

PMS

CITY OF OWATONNA, STEELE COUNTY

OWATONNA EAST SIDE CORRIDOR STUDY

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The City Council at their annual planning session has set a goal of completing a "belt-line" road or street around the City of Owatonna. This "belt-line" would consist of existing TH 14 on the south with a full diamond interchange at I-35 with a new road extended west to 24th Avenue. The Minnesota Department of Transportation is considering this alignment for a future route for TH 14. The west segment would be 24th Avenue starting at the extension of TH 14 north through the Industrial Park to 26th Street N.W. This would involve about .5 miles of new right of way north of the mobile home park. The north segment would be 26th Street from 24th Avenue N.W. east to the proposed route being considered on the east side of Owatonna. The proposed east segment would extend from 26th Street N.E. southerly to T.H. 14.

At the present time there is no direct route to move traffic from the northeast part of Owatonna to the southeast. All existing streets direct traffic towards the downtown area causing unnecessary traffic congestion as well as loss of time. This study concerns the east segment of the "belt line" and involves the City of Owatonna, Steele County and Owatonna Township since any route selected will be located at least in part outside of the present City limits.

It was decided that the route selection would consider the following criteria