of farmland production, further protecting additional farmland from being removed from production through other alternative routes, and

WHEREAS, Alternatives 4 and 5 presented in the environmental documents have greater farmland impacts, and would encourage development outside of the annexation agreement development areas.

NOW, THEREFORE, BE IT RESOLVED, the township does not support any other alternatives that impact farmland outside of orderly annexation agreement areas, or that do not use already-dedicated lands for the route.

BE IT FURTHER RESOLVED the Township requests that the County and City follow their previous significant planning efforts and agreements to preserve farmland and promote the orderly growth of the City.

BE IT FURTHER RESOLVED the Township supports the selection of the preferred alternative, identified as Alternative 3 as shown in the federal and state environmental documents, and commonly referred to as the 29th Avenue alignment.

ADOPTED 5-13-25, 2025.

OWATONNA TOWNSHIP BOARD

Steele County, Minnesota

By: Jenny Kokong
Chairman

ATTEST:

By: [Signature]

Township Clerk

CERTIFICATION

I hereby certify that the above *is* a true and correct copy of a Resolution duly passed, adopted, and approved by the Owatonna Township Board on the 13th day of May, 2025.

[Signature]
Township Clerk



STEELE COUNTY
PUBLIC WORKS POLICY COMMITTEE MINUTES
Public Works Building – 3000 Hoffman Drive - Owatonna, MN 55060

Steele County's Mission:
Driven to deliver quality services in a respectful and fiscally responsible way.

Tuesday, May 13, 2025 at 8:00 a.m. – Public Works Conference Room

Attendees: Commissioner Krueger, Commissioner Prokopec, County Engineer Paul Sponholz, Four Seasons Director Steve Schroht, Landfill Supervisor Josh Johnson, Finance Director Candi Lemarr, Highway Maintenance Supervisor Paul Kirst, STS Specialist Katie Barden, Administrator Renae Fry and Executive Assistant Rebecca Kubicek.

Consent:

1. Adopt a Resolution requesting to transfer excess State Aid Municipal to the State Aid Regular funds.
Requesting excess funds be moved to highway general fund so the state does not take the funds back.
Request for a move of \$650K.

General:

2. Accept recommendation of the CR 180 Bridge 4686 Preliminary Design Analysis
Since CR 180 is prone to flooding, a hydraulic study was done. WHKS recommends replacing the bridge and box culvert to obtain the vertical clearance needed on this road for larger vehicles. Steele County will need to take ownership of the bridge. Repairs will be eligible for funding under the state bonding program. Owatonna will be responsible for its share of the costs of repairs to the bridge approach. Asking the Commissioners to accept the findings of the report and eventually approve design work so it can be on the list for state bonding. This work is expected to occur in 2030.

Information:

3. Introduce the DRAFT 2026-2030 Highway Capital Improvement Plan
Projects to be included in the 2026 budget will be discussed during the budget setting process. The 2026 budget/levy will include costs associated with the Beaver Lake project (park). Steele County received a grant for boat parking and improvements to the boar launch amounting to \$127K. Paul indicated that the land acquisition process for areas impacted by the Beaver Lake project has begun.
County Engineer reviewed the upcoming projects, covered the highlights of the projects, and advised where funding would be coming from. Main Street project has been moved up to use funding.
The Public Hearing necessary to approve changes to the local option sales tax plan will be held this fall.
4. 2024 Highway Department Annual Report
Paul summarized this statutorily required report.

5. Landfill Demo Relocation

Josh reported that all demolition waste has been relocated. Grass seeding is underway and we should see final plans soon for the landfill. Would like to have construction completed before winter.

Highway Updates:

CSAH 2/43 - Going to the Board 5-13 requesting approval to amend contract with WHKS to prepare final design.

East Side Corridor - Federal funding was moved to Main Street project. WSB is working on the EAW and related analysis. Once the information is completed, there will be a public meeting.

CSAH 48 Roundabout at the Highschool - Railroad has signed a contract, and the contract is going to the Board on May 13th. The completion date of this project should be this year.

CR 180 School Street RR crossing – SHE will be finalizing plans for the installation of the crossing gate and trail improvements.

County Road Safety Plan - Intersection lights will be installed this year.

Safe Streets for All (SS4A) grant. - Highway would like to reapply for the upcoming grant.

Department Head Reports

Environmental show: Vendors seemed happy with the show. There was a good turnout with \$1,140.50 going to charity.

Four Seasons: They are busy every weekend. Each event has been rebooked for next year. Blades have been sold and everything is moving forward. Ice time remains being booked. Water levels are up at Beaver Lake. Fairgrounds underground electrical is still being installed.

Resignations/Retirements/Terminations:

Name	Position	Department	End Date
Dale Oolman (Retirement)	Director of P&Z	Planning & Zoning	06/13/2025

Open Positions-Pending Board Approval:

Position	Department	Notes
IT Security Analyst	IT	Working on Job Description
Patrol Deputy	Sheriff's Office	Backgrounding
Correctional Officer	Detention Center	Backgrounding
Procurement Specialist	Finance	Interviewing
Engineering Techs I/II/III (3)	Highway	On-hold
Hwy Maintenance Technician	Highway	Interviewing
Accounting Support Specialist	Highway	On-hold
Accountant	Highway	Interviewing
Assistant County Engineer	Highway	On-hold
County Engineer	Highway	Determining Next Steps
Technical Clerk II	PT & E	On-hold
RN/PHN	Public Health	Backgrounding
Director of Planning & Zoning	Planning & Zoning	Recruiting will begin soon

- E. Approve the amendment to the 2026-2027 Remote Electronic Alcohol Monitoring (REAM) Grant Contract Agreement for a total of \$18K (\$9K per year for the next two years) and authorize the CC Director to sign.
- F. Approve an Interagency Agreement between Owatonna Police Department & Steele County Community Corrections.
- G. Approve an Interagency Agreement between Steele County Sheriff's Department & Steele County Community Corrections.
- H. Approve MNIT Management Control Agreement.
- I. Adopt **Resolution No. 2025-028** approving the 2024 Steele County Hazard Mitigation Plan. A copy of the Resolution is available in the office of the County Administrator and is made a part of this record by reference.
- J. Adopt **Resolution No. 2025-029** requesting the transfer excess State Aid Municipal to the State Aid regular funds and authorize the chair to sign. A copy of the Resolution is available in the office of the County Administrator and is made a part of this record by reference.
- K. Approve an annual renewal of Tobacco Licenses for Anhorn's Gas & Tire, Casey's-Medford, Casey's-Ellendale, Medford Municipal Liquor Store and Lerberg's Foods.

General Agenda:

Motion by Commissioner Krueger, seconded by Commissioner Glynn to award a contract for the CSAH 28 (MN 30 to CSAH 21) Reclamation project to Ulland Brothers Inc. in the amount of \$586,477.08. Ayes all. (bids were open in May vs April as stated)

Motion by Commissioner Prokopec, seconded by Commissioner Glynn to award a contract for 2025 pavement marking, CP 074-025-001, to KAMCO, Inc. in the amount of \$266,874.05. Ayes all.

Motion by Commissioner Abbe, seconded by Commissioner Prokopec to approve Amendment to agreement with WHKS for professional services for the CSAH 28 (South Beaver Lake Road to North Beaver Lake Road) and Beaver Lake Park Improvement project in the amount of \$490,000. Ayes all.

Commissioner Krueger offered the following **Resolution No. 2025-030** for Safe Streets for All Funding to Develop a Comprehensive Safety Action Plan, seconded by Commissioner Abbe. Upon the vote being taken, five Commissioners voted in favor thereof, none absent and not voting. A copy of the Resolution is available in the office of the County Administrator and is made a part of this record by reference.

Motion by Commissioner Krueger, seconded by Commissioner Prokopec to approve the restructuring of the Public Works Leadership Team and authorized the hiring of a new Public Works Director and County Engineer. Ayes all.

Motion by Commissioner Glynn, seconded by Commissioner Krueger to approve agreement with Alan Goodman to serve as Interim Engineer until a new county engineer is hired.

Motion by Commissioner Krueger, seconded by Commissioner Prokopec to accept the CR 180 Bridge 4686 Preliminary Design Analysis. Ayes all.

Motion by Commissioner Glynn, seconded by Commissioner Abbe to approve On-Sale Liquor License for Spurgy's Trailside Tavern. Ayes all.

Commissioner Reports:

Commissioner Glynn reported his attendance at Historical Society meeting.

Commissioner Prokopec reported his attendance at JD24 special meeting, Interim Engineering interview meeting, Public Safety and Health Committee, Memorial Day parade, and a Work Session.

Commissioner Abbe reported his attendance at MNP Finance and JBP meetings, Memorial Day parade and program.

Commissioner Krueger reported his attendance at Smart Trails meeting, JD24 meeting, Interim Engineering interview meeting, MNP Finance and JBP meetings, Memorial Day parade and service and Work Session.

Commissioner Brady had no report.

County Attorney reported received grant for 3 staff next year truancy prevention program through uplift. United way to be the fiscal agent.

County Administrator reported the start of labor negotiations where they have met with three of the bargaining units. They plan to have tentative agreements in place by the end of August.

LISTING OF BILLS

May 27, 2025

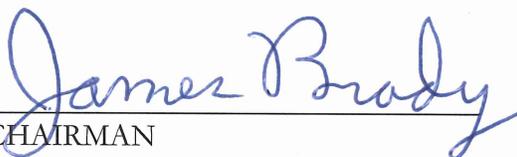
Canadian Pacific Kansas City	26,000.00
Counties Providing Technology	4,701.00
CPS Technology Solutions	3,735.00
Crysteel Truck Equipment Inc	2,700.00
Design Electric Inc	5,011.33
DLT Solutions LLC	5,537.28
Erickson Engineering Co LLC	13,270.64
High Point Networks	2,355.00
LSQ Funding Group Lc	4,169.50
MEI Total Elevator Solutions	7,088.85
Minnesota Paving & Materials	3,396.54
Moore Md/Kellyanna J	4,099.58
Office of MN IT Services	3,720.96
R & K Electric Inc	4,443.00
Rice County Finance Department	23,176.45
Rice-Steele 911 Center	4,999.80
Road Machinery & Supplies Co	79,927.05
Roemhildt/Brenda	3,970.00
Short Elliott Hendrickson Inc	8,633.67
South Central College	2,160.00
Steele County Soil & Water Conserv Dist	33,750.00
Stewart Sanitation	2,094.82
Street Smart Rental	3,384.00
Summit Food Services LLC	4,297.11
Thomson Reuters - West	2,716.54
UKG Kronos Systems LLC	3,670.08
Weinberg Construction LLC	2,358.00
WHKS & Co	3,718.08
104 Payments less than 2000	29,743.20
Final Total:	298,827.48

Motion by Commissioner Abbe, seconded by Commissioner Krueger to go into closed session for attorney / client privilege for threatened or pending litigation, pursuant to Minn Stat. 13D.05, Subd. 3(b).

Ayes all.

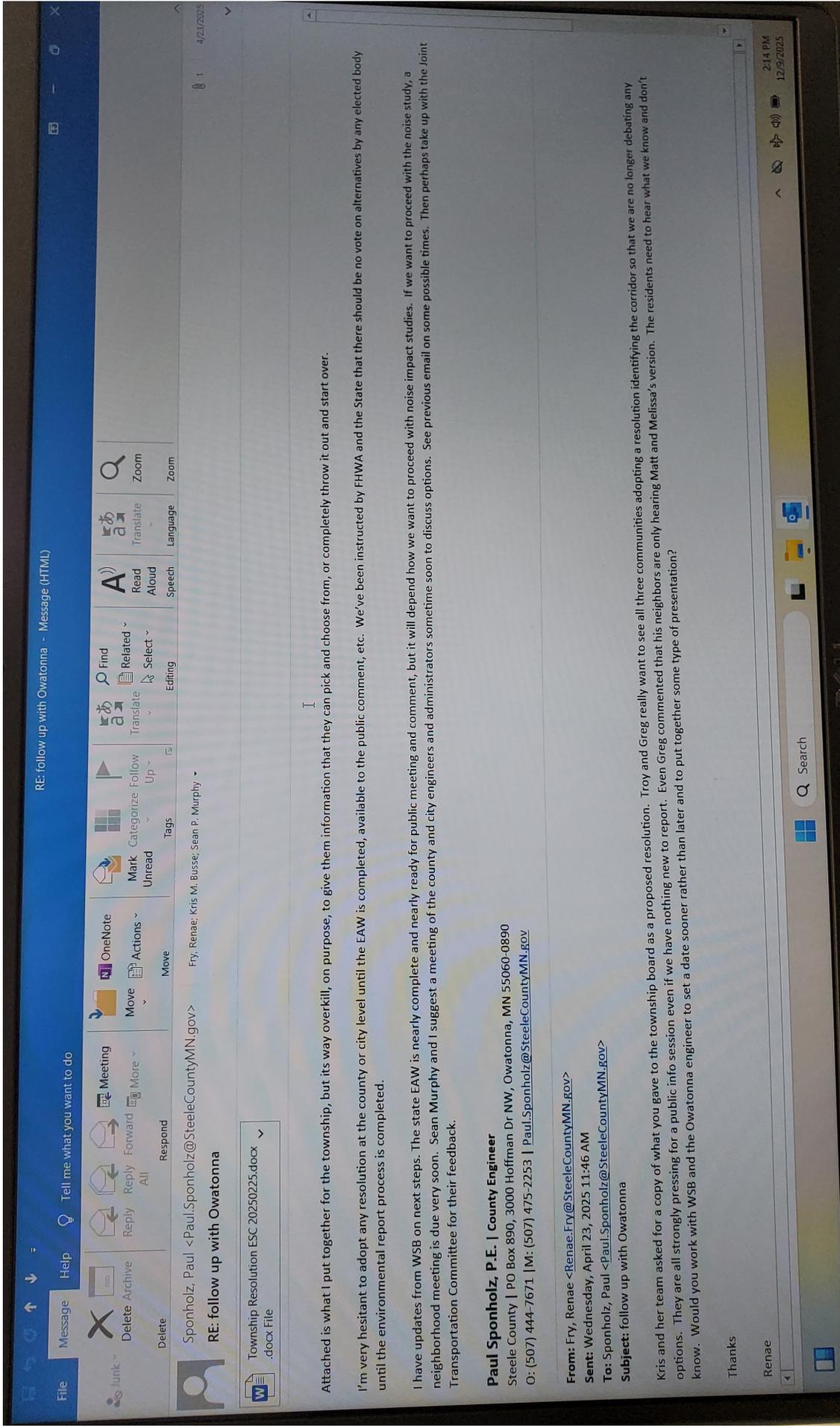
Motion by Commissioner Glynn, seconded by Commissioner Krueger to end closed session. Ayes all.

Motion by Commissioner Abbe, seconded by Commissioner Krueger to adjourn to the Call of the Chair at 7:37p.m. Ayes all.


CHAIRMAN

ATTEST:


ADMINISTRATOR



RE: follow up with Owatonna - Message (HTML)

Sponholz, Paul <Paul.Sponholz@SteeleCountyMN.gov>

RE: follow up with Owatonna

Township Resolution ESC 20250225.docx
.docx File

Attached is what I put together for the township, but its way overkill, on purpose, to give them information that they can pick and choose from, or completely throw it out and start over.

I'm very hesitant to adopt any resolution at the county or city level until the EAW is completed, available to the public comment, etc. We've been instructed by FHWA and the State that there should be no vote on alternatives by any elected body until the environmental report process is completed.

I have updates from WSB on next steps. The state EAW is nearly complete and nearly ready for public meeting and comment, but it will depend how we want to proceed with noise impact studies. If we want to proceed with the noise study, a neighborhood meeting is due very soon. Sean Murphy and I suggest a meeting of the county and city engineers and administrators sometime soon to discuss options. See previous email on some possible times. Then perhaps take up with the Joint Transportation Committee for their feedback.

Paul Sponholz, P.E. | County Engineer
Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890
O: (507) 444-7671 | M: (507) 475-2253 | Paul.Sponholz@SteeleCountyMN.gov

From: Fry, Renaie <Renaie.Fry@SteeleCountyMN.gov>
Sent: Wednesday, April 23, 2025 11:46 AM
To: Sponholz, Paul <Paul.Sponholz@SteeleCountyMN.gov>
Subject: follow up with Owatonna

Kris and her team asked for a copy of what you gave to the township board as a proposed resolution. Troy and Greg really want to see all three communities adopting a resolution identifying the corridor so that we are no longer debating any options. They are all strongly pressing for a public info session even if we have nothing new to report. Even Greg commented that his neighbors are only hearing Matt and Melissa's version. The residents need to hear what we know and don't know. Would you work with WSB and the Owatonna engineer to set a date sooner rather than later and to put together some type of presentation?

Thanks

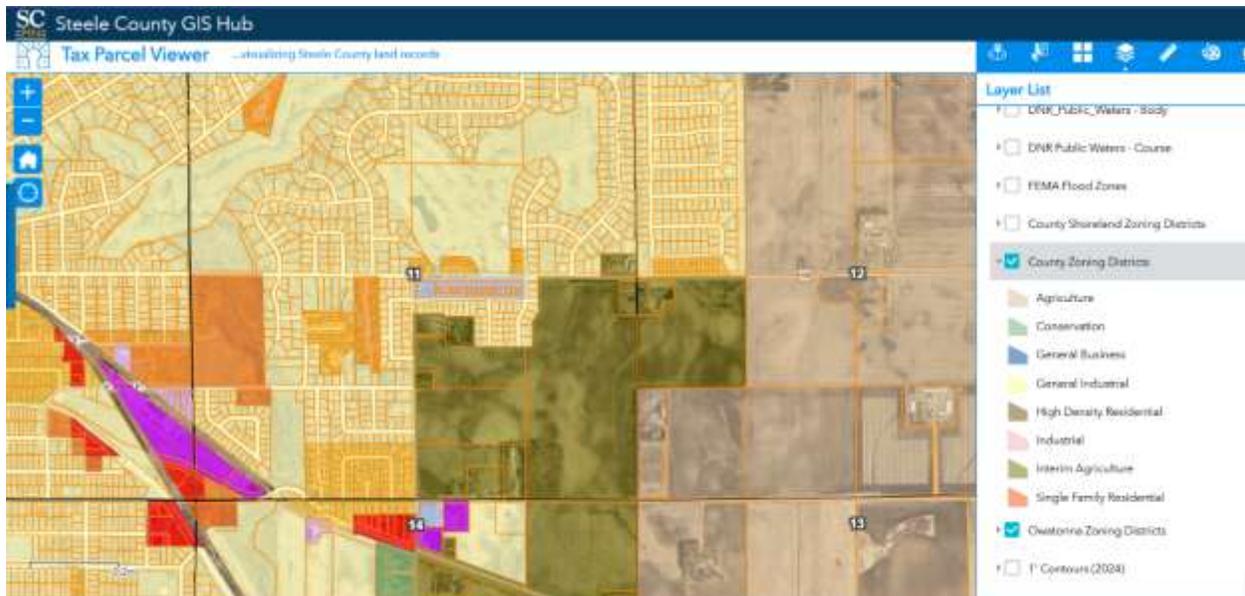
Renaie

2:44 PM
12/9/2025

Group EAW Comment – Undisclosed Development Assumptions on Public Agricultural Land Labeled “Future Destination”

Submitted by: ESC Residents

The Environmental Assessment Worksheet (EAW) identifies a publicly owned school parcel as a “Future Destination” on page 337 but provides no explanation of what this designation means, what land use is anticipated, or how it relates to the East Side Corridor project. This omission is significant given the parcel’s documented land use and valuation history.



Assessor records show that this parcel is zoned **Interim Agriculture**, located **outside city limits**, contains **no dwelling or improvements**, and remains in **active agricultural use**, including hay production under an FFA agreement. Despite this, the parcel’s assessed land value reflects long-standing and renewed development expectations rather than agricultural use. This land was acquired around the year 2000 and was valued at approximately **\$75,000 in 2003**. In 2004 the land valuation **jumped nearly \$450,000** and was valued at **\$524,000 continuously from 2004 through 2016**, later dropped to approximately **\$247,000–\$299,000** between 2017 and 2022, and then rose sharply again to **\$443,200 in 2023** and **\$481,800 in 2024–2025** without any corresponding zoning change, annexation, or physical development.

Year	Land Value	Dwelling Value	Improvement Value	Total Value
2025	\$481,800	\$0	\$0	\$481,800
2024	\$481,800	\$0	\$0	\$481,800
2023	\$443,200	\$0	\$0	\$443,200
2022	\$298,700	\$0	\$0	\$298,700
2021	\$266,600	\$0	\$0	\$266,600
2020	\$260,200	\$0	\$0	\$260,200
2019	\$247,800	\$0	\$0	\$247,800
2018	\$247,800	\$0	\$0	\$247,800
2017	\$253,900	\$0	\$0	\$253,900
2016	\$275,300	\$0	\$0	\$275,300
2016	\$524,000	\$0	\$0	\$524,000
2015	\$524,000	\$0	\$0	\$524,000
2014	\$524,000	\$0	\$0	\$524,000
2013	\$524,000	\$0	\$0	\$524,000
2012	\$524,000	\$0	\$0	\$524,000
2011	\$524,000	\$0	\$0	\$524,000
2010	\$524,000	\$0	\$0	\$524,000
2009	\$524,000	\$0	\$0	\$524,000
2008	\$524,000	\$0	\$0	\$524,000
2007	\$524,000	\$0	\$0	\$524,000
2006	\$524,000	\$0	\$0	\$524,000
2005	\$524,000	\$0	\$0	\$524,000
2004	\$524,000	\$0	\$0	\$524,000
2003	\$74,900	\$0	\$0	\$74,900
2002	\$74,900	\$0	\$0	\$74,900
2001	\$68,600	\$0	\$0	\$68,600

These valuation patterns are inconsistent with stable agricultural land and indicate embedded assumptions of future development. Those assumptions are further corroborated by the parcel’s identification as a **“node” in the Imagine Owatonna comprehensive plan** and by elected officials calling the ESC **“project destination”** at the December 11, 2025 open house, yet the EAW does not disclose or analyze these planning expectations or their environmental consequences.

This omission is particularly concerning because the parcel identified as a “Future Destination” is publicly owned school property, giving taxpayers a direct interest in how public land is valued, designated, and potentially leveraged in connection with major infrastructure projects. Separately, the EAW references traffic generated by a different school property—the new high school—as part of the justification for the East Side Corridor. However, the EAW fails to

acknowledge or analyze that publicly owned school land elsewhere in the corridor is being treated in planning documents as a future development area. This disconnect obscures foreseeable development assumptions and prevents meaningful evaluation of induced growth and cumulative impacts.

By failing to explain the “Future Destination” designation or analyze the reasonably foreseeable development, induced growth, and cumulative land-use impacts associated with these long-standing planning and valuation signals, the EAW understates the environmental consequences of the project and prevents meaningful public review, contrary to the requirements of the Minnesota Environmental Policy Act (MEPA).

Because the EAW fails to disclose or analyze the long-standing and renewed development assumptions reflected in official valuation records and planning documents, it understates reasonably foreseeable development, induced growth, and cumulative land-use impacts associated with the East Side Corridor. An **Environmental Impact Statement (EIS) is therefore warranted** to fully evaluate these development pressures, their environmental consequences, and reasonable alternatives before irreversible commitments are made.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Parcel Detail: 08-012-3400

Parcel Number:	08-012-3400
Deed Holder:	INDEPENDENT SCHOOL DIST #761
Property Address:	
Mailing Address:	515 W BRIDGE ST OWATONNA, MN 55060 USA
PDF:	Exempt Property
Class:	Exempt
Tax District:	0761
Zoning:	Not Applicable
Sec-Twp-Rng:	12-107-20
Lot-Block:	00-00
Deeded Acres:	35.3300
Tax Description:	NW1/4 OF SW1/4 EXCEPT COM NW COR TH E438'
Property Report:	Property Report (PDF file) 

Applications & Exemptions

***Note:** If any changes are entered on the forms, the Assessor's office will call to confirm them before completing.



Valuation

Year	Land Value	Dwelling Value	Improvement Value	Total Value
2025	\$481,800	\$0	\$0	\$481,800
2024	\$481,800	\$0	\$0	\$481,800
- More Years...				
2023	\$443,200	\$0	\$0	\$443,200
2022	\$298,700	\$0	\$0	\$298,700
2021	\$266,600	\$0	\$0	\$266,600
2020	\$260,200	\$0	\$0	\$260,200
2019	\$247,800	\$0	\$0	\$247,800
2018	\$247,800	\$0	\$0	\$247,800
2017	\$253,900	\$0	\$0	\$253,900
2016	\$275,300	\$0	\$0	\$275,300
2016	\$524,000	\$0	\$0	\$524,000
2015	\$524,000	\$0	\$0	\$524,000
2014	\$524,000	\$0	\$0	\$524,000
2013	\$524,000	\$0	\$0	\$524,000
2012	\$524,000	\$0	\$0	\$524,000
2011	\$524,000	\$0	\$0	\$524,000
2010	\$524,000	\$0	\$0	\$524,000
2009	\$524,000	\$0	\$0	\$524,000
2008	\$524,000	\$0	\$0	\$524,000
2007	\$524,000	\$0	\$0	\$524,000
2006	\$524,000	\$0	\$0	\$524,000
2005	\$524,000	\$0	\$0	\$524,000
2004	\$524,000	\$0	\$0	\$524,000
2003	\$74,900	\$0	\$0	\$74,900
2002	\$74,900	\$0	\$0	\$74,900
2001	\$68,600	\$0	\$0	\$68,600

Agricultural Land Information

Description	Acres
89 CER - Tillable 89	34.370
ROADS - ROADS	0.960

Sale Information

Sale Date	Amount	Sales Condition Codes	Recording
- 01/01/2001	\$0	003ab - 3b-GOVERNMENT OR 3a-EXEMPT PARTY SALE	

Sales Detail	
Buyer:	INDEPENDENT SCHOOL
Seller:	PARTRIDGE/JOSEPH
Sale Date:	01/01/2001
Sale Amount:	\$0
Sale Type:	Deed
Sales Code:	003ab - 3b-GOVERNMENT OR 3a-EXEMPT PARTY SALE
Recording:	Tapestry Land Records
eCRV ID:	- eCRV Search
Additional Information:	Sale Information

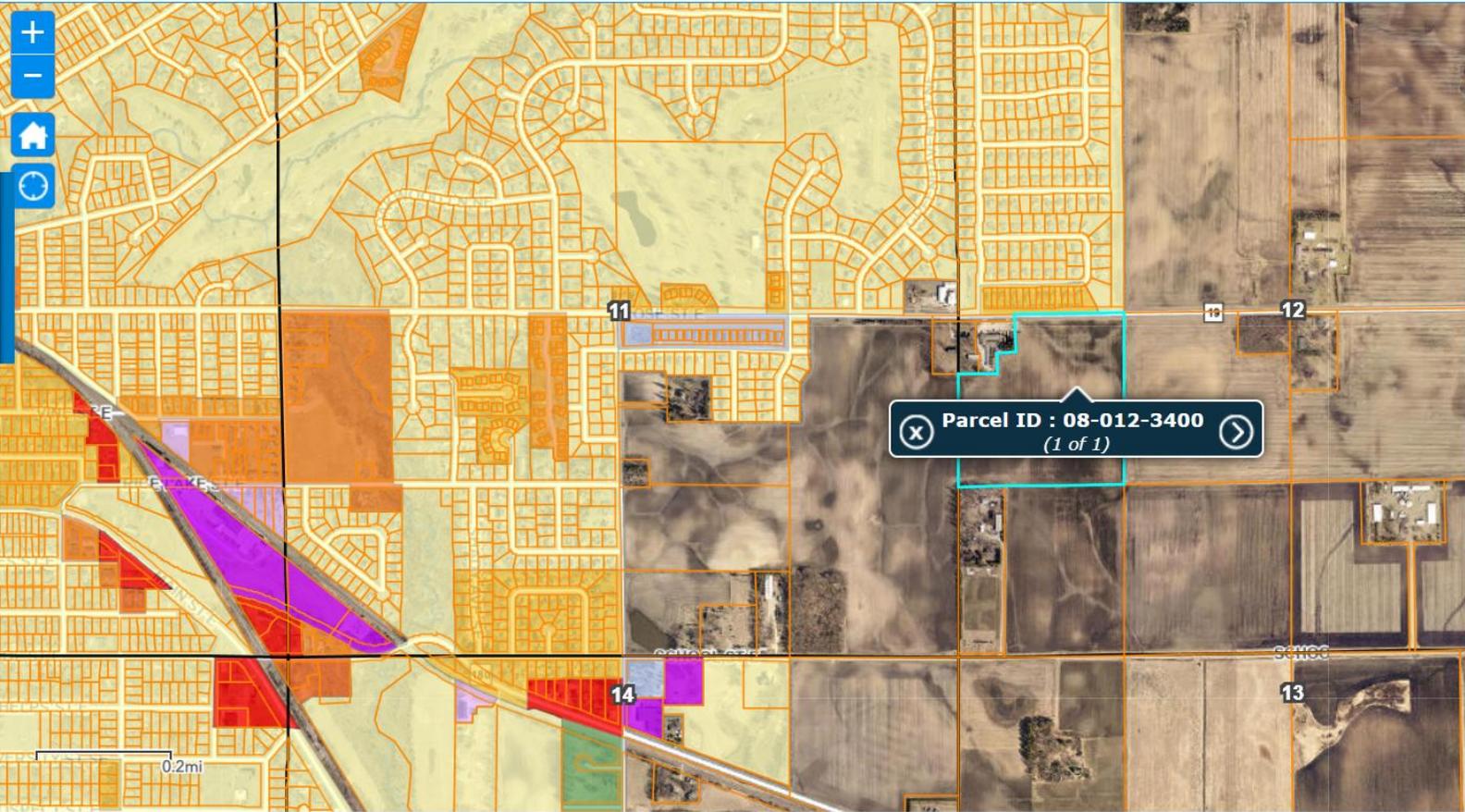
Taxation

For further tax information and/or to pay your current taxes

Payable Year	Classification / Homestead	Estimated Market Value	Taxable Market Value	Tax Capacity	Special Assessments	Total Tax
2025	EXEMPT PROPERTY	\$481,800	\$0	\$0	\$22.40	\$22.00
2024	EXEMPT PROPERTY	\$443,200	\$0	\$0	\$22.40	\$22.00
- More Years...						
2023	EXEMPT PROPERTY	\$298,700	\$0	\$0	\$22.40	\$22.00
2022	EXEMPT PROPERTY	\$266,600	\$0	\$0	\$22.40	\$22.00
2021	EXEMPT PROPERTY	\$260,200	\$0	\$0	\$22.40	\$22.00
2020	EXEMPT PROPERTY	\$247,800	\$0	\$0	\$22.40	\$22.00
2019	EXEMPT PROPERTY	\$247,800	\$0	\$0	\$22.40	\$22.00
2018	EXEMPT PROPERTY	\$253,900	\$0	\$0	\$22.40	\$22.00
2017	EXEMPT PROPERTY	\$275,300	\$0	\$0	\$22.40	\$22.00

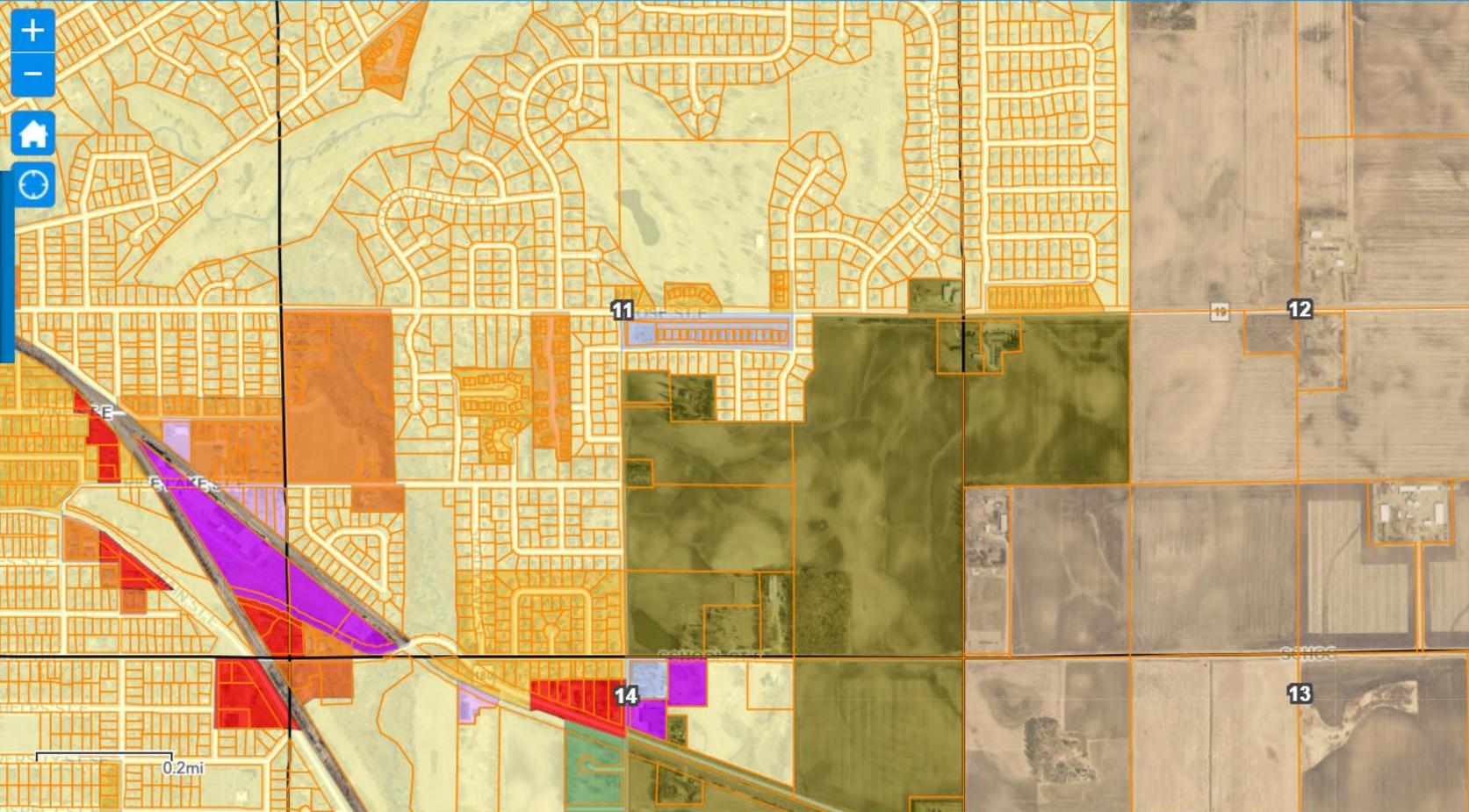
Administration Login • Terms of Use
 Copyright © 2002-2025 • Vanguard Appraisals, Inc.
 All Rights Reserved





Layer List

- Right of Ways ...
- Ditches ...
- County Tile ...
- Nat. Wetland Inventory ...
- Buffer - Water Body ...
- Buffer - Watercourse ...
- DNR_Public_Waters - Body ...
- DNR Public Waters - Course ...
- FEMA Flood Zones ...
- County Shoreland Zoning Districts ...
- County Zoning Districts ...
- Owatonna Zoning Districts ...
- 1' Contours (2024) ...



Layer List

- DNR_Public_Waters - Body
- DNR Public Waters - Course
- FEMA Flood Zones
- County Shoreland Zoning Districts
- County Zoning Districts
 - Agriculture
 - Conservation
 - General Business
 - General Industrial
 - High Density Residential
 - Industrial
 - Interim Agriculture
 - Single Family Residential
- Owatonna Zoning Districts
- 1' Contours (2024)

Foreseeable Future Expansion and Inadequate Right-of-Way

The Environmental Assessment Worksheet (EAW) fails to evaluate foreseeable future expansion of the proposed roadway and the resulting cumulative impacts. The project is repeatedly compared to 26th Street, which was initially constructed as a smaller facility and later widened to three and four lanes to accommodate increased traffic volumes. This precedent demonstrates that roadway expansion is a foreseeable outcome, not a speculative one.

Statements by county engineering staff have acknowledged that the roadway is expected to expand to three or four lanes in the future. In 2023, the County Engineer stated, *“Can you build a three- to four-lane highway in 100 feet? Yes. Is it a good idea? That’s something for the commissioners to wrestle with and decide.”* This admission confirms that future widening is contemplated and that the proposed **100-foot right-of-way is already constrained** for a roadway of this type.

While future expansion may not be proposed for immediate construction, it is a **reasonably foreseeable future action** that must be analyzed under MEPA. Expanding a high-speed roadway within an already limited right-of-way would intensify proximity impacts to adjacent homes, increase noise, air pollution, safety risks, and potentially require additional property acquisition or further encroachment on residential areas.

By analyzing only the initial build and ignoring foreseeable expansion, the EAW improperly segments the project and understates its long-term environmental consequences. The failure to evaluate future widening and the sufficiency of the proposed right-of-way prevents meaningful public review of cumulative impacts and long-term design risks. An **Environmental Impact Statement (EIS) is warranted** to evaluate foreseeable expansion, cumulative impacts, and reasonable alternatives before irreversible commitments are made.

The acknowledged likelihood of future roadway widening, combined with an already insufficient right-of-way, constitutes a reasonably foreseeable future action that is not analyzed in the EAW. An Environmental Impact Statement (EIS) is required to evaluate cumulative impacts, segmentation concerns, and long-term design consequences.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Flawed Foundation, Predetermination, and Inadequate Alternatives Analysis

This comment is submitted to document material deficiencies in the Environmental Assessment Worksheet (EAW) for the East Side Corridor project that undermine the integrity of the environmental review and render the document inadequate under the Minnesota Environmental Policy Act (MEPA). Specifically, the EAW rests on a flawed analytical foundation due to inconsistent treatment of residential impacts and condemnation costs across alternatives, resulting in a biased comparison and predetermination of the preferred alignment.

The alternatives analysis relied upon by the EAW incorporates data from the project's federal memorandum. As the Responsible Governmental Unit (RGU), Steele County is responsible for the accuracy, completeness, and consistency of the information adopted and relied upon in environmental review, regardless of the original source.

When alternatives were evaluated and eliminated based on cost, **Alternative 2**, which ran adjacent to Hill Drive, explicitly included residential condemnation in its cost analysis. These residential acquisition costs were factored into the comparative evaluation and contributed to the elimination of that alternative.

In contrast, when **Alternative 3** was evaluated, residential condemnation costs were **not included**, despite the alignment running closer to existing homes in the North Country neighborhood and presenting comparable or greater residential proximity impacts. In both cases, the roadway was located adjacent to residential properties, yet only one alternative accounted for the costs and impacts of residential acquisition.

This unequal treatment of residential impacts and condemnation costs constitutes a material inconsistency in methodology. By selectively including residential acquisition costs for some alternatives while excluding them for others, the alternatives analysis presented in the federal memorandum—and adopted by the EAW—skews the comparative evaluation and biases the outcome. Such inconsistency prevents meaningful comparison of alternatives and undermines the reliability of the conclusions drawn.

MEPA requires that alternatives be evaluated using consistent assumptions and analytical frameworks so that decision-makers and the public can meaningfully assess environmental consequences and reasonable options. The selective inclusion and exclusion of residential impacts violates this requirement and reflects predetermination rather than objective environmental review.

Because the EAW is built on this flawed foundation, it understates the true impacts of Alternative 3 on existing neighborhoods, obscures reasonable avoidance alternatives, and fails to disclose foreseeable environmental consequences. These deficiencies cannot be cured through post-hoc explanation or mitigation commitments.

An Environmental Impact Statement (EIS) is therefore required to correct the record, apply a consistent and transparent methodology across all alternatives, fully account for residential proximity and condemnation impacts, evaluate cumulative and foreseeable future effects, and assess reasonable avoidance alternatives before irreversible commitments are made.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

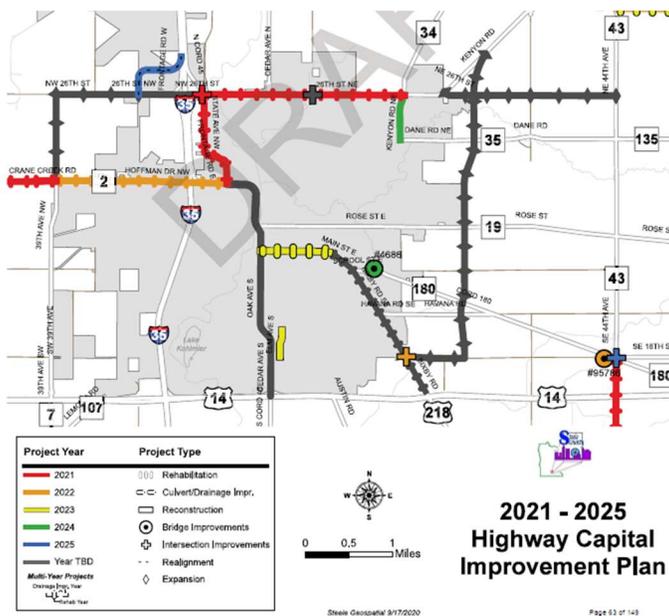
Predetermination Timeline

Although the East Side Corridor (ESC) project was not publicly announced until **July 19–21, 2022**, and a **Preferred Alternative** was not formally selected until **September 24, 2024**, the project record contains extensive documentation demonstrating that the **29th Avenue alignment** was identified, designed, advanced, and treated as the assumed outcome years earlier. As early as 2020, planning documents, capital improvement plans, consultant scopes, alignment maps, utility coordination, and internal correspondence consistently reference construction of a “29th Avenue corridor” rather than a need-based evaluation of whether an east-side arterial was warranted at all. This sequence is inconsistent with Minnesota Environmental Policy Act (MEPA) requirements, which prohibit alternative-limiting actions prior to completion of environmental review. Minn. R. 4410.3100 expressly bars public entities from committing to a specific location, design, or investment that would prejudice or foreclose meaningful consideration of reasonable alternatives. Yet here, the record demonstrates that the ESC’s location was functionally selected long before environmental review began, rendering subsequent “alternatives” illusory rather than genuine.

Residents did not merely feel excluded from the process—they were excluded. The record shows that key elements of the project were determined outside public engagement, with public participation occurring only after decisions had already constrained outcomes. MEPA and NEPA require early and frequent public involvement; here, participation was delayed and limited, undermining its purpose and effectiveness.

Timeline:

September 22, 2020 - 2021-2025 Highway Capital Improvement Plan



Construction Year Unscheduled

East Side Corridor (29th Ave)

City of Owatonna & Owatonna Township

Project Number	Project Type
	Expansion

Functional Classification
NA

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.25

Project Description

Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NW). The project could be built in stages over a couple of years.



October 23, 2020 – Greg Schultz City Council President Campaign

“Looking into the future I think it is imperative that we identify an east side corridor. With the new high school located in southeast Owatonna a convenient flow of traffic must be achieved on the east side of town. Although it will be a challenging project in terms of design and financing, I believe this a much-needed project to begin work on.”

https://www.southernminn.com/owatonna_peoples_press/news/owatonna-city-council-2nd-ward-where-does-the-candidate-stand/article_a16cd5b4-9793-50c0-8b51-5828ca7d2fdf.html

July 13, 2021 – Steele County 2040 Transportation Plan Approved

Page 40 is titled: **CONSTRUCTION OF 29TH AVENUE CORRIDOR**

LOCATION

The location of the 29th Avenue corridor was strategically chosen to provide connection to the existing roadway network, current travel and development patterns, and anticipated growth along the eastern boundary of the City of Owatonna. The new road will eliminate the need to traverse downtown when connecting from the northeast to southwest portions of the city in order to connect to north/south roadways or the interstate. Placement near the eastern municipal boundary was intentional, as it is convenient for both existing and new development occurring in the area.

Not including the transfer of US 14, which is an almost equal transfer, 29th Avenue will be the most impactful change to the Steele County system (in terms of mileage). This decision was made in coordination with the PMT, elected officials, Steele County Staff, local city staff, and based on community input. A high-level summary of the decision-making process is outlined below, with further details in Appendix A.

CONSTRUCTION OF 29TH AVENUE CORRIDOR

PURPOSE

The development of the 29th Avenue corridor is needed in the near term to ensure Steele County and the City of Owatonna are meeting current and future travel needs. This new roadway will provide relief for existing county and city roads that are not intended to carry through traffic, simplify travel patterns for residents, and reduce travel times. This project is a collaboration between the City of Owatonna and Steele County, who both understand the need and potential benefits of constructing the north/south roadway. The need for and planning of this corridor has been in progress for decades and has evolved over time. It should be noted that CSAH 43 has been identified as the North/South Bellline along the eastern edge of the county. Although parallel routes, 29th Avenue will serve immediate needs for the City of Owatonna and county residents traveling north/south. CSAH 43 – the new bellline – will serve larger county needs and provide the next allowable connection to US 14. Discussion of the 29th Avenue corridor and placement of the bellline can be found in the following documents:

- Owatonna East Side Corridor Study (1993)
- Steele County Transportation Plan (2005)
- Owatonna Bellline Study (2004)
- Owatonna N-E Bellline Corridor Study (2011)

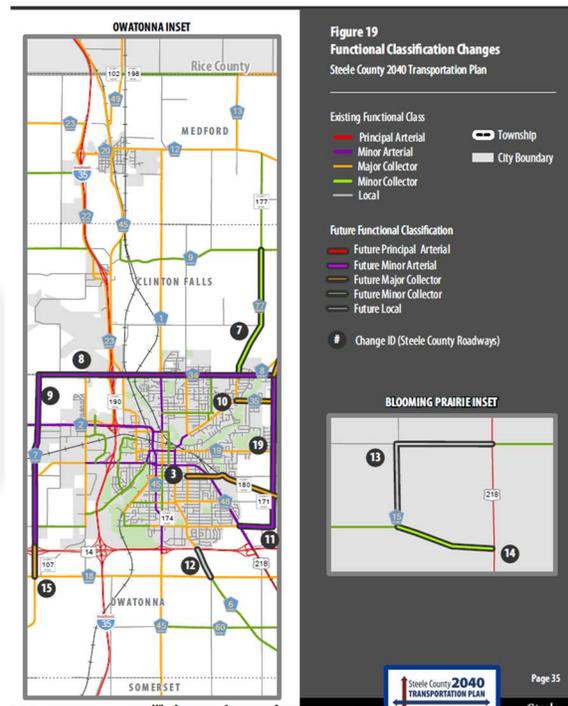
As the city grows, the 29th Avenue corridor will be important as it will provide relief and prevent future congestion on existing heavily traveled routes in downtown. Both the City of Owatonna and Steele County agree that the 29th Avenue corridor is needed to ensure the transportation network efficiently and effectively supports future growth.

LOCATION

The location of the 29th Avenue corridor was strategically chosen to provide connection to the existing roadway network, current travel and development patterns, and anticipated growth along the eastern boundary of the City of Owatonna. The new road will eliminate the need to traverse downtown when connecting from the northeast to southwest portions of the city in order to connect to north/south roadways or the interstate. Placement near the eastern municipal boundary was intentional, as it is convenient for both existing and new development occurring in the area.

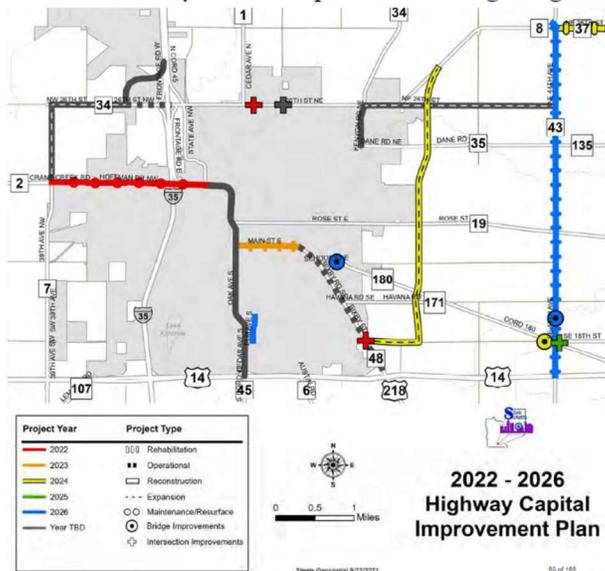
Not including the transfer of US 14, which is an almost equal transfer, 29th Avenue will be the most impactful change to the Steele County system (in terms of mileage). This decision was made in coordination with the PMT, elected officials, Steele County Staff, local city staff, and based on community input. A high-level summary of the decision-making process is outlined below, with further details in Appendix A.

- 29th Avenue will collect traffic from many of the collecting roads leading into Owatonna. This level of traffic and connectivity is best suited to be managed by County systems. The community has expressed support for County ownership of the new 29th Avenue during public meetings, listening sessions, open houses and survey response.
- 29th Avenue will alleviate traffic, especially on CSAH 45 and Mineral Springs Road through the downtown area. This is supported by multiple studies previously done on the bellline and east side corridors.
- The existing roadway system in the City of Owatonna and eastern portion of the county has an inadequate amount of collector roads.
- 29th Avenue will accommodate shifting traffic patterns due to the relocation of the high school, especially higher traffic anticipated on CSAH 45, CSAH 48 and other city routes.
- 29th Avenue will provide a north-south corridor that serves not only Owatonna city traffic, but the entire east side of the County. The closest county road which serves north-south traffic is almost two miles away.
- In exchange for taking ownership of 29th Avenue, the City of Owatonna is willing to accept ownership of multiple County roads (CSAH 19, CR 17, CSAH 8, and CSAH 35).



September 9, 2021 – Agenda Item: Consider DRAFT 2022-2026 Highway Capital Improvement Plan and Set Public Hearing

The draft plan is updated with an additional year of projects programmed for 2026. The draft plan shifts several projects earlier or later. Also, the draft plan incorporates the recommendation from the Steele County 2040 Transportation Plan regarding construction of **29th Avenue**.



Construction Year: 2024

East Side Corridor (29th Ave)

City of Owatonna & Owatonna Township

Project Number	Project Type
CP 074-021-006	Expansion

Functional Classification
NA

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.21

Project Description

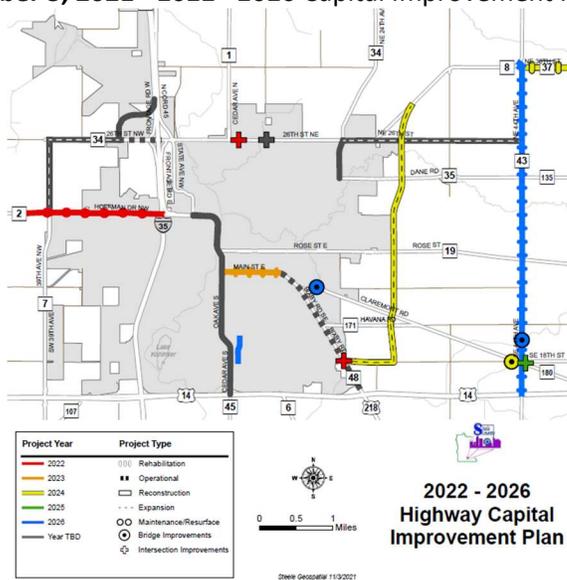
Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NW). The project could be built in stages over a couple of years.



October 14, 2021 - Conduct Public Hearing at 5:15 pm for DRAFT 2022-2026 Highway Capital Improvement Plan



November 3, 2021 - 2022– 2026 Capital Improvement Plan



Construction Year: 2024

East Side Corridor (29th Ave)
City of Owatonna & Owatonna Township

Project Number	Project Type
CP 074-021-006	Expansion

Functional Classification
NA

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.21

Project Description

Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NW). The project could be built in stages over a couple of years.



November 19, 2021 – WSB RFP (Issues are engineering only – not environmental)

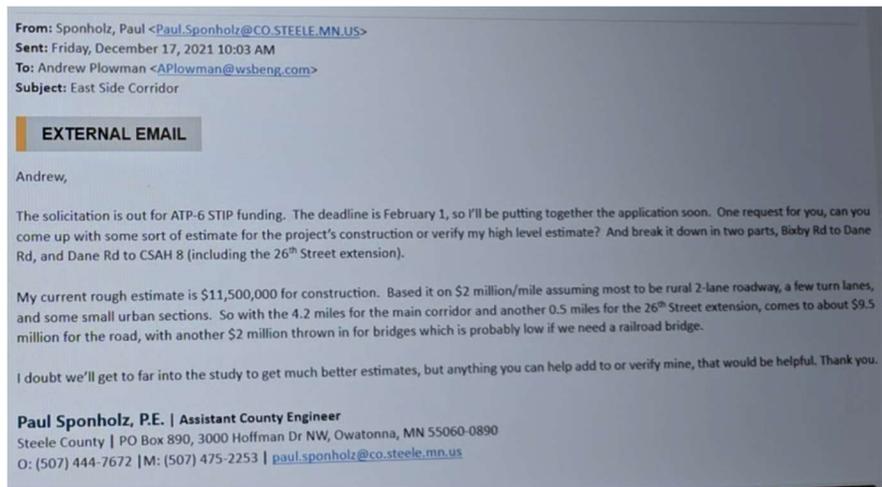


December 14, 2021 – WSB Selected as Consultant

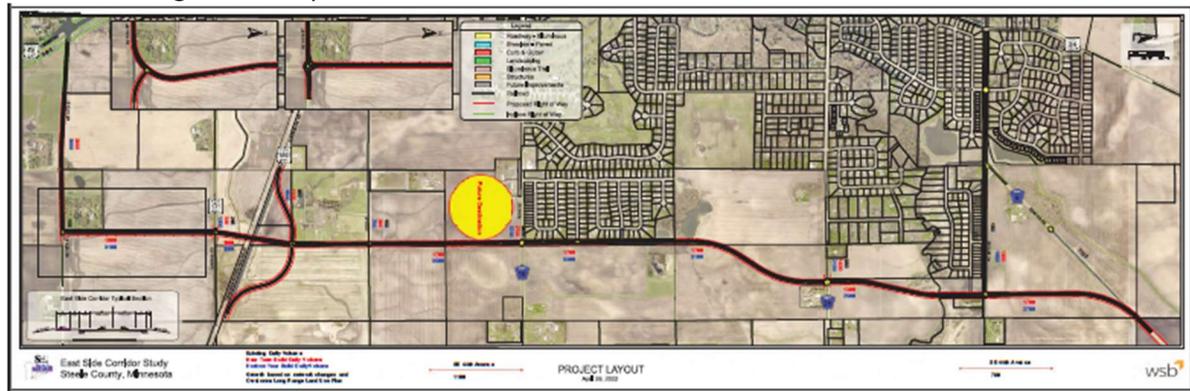
Board Meeting Agenda Item:

The 2040 Steele County Transportation Plan identified the East Side Corridor, also referred to as 29th Avenue, as a needed addition to the Steele County highway system. At the September 9, 2021 Board meeting, the Board authorized the use of \$223,984 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds for the 29th Avenue environmental documentation (EAW). While the contract amount exceeds these funds, the Highway department has budgeted \$300,000 for this work in 2022, with the balance being funded through sales tax revenues.

December 17, 2021 – County Engineer Email Discussing price quotes, 3 days after WSB was hired



April 9, 2022 – ESC Alignment Map



PROJECT LAYOUT

April 29, 2022

ESC EAW Comments #36

May 16, 2022 – County Engineer Email Designing Intersections

RE: Steele Co East Side Corridor

SP Sponholz, Paul
To: Andrew Plowman
Cc: Evan Schnitker; Ilkka, Gregory; Kyle Skov (Kyle.Skov@ci.owatonna.mn.us); Sean P. Murphy
Mon 5/16/2022 3:38 PM

East Side Corridor Layout 20220516 w PS comments.pdf 15 MB
ESC intersection details 20220516.pdf 113 KB
Cross sections-Blank-11x17.pdf 92 KB

Andrew,

Attached are a few comments, some new, some discussed at the last meeting. Also, attached is a sketch of what I was thinking as a alternative for the 18th Street intersection. With minimal traffic expected to/from the east, it may be an option to keep traffic flowing without a full stop. There was some discussion of an acceleration lane. While we should have space, I see MnDOT has an option without it. Without much traffic (50 vpd) to the east, a yield could potentially accommodate any traffic there without an acceleration lane.

Paul Sponholz, P.E. | Assistant County Engineer
Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890
O: (507) 444-7672 | M: (507) 475-2253 | paul.sponholz@co.steele.mn.us

July 6, 2022 – County Engineer Moving Utilities

From: INGRAM, ELLIOTT W <ei487w@att.com>
Sent: Wednesday, July 6, 2022 11:45 AM
To: Sponholz, Paul <Paul.Sponholz@CO.STEELE.MN.US>; VOHS, LENNY <lv2121@att.com>
Cc: OGREN, BARON W <bo1652@att.com>
Subject: Owatonna New Road Build for Summer 2023
Importance: High

You don't often get email from ei487w@att.com. [Learn why this is important](#)

Good afternoon,

There is road construction project proposed to commence sometime next year. This is a separate project and not intended to be confused with the Steele County CSAH 49 Reconstruction Project in Medford, MN. Attached, you will find an image with the red line being the AT&T core fiber route and proposed location of the new road to be constructed in Owatonna, MN. As can be seen, the road will be constructed on top of AT&T's assets. AT&T's fiber will need to be relocated. The intent of this email is to make everyone aware of the upcoming project for next year. I am sure more details will be available sooner than later.

Thank you

Elliott Wayne Ingram Jr
AT&T Business Field Services
Manager – Business Field Services
13320 15th Avenue N

July 19-21, 2022 – Public Announcement of the East Side Corridor Project

Public facing appears as alternatives to be studied after 2 years of a predefined route

https://www.southernmn.com/owatonna_peoples_press/community/open-house-for-proposed-east-side-corridor/article_b3c0f562-0776-11ed-b650-f38c41463f2d.html

Open house for proposed East Side Corridor

Jul 19, 2022

Steele County and the City of Owatonna are inviting the public to an open house meeting to review alternatives and provide feedback for the East Side Corridor Project.

The project is investigating options for the construction of a north-south route on the east side of the City of Owatonna from 18th Street SE to 26th Street NW and the route's connections to existing and proposed streets.

The meeting date, time and location are: **Thursday, July 21, 4-6 p.m.**

Steele County Fairgrounds Community Center

1380 South Elm Avenue Owatonna, MN 55060

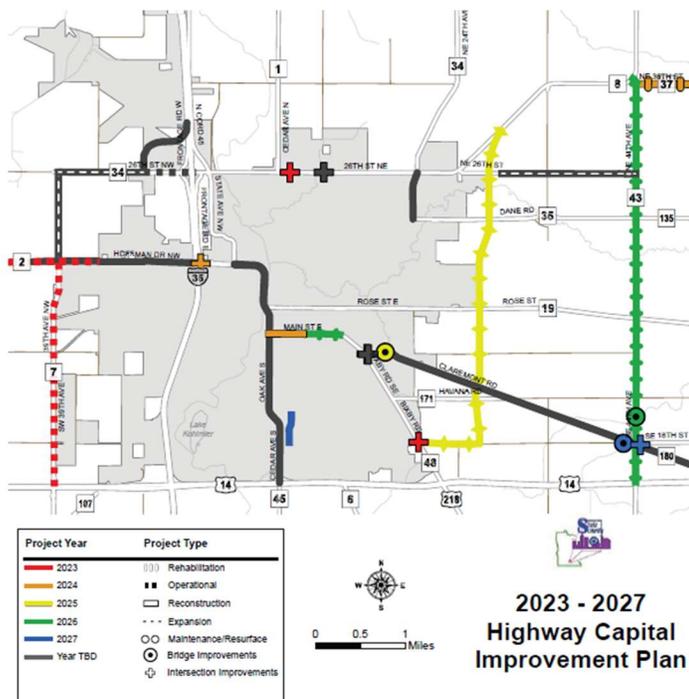
Traffic currently has no direct way for traveling between the northeast and southeast part of Owatonna. Existing highways and streets direct traffic towards the downtown area adding unnecessary traffic and increasing travel times. The new corridor would help alleviate that concern.

After alternates are considered and corridor details are finalized with this study, the project is programmed to be constructed within the next few years.

Privacy - Terms

For more information about the project, or if you are unable to make the open house, check out the following webpage: www.eastsidcorridor.com. The website provides more information about the project and provides an opportunity to take a brief survey and provide feedback on the project.

September 28, 2022 – 2023-2027 CIP



ESC EAW Comments #36

Construction Year: 2025

East Side Corridor

City of Owatonna & Owatonna Township

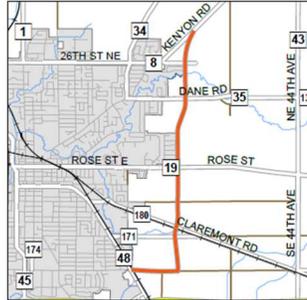
Project Number	Project Type
CP 074-021-006	Expansion

Functional Classification
NA

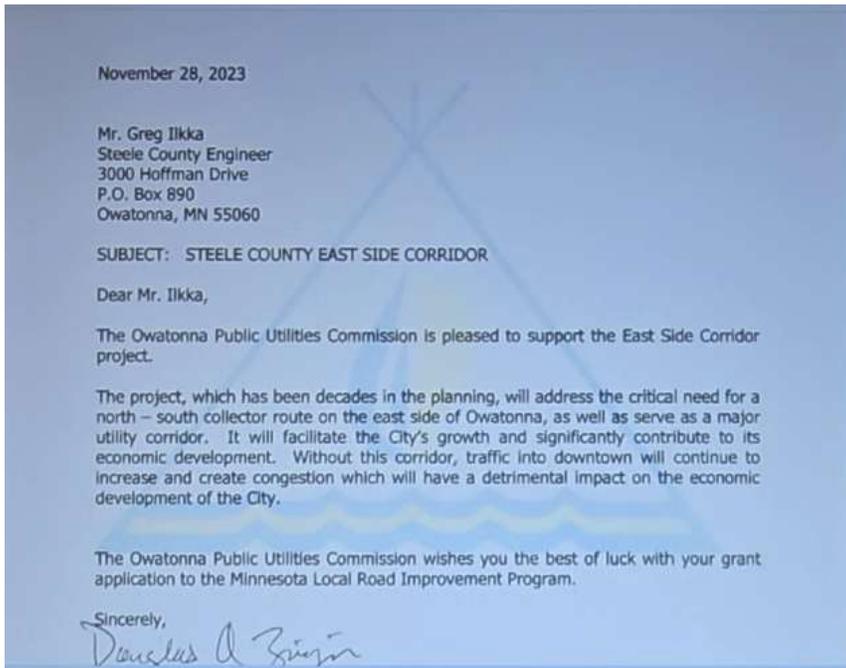
Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.21

Project Description

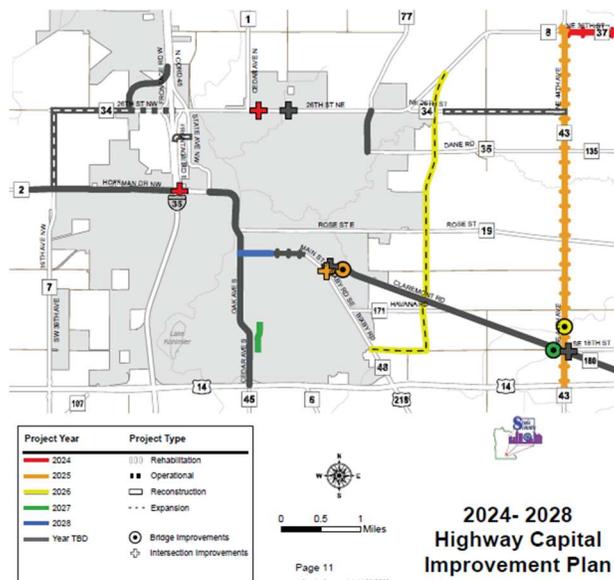
Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study is in progress during 2022. Depending on the final report, construction could be divided in stages from 2025 to 2027.



November 28, 2023 – OPU Letter of Support for the ESC “that’s been decades in the making”



November 28, 2023 – 2024-2028 CIP



2024-2028 Highway Capital Improvement Plan

ESC EAW Comments #36

Construction Year: 2026

East Side Corridor
City of Owatonna & Owatonna Township

Project Number	Project Type
CP 074-021-006	Expansion

Functional Classification
NA

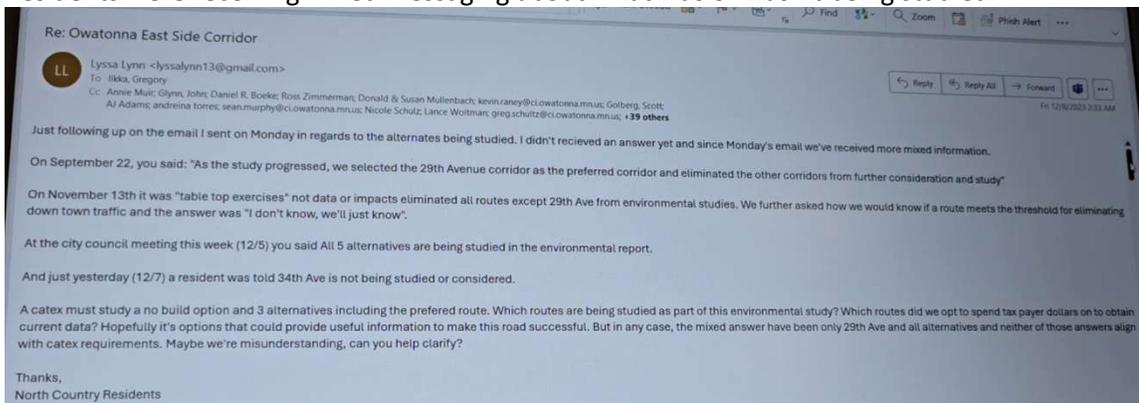
Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.21

Project Description
Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study and Environmental Report is in progress. Depending on the final report, construction could be divided in stages. A multi-use trail will also be constructed along side the route.

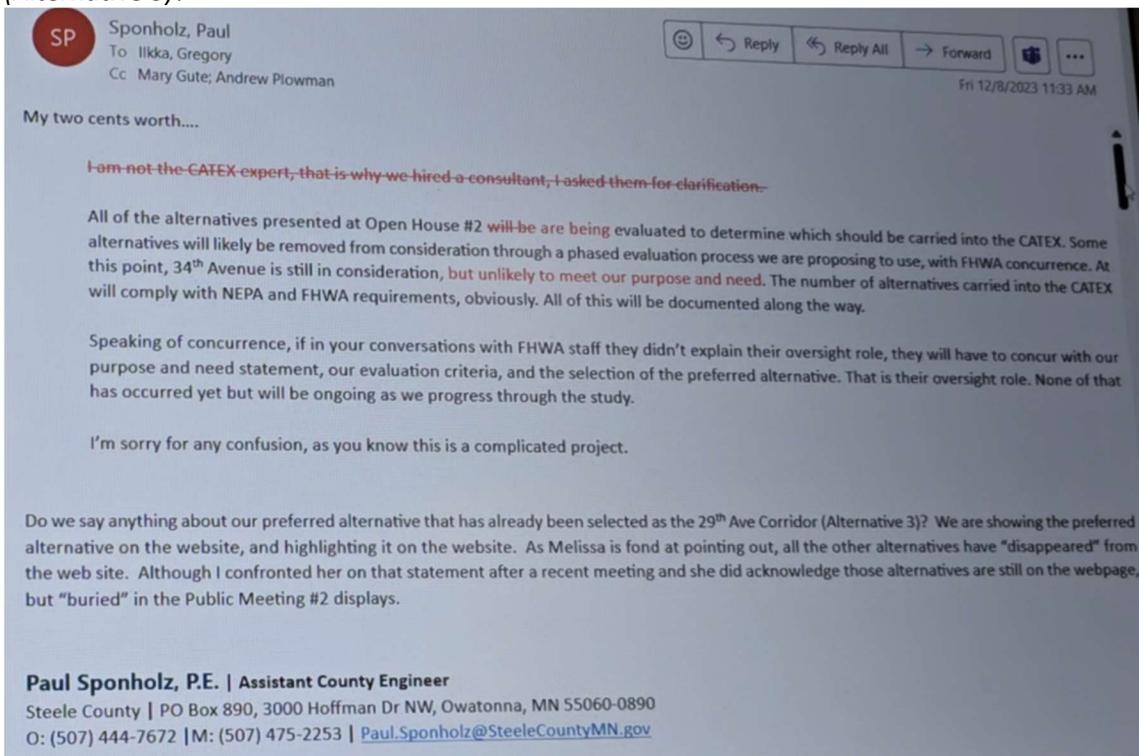


December 8, 2023 – Resident Email

Residents were receiving mixed messaging about what was or wasn't being studied.

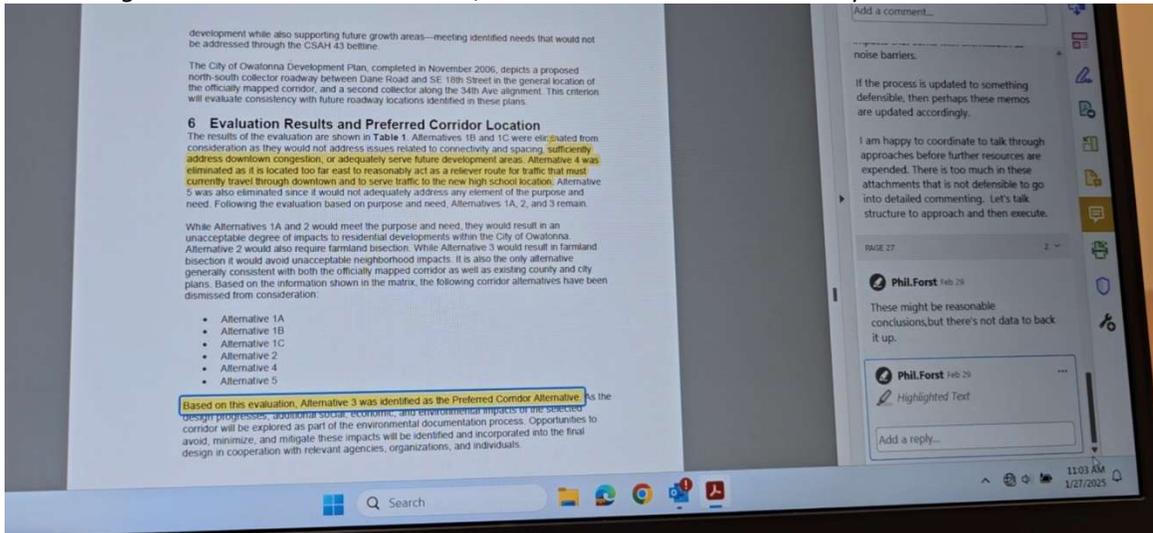


"Do we say anything about our preferred alternative has already been selected as the 29th Ave corridor (Alternative 3)?"

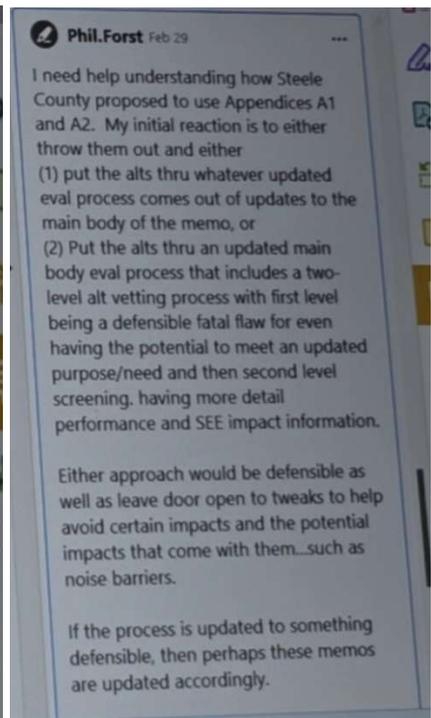
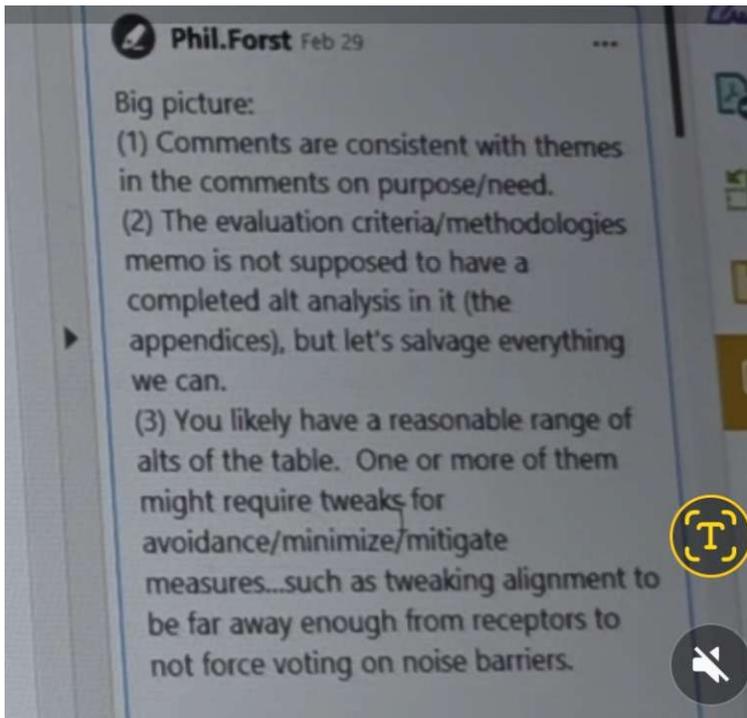


February 29, 2024 – FHWA Comments on the Preferred Alternative Memo

“These might be reasonable conclusions, but there’s no data to back it up.”



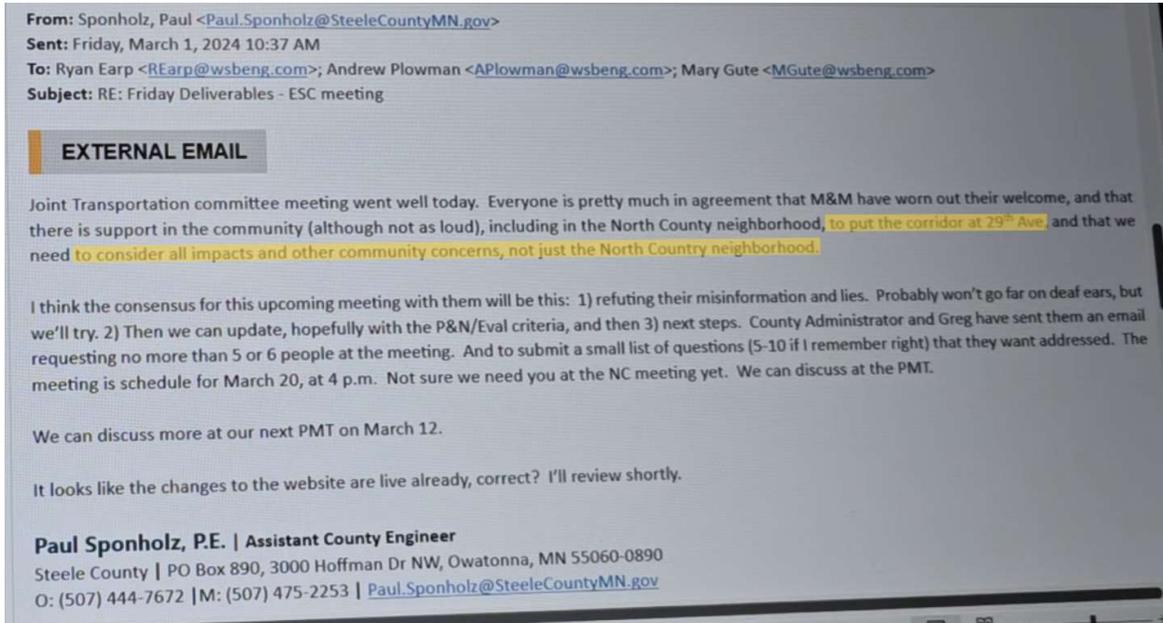
“(3) You likely have a reasonable range of Alts of the table. One or more of them might require tweaks for avoidance/minimize/mitigate measures...such as tweaking alignment to be far away enough from receptors to not force voting on noise barrier.”



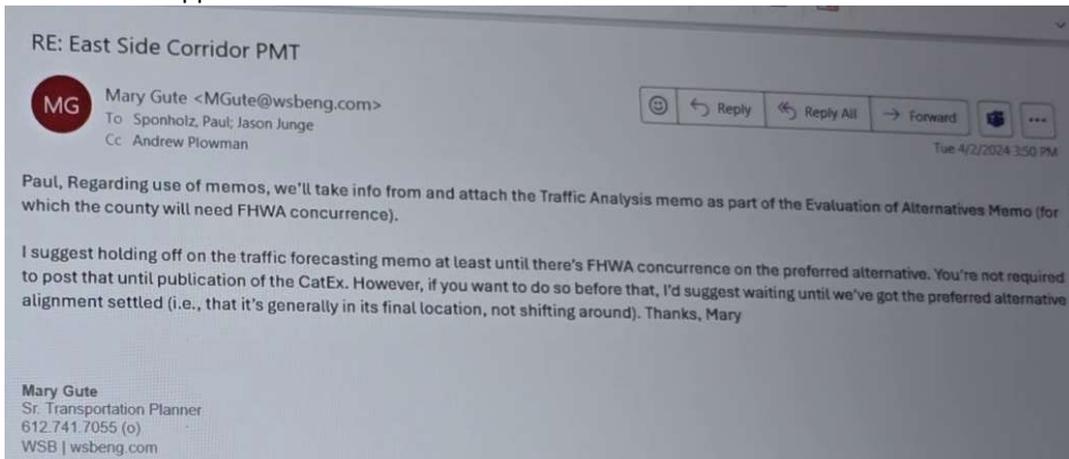
March 1, 2024 – County Engineer Email

The resident's most impacted don't matter so long as other wants are met. Also, discussed residents and how to control their advocacy, in a meeting residents can't have access to.

“to put the corridor at 29th Ave and that we need to consider all impacts and other community concerns, not just the North Country neighborhood.”

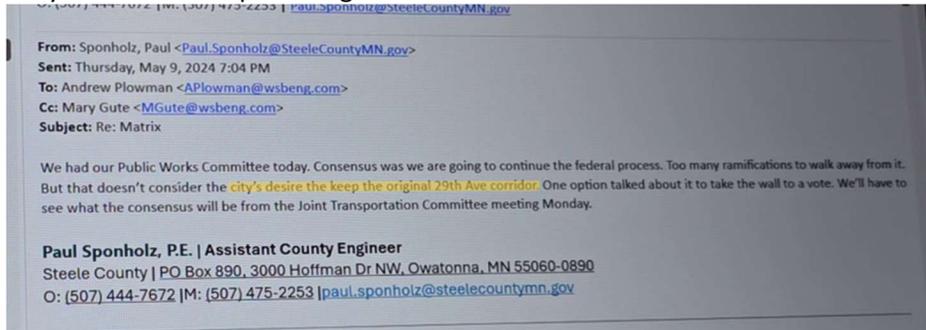


April 2, 2025 – Recommendation to not post completed studies on single alternative until the preferred Alternative is approved

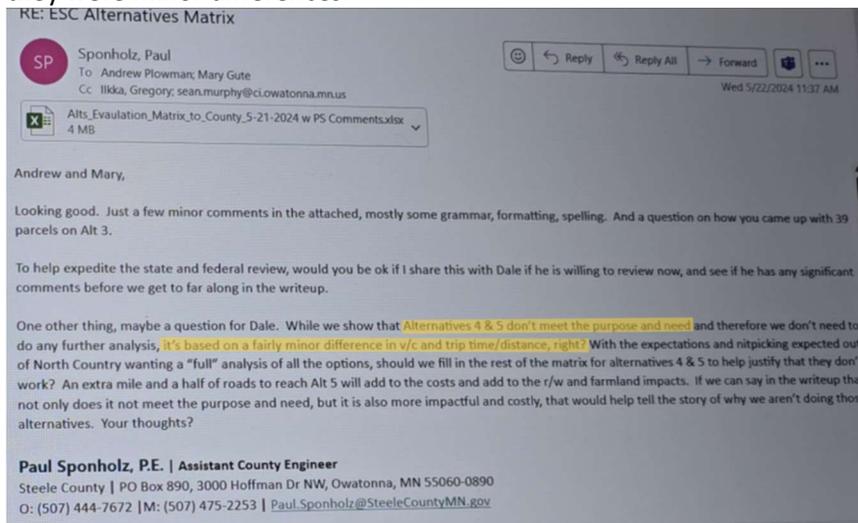


ESC EAW Comments #36

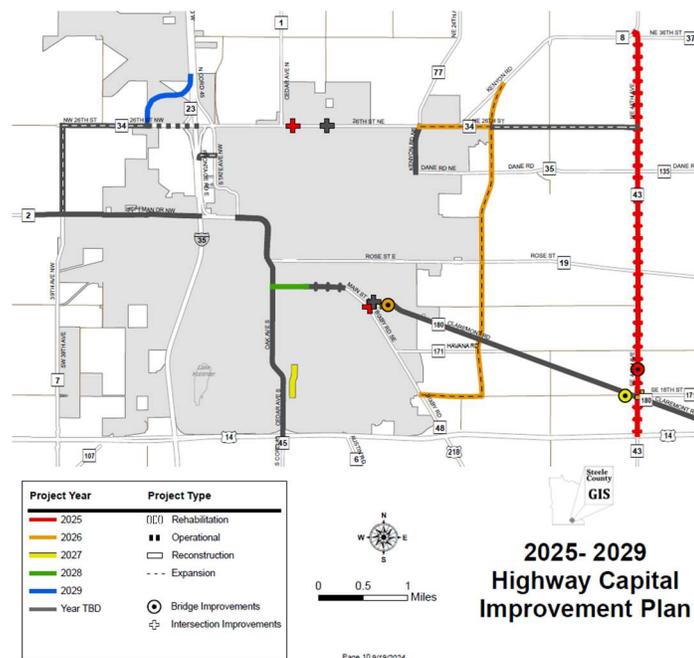
May 9, 2024 – County Engineer Email
 “city’s desire to keep the original 29th Ave corridor”



May 22, 2024 – County Engineer Email questioning how defensible the removal of Alternative 4 & 5 are given they were minor differences.



September 19, 2024 – 2025-2029 CIP



Construction Year: 2026

East Side Corridor

City of Owatonna & Owatonna Township

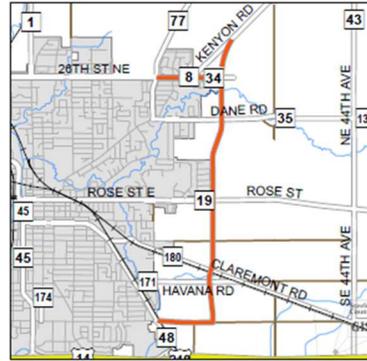
Project Number	Project Type
074-070-010 & 074-021-006	Expansion

Functional Classification
Major Collector

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	5.01

Project Description

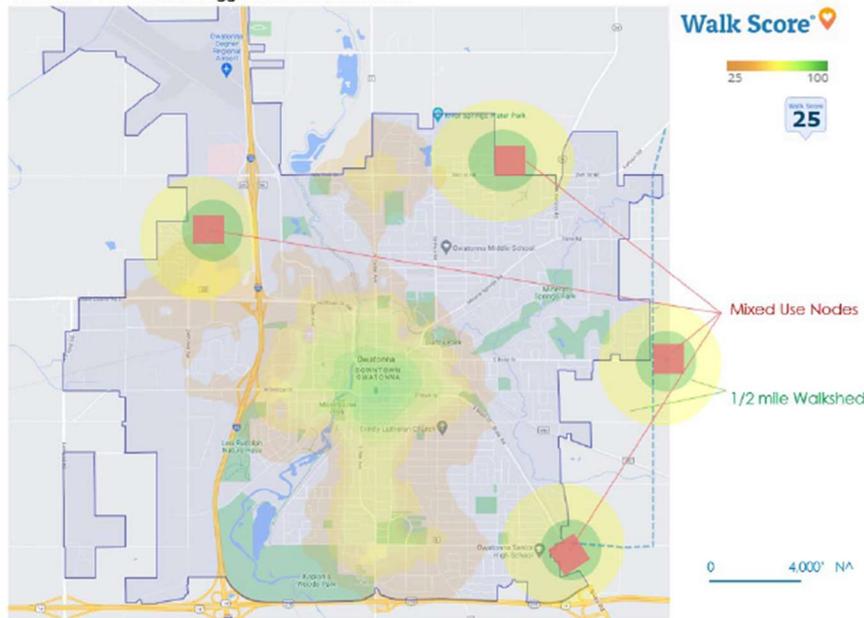
Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study and Environmental Report is in progress. Depending on the final report, construction could be divided in stages. A multi-use trail will also be constructed along side the route.



September 24, 2024 – Imagine Owatonna Final Open house

Primary goal was to determine the placement of the ESC, per Steele County

Owatonna Walk Score & Suggested Mixed Use Nodes



September 24, 2024 – Preferred Alternative Selected and kept from the public

Email with State Aid after residents reached out asking for the preferred Alternative Memo.

We aren't ready to discuss publicly, but other options to avoid the wall and address federal noise standards include moving the road 600-800 feet east, assuming it reduces noise impacts. It is feasible from the federal standpoint. However it has serious ramifications to the city and township and their development agreements, serious impacts to farmland since we already own 6 acres of land along the subdivision, and it would affect several farmer and their land, serious implications to area farmers and the many other people, who unlike Melissa, have always understood the road was going there and have told us they'd be very unhappy if we move it, serious impacts in how the city would redevelop that land with utilities, etc. All that discussion will like be looked at and included in the final reports.

The mitigation studies she is asking for is going to happen as we study impacts now and come up with avoidance and mitigations as we complete the environmental documentation. She needs patience. Ultimately she will unlikely be unhappy with the final results but we need to think of the county and city as a whole and not just her back yard.

Paul Sponholz, P.E. | County Engineer

Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890

O: (507) 444-7671 | M: (507) 475-2253 | paul.sponholz@steelecountymn.gov

April 8, 2025 – County Administrator told resident avoidance options would not be considered and they should talk about trees because that’s what the solution was going to be.

May 13, 2025 – Alternative limiting designs, and ROW actions taken
- Owatonna Township signs an alternative limiting

RESOLUTION

TOWN BOARD OF OWATONNA TOWNSHIP

WHEREAS, the Town and the City have annually adopted an orderly Annexation Agreement to provide land areas for the growth of the City and further, to provide for the protection of agricultural and other lands within the Township from urban and suburban development and to promote an organized framework for systematic annexation, and part of that agreement, the Township does not support non-farm use of the properties in the growth area, and

WHEREAS, the Preferred Alternative is largely in the defined growth areas and has less farmland impacts than the alternatives further east, and

WHEREAS, the Preferred Alternative keeps development from leapfrogging into non developed area and keeps development near existing city limits, and

WHEREAS, the Preferred Alignment best supports existing and near-term City development while preserving farmland further east, and

WHEREAS, the city dedicated land on the east side of the North County Additions 1, 2, and 3 plats preserving land for the route, and that land is already out of farmland production, further protecting additional farmland from being removed from production through other alternative routes, and

WHEREAS, Alternatives 4 and 5 presented in the environmental documents have greater farmland impacts, and would encourage development outside of the annexation agreement development areas.

NOW, THEREFORE, BE IT RESOLVED, the township does not support any other alternatives that impact farmland outside of orderly annexation agreement areas, or that do not use already-dedicated lands for the route.

BE IT FURTHER RESOLVED the Township requests that the County and City follow their previous significant planning efforts and agreements to preserve farmland and promote the orderly growth of the City.

BE IT FURTHER RESOLVED the Township supports the selection of the preferred alternative, identified as Alternative 3 as shown in the federal and state environmental documents, and commonly referred to as the 29th Avenue alignment.

ADOPTED 5-13-25, 2025.

**OWATONNA TOWNSHIP BOARD
Steele County, Minnesota**

By: Jeremy Katzung
Chairman

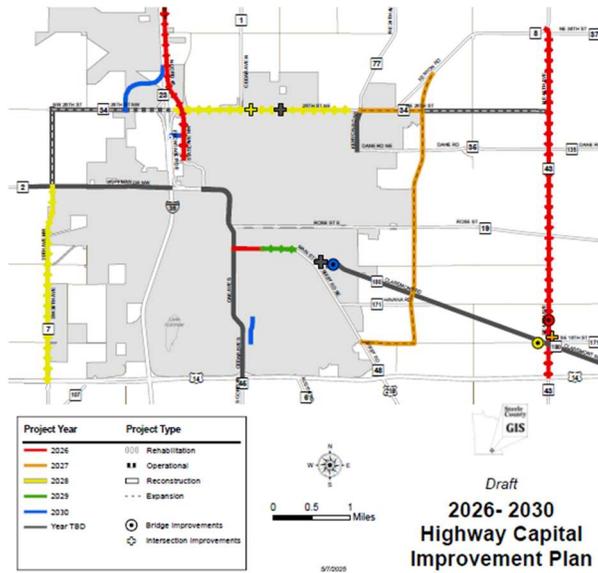
ATTEST:
By: [Signature]
Township Clerk

CERTIFICATION

I hereby certify that the above *is* a true and correct copy of a Resolution duly passed, adopted, and approved by the Owatonna Township Board on the 13th day of May, 2025.

[Signature]
Township Clerk

May 13, 2025 – 2026-2030 CIP



Construction Year: 2027

East Side Corridor
City of Owatonna & Owatonna Township

Project Number	Project Type
074-070-010 & 074-021-006	Expansion

Functional Classification			
Major Collector			

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	5.01

Project Description
Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study and Environmental Report is in progress. Depending on the final report, construction could be divided in stages. A multi-use trail will also be constructed along side the route.



November 18, 2025 – EAW comment period while Steele County had an active Public Data Practices case open and residents did not have access to data.

December 11, 2025 – Project Meeting video showing Imagine Owatonna was to decide on the ESC and that it is development driven: <https://youtu.be/zDO3GhWSP58>

December 16, 2025 – City of Owatonna approved a Resolution limiting the location to 1 location, ROW work, and cost sharing.

RESOLUTION NO. 88-25

RESOLUTION APPROVING MUNICIPAL SUPPORT FOR EAST SIDE CORRIDOR PROJECT

WHEREAS, Steele County has, through its Capital Improvement Plan (CIP), recommended an expansion project on the east side of Owatonna, known as the East Side Corridor, to alleviate downtown congestion, improve vehicle safety and increase multimodal transportation; and

WHEREAS, Steele County and the City have, through their separate and simultaneous 2040 Transportation Plans, recommended the addition of a north-south corridor on the east side of the Owatonna Municipal Boundary; and

WHEREAS, Steele County, in consultation with the City, commenced the East Side Corridor Study to further develop the north-south route and subsequently engaged in an extensive Environmental review process conforming to Federal Highway Administration (FHWA) and Minnesota State Rules beginning in 2022 to identify and evaluate corridor locations; and

WHEREAS, Steele County and the City, together with WSB, have engaged in community engagement as part of the study and preliminary design efforts intended to gather and consider public feedback for the proposed expansion; and

WHEREAS, Steele County received concurrence in fall of 2024 on the preferred corridor, Alternative 3, which is consistent with the location of the Steele County officially mapped corridor and is approximately 2.2 miles east of CSAH 1/Cedar Avenue/CSAH 45, with deviations north of CSAH 19 (Rose Street) and south of CR 180; and

WHEREAS, the project is consistent with the City's 2050 Comprehensive Plan; and

WHEREAS, the project conforms to the orderly annexation agreement in place between the City and Owatonna Township; and

WHEREAS, prior to advertising for contractor bids on the Project, Steele County will present the City with a Cooperative Agreement for the cost sharing of the improvements; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Owatonna supports the selected alternative, Alternative 3; and

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Owatonna that the City of Owatonna supports the County continuing with the development of final plans and right-of-way acquisition necessary for the construction of the Project; and

Passed and adopted this ____ day of _____, 2025, with the following vote:

Aye ____; No ____; Absent ____.

Approved and signed this ____ day of _____, 2025.

Today – Data remains inaccessible, despite residents asking numerous times for delays or paused in the EAW comment period so that we can have meaningful access.

Conclusion:

Taken as a whole, the record reflects **more than three and a half years** of **continuous advancement** of a **predetermined route** rather than an open, **good-faith evaluation of need, location, or impacts**. While later

Capital Improvement Plans removed the explicit label “**29th Avenue,**” the underlying alignment, utility placement, right-of-way planning, and development coordination remained unchanged, confirming that the project’s substance did not shift—only its terminology. The **2040 Transportation Plan** did not identify a demonstrated transportation need for an East Side Corridor; instead, it selected a location, embedded infrastructure commitments, and aligned surrounding development decisions in a manner that locked in impacts to hundreds of residents before environmental review occurred; before the public was ever made aware.

This constitutes a **fatal flaw under MEPA**: the **alternatives analysis was irreversibly prejudiced, avoidance options were foreclosed, and environmental review was reduced to justification rather than evaluation.** Under these circumstances, an **independent Environmental Impact Statement (EIS) is not merely appropriate—it is required** to remedy the loss of procedural integrity, restore meaningful consideration of reasonable alternatives, and ensure compliance with Minn. R. 4410.3100 and the core purposes of MEPA.

Residents deserve a voice. We will continue to advocate for our rights to life, safety, and quality of life through all lawful and public means available.

Owatonna East Side Corridor Residents
OwatonnaEastSideCorridor@gmail.com

Manipulation of Screening Criteria to Predetermine the Preferred Alternative

The alternatives screening process for the East Side Corridor reflects the use of internally constructed criteria that appear tailored to produce a predetermined outcome rather than to objectively evaluate reasonable alternatives. Thresholds and qualitative measures were applied in a manner that consistently favored Alternative 3 while disadvantaging Alternatives 4 and 5, despite those alternatives remaining consistent with the stated purpose and need.

For example, cost thresholds were framed such that projects below an approximately \$30 million benchmark were characterized as “good,” while alternatives marginally exceeding that figure were treated as unacceptable—despite the Preferred Alternative itself being reported at approximately \$29.X million publicly, while internal emails showed \$35+ million. Similar results-oriented framing occurred with criteria related to connectivity to neighborhoods, parks, destinations, etc, where subjective scoring and color-coding were applied inconsistently and, in some instances, incorrectly.

Most notably, Alternatives 4 and 5 were eliminated as being “too far away,” even though the project’s stated purpose and need identifies arterial spacing of approximately one to three miles. Those alternatives fall within that range and therefore should have remained reasonable options. Their elimination reflects not a failure to meet project need, but the retroactive application of criteria designed to exclude them.

This approach undermines the integrity of the alternatives analysis required under MEPA and NEPA. An alternatives evaluation must test options against objective, consistently applied criteria—not redefine success parameters to ensure selection of a preferred outcome. When criteria are shaped to fit a desired alternative, the resulting analysis cannot be relied upon to support informed decision-making and further supports the need for a full independent Environmental Impact Statement.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Selective Roadway Relocation, Impact Redistribution, and Predetermination of Mitigation

Project layout materials demonstrate that a roadway segment adjacent to the partially developed Majestic Oaks residential development along 26th Street is planned to be removed or truncated, while the East Side Corridor (ESC) alignment is extended northward, to Kenyon Rd, to assume that traffic function. This design change does not eliminate traffic, noise, or safety impacts; rather, it reassigns and compounds them away from Majestic Oaks and onto existing residences and active farmland, placing the new proposed right-of-way just 17 feet from some homes.

The Environmental Assessment Worksheet (EAW) does not meaningfully analyze this redistribution of impacts, nor does it evaluate whether alternative alignments could avoid shifting environmental burdens from new development areas onto established neighborhoods and agricultural land. Environmental review requires not only identification of impacts, but an evaluation of **who bears those impacts and whether they were avoided or minimized at their source.**

Decision-Maker Statements Minimizing Compatibility and Mitigation

During an on-site interaction with affected residents on February 14, 2024, a sitting County Commissioner stated that, in practice, developers do not construct homes differently when building adjacent to major roadways. This statement is significant because it suggests that land-use compatibility measures—such as increased setbacks, buffering, or incorporation of noise mitigation at the development stage—were not expected or required, even when development occurs adjacent to high-volume traffic corridors.

In the same interaction, the Commissioner emphasized that mitigation must “make sense,” expressed a desire to avoid constructing noise walls, and repeatedly framed mitigation decisions in terms of cost and financial impacts to others. These statements are difficult to reconcile with the obligations of environmental review, which prioritize avoidance and minimization of impacts before cost-based elimination of mitigation is considered.

The Commissioner also stated that he opposed taking farmland or imposing unnecessary agricultural impacts. However, current project layouts show that the revised alignment re-bisects an existing 160-acre farm, removes an established farm access driveway, and requires construction of a substantially longer replacement driveway. This redesign increases conversion of prime farmland, disrupts agricultural operations, destroy substantial subsurface agricultural drainage (tiling) systems essential to the productivity, remove access to a large portion of farm fields, and imposes additional permanent impacts that were not present under previously mapped roadway configurations.

Once converted to roadway infrastructure, the affected land cannot be restored to its pre-construction prime farmland condition or classification. Road construction permanently alters soil structure through grading, compaction, fill placement, drainage disruption, and long-term

exposure to roadway pollutants, resulting in an irreversible loss of prime agricultural soil function even if the land were later returned to agricultural use. These impacts are magnified for farms bisected by multiple roadways and are inconsistent with prior Official's statements minimizing farmland impacts.

The EAW does not adequately disclose or analyze this increase in farmland impacts and cumulative compounded traffic impacts, nor does it evaluate whether alternative alignments could avoid re-bisecting productive agricultural land and associated farm infrastructure. For example, the existing 34th Avenue corridor already connects to Kenyon Road and would, at a minimum, avoid re-bisecting active farmland parcels and associated drainage and access systems. The failure to evaluate such avoidance-oriented alternatives further undermines the adequacy of the environmental review.

Conflict with Internal Project Documentation

Internal project correspondence dated April 25, 2024 confirms that noise mitigation for the North Country neighborhood was evaluated primarily to identify the minimum wall height that could be justified. The correspondence further shows that noise wall reconsideration was pursued for areas adjacent to the Majestic Oaks development following internal county meetings, while mitigation for the North Country neighborhood was evaluated in a manner focused on determining whether it could be excluded based on cost-effectiveness rather than on implementing protection for affected residents.

Together, these materials indicate that mitigation was not evaluated neutrally or comprehensively, but instead was constrained by alignment decisions and cost-effectiveness thresholds that limited mitigation obligations and resulted in differential treatment between development-adjacent areas and existing residential neighborhoods.

Predetermination and Appearance of Bias

Public confidence in the environmental review process depends on both technical adequacy and the reasonable perception that decisions are not pre-committed. When roadway impacts are relocated away from development areas, compatibility measures at the development stage are dismissed, and mitigation for existing residents is framed as financially impractical, the resulting pattern raises serious concerns regarding predetermination and selective burden shifting.

The development area from which the roadway segment is removed is associated with property interests of individuals who hold, or are closely connected to, positions of authority within local governing bodies participating in project decision-making.

Conclusion

The EAW fails to adequately disclose, analyze, or justify:

- The relocation of roadway impacts away from development areas;
- The resulting concentration of impacts on existing residences and farmland;
- The dismissal of development-stage compatibility measures; and
- The cost-driven elimination of mitigation for affected residents.

These deficiencies undermine the objectivity of the environmental review and warrant further environmental analysis under an independent Environmental Impact Statement.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Exhibit B — Internal Project Correspondence Regarding Noise Mitigation Evaluation and Noise Wall Considerations (April 25, 2024)

Image is embedded, click here to view it in a web browser.

From: Becky Haydon <bhaydon@wsbeng.com>
Sent: Thursday, April 25, 2024 12:28 PM
To: Christopher Erickson <chris.erickson@hsunited.com>; Mary Gute <MGute@wsbeng.com>
Cc: Andrew Plowman <APlowman@wsbeng.com>
Subject: ESC Noise Analysis

Mary-

Chris is revising the original existing alignment wall analysis to determine the shortest height wall that is cost-effective (most likely 6-8 ft height). Once he has that and Andy has a 'realistic' cost/SF for both a concrete noise wall and a concrete post/wood plank noise wall at 10-ft and 20-ft, we can provide the county a realistic cost for the noise walls if the alignment is left as is.

He is also re-evaluating the wall by the Majestic Oaks neighborhood (along 26th Street), based on comments from the PMT to determine if any height wall would be cost-effective in this location. Chris is ONLY evaluating this for Option 3B (he has not modeled the 3A, which shifts the new N/S roadway west closer to the neighborhood). Andy and I will chat later today when he is available to determine if Chris should look at the shifted location at this time.

The revised alignment (3A and 3B) near North Country neighborhood is the same. Preliminary results show an impact (as anticipated); however, 20-ft and 15-ft walls are not cost-effective and a 10-ft wall does not meet the noise reduction requirements. He is checking some other heights (18-ft and possibly others depending on the results) and if that/those is/are not cost-effective, that would be the end of that.

As far as if the county elects to eliminate federal funds, thus requiring an EAW. Chris is correct that 'local agencies' are exempt

As far as if the county elects to eliminate federal funds, thus requiring an EAW. Chris is correct that 'local agencies' are exempt from the federal noise standards; however, there is sometimes a Federal action that pushes the project to adhere to some federal requirements. One of those being federal permits (sometimes). I recall asking you this before and I thought the answer was that there is a federal permit - I am guessing Army Corps? If that is the case, I would need to ask MnDOT who would need to reach out to FHWA and discuss whether federal noise standards would be applicable to the project. So, let me know if there is a federal permit and what it is.

As far as the EAW guidelines, I think that language has been in there forever, but I will check into that too once I know the answer above.

ENVIRONMENTAL JUSTICE & CUMULATIVE IMPACTS

Cumulative Impacts and Environmental Justice Concerns Resulting from Withheld Alternatives and Suppressed Impact Data

Residents submit this comment to document cumulative and disproportionate impacts resulting from the systematic withholding of avoidance alternatives, noise mitigation information, subdivision connection decisions, and noise studies during the environmental review for the East Side Corridor (ESC).

Cumulative and Disproportionate Harm

Project records show that known impacts—including residential noise, loss of use and enjoyment of property, degradation of neighborhood cohesion, and life altering health risks—were foreseeable, avoidable, and communicated to elected officials. However, a reasonable avoidance alternative, noise mitigation feasibility, and related impact data were withheld from public disclosure while decisions continued to advance. These actions compounded harm by denying affected residents the opportunity to understand, respond to, or protect themselves from known impacts, despite constant requests to be included.

The cumulative effect of suppressing avoidance options, conditioning mitigation on voting outcomes, denying meaningful public participation, and withholding noise studies during the comment period created significant fear, stress, and loss of trust among impacted residents, resulting in a chilling effect on protected participation. These harms were not speculative; they flowed directly from secrecy and exclusion during critical decision-making stages.

Environmental Justice Implications

The impacts of this process disproportionately burden residents of the North Country neighborhood, where homes exist on or immediately adjacent to the proposed alignment. Decisions affecting noise exposure, displacement risk, and neighborhood cohesiveness were made without transparent disclosure, while alternatives that could have reduced or avoided those impacts were withheld.

The North Country immediate impact area includes a substantial concentration of residents with disabilities and serious medical conditions for whom noise impacts are known to be particularly harmful. Based on direct knowledge of the neighborhood, approximately 35% of households adjacent to the proposed corridor include one or more residents with disabilities or significant health conditions. Along the back lot line adjacent to the proposed alignment alone, at least seventeen individuals with disabilities or serious medical conditions reside, representing a significant portion of the residents most directly affected.

For these residents, increased traffic noise, vibration, and barrier effects are reasonably expected to exacerbate existing conditions, including heightened sensory sensitivity, increased

risk of confusion or disorientation, seizure triggers, heart attacks, mental health, and stress-related health impacts. These conditions and heightened sensitivities were communicated to elected officials during the decision-making process, making the potential for amplified harm foreseeable and requiring avoidance and mitigation during alternatives evaluation.

Environmental justice principles require that communities facing disproportionate impacts receive meaningful access to information and participation in decisions affecting their health and quality of life. That did not occur here.

Conclusion

The cumulative suppression of avoidance alternatives and impact data transformed procedural violations into real, lived harm. These impacts were foreseeable, preventable, and disproportionately borne by a specific residential community. Because these cumulative and environmental justice impacts were foreseeable, avoidable, and not adequately disclosed or analyzed, the record cannot support a Finding of No Significant Impact. Independent oversight and a full Environmental Impact Statement are necessary to evaluate cumulative impacts, environmental justice concerns, and avoidance alternatives in a transparent and lawful manner.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

EAW Comment: Repeated Restart and Reclassification of Environmental Review Demonstrates Procedural Defects and Predetermination

The environmental review process for this project has been restarted and reclassified **at least three times**—first as a hybrid Environmental Assessment Worksheet (EAW), then as a programmatic review, and finally as a non-programmatic & EAW—**only after impacted residents raised formal concerns directly with state agencies.**

This repeated restarting and restructuring of the environmental review is not a neutral administrative adjustment. Rather, it reflects **fundamental procedural deficiencies, unresolved scope confusion, and a failure to correctly define the nature and impacts of the project from the outset**, as required under the Minnesota Environmental Policy Act (MEPA).

MEPA requires that environmental review:

- Be conducted **early in the planning process**;
- Accurately define the **entire project and its purpose**;
- Allow for **meaningful public participation**; and
- Avoid **segmentation, predetermination, or post-hoc justification of decisions already made.**

The fact that the Responsible Governmental Unit (RGU) repeatedly changed the type and structure of environmental review—**only after residents escalated concerns to the state**—demonstrates that:

1. The project scope and impacts were not adequately defined before review began;
2. The public was initially asked to comment on an **incomplete or improperly framed environmental document**; and
3. The review process has been reactive rather than compliant with MEPA's "early and informed" decision-making requirement.

These resets have materially harmed meaningful public participation. Each restart altered the assumptions, scope, and analytical framework residents were expected to respond to—**without resetting the timeline, correcting prior misinformation, or clearly disclosing why the earlier approaches were deficient.**

This pattern raises serious concerns about:

- **Predetermination of a preferred outcome**, followed by efforts to retrofit the environmental process;
- **Segmentation of environmental impacts**, particularly where the project's purpose, funding, scope creep and connected actions have shifted over time; and

- Whether a Finding of No Significant Impact (FONSI) could be legally supported when the environmental review framework itself has been repeatedly acknowledged—implicitly or explicitly—to be flawed.

Given the documented history of repeated environmental review restarts, reclassifications, and state-prompted corrections, the current EAW **cannot reasonably be relied upon** to support a FONSI. At minimum, this history supports the need for a **full independent Environmental Impact Statement (EIS)** to ensure a complete, transparent, and legally sufficient analysis of environmental, social, and cumulative impacts—conducted without predetermination and with genuine public participation.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Comment on Inadequate Public Engagement, Misrepresentation, and Predetermination

Impacted residents met with City and County engineering staff on **May 26, 2023** to discuss the proposed project and its impacts on adjacent neighborhoods. During this meeting, residents raised concerns regarding safety, traffic volumes, truck traffic, and noise impacts associated with a roadway proposed approximately **17 feet from existing homes**.

At that meeting, residents were told by engineering staff that **protecting children was not the County's responsibility but the responsibility of parents**, despite the proximity of the proposed roadway to homes and residential areas. This statement is inconsistent with the County's obligations under transportation planning, safety design standards, and environmental review, which require consideration of public safety impacts, including impacts to residential areas.

Residents were also provided traffic information, including an estimate that **truck traffic would constitute approximately 15% of total traffic volumes**. When residents later referenced this figure in subsequent discussions, the stated truck percentage **changed multiple times**, and residents were **ridiculed for repeating figures originally provided by engineering staff**. This undermines confidence in the accuracy and reliability of the traffic data presented to the public and raises concerns about whether traffic impacts have been consistently and transparently disclosed.

Noise impacts were also raised by residents during the May 26, 2023 meeting. In response, the County Engineer stated words to the effect of: **"Are you talking about a noise wall? You don't want a noise wall. Noise walls are for major roads like I-35 and Highway 14."** This statement discouraged discussion of mitigation measures and minimized residential noise concerns, despite the proposed roadway's close proximity to homes and the applicability of noise analysis and mitigation requirements under state and federal guidance.

At the May 26, 2023 meeting, residents were explicitly told that **all alternatives were still under consideration**. However, just **five days later**, on **May 31, 2023**, the public open house presented the project with a **single preferred alternative**. This sequence strongly suggests that a preferred alternative had already been selected prior to meaningful public engagement, contradicting representations made to residents and undermining the integrity of the environmental review process.

Taken together, these actions demonstrate a pattern of **inadequate public engagement, inconsistent or shifting impact information, discouragement of mitigation discussion, and apparent predetermination of the project alignment**. As presented, the EAW does not provide a transparent or complete account of these interactions or their implications. This omission deprives the public and decision-makers of critical context necessary to evaluate whether the environmental review process has complied with MEPA's requirements for early, meaningful, and good-faith public participation.

For these reasons, the EAW is incomplete, and the record supports the need for a more comprehensive environmental review that fully examines safety, noise, traffic, and residential impacts, as well as the decision-making process itself. The RGU should prepare an EIS with full public engagement.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

To Whom: I've been coming down to visit a resident of Owatonna for three years regularly and know at least one resident whose family lives adjacent to this possible development. And, having become well acquainted with the issues related to this proposed roadway: I would suggest that you do not encroach upon the residential perimeter as it is today and further expand to include residential first and include commercial needs secondary out the half mile to the existing highway. Think about what you are really doing to even consider making such a proposal, there are codes and regulations regarding such development, and there are residents who knowingly chose to live along that perimeter! Sincerely, Kent Orman. kao"

Owatonna East Side Corridor Residents on behalf of Kent Orman

OwatonnaEastSideCorridor@gmail.com

ESC EAW Comments #43

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

Before any more urban sprawl, let's tidy things up inside before tearing up more 'everything'...just saying

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

Due to the existing highways, Owatonna's natural development will always be east. It makes more sense to ensure there is more space to work with as we grow to try to avoid the cramped feeling one gets driving through the city and downtown areas.

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

ESC EAW Comments #45

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

“Never a good idea or plan to add traffic to a developing residential neighborhood.”

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

ESC EAW Comments #46

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

There is no reason to put a highway next to a developed residential neighborhood. Move it less than 1 mile east to 34th Ave. It will give more room for development for gas stations, grocery stores, ect. between the current neighborhood and highway.

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

ESC EAW Comments #47

There is no need to put a highway right next to a developed residential neighborhood. Please move this east less than 1 mile to 34th Ave. Less impact on Owatonna residence and leaves more room to develop between the current development and the highway.

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

ESC EAW Comments #48

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

There is no need to put a highway right next to a developed residential neighborhood. Please move this east less than 1 mile to 34th Ave. Less impact on Owatonna residence and leaves more room to develop between the current development and the highway.

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

This is a very unsafe and poor location for the corridor for many reasons. We need our elected officials who are supposed to work for the people to take this seriously. Bixby road and several other roads that are not as close to homes have 40 MPH speed limits. Putting the corridor on 29th is a bad plan for the cities growth to the east which will likely expand with the now 4 lane to Rochester.

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

ESC EAW Comments #50

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

“I am personally affected by this road being built”

Owatonna East Side Corridor Residents on behalf of Resident
OwatonnaEastSideCorridor@gmail.com

Please include the attached compilation of public comments submitted in connection with the East Side Corridor petition as part of the EAW record. These comments reflect community concern, lived impacts, and the level of public controversy associated with the project.

My kids deserve a safe neighborhood to play in and a highway takes so much safety and security from us. We are all for an East Side Corridor, it just needs to be done right. We shouldn't be building major infrastructure based on 30 year old plans that were outdated and abandoned 20+ years ago. Owatonna and Steele County needs to do better by their residents. For 30 years the message has been the same, use 34th Ave. But instead of listening we're repeating history and jeopardizing people's lives.

Owatonna East Side Corridor Residents on behalf of Resident

OwatonnaEastSideCorridor@gmail.com

EAW Comment – Community Petition Supporting the 34th Avenue Alternative

Request for Consideration in Environmental Review

The undersigned petitioners respectfully request that decision-makers fully consider the environmental, safety, land-use, and agricultural impacts identified above and evaluate alignment alternatives that place a meaningful distance between high-speed traffic and existing neighborhoods. This includes consideration of impacts to **prime farmland, farmland bisection, floodplains, and increased flood risk**, as well as the cumulative effects of introducing a high-speed corridor in areas not designed for such use.

Locating the corridor at a safer distance—such as along **34th Avenue**, an existing **minimum-maintenance roadway corridor**—would reduce foreseeable safety risks, noise impacts, residential disruption, agricultural fragmentation, and floodplain-related impacts while utilizing an established north–south alignment. Evaluating this alternative would also reduce the need for new right-of-way acquisition through developed neighborhoods and productive agricultural land.

This petition is submitted for inclusion in the Environmental Assessment Worksheet (EAW) record as evidence of **substantial public concern**, the existence of a **reasonable and less impactful alternative**, and the need for careful consideration of safer planning options as part of the environmental review process.

Petition Summary

As of submission, this petition includes:

- **704 total signatures**
 - **580 online signatures**
 - **124 paper signatures**

Signatories include residents of Owatonna and surrounding communities who are directly and indirectly affected by the proposed East Side Corridor project.

Submission Statement

This petition and accompanying materials are submitted for inclusion in the official EAW administrative record for the East Side Corridor project and should be considered as part of the alternatives analysis and environmental impact evaluation.

Owatonna East Side Corridor Residents
OwatonnaEastSideCorridor@gmail.com

MOVE THE EAST SIDE CORRIDOR PROJECT OUT

Protect Owatonna Residents' Safety

December 31, 2025

Petition Summary:

704 Signatures Total

580 Signatures Online

124 Signatures on Paper

Residents of Owatonna and Steele County are urgently voicing their concern over the proposed East Side Corridor project, which threatens the safety of families by placing a 40-55mph highway just feet from their homes. This petition is a call to action to reconsider the plans and build the highway at 34th Ave, a safer location for residents.

Why It's Important:

The proposed highway will bring high-speed traffic dangerously close to homes, endangering families, children, and local residents. A highway with speeds of 40-55 mph is simply too close for safety. Additionally, it cuts through substantial floodplains and prime farmland bisecting farms and creating flood risks. The 704 signers of this petition demand that the city and county explore safer alternatives to protect the community.

"I can't imagine the highway being so close to my children's play area. It feels like a threat to their safety every day."

– Local Resident

Request for Consideration in Environmental Review

The 704 undersigned petitioners respectfully request that decision-makers fully consider the environmental, safety, land-use, and agricultural impacts identified above and evaluate alignment alternatives that place a meaningful distance between high-speed traffic and existing neighborhoods. This includes consideration of impacts to **prime farmland, farmland bisection, floodplains, and increased flood risk**, as well as the cumulative effects of introducing a high-speed corridor in areas not designed for such use.

Locating the corridor at a safer distance along **34th Avenue**, an existing **minimum-maintenance roadway with owned right-of-way**—would reduce foreseeable safety risks, noise impacts, residential disruption, agricultural fragmentation, and floodplain-related impacts while utilizing an established north–south alignment. This petition is submitted for inclusion in the EAW record as evidence of public concern and the need for careful evaluation of safer and less impactful planning alternatives.

Petition Strength

10

Great

Add a Decision Maker

An important piece of information for you and your supporters.

[Review Decision Maker](#)



Owatonna & Steele County to repurpose Residential Street for Highway

Share this petition

This petition had 580 supporters

Recent signers:

Klein S. • 3 hours ago

Spencer M. • 11 hours ago

Roseann H. • 11 hours ago

jane S. • 14 hours ago

Annie F. •



[Decision Makers: Don McCann +12](#)



[5 Supporter Voices](#)



[8 Updates](#)

The Issue

The Problem

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the “East Side Corridor” with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on *them*.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means extremely loud engine braking (“jake braking”) which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

[Share this petition](#)

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT ([see page 30 of 2004 Beltline Study](#)), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue ([Pages 59-77 of the 1995 Environmental Report](#)). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our [Facebook page](#) for more information or stay up to date with via our website:

www.owatonnaeastsidecorridor.com



Proposed East Side Corridor

Alignment based on the Official Map,
Recorded Doc. A000280471

0 0.25 0.5 Miles



- East Side Corridor Official Map
- East Side Corridor Extension
- SE 18th St Expansion
- NE 26th St Expansion
- Municipality

- Watercourse
- US Highway
- County Highway
- Township Road
- City Street
- Ramp
- Other/Private



Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

[Report a policy violation](#)



Owatonna East Side Corridor

Petition Starter

[Media inquiries](#)

The Decision Makers



Don McCann

Owatonna City Council Member

[Awaiting response](#)

Name	City	State	Postal Code	Country	Signed On
Cassie Backlund	Owatonna	MN	55060	United States	8/15/2023
Ashlynn Geary	Owatonna	MN	55060	United States	8/15/2023
Lorenzo Pacheco	Owatonna	MN	55060	United States	8/15/2023
Rakel Kircher	Owatonna	MN	55060	United States	8/15/2023
Stephen Sennot	Owatonna	MN	55060	United States	8/15/2023
Tonia Sennott	Owatonna	MN	55060	United States	8/15/2023
Matthew Sennott	Owatonna	MN	55060	United States	8/15/2023
Ross Zimmerman	Owatonna	MN	55060	United States	8/15/2023
Brian Deml	Owatonna	MN	55060	United States	8/15/2023
Nicole Schulz	Owatonna	MN	55060	United States	8/15/2023
Kathie Hansen-Stratton	Owatonna	MN	55060	United States	8/15/2023
Chris Backlund	Minneapolis	MN	55060	United States	8/15/2023
Mike Broll	Owatonna	MN	55060	United States	8/15/2023
Jennifer Wale	Northfield	MN	55057	United States	8/15/2023
Nicole Schamp	Claremont	MN	55924	United States	8/15/2023
Melissa Worke	Owatonna	MN	55060	United States	8/15/2023
Owatonna East Side Corridor	Owatonna	MN	55060	United States	8/15/2023
Jessica Matz	Mankato	MN	56001	United States	8/16/2023
Brenda Christianson	Owatonna	MN	55060	United States	8/16/2023
Katie Randall	Owatonna	MN	55060	United States	8/16/2023
Austin Ward	Corvallis	OR	97330	United States	8/16/2023
Nanette Bateman	Owatonna	MN	55060	United States	8/16/2023
Mike Bateman	Owatonna	MN	55060	United States	8/16/2023
Colin Whalen	Owatonna	MN	55060	United States	8/16/2023
PAULA DEML	Owatonna	MN	55060	United States	8/16/2023
Katie Todd	Owatonna	MN	55060	United States	8/16/2023
Chelsie Hansen-Stratton	Owatonna	MN	55060	United States	8/16/2023
Art Ortega	Owatonna	MN	55060	United States	8/16/2023
Toni Wehner	Owatonna	MN	55060	United States	8/16/2023
Emma Hansen	Claremont	MN	55942	United States	8/16/2023
Sue Geary	Owatonna	MN	55060	United States	8/16/2023
Beth Owens	Owatonna	MN	55060	United States	8/16/2023
Cameron Ihrke	Faribault	MN	55021	United States	8/17/2023
Emily Butler	Owatonna	MN	55060	United States	8/17/2023
Jen Narum	Owatonna	MN	55060	United States	8/18/2023
Kelsey Buchardt	Owatonna	MN	55060	United States	8/18/2023
Ashlyn Hansen	Owatonna	MN	55060	United States	8/18/2023
Von Petersen	Owatonna	MN	55060	United States	8/19/2023
Janell McLeish	Owatonna	MN	55060	United States	8/20/2023
Amber Madrid	Faribault	MN	55021	United States	8/21/2023
Scorpion Warrior	Los Angeles	CA	90027	United States	8/26/2023
Samson Tekle	Burnsville	MN	55337	United States	8/26/2023
Skeleton Key	Los Angeles	CA	90027	United States	8/26/2023
Robert Ackerman	Owatonna	MN	55060	United States	8/26/2023
Petros Woldehawariat	Robertsdale	AL	36567	United States	8/26/2023
Gordon Poston	Kingstree	SC	29556	United States	8/26/2023
G. Diane Matthews-Marcelin	Owatonna	MN	55060	United States	8/26/2023

michelle ceballos	Phoenix	AZ	85014 United States	8/26/2023
Adam Worke	Faribault	MN	55021 United States	8/27/2023
Charles Goodson	Denver	CO	80222 United States	8/28/2023
Regina Brooks	Pittsburgh	PA	15209 United States	8/28/2023
Anita Mizrachi	Haddonfield	NJ	8033 United States	8/28/2023
Faith Hansen	Rowland Heights	CA	90631 United States	8/28/2023
Emmanuel Rivera	Las Cruces	NM	88001 United States	8/28/2023
Clarissa Elidrissi	Jacksonville	NC	28540 United States	8/28/2023
Thersa Rogers	Breckenridge	MI	48615 United States	8/28/2023
Sonic Son	Oroville	CA	95966 United States	8/28/2023
Andrew Floyd	Owatonna	MN	55060 United States	8/28/2023
haley auger	Carlisle	PA	17013 United States	8/28/2023
Diane Hampton	Belleville	MI	48111 United States	8/29/2023
Sherri Lopez	Los Lunas	NM	87031 United States	8/29/2023
Tom Aanenson	Owatonna	MN	55060 United States	8/31/2023
Asher Westgard	Duluth	MN	55806 United States	9/6/2023
Curt Orchard	Owatonna	MN	55060 United States	9/6/2023
Casandra Long	Kokomo	IN	46902 United States	9/6/2023
Ashley Covault	Rochester	MN	55901 United States	9/6/2023
Ava Osborne	Shepherdsville	KY	40165 United States	9/6/2023
James Thomas	Atlanta	GA	30349 United States	9/6/2023
Melissa Zimmerman	Owatonna	MN	55060 United States	9/6/2023
Lynsey Hullopeter	Owatonna	MN	55060 United States	9/6/2023
Heaven Zerai	Irving	TX	75062 United States	9/6/2023
Jason Hunt	Saint Paul	MN	55103 United States	9/6/2023
Jessica Ellis	Whitehall	PA	18052 United States	9/6/2023
Pamela Holbert	Tucson	AZ	85711 United States	9/6/2023
jenny lawson	Cincinnati	OH	45236 United States	9/6/2023
Jillian Proft	Owatonna	MN	55060 United States	9/8/2023
Seth Muir	Owatonna	MN	55060 United States	9/16/2023
Kari Wiste	Owatonna	MN	55060 United States	9/17/2023
Greg Wiste	Owatonna	MN	55060 United States	9/17/2023
Ethan Wade	Owatonna	MN	55060 United States	9/18/2023
Devin Charles	New York	NY	10075 United States	9/18/2023
Sandra Muir	Owatonna	MN	55060 United States	9/18/2023
Jon Inwood	Brooklyn	NY	11201 United States	9/18/2023
Jimmy John	Nashville	TN	37209 United States	9/18/2023
Cardi Mosley	Westchester	IL	60154-4434 United States	9/18/2023
Autumn Carey	Atlanta	GA	30318 United States	9/18/2023
Jennifer Webster	Owatonna	MN	55060 United States	9/18/2023
Jerry Babcock	owatonna	MN	55060 United States	9/18/2023
Elizabeth Mckinley	Rochester	NY	14618 United States	9/18/2023
Gigi Cruz	Sugar Hill	GA	30518 United States	9/18/2023
B M	Owatonna	MN	55060 United States	9/18/2023
Ilana Appleby-Leo	Rochester	MN	55901 United States	9/18/2023
Jeff Salvatore	Stamford	CT	6902 United States	9/18/2023
Brayan Gavilan	Hialeah	FL	33012 United States	9/18/2023
Zach Snider	Radford	VA	24141 United States	9/18/2023
amira brown	Owatonna	MN	55060 United States	9/18/2023

Charla Mane	Petoskey	MI	49770 United States	9/18/2023
Milka Ndubuisi	Seneca	SC	29678 United States	9/18/2023
Darin Morrison	Mesquite	TX	75150 United States	9/18/2023
Joseph Ward	Baltimore	MD	21213 United States	9/19/2023
Nicole Joachim	Owatonna	MN	55060 United States	9/19/2023
Cheryl Hancock	Minneapolis	MN	55404 United States	9/19/2023
Kristina Rachau	Centre Hall	PA	16828 United States	9/20/2023
Amanda Briegel	Virginia Beach	VA	23451 United States	9/20/2023
Jessica Onstad	Owatonna	MN	55060 United States	9/20/2023
Kaylie Murillo	Los Angeles	CA	90012 United States	9/20/2023
James Roche	Glenview	IL	60025 United States	9/20/2023
sarahi martinez	Charlotte	NC	28205 United States	9/20/2023
Kisha Coleman	Philadelphia	PA	19119 United States	9/20/2023
McKayla Hardisty	Oakdale	MN	55128 United States	9/20/2023
lillian frey	Livonia	NY	14487 United States	9/20/2023
Joshua Curphey	Peterborough		PE7 United States	9/20/2023
Chelsea Wendel	Owatonna	MN	55060 United States	9/22/2023
Camilla Liu	Whitestone	NY	11354 United States	9/23/2023
Jodi McMains	Owatonna	MN	55060 United States	9/23/2023
Wes McMains	Owatonna	MN	55060 United States	9/23/2023
Izayah Finley	San Francisco	CA	94134 United States	9/23/2023
Amelia Hale	Williamsburg	VA	23185 United States	9/23/2023
Kristina Rohman	Owatonna	MN	55060 United States	9/24/2023
ANTONIETA Sanchez Mendez	Owatonna	MN	55060 United States	9/24/2023
Tricia Buhrow	Owatonna	MN	55060 United States	9/28/2023
Brady Beenken-Adams	Owatonna	MN	55060 United States	9/30/2023
Tyrel Alastair Hunter	Owatonna	MN	55060 United States	10/1/2023
Becky Hunter	Owatonna	MN	55060 United States	10/1/2023
Ruth Pacheco	Owatonna	MN	55060 United States	10/3/2023
Rita Lique	Owatonna	MN	55060 United States	10/3/2023
Tyler Buchardt	Owatonna	MN	55060 United States	10/8/2023
Forrest Baublitz	Westminster	MD	21157 United States	10/8/2023
Nathan Janes	Louisville	KY	40296 United States	10/8/2023
Becky Dawley	Owatonna	MN	55060 United States	10/8/2023
William Tjon	Owatonna	MN	55060 United States	10/9/2023
Mike McLeish	Owatonna	MN	55060 United States	10/10/2023
Donald Mullenbach	Owatonna	MN	55060 United States	10/20/2023
Kristine Vogelgesang	Owatonna	MN	55060 United States	10/21/2023
Andreina Torres	Dayton	MN	55327 United States	10/30/2023
Andrew Adams	Owatonna	MN	55060 United States	10/30/2023
Chad Emberton	Owatonna	MN	55060 United States	10/30/2023
Danielle Capistrant	Owatonna	MN	55060 United States	11/1/2023
Heidi Worke	Owatonna	MN	55021 United States	11/1/2023
Rachelle judson	Owatonna	MN	55060 United States	11/1/2023
Dennis VanDenBerg	Owatonna	MN	55060 United States	11/4/2023
Max Carlson	Owatonna	MN	55060 United States	11/8/2023
Spencer McDermott	Owatonna	MN	55060 United States	11/8/2023
Abra Allen	Faribault	MN	55021 United States	11/8/2023
Christina Cordova	Minneapolis	MN	55401 United States	11/8/2023

Kate Lewis	Geneva	MN	56035 United States	11/8/2023
Mitch Toast	Faribault	MN	55021 United States	11/8/2023
E Whitehead	Owatonna	MN	55060 United States	11/8/2023
Roberta Eiseman	Houston	TX	77020 United States	11/8/2023
Bailey Gardner	Virginia Beach	VA	23462 United States	11/8/2023
Linda HerringJaworski	Owatonna	MN	55060 United States	11/8/2023
Lauren Everhard	Owatonna	MN	55060 United States	11/8/2023
Marcia Kleeberger	Owatonna	MN	55060 United States	11/8/2023
Heidi Severson	Faribault	MN	55021 United States	11/9/2023
Daniel Gorman	Owatonna	MN	55060 United States	11/9/2023
Jeff Otto	owatonna	MN	55060 United States	11/10/2023
BENJAMAN LAGESON	Owatonna	MN	55060 United States	11/10/2023
Hope Lageson	Owatonna	MN	55060 United States	11/10/2023
Elissa Cook	Owatonna	MN	55060 United States	11/10/2023
Adam Kaluba	Burleson	TX	76028 United States	11/11/2023
Becca McDaniels	Nashville	TN	37211 United States	11/11/2023
Griffin Coleman	El Paso	TX	79941 United States	11/12/2023
Vanessa Cardenas	Minneapolis	MN	55478 United States	11/14/2023
Mark Maslinski	Owatonna	MN	55060 United States	11/14/2023
Shane Shornock	Owatonna	MN	55060 United States	11/15/2023
Jeanne Hankerson	Owatonna	MN	55060 United States	11/15/2023
Zackery Knapton	Owatonna	MN	55060 United States	11/15/2023
Brian Bentley	Owatonna	MN	55060 United States	11/15/2023
Amy Shornock	Owatonna	MN	55060 United States	11/16/2023
Warren Coan	Lynn	MA	02176 United States	11/16/2023
Jeanne Pichner	Owatonna	MN	55060 United States	11/16/2023
Noah Worke	Owatonna	MN	55060 United States	11/16/2023
Pamela Mikeworth	Owatonna	MN	55060 United States	11/16/2023
Ben Hamele	Owatonna	MN	55060 United States	11/16/2023
Cindy Wilson Muldoon	Blooming Prairie	MN	55917 United States	11/16/2023
John Martin	Tucson	AZ	85712 United States	11/17/2023
Judy Gilman	Owatonna	MN	55060 United States	11/17/2023
Zamira Gilman	Owatonna	MN	55060 United States	11/17/2023
Piper Epperly	Pulaski	VA	24301 United States	11/17/2023
Samantha Kubat	Owatonna	MN	55060 United States	11/17/2023
Jesus isLORD	hamburg	NJ	7419 United States	11/18/2023
Renee Clemens	Minneapolis	MN	55428 United States	11/18/2023
Dorian Smith	Owatonna	MN	55060 United States	11/18/2023
Janice Deets	Owatonna	MN	55060 United States	11/18/2023
Rachelle Johnson	Owatonna	MN	55060 United States	11/18/2023
Jennifer Candullo	Owatonna	MN	55060 United States	11/18/2023
Shyanne Nordquist	Minneapolis	MN	55410 United States	11/18/2023
Abby Prouty	Bainbridge Island	WA	98110 United States	11/19/2023
Darrel Michels	Faribault	MN	55021 United States	11/19/2023
Calhoun Yvette	Waseca	MN	56093 United States	11/19/2023
Christopher Norbury	Owatonna	MN	55060 United States	11/19/2023
Erika Rikhiram	Clermont	FL	34711 United States	11/19/2023
Stephanie Ulrich	Minneapolis	MN	55478 United States	11/20/2023
Lucas Litke	Owatonna	MN	55060 United States	11/20/2023

Tiffany Conner	Minneapolis	MN	55404 United States	11/20/2023
Nolan Schuette	Owatonna	MN	55060 United States	11/20/2023
Dave Couture	Owatonna	MN	55060 United States	11/20/2023
Brian Wendel	Owatonna	MN	55060 United States	11/20/2023
Kim Klepetka	Owatonna	MN	55060 United States	11/20/2023
Edith Ikaku	Dallas	TX	75270 United States	11/20/2023
Josh Standiford	Lake Zurich	IL	60047 United States	11/21/2023
Del Bauer	Owatonna	MN	55060 United States	11/22/2023
Karla Bauer	Owatonna	MN	55060 United States	11/22/2023
Tyler Firme	Owatonna	MN	55060 United States	11/22/2023
Sue Bauer	Owatonna	MN	55060 United States	11/22/2023
Douglas Pichner	Owatonna	MN	55060 United States	11/23/2023
Matt Pichner	owatonna	MN	55060 United States	11/23/2023
Alicia Martin	Owatonna	MN	55060 United States	11/23/2023
Sara Pichner	Owatonna	MN	55060 United States	11/23/2023
Amy Gillis	Minneapolis	MN	55401 United States	11/23/2023
Kay Klemmer	Owatonna	MN	55060 United States	11/23/2023
Gene handel	Bensalem	PA	19020 United States	11/24/2023
Yoslen Robaina	Miami	FL	33155 United States	11/25/2023
Jojo Clark	Southaven	MS	38671 United States	11/25/2023
patrick weecks	Fort Worth	TX	76116 United States	11/25/2023
Livia Laue	Owatonna	MN	55060 United States	11/26/2023
Joy Holmgren	Owatonna	MN	55049 United States	11/26/2023
penny Jensen	Owatonna	MN	55060 United States	11/29/2023
Monte Mowry	Owatonna	MN	55060 United States	12/8/2023
Ellen Kimmerle	Franklin Lakes	NJ	7417 United States	12/9/2023
Mark Schultz	Owatonna	MN	55060 United States	12/13/2023
Barb Walsh	Owatonna	MN	55060 United States	12/13/2023
Sandi Kurth	Owatonna	MN	55060 United States	12/14/2023
Linda Luoma	Minneapolis	MN	55478 United States	12/15/2023
susan Hayes	Rochester	NY	14623 United States	12/15/2023
Elijah Hopp	Elkader	IA	52043 United States	12/15/2023
Jane Burrows	Cincinnati	OH	45215 United States	12/16/2023
jill angelichio	charlotte	NC	28204 United States	12/16/2023
Susan Blacker	Owatonna	MN	55060 United States	12/16/2023
Layla Omalley	Phoenix	AZ	85029 United States	12/17/2023
Bob Shrimp	Spartanburg	SC	29302 United States	12/17/2023
Ashli Tingle	Castro Valley	CA	94546 United States	12/17/2023
Wendy Crawford	Lewistown	MT	59457 United States	12/17/2023
Reagan Shultz	Knox	PA	16232 United States	12/18/2023
Arianna Segrest	Detroit	MI	48235 United States	12/18/2023
darlene white	EASLEY	SC	29640 United States	12/18/2023
Latoya Richardson	Anniston	AL	36201 United States	12/18/2023
Ollie Autman	Joliet	IL	60433 United States	12/18/2023
Alice Markey	Hattiesburg	MS	39402 United States	12/18/2023
Tj Hill	Hull	GA	30646 United States	12/19/2023
Matt Nutzmann	Owatonna	MN	55060 United States	1/1/2024
Layne Hable	Omaha	NE	68116 United States	1/8/2024
Cassandra Kohn	Owatonna	MN	55060 United States	1/12/2024

Lance Woltman	Owatonna	MN	55060 United States	1/13/2024
Lori Krouze	Minneapolis	MN	55417 United States	1/19/2024
Joshua Swedberg	Owatonna	MN	55060 United States	1/20/2024
Dana Zakis	Apple Valley	MN	55124 United States	1/20/2024
Jen O'Connor	Faribault	MN	55021 United States	1/20/2024
Jes Hedberg	Owatonna	MN	55060 United States	1/20/2024
Ashley Betlach	Owatonna	MN	55060 United States	1/20/2024
Tina Gerlach	Owatonna	MN	55060 United States	1/20/2024
Jessa Herron	Minneapolis	MN	55060 United States	1/20/2024
Brandice Schoenbauer	Owatonna	MN	55060 United States	1/20/2024
Bob Bulver	Owatonna	MN	55060 United States	1/20/2024
Breanna Heise	Owatonna	MN	55060 United States	1/20/2024
Stacy Kubat	Owatonna	MN	55060 United States	1/20/2024
MJ Grubish	Owatonna	MN	55060 United States	1/20/2024
Lorraine Njos	Owatonna	MN	55060 United States	1/20/2024
Sheena Savoie	Owatonna	MN	55060 United States	1/20/2024
Amanda Remund	Morristown	MN	55052 United States	1/20/2024
Kristi Knapton	Owatonna	MN	55060 United States	1/20/2024
Kelsey Quast	Owatonna	MN	55060 United States	1/20/2024
Jenna Hansen	Blooming Prairie	MN	55917 United States	1/20/2024
Jason Macrunnels	Owatonna	MN	55060 United States	1/20/2024
Erin Doepke	Owatonna	MN	55060 United States	1/20/2024
Kim Chappuis	Owatonna	MN	55060 United States	1/20/2024
Melissa Rosecke	Owatonna	MN	55060 United States	1/20/2024
Kammi Szymanski	Owatonna	MN	55060 United States	1/20/2024
Jillian Proft	Owatonna	MN	55060 United States	1/20/2024
Marci Pikula	Minneapolis	MN	55421 United States	1/20/2024
Samantha Peterson	Blooming Prairie	MN	55917 United States	1/20/2024
Charity Slavk	Owatonna	MN	55060 United States	1/21/2024
Mindy Jimenez	Minneapolis	MN	55405 United States	1/21/2024
Lisa Ackerman	Owatonna	MN	55060 United States	1/21/2024
Grace Reuvers	Faribault	MN	55021 United States	1/21/2024
Charles Jarvi	Minneapolis	MN	55427 United States	1/21/2024
Melissa Mogen	Owatonna	MN	55060 United States	1/21/2024
Elissa Gautier	Owatonna	MN	55060 United States	1/21/2024
Tim Fitzgerald	Owatonna	MN	55060 United States	1/21/2024
Troy Malecha	Owatonna	MN	55060 United States	1/21/2024
Brittany Rogers	Minneapolis	MN	55431 United States	1/21/2024
Lindsey Flynn	Owatonna	MN	55060 United States	1/21/2024
Elyse Buck	Minneapolis	MN	55405 United States	1/21/2024
Hailey Swedberg	Minneapolis	MN	55454 United States	1/21/2024
katie Bruessel	Owatonna	MN	55060 United States	1/21/2024
Karla Zufall	Owatonna	MN	55060 United States	1/21/2024
Braydan Mahlman	owatonna	MN	55060 United States	1/21/2024
Jordan S	Owatonna	MN	55060 United States	1/21/2024
Amanda Stockwell	Owatonna	MN	55060 United States	1/21/2024
Cyndee Zylstra	Owatonna	MN	55060 United States	1/21/2024
Vickie Vavra	Owatonna	MN	55060 United States	1/22/2024
Tammy Ebeling	Owatonna	MN	55060 United States	1/22/2024

David Joachim	Claremont	MN	55924 United States	1/22/2024
Connor Whalen	Owatonna	MN	55060 United States	1/31/2024
Evan David	Owatonna	MN	55060 United States	2/3/2024
Katie Horn	Owatonna	MN	55060 United States	2/4/2024
Kathryn McDermott	Owatonna	MN	55060 United States	2/4/2024
Kathleen Sands	Owatonna	MN	55060 United States	2/5/2024
Theresa Harsma	Owatonna	MN	55060 United States	2/7/2024
Julien Giancola	Mentor	OH	44060 United States	2/8/2024
Ardis Woods	Owatonna	MN	55060 United States	2/10/2024
miles Engen	Owatonna	MN	55060 United States	2/14/2024
Peter Seykora	Owatonna	MN	55060 United States	2/14/2024
Valerie Skiba	Owatonna	MN	55060 United States	2/14/2024
William Ahlers	Owatonna	MN	55060 United States	2/14/2024
Rob Brainard	Owatonna	MN	55060 United States	2/14/2024
Brenda Rions	Owatonna	MN	55060 United States	2/14/2024
Timothy VanRavenhorst	Owatonna	MN	55060 United States	2/14/2024
Desiree LaFontaine	Owatonna	MN	55060 United States	2/14/2024
John Bulver	Owatonna	MN	55060 United States	2/14/2024
Emilee Orf	Owatonna	MN	55060 United States	2/14/2024
James Taylor	Owatonna	MN	55060 United States	2/14/2024
Tanya Artmann	Owatonna	MN	55060 United States	2/14/2024
David Fenlason	Owatonna	MN	55060 United States	2/14/2024
Victoria Schultz	Owatonna	MN	55060 United States	2/14/2024
Ashley Mcnichols	Kenyon	MN	55946 United States	2/14/2024
Marcia Kleeberger	Owatonna	MN	55060 United States	2/14/2024
Alana Preziosi	Swedesboro	NJ	8085 United States	2/15/2024
Christine Dauck	Minneapolis	MN	55404 United States	2/15/2024
Glenice Swenson	Lakeville	MN	55044 United States	2/15/2024
Margi Barsamian	Edmonds	WA	98026 United States	2/15/2024
Shannon Blatti	Ellendale	MN	56026 United States	2/15/2024
Melissa Toov	Owatonna	MN	55060 United States	2/15/2024
Marc Boyett	Owatonna	MN	55060 United States	2/15/2024
Gary Hrdlichka	Denver	CO	80202 United States	2/15/2024
Celelia Alexander	Owatonna	MN	55060 United States	2/15/2024
Maureen Ross	Medford	MN	55049 United States	2/15/2024
Jan stavenau	Owatonna	MN	55901 United States	2/15/2024
Bonnie Kidd	Owatonna	MN	55060 United States	2/16/2024
Jacob Dub	Owatonna	MN	55060 United States	2/16/2024
Jordan Whalen	Owatonna	MN	55060 United States	2/16/2024
Daniel Thompson	Charleston	WV	25312 United States	2/16/2024
Katelyn Bivens	Tellico Plains	TN	37385 United States	2/16/2024
Timothy Durner	Owatonna	MN	55060 United States	2/16/2024
Joy English	Owatonna	MN	55060 United States	2/17/2024
Cynthia Rau	Owatonna	MN	55060 United States	2/19/2024
Lori Orchard	Owatonna	MN	55060 United States	2/20/2024
Russell Bowar	Owatonna	MN	55060 United States	2/20/2024
Tali FARRELL	Columbus	OH	43204 United States	2/21/2024
Kellee Husband	Glennville	GA	30427 United States	2/21/2024
Mia'Jadee Wooten	Satellite Beach	FL	32936 United States	2/21/2024

Steven MULLIS	Harrisburg	NC	27205	United States	2/21/2024
raul Lopez III	Willard	MO	65781	United States	2/21/2024
Antonio Taylor	Minneapolis	MN	55429	United States	2/24/2024
Marcus Twaddle	Owatonna	MN	55060	United States	2/25/2024
Nolan Schuette	Owatonna	MN	55060	United States	2/26/2024
Crystal Paul	Grand Meadow	MN	55936	United States	2/26/2024
Jill pelovsky	Owatonna	MN	55060	United States	2/27/2024
Nancy Vroman	Owatonna	MN	55060	United States	2/28/2024
Keith richards	Owatonna	MN	55060	United States	3/5/2024
Jan Moravec	Owatonna	MN	55060	United States	3/5/2024
Roger Wiese	Owatonna	MN	55060	United States	3/5/2024
Aaron Litke	Owatonna	MN	55060	United States	3/6/2024
Brittney Bartsch	Owatonna	MN	55060	United States	3/6/2024
Julie Kubat Louks	Claremont	MN	55924	United States	3/7/2024
Lauri Loveridge	Owatonna	MN	55060	United States	3/8/2024
Patricia Braasch-Turi	Owatonna	MN	55060	United States	3/8/2024
Mary Schuette	Owatonna	MN	55060	United States	3/20/2024
Bruce Schuette	Owatonna	MN	55060	United States	3/20/2024
Kelly Kimball	Owatonna	MN	55060	United States	3/23/2024
Bridget Reyes-O'Connor	Owatonna	MN	55060	United States	3/23/2024
Shannon Horch	Waseca	MN	56093	United States	3/24/2024
Eric Wandersee	Faribault	MN	55021	United States	3/26/2024
Lisa Queen	Owatonna	MN	55060	United States	3/30/2024
Drew Kidd	Owatonna	MN	55060	United States	4/12/2024
Dale Benjamin	Owatonna	MN	55060	United States	4/18/2024
Chris Schulz	Owatonna	MN	55060	United States	4/18/2024
KRISTEN PETERSEN	Owatonna	MN	55060	United States	4/20/2024
Katherine Sailors	Owatonna	MN	55060	United States	5/6/2024
Keith Rumler	Owatonna	MN	55060	United States	5/18/2024
Aaron Ayen	Owatonna	MN	55060	United States	5/28/2024
Marie Olinger	Minneapolis	MN	55404	United States	5/31/2024
Holli Turek	Owatonna	MN	55060	United States	5/31/2024
Timothy Bronkema	New York	NY	10036	United States	6/3/2024
Jennie Morrone	Bath	PA	18014	United States	6/3/2024
Alonzo Gray	Rialto	CA	92377	United States	6/3/2024
M. Browning	Chandler	AZ	85224	United States	6/4/2024
Chrissa Campbell	Marietta	OH	45750	United States	6/4/2024
Sara Zapata	Owatonna	MN	55060	United States	6/4/2024
Julianne DeSilva	Syosset	NY	11791	United States	6/4/2024
Nancy Glater	Norwalk	CT	6854	United States	6/4/2024
Aria gyan-walitt	Oakland	CA	94601	United States	6/4/2024
Ana Montes	Millville	NJ	8332	United States	6/5/2024
henrique silva	New York	NY	10118	United States	6/5/2024
Marina Gai	Auburn Hills	MI	48326	United States	6/5/2024
Kathryn Salciccioli	Farmington	MI	48336	United States	6/5/2024
Diane Bloomquist	Lancaster	NY	14086	United States	6/5/2024
Jess Jones	Beloit	WI	53511	United States	6/5/2024
Kimberly Mireles	Harlingen	TX	78550	United States	6/6/2024
Nathan Lee	Daly City	CA	94015	United States	6/6/2024

coreese robinson	Tuscaloosa	AL	35401 United States	6/6/2024
Tony Racek	Owatonna	MN	55060 United States	6/7/2024
Yvonne Robbins	Owatonna	MN	55060 United States	6/7/2024
MacKenzie Noble	Medford	MN	55049 United States	6/8/2024
Melody Schwartz	Owatonna	MN	55060 United States	6/8/2024
Lana Johnston	Owatonna	MN	55060 United States	6/8/2024
June Stephens	Owatonna	MN	55060 United States	6/8/2024
Deb Kvam	Owatonna	MN	55060 United States	6/8/2024
Patti Abraham-Brekke	Owatonna	MN	55060 United States	6/8/2024
Jennifer Gathje	Owatonna	MN	55060 United States	6/8/2024
Jessica Taylor	Minneapolis	MN	55411 United States	6/8/2024
Bradley Olson	Owatonna	MN	55060 United States	6/9/2024
Katie Borgstahl	Faribault	MN	55021 United States	6/9/2024
Debra Stewart	New Ulm	MN	56073 United States	6/9/2024
Denaira Rumler	Owatonna	MN	55060 United States	6/9/2024
Jacob W	Shippensburg	PA	17257 United States	6/10/2024
Matthew Jessop	Owatonna	MN	55060 United States	6/10/2024
Daynoli Twenelez	Phoenix	AZ	87035 United States	6/10/2024
Edna Nagy	Santa Clara	CA	95051 United States	6/10/2024
Annie Holland	Owatonna	MN	55060 United States	6/12/2024
Nicole Tursi	Goodyear	AZ	85338 United States	6/23/2024
Ralphie Beam	Cumberland	MD	21502 United States	6/24/2024
Kristin Vass	New York	NY	10080 United States	6/24/2024
Katie Mefford	Indianapolis	IN	46260 United States	6/25/2024
Debbie E	Felton	DE	19943 United States	6/25/2024
N Saskl	Owatonna	MN	55060 United States	6/26/2024
Lisa Cardon	Minneapolis	MN	55941 United States	6/26/2024
Gina Russo	Chicago	IL	60639 United States	6/30/2024
Josh McIntosh	Pensacola	FL	32513 United States	6/30/2024
Dan Feeley	Las Vegas	NV	89107 United States	7/1/2024
Paul Markillie	Grand Blanc Township	MI	48439 United States	7/2/2024
Juan J maorinex Torres	Ciales	PR	638 United States	7/3/2024
Dan De Yo	Yorba Linda	CA	92886 United States	7/4/2024
Orva M Gullett	Marion	OH	43302-8435 United States	7/5/2024
Hassan Paria	Owatonna	MN	55060 United States	7/6/2024
Jason Barthel	Chicago	IL	60647 United States	7/6/2024
Gregg Levine	Astoria	NY	11102 United States	7/7/2024
Carl Harris	West Bend	WI	53095 United States	7/8/2024
Kt Hertfelder	Ballwin	MO	63011 United States	7/10/2024
LeeAnn Trevino	Pendleton	OR	97801 United States	7/10/2024
Sabryna-Joi King-Bell	Chicago	IL	60680 United States	7/10/2024
Heather Isaac	Vista	CA	92084 United States	7/11/2024
GERALDINE C. MITCHELL	Hyattsville	MD	20783 United States	7/11/2024
Texanna Fernandez	Parkersburg	WV	26101 United States	7/11/2024
Judith Escamilla	Flowery Branch	GA	30542 United States	7/14/2024
Divya Nagendran	Aurora	IL	60505 United States	7/15/2024
John Hutton	Winston-salem	NC	27104 United States	7/16/2024
A Kallas	Chicago	IL	60659 United States	7/17/2024
Sam Clemetsen	Greenville	SC	29601 United States	7/19/2024

Cecilia Magos	Los Angeles	CA	90011	United States	7/24/2024
Duane Campbell	Phoenix	AZ	85041	United States	7/26/2024
Catherine Travis	Phoenix	AZ	85009	United States	7/26/2024
chelsea hardy	Castro Valley	WA	98607	United States	7/29/2024
Beth Heeren	Comstock Park	MI	49321	United States	7/30/2024
Doris Kitchen	Hendersonville	NC	28739	United States	8/2/2024
James Smith	Schenectady	NY	12306	United States	8/2/2024
Jennifer Hahn	Los Angeles	CA	91335	United States	8/6/2024
Tony Lentini	Snellville	GA	30039	United States	8/9/2024
Matt James	Dallas	TX	75214	United States	8/14/2024
Melodi Gulsen	Los Angeles	CA	90066	United States	8/15/2024
Kendrick Collins	Harrisburg	PA	17112	United States	8/16/2024
gary etherton	Rochester	MN	55901	United States	8/29/2024
Gerald Pettipiece	Owatonna	MN	55060	United States	10/1/2024
Etzar Cisneros	Birmingham	AL	35206	United States	10/1/2024
Vic Vinson	Albuquerque	NM	87002	United States	10/2/2024
Elizabeth Fuljerson	Jacksonville	FL	32255	United States	10/3/2024
Scott Sorenson	Owatonna	MN	55060	United States	10/21/2024
Josephine Sanford	Faribault	MN	55021	United States	11/2/2024
Tammie Lopez-Henricksen	Owatonna	MN	55060	United States	11/7/2024
Arnold Ades	Boise	ID	83714	United States	11/20/2024
Robert Grant	Nisswa	MN	56468	United States	12/20/2024
Deb Grant	Nisswa	MN	56468	United States	12/21/2024
Shawn Smith	Owatonna	MN	55060	United States	1/8/2025
Jaime Hayden	New Richland	MN	56072	United States	1/22/2025
Mary McLaughlin	Nevada	IA	50201	United States	1/28/2025
Eileen Piccolo	Falls Church	VA	22043	United States	3/4/2025
Garrett Melich	Falls Church	VA	22043	United States	3/4/2025
Kammi Szymanski	Owatonna	MN	55060	United States	3/30/2025
Mackenzie Appwl	Janesville	MN	56048	United States	5/15/2025
Michael Spellmeyer	Owatonna	MN	55060	United States	5/25/2025
Nathaniel Pettet	Rochester	MN	55904	United States	5/26/2025
Tracy Steed	Atlanta	GA	30308	United States	5/26/2025
April Abbott	Lakeville	MN	55044	United States	5/27/2025
Nina Rentz	Princeton	MN	55371	United States	5/27/2025
Amy Morrison	Burlington	IA	52601	United States	5/27/2025
Genavive Kostuck	Lake Elmo	MN	55042	United States	5/28/2025
Sandra Kanani	Hopkins	MN	55343	United States	5/28/2025
Mari Muller	Minneapolis	MN	55408	United States	5/28/2025
Jeffrey Broussard	Owatonna	MN	55060	United States	7/5/2025
Bill Kroells	Hayward	WI	54843	United States	7/6/2025
Bonnie Johnson	Owatonna	MN	55060	United States	8/21/2025
Katelynn Miller	Owatonna	MN	55060	United States	8/21/2025
Sandee Hardy-Hagen	Owatonna	MN	55060	United States	8/21/2025
Douglas Mollison	Inver Grove Heights	MN	55077	United States	8/21/2025
Jill Hammitt	Owatonna	MN	55060	United States	8/21/2025
Diane Storm	Owatonna	MN	55060	United States	8/21/2025
Braydin Johnson	St.Paul	MN	55123	United States	8/22/2025
Mira Jovonovich	Minneapolis	MN	55044	United States	8/22/2025

Gooper Pool	Woodbury	MN	55129	United States	8/22/2025
Melissa Webb	Stillwater	MN	55082	United States	8/22/2025
Sarah Krook	Hastings	MN	55033	United States	8/22/2025
olivia stromberg	Hastings	MN	55033	United States	8/22/2025
Nancy Spears	Minneapolis	MN	55478	United States	8/22/2025
Linda Frolund	Chanhassen	MN	55317	United States	8/23/2025
Joni Eichhorst	Owatonna	MN	55060	United States	11/26/2025
Zander Augesen	Hastings	MN	55033	United States	11/26/2025
Theresa Dekker	Owatonna	MN	55060	United States	11/28/2025
Gallus Mary	Saint Paul	MN	55104	United States	11/28/2025
Tori Keck	Owatonna	MN	48234	United States	11/28/2025
Jacqueline McGregor	Owatonna	MN	55060	United States	12/10/2025
Kathie Hansen-Stratton	Owatonna	MN	55060	United States	12/19/2025
Stephanie Sorensen	Owatonna	MN	55060	United States	12/19/2025
BELLRICHARD Douglas	Owatonna	MN	55060	United States	12/20/2025
Brad Audette	Forest Lake	MN	55025	United States	12/20/2025
Mary L Schenk	Owatonna	MN	55060	United States	12/20/2025
A B	Saint Paul	CA	55104	United States	12/20/2025
Aweke Genbere	Saint Paul	MN	55102	United States	12/21/2025
Zana Hultman	Saint Paul	MN	55104	United States	12/21/2025
El Cares	Owatonna	MN	55060	United States	12/21/2025
Avrie Gonzalez	Forest City	IA	50436	United States	12/21/2025
Oliver Foster	Minneapolis	MN	55423	United States	12/21/2025
monty miller	Mankato	MN	56001	United States	12/21/2025
Nigusie Kassa	Burnsville	MN	55337	United States	12/21/2025
Mavrik Gustavson	Hopkins	MN	55305	United States	12/22/2025
Kevin Hermanson	KASOTA	MN	55060	United States	12/22/2025
MARYLYN IRRGANG	Mankato	MN	56001	United States	12/22/2025
Abe Algadi	Stewartville	MN	55976	United States	12/22/2025
Derek Graybill	Minneapolis	MN	55404	United States	12/23/2025
Jeremy Binner	Wabasha	MN	55981	United States	12/23/2025
Rahel Balcha	Saint Paul	MN	55104	United States	12/23/2025
Shannon Gruhlke	Lake City	MN	55041	United States	12/23/2025
John Hoverson	Owatonna	MN	55060	United States	12/23/2025
David Ellis	Owatonna	MN	55060	United States	12/25/2025
Paul Joswick	Watertown	MN	55388	United States	12/25/2025
Dan Aune	Saint Paul	MN	55104	United States	12/25/2025
Sue Charbonneau	Rochester	MN	55902	United States	12/25/2025
Giselle Vivero	Minneapolis	MN	55404	United States	12/26/2025
Cheryl Minx	Saint Paul	MN	55130	United States	12/26/2025
Stewart Schill	Clearwater	MN	55320	United States	12/26/2025
Sowed Darwesh	Littleton	CO	80120	United States	12/26/2025
Tina Weinkauf	North Branch	MN	55056	United States	12/26/2025
Daniel Stahn	Isanti	MN	55040	United States	12/26/2025
Richard Weaver	Stewartville	MN	55976	United States	12/26/2025
Nazik Badawi	Minneapolis	MN	55478	United States	12/26/2025
Mike McGrane	Alexandria	MN	56308	United States	12/26/2025
Ted Mitchell	Saint Paul	MN	55122	United States	12/26/2025
Anna Hansen	Burnsville	MN	55337	United States	12/26/2025

Gina Dussing	Chicago	IL	60618	United States	12/26/2025
Mary Ryan	Edina	MN	55436	United States	12/26/2025
John Brown	Rosemount	MN	55068	United States	12/26/2025
Scott Schmidt	Faribault	MN	55021	United States	12/26/2025
Justin Vigesaa	Detroit Lakes	MN	56501	United States	12/26/2025
Traci Perez	Badger	MN	56714	United States	12/27/2025
Stu Sonnee	Saint Paul	MN	55104	United States	12/27/2025
Liz Liebo	Eden Prairie	MN	55346	United States	12/27/2025
Flor Cruz	Suwanee	GA	30024	United States	12/27/2025
Mudassar Manzoor	Woodbury	MN	55129	United States	12/27/2025
Alix Gacek	Minneapolis	MN	55410	United States	12/27/2025
Chris MBZ	Minneapolis	MN	55406	United States	12/27/2025
Richard Heilman	Minneapolis	MN	55426	United States	12/27/2025
Pedro Burgos	New York	NY	10118	United States	12/27/2025
Solomon Tiruneh	Moorhead	MN	56560	United States	12/27/2025
Mike Kopp	Hoyt Lakes	MN	55750	United States	12/28/2025
Kathleen Starr	Owatonna	MN	55060	United States	12/28/2025
Eudore Jerryson Andre	Minneapolis	MN	55430	United States	12/28/2025
Kathryn Frette	Owatonna	MN	55060	United States	12/28/2025
Chelsie Hansen-Stratton	Owatonna	MN	55060	United States	12/28/2025
Colleen Ontko	Howell	MI	48843	United States	12/30/2025
Jacob Thomas	Bartlesville	OK	74006	United States	12/30/2025
LaTasha morris	Chicago	IL	60653	United States	12/30/2025
Leah Hipps	Stanley	NC	28164	United States	12/30/2025
Julia Safiejko	Roselle	IL	60172	United States	12/30/2025
Madison Busch	Washington	MO	63090	United States	12/30/2025
Teresa Strand	Owatonna	MN	55060	United States	12/30/2025
Matt Kottke	Owatonna	MN	55060	United States	12/30/2025
Jon Chevere	Albuquerque	NM	87110	United States	12/30/2025
Lillian Baier	Owatonna	MN	55060	United States	12/30/2025
Jason Bastyr	Owatonna	MN	55060	United States	12/31/2025
Kelly Neither	Wyoming	MN	55092	United States	12/31/2025
Daniel m pridie	Owatonna	MN	55060	United States	12/31/2025
Kent Orman	Saint Paul	MN	55107	United States	12/31/2025
Caitlin Terpstra	Owatonna	MN	55060	United States	12/31/2025
Garrett Fischer	Owatonna	MN	55060	United States	12/31/2025
Annie Fischer	Owatonna	MN	55060	United States	12/31/2025
Jennifer Sheehan	Owatonna	MN	55060	United States	12/31/2025
Jane Strauss	Minneapolis	MN	55406	United States	12/31/2025
Roseann Heil	Claremont	MN	55924	United States	12/31/2025
Spencer McDermott	Owatonna	MN	55060	United States	12/31/2025
Michael DeMars	Owatonna	MN	55060	United States	12/31/2025



OWATONNA & STEELE COUNTY TO REPURPOSE RESIDENTIAL STREET FOR HIGHWAY

Please help us keep our kids & neighbors safe by moving the road 1/2 mile east of neighborhoods

NO	NAME	ADDRESS	CITY	PHONE (OPTIONAL)	E-MAIL (OPTIONAL)
1	Douglas Dietz	536 Havana	Owatonna MN 55060	210-876-9832	
2	James Dietz	536 Havana	Owatonna MN 55060	210 818 479	
3	Bob Roesch	612 14th St	Owatonna MN 55060	507-475-0796	
4	Richard Roesch	416 Chestnut Ave	Owatonna MN 55060	507-475-0785	
5	Marlene Fiske	325 Florence Ave	Owatonna MN 55060	507-456-3988	
6	Crystal Fiske	325 Florence Ave.	Owatonna MN 55060	507 456 6827	
7	John Fiske	1980 WILDFLOWER DRIVE	Owatonna MN 55060	507-456-4377	
8	Scott Kautz	1980 2nd Ave	Neerichland MN 55060	507 475 1591	
9	Dee Dyl	1124 Lima Ave	Owatonna MN 55060	507-390-4665	
10	Rich Rader	612 14th St NE	Owatonna MN 55060	507-456-8710	
11	Rich Rader	230 Oakdale St.	Owatonna MN 55060	507-456-4615	
12	John Rader	5224 14th Lewis Rd.	Owatonna MN 55060	507-456-4589	
13	Paula Rader	6445 Rice St	Owatonna MN 55060	507-456-6291	
14	James Rader	6076 SW 18th St	Owatonna MN 55060	507-456-0417	
15	Paula Schmitt	6076 SW 18th St	Owatonna MN 55060	507-363-0073	
16	Jack Hobart	886 Willembrack	Owatonna MN 55060	507-456-4322	
17	Ray Dahn	5023 NW 107th Ave	Waseca MN 55060	507 456 0128	

NO	NAME	ADDRESS	CITY	PHONE (OPTIONAL)	E-MAIL (OPTIONAL)
18	DANE ISAACSON	235 20th St N.W.	Owatonna MN 55060	507-456-7516	
19	Martine Isaacson	235 20th St NW	Owatonna MN 55060		
20	Cherie Narvina	1924 Greenwood	Owatonna MN 55060		
21	Christin Herriman	744 Prospect St	Owatonna MN 55060		
22	Casey Fridman	1217 Woodridge Pl	Owatonna MN 55060		
23	Adam McDermott	800 Cardinal Dr	Owatonna MN 55060		
24	Mark Mubawt	2030 Fieldstone Ave	Owatonna MN 55060		
25	Lucas Litke	120 Lewis Drive	Owatonna MN 55060		
26	Tiffany Kasper	120 Lewis Drive	Owatonna MN 55060		
27	Sara Verman	217 13th St NE	Owatonna MN 55060		
28	Karin Dickson	2435 3rd Ave NE	Owatonna MN 55060		
29	Dina Boerner	4475 SE 88th St	Owatonna MN 55060		
30	Jessica Boerner	4475 SE 88th St	Owatonna MN 55060		
31	Angie Conazine	1701 10th Ave S.W.	Owatonna MN 55060		
32	[Signature]	820 Dawn Pl	Owatonna MN 55060		
33	Ryan Haaran	1924 Greenwood Dr	Owatonna MN 55060		
34	Deanna Harty	744 Prospect St	Owatonna MN 55060		
35	Steve Lemm	217 13th St NE	Owatonna MN 55060		
36	[Signature]	505 14th St SE	Owatonna MN 55060		
37	Matt Boyler	3550 St Paul Rd	Owatonna MN 55060		
38	Genea Sykora	3550 St Paul Rd	Owatonna MN 55060		

9/14/2023



PLEASE HELP US KEEP OUR KIDS & NEIGHBORS SAFE

NO	NAME	ADDRESS	CITY	PHONE (OPTIONAL)	E-MAIL (OPTIONAL)
1	Molly Schwartz	1776 7 th Ave NE	Owatonna MN 55060		
2	Debra J. Dunn	995 Ridge Dr.	Owatonna MN 55060		
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					

10/7/2023

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our Facebook page for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Barb Walsh	2551 Stony Creek Dr <small>Owatonna, MN 55060</small>	[Signature]
MARK SCHUER	2551 STONY CREEK DR <small>Owatonna, MN 55060</small>	[Signature]
Tiffany Klecker	2539 Stony Creek Dr <small>Owatonna, MN 55060</small>	Tiffany Klecker
SCOTT KLECKER	2539 Stony Creek Dr <small>Owatonna, MN 55060</small>	Scott Klecker
Tyler Firme	2575 Fox Hollow Ln <small>Owatonna, MN 55060</small>	[Signature]
DON WINTER	2555 Mossy Creek DR <small>Owatonna, MN 55060</small>	Donald Winter
Dan Connelly	2536 Mossy Creek Dr <small>Owatonna, MN 55060</small>	[Signature]

2/3/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-truck means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our [Facebook page](#) for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Scott Sarah Cloutier	2470 Briarwood Pl NE Owatonna, MN 55060	[Signature]
Sarah Cloutier	2470 Briarwood Pl NE Owatonna MN 55060	[Signature]
Mary Schwanke	2460 Briarwood Pl NE Owatonna MN 55060	[Signature]
Joe Schwanke	2460 Briarwood Pl NE Owatonna MN 55060	[Signature]
Kesley Buchardt	2450 Briarwood Pl NE Owatonna MN 55060	[Signature]
Tyler Buchardt	2450 Briarwood Pl NE Owatonna MN 55060	[Signature]
CHRIS HARKEMA	2455 BRIARWOOD PL NE Owatonna MN 55060	[Signature]
Sara Harkema	2455 Briarwood Pl NE Owatonna MN 55060	[Signature]
ROBERT SCHMIDT	2465 BRIARWOOD PL NE Owatonna, MN 55060	[Signature]
JASON HOOSE	2430 BRIARWOOD Pl NE Owatonna, MN 55060	[Signature]

2/3/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. **Owatonna needs a north-south route east of town, but this location is not the answer!** Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means **extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away!** This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. **Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.**

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our [Facebook page](#) for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Bob McBride	2509 Stony Creek DR Owatonna, MN 55060	Bob McBride
DAVE HISSAM	641 E. VINE Owatonna, MN 55060	Dave Hissam
Bredon Walsh	1052 Grandview Ave Owatonna, MN 55060	Bredon Walsh
JERRY SABROCK	2541 Mossy Creek Owatonna, MN 55060	Jerry Sabrock
Renée Babrock	2541 Mossy Creek Dr Owatonna, MN 55060	Renée Babrock
Yvette Torres	2547 Stony Creek Dr Owatonna, MN 55060	Yvette Torres
Dany Butler	2559 Stony C. Dr. Owatonna, MN 55060	Dany Butler

2/3/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our Facebook page for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
La Gene Akers	2567 Stony Creek Dr. Owatonna MN 55060	La Gene Akers
Ron Akers	2567 Stony Creek Dr Owatonna MN 55060	Ron Akers
Katei Todd	2570 Stony Creek Dr Owatonna MN 55060	Katei Todd
DAN TODD	2570 STONY CREEK DR Owatonna MN 55060	Dan Todd
Layne Hable	2571 Stony Creek Dr Owatonna MN 55060	Layne Hable
Nikki Hable	2571 Stony Creek Dr Owatonna MN 55060	Nikki Hable
Kyle Moorhead	2575 Stony Creek Dr Owatonna MN 55060	Kyle Moorhead
Jordan Moorhead	2575 Stony Creek Dr. Owatonna, MN 55060	Jordan Moorhead
Laurie Fisher	2583 Stony Creek Dr. Owatonna MN 55060	Laurie Fisher
Mark Fisher	2583 Stony Creek Dr	Mark Fisher

2/3/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-truck means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

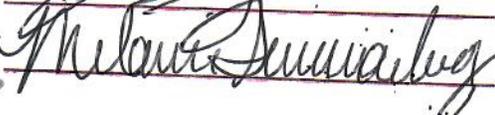
It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our Facebook page for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Joe Sunnarborg	2591 Stony Creek Dr. Owatonna, MN 55060	
Melanie Sunnarborg	2591 Stony Creek Dr. Owatonna MN 55060	

Feb 4, 2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

* Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

* A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

* It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our Facebook page for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature & PHONE
Bob & Jurni Krogman	2474 Timberwood Ln <small>Owatonna, MN 55060</small>	Jurni Krogman
Maryknopik	2534 Stony Creek Dr <small>Owatonna, MN 55060</small>	Maryknopik
Deb Bauer	2410 Fox Hollow Ln <small>Owatonna, MN 55060</small>	612-237-9715
Beth	2535 Fox Hollow <small>Owatonna, MN 55060</small>	507-271-9464
Melissa Walter	2433 Timberwood Ln NE <small>Owatonna, MN 55060</small>	Melissa Walter 651-353-2416
Molly Henniksen	2434 Timberwood Ln NE <small>Owatonna, MN 55060</small>	Molly Henniksen 507-213-0896
Sara R. Friday	2442 Timberwood Ln NE <small>Owatonna, MN 55060</small>	Sara R. Friday 319-310-1704

2/13/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our Facebook page for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Gerald Fletty	2415 Mossy Crk Dr. Owatonna MN 55060	Gerald Fletty
Roger Rockhoff	2435 Mossy Cr. Dr. Owatonna MN 55060	Roger Rockhoff
Phil Nelson	2455 Mossy Cr Drive Owatonna MN 55060	Philip Nelson
Mary Lund	2485 Mossy Creek Owatonna MN 55060	Mary Lund
Mary McDough	2495 Mossy Creek Dr Owatonna MN 55060	McDough
Teresa Klecker	2501 Mossy Creek Dr Owatonna MN 55060	Teresa Klecker
Ratnaye Kressel	2511 Mossy Crk. Dr. Owatonna MN 55060	Ratnaye Kressel
Arin Lewison	2515 Mossy Creek Dr. Owatonna MN 55060	Arin Lewison

2/18/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-truck means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

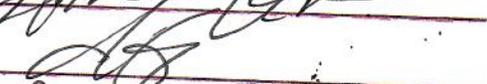
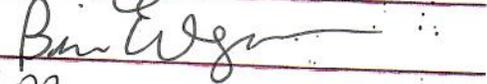
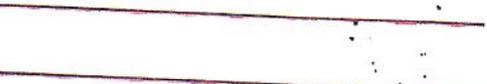
It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our Facebook page for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Anastasia Garza	2435 Stony Creek Dr. <small>Owatonna, MN 55060</small>	
Anthony Garza	2435 Stony Creek Dr. <small>Owatonna, MN 55060</small>	
Brian Wagamon	2430 Stony Creek Dr. <small>Owatonna, MN 55060</small>	
Megan Wagamon	2430 Stony Creek Dr. <small>Owatonna, MN 55060</small>	
Rita Anderson	2455 Stony Creek Dr. <small>Owatonna, MN 55060</small>	
Bob ANDERSON	2455 Stony Creek Dr. <small>Owatonna, MN 55060</small>	

2/14/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned-neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. **Owatonna needs a north-south route east of town, but this location is not the answer!** Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means **extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away!** This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. **Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.**

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our [Facebook page](#) for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
James & Connie Kalis	780 Country View Ave Owatonna, MN 55060	
Connie Kalis	78 Country View	
Kim Medenett	640 Country View Ave	Kim Medenett
Charles Tevte	640 Country View Ave	
Jason Truiano	590 Country View Ave NE Owatonna, MN 55060	
Brandice Schoenbauer	2460 Fox Hollow Ln Owatonna, MN 55060	Brandice Schoenbauer

2/3/2024

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. **Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.**

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means **extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away!** This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our [Facebook page](#) for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Tim McCoolby	2410 Mossy Creek Dr Owatonna, MN 55060	
Corey Hart	2460 Mossy Creek Dr. Owatonna, MN 55060	
Kris Hart	2460 Mossy Creek Dr Owatonna, MN 55060	
AL FREED	2521 Mossy Creek Dr Owatonna, MN 55060	
J. S. Varra	2505 Mossy Creek Dr Owatonna, MN 55060	
Jeanette Sanford	2449 Timberwood Lane NW Owatonna, MN 55060	

Owatonna & Steele County to repurpose Residential Street for Highway

Steele County and the City of Owatonna are proposing a very dangerous and short-sighted plan to repurpose a planned neighborhood city street and replace it with a highway known as the "East Side Corridor" with speeds up to 55mph. This route is located directly adjacent to established neighborhoods and is not even wide enough to accommodate this type of road. Owatonna needs a north-south route east of town, but this location is not the answer! Historically, all other major routes built in the county, Old Hwy 14, Hwy 218, 26th St., etc., were in place before residential areas encroached on them.

Most concerning, imposing a highway on this route would be detrimental to the safety of dozens of small children at play, many with disabilities. There are also residential care homes with many at-risk adults in these neighborhoods. Put simply, it's not safe! This proposed route also hinders future growth of Owatonna. We need amenities on the east side of town such as a grocery store, gas station, and other small businesses. Putting a highway right alongside zoned residential neighborhoods does not allow for this, and is poor planning.

A highway next to neighborhoods also introduces heavy truck traffic within feet of existing homes. The presence of semi-trucks means extremely loud engine braking ("jake braking") which will not only impact the immediate neighborhoods but also create noise disruptions for residences 2+ miles away! This will compromise the quiet, small-town feel of Owatonna for nearly half of its residents.

A half-mile further east, there is an already-established north-south roadway called 34th Avenue. A north-south highway here would put a safe distance between existing neighborhoods and high-speed traffic, ensure safety, reduce noise levels for residents and promote future growth. Previous environmental and impact studies, including MN DOT (see page 30 of 2004 Beltline Study), have also recommended 34th Avenue. Over the past three decades, residents of Owatonna have also been recommending the use of 34th Avenue (Pages 59-77 of the 1995 Environmental Report). All but 1.5 miles of 34th Avenue is an existing roadway. Building the East Side Corridor at 34th Avenue is the safest, most fiscally responsible location, and it allows for the right kind of development and growth for Owatonna.

It's time for the city and county officials to listen to the citizens they serve! We insist on safety, sound planning and long-term sustainability and growth for our town. 34th Avenue offers all of this and is the right choice for Owatonna!

Please Act Now!

We need your help, your voice, your signature on this petition to show support for this safer, more sustainable long-term solution for Owatonna. Please join us in raising awareness of this petition by sharing it within your networks. Like, share, and follow our [Facebook page](#) for more information or stay up to date with via our website: www.owatonnaeastsidecorridor.com

Legal Disclaimer:

I swear (or affirm) that I know the contents and purpose of this petition and that I signed this petition only once and of my own free will. All information must be filled in by person(s) signing the petition unless disability prevents the person(s) from doing so.

Name	Address	Signature
Jenelle Gustafson	2244 Hill DR	Jenelle Gustafson
Dale Benjamin	2111 Hill Dr	Dale Benjamin
Ariana Finholdt	2301 Hill Dr.	Ariana Finholdt
Elaine Merdely	2621 Walker Ave.	Elaine Merdely
Rosalyn Bensch	2600 Walk Dr.	Rosalyn Bensch
Nate Finholdt	2301 Hill DR	Nate Finholdt
Annette Balzel	2524 Walker Drive	Annette Balzel
Mark Rahwick	2634 Walker Drive	Mark Rahwick
Renee Eberhart (trustee)	2189 Hill Drive	Renee Eberhart

Lack of Data Access

This submission documents that no new substantive data was provided during the EAW comment period, that previously reviewed records were lost, altered, or rendered unverifiable while in County custody, and that residents were denied access to the software necessary to inspect data in usable native formats during the comment window. Residents relied on shared access to this data within our community to prepare informed comments.

Only after County offices were closed at the end of the comment period did the County indicate it could provide the software required for meaningful inspection. Prior requests for a pause, extension, or corrective measures were not granted, and attempts to collaboratively identify solutions resulted in escalating communications that further impaired participation.

Furthermore residents formally requested a pause, extension or restart of the comment period following complete production of public data and meaningful inspection. No response has been provided.

As a result, residents were deprived of the ability to submit fully informed and data-supported comments during the EAW process. This comment is submitted to document that meaningful public participation was materially impaired due to loss of records, denial of usable access, and the timing of County actions.

Owatonna East Side Corridor Residents

OwatonnaEastSideCorridor@gmail.com

Attachments:

County Attorney Email
Email to Commissioners.

Development-Driven Purpose and Conflict with Public Input

The East Side Corridor (ESC) project appears to be driven primarily by anticipated development objectives rather than a demonstrated transportation need requested or supported by the public.

Multiple planning documents and records—including the Steele County 2040 Transportation Plan, the Imagine Owatonna Comprehensive Plan, internal correspondence, and the County's own public engagement materials—reflect a long-standing intent to facilitate future development east of the existing city rather than to address an existing or documented transportation deficiency. This includes repeated emphasis on growth enablement, increased developable land supply, and rising valuations of publicly held property, including school-owned parcels adjacent to the proposed corridor. Transportation infrastructure intended to induce or accommodate speculative development does not, by itself, establish a legitimate purpose and need under MEPA and must be clearly disclosed and analyzed as such.

Current public input further underscores this disconnect. Ongoing surveys and engagement tools show that residents have not requested a new corridor in the location advanced by the EAW. Instead, public input consistently reflects a preference for locating any east-side transportation improvements at or near 34th Avenue, where greater separation between roadways and development exists and where safety, noise, and livability impacts can be more effectively avoided.

Despite this, the City has remained adamant in advancing the corridor at its current location. The EAW does not meaningfully reconcile this position with public input, nor does it explain why avoidance-based alternatives that align with community preference—particularly those providing increased distance between roadways and residential or future development—were not advanced. Safety considerations, including adequate separation between transportation infrastructure and homes, schools, and future land uses, must precede economic or development interests.

When a project's alignment and justification are shaped primarily by development goals rather than by an existing transportation problem identified by the public, the environmental review must explicitly acknowledge that fact and analyze the resulting environmental, social, and land-use consequences. The failure to do so obscures the true purpose of the project, undermines meaningful public participation, and compromises the integrity of the alternatives analysis.

What's worse is it appears to be a plan based on the idea that we got some free land and need to use it; land that when the development was completed should have been parceled and give back to adjacent land owners per the city's own ordinances (155.053). Sometimes it's cheaper to not use the free item and to uphold your duty to protect resident' health and safety.

Because the ESC project is being advanced in a manner that prioritizes development facilitation over demonstrated transportation need and public safety—and because public input favoring

avoidance-based alternatives has not been adequately addressed—the EAW does not provide a complete or objective basis for decision-making. These deficiencies warrant preparation of an Environmental Impact Statement (EIS) to fully evaluate purpose and need, alternatives consistent with public input, and the long-term implications of development-driven infrastructure decisions.

Owatonna East Side Corridor Residents
OwatonnaEastSideCorridor@gmail.com

Parcel Detail: 08-012-3400

Parcel Number:	08-012-3400
Deed Holder:	INDEPENDENT SCHOOL DIST #761
Property Address:	
Mailing Address:	515 W BRIDGE ST OWATONNA, MN 55060 USA
PDF:	Exempt Property
Class:	Exempt
Tax District:	0761
Zoning:	Not Applicable
Sec-Twp-Rng:	12-107-20
Lot-Block:	00-00
Deeded Acres:	35.3300
Tax Description:	NW1/4 OF SW1/4 EXCEPT COM NW COR TH E438'
Property Report:	Property Report (PDF file) 

Applications & Exemptions

***Note:** If any changes are entered on the forms, the Assessor's office will call to confirm them before completing.



Valuation

Year	Land Value	Dwelling Value	Improvement Value	Total Value
2025	\$481,800	\$0	\$0	\$481,800
2024	\$481,800	\$0	\$0	\$481,800
- More Years...				
2023	\$443,200	\$0	\$0	\$443,200
2022	\$298,700	\$0	\$0	\$298,700
2021	\$266,600	\$0	\$0	\$266,600
2020	\$260,200	\$0	\$0	\$260,200
2019	\$247,800	\$0	\$0	\$247,800
2018	\$247,800	\$0	\$0	\$247,800
2017	\$253,900	\$0	\$0	\$253,900
2016	\$275,300	\$0	\$0	\$275,300
2016	\$524,000	\$0	\$0	\$524,000
2015	\$524,000	\$0	\$0	\$524,000
2014	\$524,000	\$0	\$0	\$524,000
2013	\$524,000	\$0	\$0	\$524,000
2012	\$524,000	\$0	\$0	\$524,000
2011	\$524,000	\$0	\$0	\$524,000
2010	\$524,000	\$0	\$0	\$524,000
2009	\$524,000	\$0	\$0	\$524,000
2008	\$524,000	\$0	\$0	\$524,000
2007	\$524,000	\$0	\$0	\$524,000
2006	\$524,000	\$0	\$0	\$524,000
2005	\$524,000	\$0	\$0	\$524,000
2004	\$524,000	\$0	\$0	\$524,000
2003	\$74,900	\$0	\$0	\$74,900
2002	\$74,900	\$0	\$0	\$74,900
2001	\$68,600	\$0	\$0	\$68,600

Agricultural Land Information

Description	Acres
89 CER - Tillable 89	34.370
ROADS - ROADS	0.960

Sale Information

Sale Date	Amount	Sales Condition Codes	Recording
- 01/01/2001	\$0	003ab - 3b-GOVERNMENT OR 3a-EXEMPT PARTY SALE	

Sales Detail	
Buyer:	INDEPENDENT SCHOOL
Seller:	PARTRIDGE/JOSEPH
Sale Date:	01/01/2001
Sale Amount:	\$0
Sale Type:	Deed
Sales Code:	003ab - 3b-GOVERNMENT OR 3a-EXEMPT PARTY SALE
Recording:	Tapestry Land Records
eCRV ID:	- eCRV Search
Additional Information:	Sale Information

Taxation

For further tax information and/or to pay your current taxes

Payable Year	Classification / Homestead	Estimated Market Value	Taxable Market Value	Tax Capacity	Special Assessments	Total Tax
2025	EXEMPT PROPERTY	\$481,800	\$0	\$0	\$22.40	\$22.00
2024	EXEMPT PROPERTY	\$443,200	\$0	\$0	\$22.40	\$22.00
- More Years...						
2023	EXEMPT PROPERTY	\$298,700	\$0	\$0	\$22.40	\$22.00
2022	EXEMPT PROPERTY	\$266,600	\$0	\$0	\$22.40	\$22.00
2021	EXEMPT PROPERTY	\$260,200	\$0	\$0	\$22.40	\$22.00
2020	EXEMPT PROPERTY	\$247,800	\$0	\$0	\$22.40	\$22.00
2019	EXEMPT PROPERTY	\$247,800	\$0	\$0	\$22.40	\$22.00
2018	EXEMPT PROPERTY	\$253,900	\$0	\$0	\$22.40	\$22.00
2017	EXEMPT PROPERTY	\$275,300	\$0	\$0	\$22.40	\$22.00

Administration Login • Terms of Use
 Copyright © 2002-2025 • Vanguard Appraisals, Inc.
 All Rights Reserved



Escalating Costs, Scope Creep, and Lack of Supporting Data

The East Side Corridor (ESC) project exhibits significant scope creep and cost escalation that is not supported by the underlying data or disclosed in a transparent, consistent manner in the Environmental Assessment Worksheet (EAW).

Early project communications and planning materials referenced construction estimates in the range of approximately \$9–11 million. Subsequent capital improvement plans, internal correspondence, and project documents now reflect projected costs in the range of \$30–35 million or more, with additional elements—including expanded intersections, roundabouts, grade-separation considerations, utilities, right-of-way acquisition, and future accommodation for development—added incrementally over time. At present, the total cost of the project remains uncertain.

Internal correspondence between County staff and consultants further demonstrates that the project's scope, cost assumptions, and design features were actively advanced and refined prior to completion of traffic analysis, safety evaluation, or environmental review. These communications show discussion of intersection control, roundabouts, bridge lengths, railroad treatments, urban cross-sections, right-of-way pricing, and cost “step-downs” for presentation purposes, even while acknowledging unknowns and speculative future development as primary drivers. This sequencing confirms that the project evolved from a preliminary roadway concept into a substantially larger and more complex undertaking before environmental impacts were disclosed or alternatives meaningfully evaluated.

This escalation has occurred despite the absence of verified traffic counts, documented safety deficiencies, or demonstrated operational need sufficient to justify many of the added design elements. Internal emails indicate that features such as intersection controls and roundabouts were discussed based on anticipated future development rather than existing conditions, and in some cases were explicitly framed as contingent on growth that “might” occur. Planning for speculative future traffic does not substitute for data-driven justification.

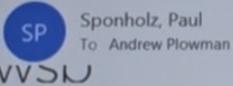
The EAW does not clearly identify which project elements are required to address current transportation needs versus those added to facilitate or anticipate development. Nor does it evaluate whether these incremental additions materially change the scope, cost, or environmental impacts of the project, aside from MnDOT CRU stating this scope creep was the reason for a federal undertaking, but the EAW does not address the additional impacts or project changes. As a result, the public is unable to meaningfully evaluate the true scale of the project, the financial commitments involved, or the tradeoffs being made.

MEPA requires that environmental review accurately disclose the full scope of a project and its reasonably foreseeable impacts. When a project evolves from a relatively limited roadway improvement into a substantially larger, more complex, and more costly infrastructure undertaking—without clear explanation, data support, or reassessment of alternatives—the environmental review becomes unreliable.

Because the ESC project has expanded dramatically in cost and scope without corresponding data to support those changes, and because the EAW does not adequately analyze or disclose the implications of this escalation, the EAW fails to provide a sound basis for decision-making. These circumstances warrant preparation of an Environmental Impact Statement (EIS) to fully evaluate project scope, cost drivers, alternatives, and long-term consequences before further commitments are made.

Owatonna East Side Corridor Residents
OwatonnaEastSideCorridor@gmail.com

RE: ESC Intersection control



Sponholz, Paul
To: Andrew Plowman

Reply Reply All Forward ...

Tue 6/11/2024 9:55 AM

For a list of WSB employee licenses and certifications visit [here](#).

This email, and any files transmitted with it, is confidential and is intended solely for the use of the addressee. If you are not the addressee, please delete this email from your system. Any use of this email by unintended recipients is strictly prohibited. WSB does not accept liability for any errors or omissions which arise as a result of electronic transmission. If verification is required, please request a hard copy.

From: Sponholz, Paul <Paul.Sponholz@SteeleCountyMN.gov>
Sent: Monday, June 10, 2024 11:11 AM
To: Andrew Plowman <APlowman@wsbeng.com>
Subject: ESC Intersection control

EXTERNAL EMAIL

Andrew,

Now that we have anticipated traffic counts on the ESC, have you looked at intersection control yet, or when would you start looking into that?

1. Do we see the ESC being the "main" route, with side stop control at all the intersections? Or would CSAH 19, 35, CR 180 be the "main" routes? With ESC being the "side"?
2. Any chance for all-way stops or roundabouts at CSAH 19 Rose St, CSAH 34 26th St, or CR 180? We'd need all-way stop warrant or ICE report.

Perhaps something to discuss at the PMT meeting tomorrow?

Just thinking ahead about dealing with NC. Intersection control at Rose St may have some influence on speeds, though I know we can't use intersection control just for speed.

Paul Sponholz, P.E. | Assistant County Engineer

Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890
O: (507) 444-7672 | M: (507) 475-2253 | Paul.Sponholz@SteeleCountyMN.gov

From: Sponholz, Paul <Paul.Sponholz@CO.STEELE.MN.US>

Sent: Friday, December 17, 2021 10:03 AM

To: Andrew Plowman <APlowman@wsbeng.com>

Subject: East Side Corridor

EXTERNAL EMAIL

Andrew,

The solicitation is out for ATP-6 STIP funding. The deadline is February 1, so I'll be putting together the application soon. One request for you, can you come up with some sort of estimate for the project's construction or verify my high level estimate? And break it down in two parts, Bixby Rd to Dane Rd, and Dane Rd to CSAH 8 (including the 26th Street extension).

My current rough estimate is \$11,500,000 for construction. Based it on \$2 million/mile assuming most to be rural 2-lane roadway, a few turn lanes, and some small urban sections. So with the 4.2 miles for the main corridor and another 0.5 miles for the 26th Street extension, comes to about \$9.5 million for the road, with another \$2 million thrown in for bridges which is probably low if we need a railroad bridge.

I doubt we'll get to far into the study to get much better estimates, but anything you can help add to or verify mine, that would be helpful. Thank you.

Paul Sponholz, P.E. | Assistant County Engineer

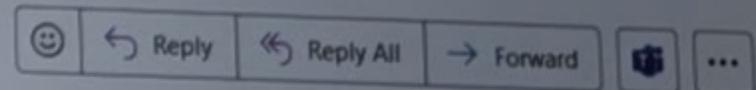
Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890

O: (507) 444-7672 | M: (507) 475-2253 | paul.sponholz@co.steele.mn.us

RE: East Side Corridor



Sponholz, Paul
To: Andrew Plowman



Fri 12/17/2021 1:54 PM

Thank you. If you have a good estimate for a grade separation, lets include it as a line item. The way CP Rai and the rail office has been, we probably should at least plan on it. I understand CP wants to increase train speeds here, so that won't help us wanting to put in a new crossing.

From: Andrew Plowman <APlowman@wsbeng.com>
Sent: Friday, December 17, 2021 1:49 PM
To: Sponholz, Paul <Paul.Sponholz@CO.STEELE.MN.US>
Subject: RE: East Side Corridor

Paul,

Yes, we can put something together pretty high level.

And, I would assume we wouldn't be assuming too much for grade-separation with the railroad or anything?

RE: ESC Intersection control



Sponholz, Paul
To: Andrew Plowman

Reply Reply All Forward ...

Tue 6/11/2024 9:55 AM

Andrew,

Thank you. All good things to think about as we start moving forward.

Another one I forgot to mention, we've been eyeing up is the intersection of CSAH 8/CSAH 77/CSAH 34 (Kenyon Rd/24th Ave/26th Street) for a potential future roundabout. While we are there reconstructing that intersection, we should evaluate that one as well. The south leg is skewed, has some sight line issues. And probably higher counts than the rest of the new road.

Cost will be a factor to consider in all of them. Certainly in the middle of a reconstruction project, not a significant addition to the overall costs, but something to consider nonetheless.

Paul Sponholz, P.E. | Assistant County Engineer

Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890
O: (507) 444-7672 | M: (507) 475-2253 | Paul.Sponholz@SteeleCountyMN.gov

From: Andrew Plowman <APlowman@wsbeng.com>

Sent: Tuesday, June 11, 2024 9:46 AM

To: Sponholz, Paul <Paul.Sponholz@SteeleCountyMN.gov>

Subject: RE: ESC Intersection control

I spoke with Jason about this. He won't be able to attend, but he did agree the roundabouts at strategic locations probably makes the most sense. We know a single lane will work great and it won't feel out of place as compared to others. Plus, we have the justification because it slows traffic, provides better pedestrian crossings and will handle traffic even if we get quite a bit of upcoming development.

Andrew Plowman, PE
Director of Transportation Design - Minnesota

612.360.1311 (o)
701 Xenia Avenue S. Suite 300

RE: ESC Intersection control



Sponholz, Paul
To: Andrew Plowman

Reply Reply All Forward ...

Tue 6/11/2024 9:55 AM

If you are not the addressee, please delete this email from your system. Any use of this email by unintended recipients is strictly prohibited. WSD does not accept liability for any errors or omissions which arise as a result of electronic transmission. If verification is required, please request a hard copy.

From: Sponholz, Paul <Paul.Sponholz@SteeleCountyMN.gov>
Sent: Monday, June 10, 2024 12:12 PM
To: Andrew Plowman <APlowman@wsbeng.com>
Subject: RE: ESC Intersection control

EXTERNAL EMAIL

I figured it wouldn't be easy and probably not enough traffic yet. Part of me is hoping for a good reason or warrant to put roundabouts at CSAH 34 (26th Street) and at CSAH 19 (Rose St), the two highest counts, and most likely chance of needing one in the future if development continues. But then it's a lot cheaper not to have to build them yet. If we don't build with the project, I think we should plan on acquiring enough right of way with the project to accommodate them in the future.

From: Andrew Plowman <APlowman@wsbeng.com>
Sent: Monday, June 10, 2024 12:03 PM
To: Sponholz, Paul <Paul.Sponholz@SteeleCountyMN.gov>
Subject: RE: ESC Intersection control

I will talk to Jason and see how we are going to figure that. It is relatively tricky, because we don't truly know what the traffic is, especially the peak hour turning movements. I don't think anything will trigger from a pure traffic perspective, but if we are looking at traffic calming and/or pedestrian movements, that is where a roundabout would be figured. But, otherwise I see that East Side corridor is the primary with the other is side street stopped controlled.

Andrew Plowman, PE
Director of Transportation Design - Minnesota

612.360.1311 (o)
-
701 Xenia Avenue S, Suite 300

You replied to this message on 5/13/2024 10:55 AM.



Alts_Evaluation_Matrix_05-11-2024.xlsx
3 MB

Thank for the current matrix to start looking at it. I'll be available throughout the weekend, so can review as you get more done. Just a quick review so far and some quick comments:

1. For Alts 4 & 5, is the grey area because it doesn't meet the purpose and need and won't be further evaluated, correct?
2. I'm a bit nervous over the cost estimates. Currently I had construction/rw/utility/railroad costs estimated at \$18.3 million. Your estimate is coming in at \$35 million. Ouch. I'm probably not accounting for current construction inflation. Yeah, keep in mind this has quite a bit of contingency, we are actually using 30%, because there are a lot of unknowns. So, it is probably closer to \$25M. Not that makes it much better, but that \$35M is probably not really that realistic, so we can step it down to if you want to ensure the commissioners and councilors don't get too hung up on that number. **Yes, lets step it down a bit. Agreed, \$25M is probably more realistic once I adjust my numbers for inflation and have some contingency. Really, we are trying just to compare the alternatives. True, it is a high level estimate. We can say its pretty conservative with the contingency.**
 - a. I see you are using a \$3.6 million/mile cost estimate for the road. I suppose that gets into rural vs urban cross sections, and we'll have a mix yet to be determined. I estimate that all of 26th Street will be urban, Rose to 26th mostly urban, and most the rest as rural. What numbers are you seeing for rural only and for urban only these days? I've been going with about \$2 million/mile for rural and a simple urban project about \$4 million/mile. I think I assumed trail costs in that. In 2019 we reconstructed a rural road at \$1.2 million/mile. Yes, we assumed it would all be urban (again to be conservative) and curb and gutter with trail the whole way. So, I am good stepping it down a bit and using the 2M for a good chunk of it. We included ponding and all of that too. So, maybe I will run some numbers assuming some rural. **Id be ok with assuming more on the urban, then its easier to trim down in final design with decisions to go more rural. That will need more discussions with the city on how much we want to urbanize.**
 - b. How long of a bridge do you anticipate needing? Both upstream and downstream of the crossing, both on Dane Rd, the bridges are about 80 feet in length. I assumed 150 feet long at 36 feet wide, using \$220/sqft, I get about 1.2 million for the bridge. Or are you adding in some significant fill we'd need? I suppose I'll need something for the trail crossing as well, another 10-12 feet in width. Even at 150' long x 48' wide is about \$1.6 million. **OK, we were quite a bit more on that. We assumed \$4M, but based on our estimators numbers**

Disconnected



10

You replied to this message on 5/13/2024 10:55 AM.



Alts_Evaluation_Matrix_05-11-2024.xlsx
3 MB

will need more discussions with the city on how much we want to urbanize.

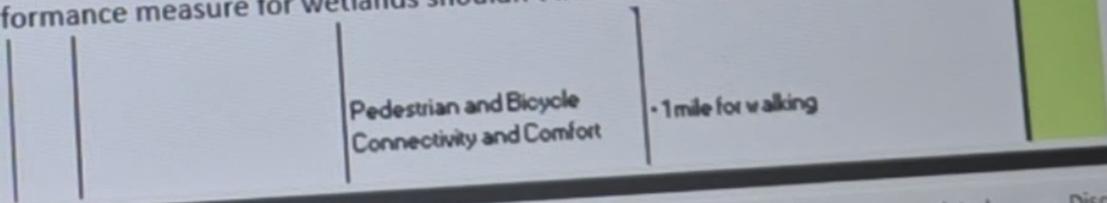
b. How long of a bridge do you anticipate needing? Both upstream and downstream of the crossing, both on Dane Rd, the bridges are about 80 feet in length. I assumed 150 feet long at 36 feet wide, using \$220/sqft, I get about 1.2 million for the bridge. Or are you adding in some significant fill we'd need? I suppose I'll need something for the trail crossing as well, another 10-12 feet in width. Even at 150' long x 48' wide is about \$1.6 million. OK, we were quite a bit more on that. We assumed \$4M, but based on our estimators numbers it should be closer to \$3M. They assumed 8600 SF @ \$325/SF. We assumed 180' long, which may be a bit long, but knowing we need to get out of any floodplain. Probably more of the final design decisions, so I suppose pays to be on the high side. Again, we can explain its conservative

c. For r/w costs, you are using \$3/sqft or \$130,680/acre. Farmland is going for about \$10-15 thousand (maybe 20) per acre around here. Maybe closer to the city limits that may be future residential, we recently paid about \$25,000/acre. Costco Distribution Center recently purchased farmland at \$30,000/acre for a large complex now annexed into the city, and everyone thought that was crazy high. And that was maybe 3-5 years ago. That is a good value to go with. For some reason, I thought Dixon's payment was about \$3/SF, but maybe I was off a bit. I think I would keep options 1 and 2 up a little higher as some of that would be for residential cost. But, options 3 could come down to about \$0.50/SF. Yes, Dixons payment was about that \$3/sf range, similar to what the city was seeing for property in the city limits. So for the Alternatives 1 & 2, that would be appropriate. Pichner was the \$25k/acre, more in line with farmland ready for development, so maybe \$30k is good for the 3 alignments.

d. Rail crossing is \$750,000 for what we are paying at the roundabout project. We used \$500,000, thinking they may not hammer us as much, but I will use the \$750k as it matches what we saw on the one so close by.

3. Farmland impacts, were you going to add total impacts, not just the drained and prime?

4. The performance measure for wetlands shouldn't include biking. The row above that might not be correct either.



Pedestrian and Bicycle
Connectivity and Comfort

- 1 mile for walking



Alts_Evaluation_Matrix_05-11-2024.xlsx

3 MB

recently purchased farmland at \$50,000/acre for a large complex now annexed into the city, and everyone thought that was crazy high. And that was maybe 3-5 years ago. That is a good value to go with. For some reason, I thought Dixon's payment was about \$3/SF, but maybe I was off a bit. I think I would keep options 1 and 2 up a little higher as some of that would be for residential cost. But, options 3 could come down to about \$0.50/SF. Yes, Dixons payment was about that \$3/sf range, similar to what the city was seeing for property in the city limits. So for the Alternatives 1 & 2, that would be appropriate. Pichner was the \$25k/acre, more in line with farmland ready for development, so maybe \$30k is good for the 3 alignments.

d. Rail crossing is \$750,000 for what we are paying at the roundabout project. We used \$500,000, thinking they may not hammer us as much, but I will use the \$750k as it matches what we saw on the one so close by.

3. Farmland impacts, were you going to add total impacts, not just the drained and prime?

4. The performance measure for wetlands shouldn't include biking. The row above that might not be correct either.

	Pedestrian and Bicycle Connectivity and Comfort	• 1 mile for walking	
Wetlands	Potential impacts to resource	• 3 miles for biking	
		• Number of parcels and acres of business/residential properties potentially directly impacted (i.e., land rezoned for the rezoned either	P. 1 1

Paul Sponholz, P.E. | Assistant County Engineer

Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890

O: (507) 444-7672 | M: (507) 475-2252 | Paul.Sponholz@SteeleCountyMN.gov

Disconnected



Folder has not yet been updated.

G31

Cost Estimate																
Item	Unit	Unit Cost	Option 1A		Option 1B		Option 1C		Option 2		Option 3A		Option 3B		Option 3C	
			Quantity	Cost												
Roadway	Mile	\$ 3,600,000.00	5.02	\$ 18,072,000.00	5.43	\$ 19,548,000.00	5.53	\$ 19,908,000.00	5.29	\$ 19,044,000.00	5.55	\$ 19,980,000.00	6.15	\$ 22,140,000.00	6.14	\$ 22,104,000.00
Railroad Crossing	Each	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00
Bridge	Each	\$ 4,000,000.00	1	\$ 4,000,000.00	1	\$ 4,000,000.00	1	\$ 4,000,000.00	1	\$ 4,000,000.00	1	\$ 4,000,000.00	1	\$ 4,000,000.00	1	\$ 4,000,000.00
Box Culvert	Each	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00	1	\$ 500,000.00	3	\$ 1,500,000.00	2	\$ 1,000,000.00	1	\$ 500,000.00	1	\$ 500,000.00
Sound Wall	Lin Ft	\$ 620.00	8000	\$ 4,960,000.00	15700	\$ 9,734,000.00	14900	\$ 9,238,000.00	3300	\$ 2,046,000.00	3700	\$ 2,294,000.00		\$ -		\$ -
Building Removal	Each	\$ 30,000.00	36	\$ 1,080,000.00	38	\$ 1,140,000.00	50	\$ 1,500,000.00	10	\$ 300,000.00		\$ -		\$ -		\$ -
Total Take (Relocation)	Each	\$ 250,000.00	36	\$ 9,000,000.00	38	\$ 9,500,000.00	50	\$ 12,500,000.00	10	\$ 2,500,000.00		\$ -		\$ -		\$ -
RW (Perm)	Sq Ft	\$ 3.00	1,551,112	\$ 4,653,336.00	1,512,382	\$ 4,537,146.00	1,330,179	\$ 3,990,537.00	1,588,724	\$ 4,766,172.00	1,983,451	\$ 5,950,353.00	2,363,572	\$ 7,090,716.00	2,345,260	\$ 7,035,780.00
RW (Temp)	Sq Ft	\$ 1.00	535,653	\$ 535,653.00	611,470	\$ 611,470.00	509,331	\$ 509,331.00	523,656	\$ 523,656.00	743,287	\$ 743,287.00	783,492	\$ 783,492.00	787,488	\$ 787,488.00
Total Cost				\$ 43,300,989.00		\$ 50,070,616.00		\$ 52,645,868.00		\$ 35,179,828.00		\$ 34,467,640.00		\$ 35,014,208.00		\$ 34,927,268.00

Sean,

We've had a meeting with Dale Gade (State Aid) and FHWA (Bill Luhr and regarding the ESC a couple of days ago, then with WSB this morning. You can call me sometime and I can fill you in on details, but bottom line Zimmerman has scared the FHWA, so they want us to do a Non Programmatic CatEx now, instead of the Programmatic Cat Ex.

Fortunately not a significant amount of extra work for WSB. The EAW and NCE documents are nearly identical. FHWA/State Aid are good with us doing the work for both documents concurrently. But the big difference now is we need to get concurrence from the FHWA on Purpose & Need, Evaluation Criteria, and Preferred Alternative selection. So probably a lot more time for that review and delays to the project in getting the environmental documents completed.

Good thing is WSB has much of the work done already for the concurrence points. If you would, please review the attached purpose & needs and provide any feed back ASAP so we can get this moving. The Evaluation Criteria should be coming soon too in another email. WSB has a bit more to do on the Alternative selection, but will get that moving. We had presented a very limited view of the alternative selection during the last open house, but WSB will need to add significantly more details on any viable alternatives.

The other good thing, we don't have to do any additional public open houses other than the 3rd and last one we have planned near the end of this process. FHWA/State Aid was good with the effort we did in the first two. I'm trying to clarify, I think a Public Hearing is needed for the EAW, but not the CATEX. Dale good with doing the public hearing with the next open house.

Paul Sponholz, P.E. | Assistant County Engineer

Steele County | PO Box 890, 3000 Hoffman Dr NW, Owatonna, MN 55060-0890

Construction Year: 2024

East Side Corridor (29th Ave)

City of Owatonna & Owatonna Township

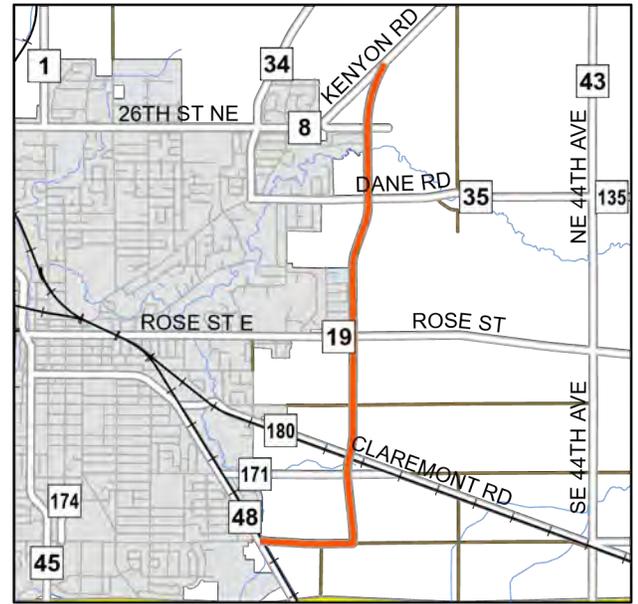
Project Number	Project Type
CP 074-021-006	Expansion

Functional Classification
NA

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.21

Project Description

Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NW). The project could be built in stages over a couple of years.



Project Justification

Traffic has no direct route to traveling between the northeast part and the southeast part of Owatonna. All existing highways and streets direct traffic towards the downtown area adding unnecessary traffic in the downtown area and increasing travel times. In 1999, Steele County and the City of Owatonna recorded an Official Map of a future north-south road from 26th Street to US 14, calling it the East Side Corridor. In 2005, the County recorded an Official Map of the Owatonna Beltline, consisting in part of CSAH 43 to the east. While CSAH 43 will have connections to US 14 and will provide a north-south connection for future growth, it does not provide benefits for current needs of traffic on the east side of the City, especially with the relocation of the high school near the intersection of CSAH 48 and 18th Street NW.

Funding Source	Prev. Years	2022	2023	2024	2025	2026	Fut. Years	Total
Bridge Funding - Fund 29						500,000		500,000
Federal Funds		200,000		2,000,000	2,000,000			4,200,000
Other Local				500,000	500,000	750,000		1,750,000
Sales Tax Revenue			1,350,000		300,000			1,650,000
State Aid				1,500,000	1,500,000	2,250,000		5,250,000
Total		200,000	1,350,000	4,000,000	4,300,000	3,500,000		\$13,350,000

Expenditure Type	Prev. Years	2022	2023	2024	2025	2026	Fut. Years	Total
Construction				4,000,000	4,000,000	3,500,000		11,500,000
Design Engineering			600,000		300,000			900,000
Preliminary Engineering		200,000						200,000
Right of Way			650,000					650,000
Utility			100,000					100,000
Total		200,000	1,350,000	4,000,000	4,300,000	3,500,000		\$13,350,000

Construction Year: 2025

East Side Corridor

City of Owatonna & Owatonna Township

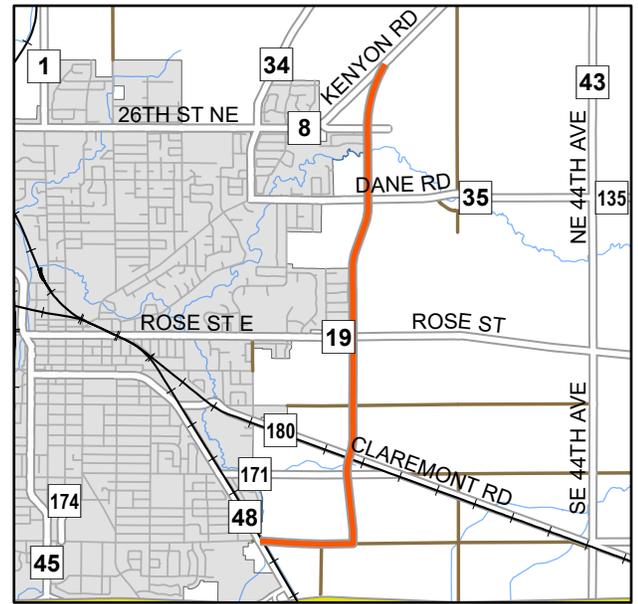
Project Number	Project Type
CP 074-021-006	Expansion

Functional Classification
NA

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.21

Project Description

Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study is in progress during 2022. Depending on the final report, construction could be divided in stages from 2025 to 2027.



Project Justification

Traffic has no direct route for traveling between the northeast part and the southeast part of Owatonna. All existing highways and streets direct traffic towards the downtown area adding unnecessary traffic in the downtown area and increasing travel times. In 1999, Steele County and the City of Owatonna recorded an Official Map of a future north-south road from 26th Street to US 14, calling it the East Side Corridor. In 2005, the County recorded an Official Map of the Owatonna Beltline, consisting in part of CSAH 43 to the east. While CSAH 43 will have connections to US 14 and will provide a north-south connection for future growth, it does not provide benefits for current needs of traffic on the east side of the City, especially with the relocation of the high school near the intersection of CSAH 48 and 18th Street SE.

Funding Source	Prev. Years	2023	2024	2025	2026	2027	Fut. Years	Total
Federal Funds	287,000			2,000,000	2,000,000			4,287,000
Other Local		150,000	275,000	1,000,000	450,000	875,000		2,750,000
State Aid				1,500,000	800,000	2,000,000		4,300,000
Sales Tax Revenue		450,000	825,000		550,000	625,000		2,450,000
Total	287,000	600,000	1,100,000	4,500,000	3,800,000	3,500,000		\$13,787,000

Expenditure Type	Prev. Years	2023	2024	2025	2026	2027	Fut. Years	Total
Construction				4,500,000	3,500,000	3,500,000		11,500,000
Design Engineering		600,000			300,000			900,000
Preliminary Engineering	287,000							287,000
Right of Way			1,000,000					1,000,000
Utility			100,000					100,000
Total	287,000	600,000	1,100,000	4,500,000	3,800,000	3,500,000		\$13,787,000

Construction Year: 2026

East Side Corridor

City of Owatonna & Owatonna Township

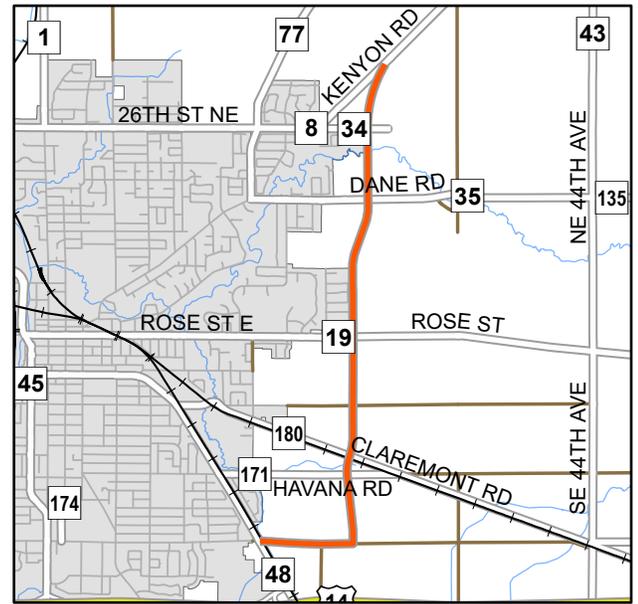
Project Number	Project Type
CP 074-021-006	Expansion

Functional Classification
NA

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	4.21

Project Description

Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study and Environmental Report is in progress. Depending on the final report, construction could be divided in stages. A multi-use trail will also be constructed along side the route.



Project Justification

Traffic has no direct route for traveling between the northeast part and the southeast part of Owatonna. All existing highways and streets direct traffic towards the downtown area adding unnecessary traffic in the downtown area and increasing travel times. In 1999, Steele County and the City of Owatonna recorded an Official Map of a future north-south road from 26th Street to US 14, calling it the East Side Corridor. In 2005, the County recorded an Official Map of the Owatonna Beltline, consisting in part of CSAH 43 to the east. While CSAH 43 will have connections to US 14 and will provide a north-south connection for future growth, it does not provide benefits for current needs of traffic on the east side of the City, especially with the relocation of the high school near the intersection of CSAH 48 and 18th Street SE.

Funding Source	Prev. Years	2024	2025	2026	2027	2028	Fut. Years	Total
Federal Funds	287,000			4,000,000				4,287,000
Other Local		30,000	105,000	410,000	315,000			860,000
Sales Tax Revenue	20,000	570,000	1,995,000	3,400,000	3,585,000			9,570,000
State Aid				1,390,000	3,400,000			4,790,000
Total	307,000	600,000	2,100,000	9,200,000	7,300,000			19,507,000

Expenditure Type	Prev. Years	2024	2025	2026	2027	2028	Fut. Years	Total
Construction				9,200,000	7,300,000			16,500,000
Design Engineering		600,000	300,000					900,000
Preliminary Engineering	307,000							307,000
Right of Way			1,500,000					1,500,000
Utility			300,000					300,000
Total	307,000	600,000	2,100,000	9,200,000	7,300,000			19,507,000

Construction Year: 2026

East Side Corridor

City of Owatonna & Owatonna Township

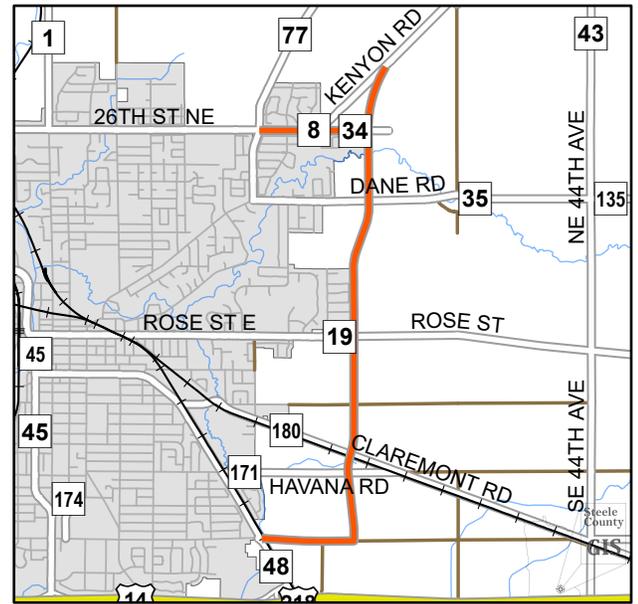
Project Number	Project Type
074-070-010 & 074-021-006	Expansion

Functional Classification
Major Collector

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	5.01

Project Description

Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study and Environmental Report is in progress. Depending on the final report, construction could be divided in stages. A multi-use trail will also be constructed along side the route.



Project Justification

Traffic has no direct route for traveling between the northeast part and the southeast part of Owatonna. All existing highways and streets direct traffic towards the downtown area adding unnecessary traffic in the downtown area and increasing travel times. In 1999, Steele County and the City of Owatonna recorded an Official Map of a future north-south road from 26th Street to US 14, calling it the East Side Corridor. In 2005, the County recorded an Official Map of the Owatonna Beltline, consisting in part of CSAH 43 to the east. While CSAH 43 will have connections to US 14 and will provide a north-south connection for future growth, it does not provide benefits for current needs of traffic on the east side of the City, especially with the relocation of the high school near the intersection of CSAH 48 and 18th Street SE.

Funding Source	Prev. Years	2025	2026	2027	2028	2029	Fut. Years	Total
Federal Funds	223,984		4,000,000					4,223,984
Fund Balance		200,000						200,000
Other Local		140,000	450,000	350,000				940,000
Sales Tax Revenue	20,000	3,160,000	3,400,000	5,250,000				11,830,000
State Aid			3,150,000	3,400,000				6,550,000
Total	243,984	3,500,000	11,000,000	9,000,000				23,743,984

Expenditure Type	Prev. Years	2025	2026	2027	2028	2029	Fut. Years	Total
Design Engineering		1,500,000						1,500,000
Preliminary Engineering	243,984	200,000						443,984
Right of Way		1,500,000						1,500,000
Utility		300,000						300,000
Construction			11,000,000	9,000,000				20,000,000
Total	243,984	3,500,000	11,000,000	9,000,000				23,743,984

Construction Year: 2027

East Side Corridor

City of Owatonna & Owatonna Township

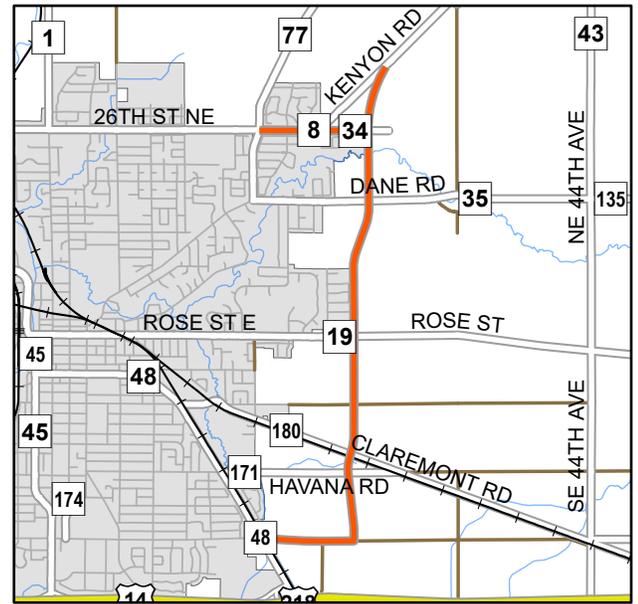
Project Number	Project Type
074-070-010 & 074-021-006	Expansion

Functional Classification
Major Collector

Pavement Condition Index	ADT Existing	Legal Load Limit	Length
NA	NA	NA	5.01

Project Description

Constructs a north-south route on the east side of the City of Owatonna from near the US 218/18th Street SE intersection to CSAH 34 (26th Street NE). A Feasibility Study and Environmental Report is in progress. Depending on the final report, construction could be divided in stages. A multi-use trail will also be constructed along side the route.



Project Justification

Traffic has no direct route for traveling between the northeast part and the southeast part of Owatonna. All existing highways and streets direct traffic towards the downtown area adding unnecessary traffic in the downtown area and increasing travel times. In 1999, Steele County and the City of Owatonna recorded an Official Map of a future north-south road from 26th Street to US 14, calling it the East Side Corridor. In 2005, the County recorded an Official Map of the Owatonna Beltline, consisting in part of CSAH 43 to the east. While CSAH 43 will have connections to US 14 and will provide a north-south connection for future growth, it does not provide benefits for current needs of traffic on the east side of the City, especially with the relocation of the high school near the intersection of CSAH 48 and 18th Street SE.

Funding Source	Prev. Years	2026	2027	2028	2029	2030	Fut. Years	Total
Federal Funds	223,984							223,984
Fund Balance	640,000							640,000
Other Local		140,000	500,000	400,000				1,040,000
Sales Tax Revenue	20,000	3,160,000	9,000,000	1,200,000				13,380,000
State Aid			5,500,000	8,400,000				13,900,000
Total	883,984	3,300,000	15,000,000	10,000,000				29,183,984

Expenditure Type	Prev. Years	2026	2027	2028	2029	2030	Fut. Years	Total
Construction			15,000,000	10,000,000				25,000,000
Design Engineering		1,500,000						1,500,000
Preliminary Engineering	883,984							883,984
Right of Way		1,500,000						1,500,000
Utility		300,000						300,000
Total	883,984	3,300,000	15,000,000	10,000,000				29,183,984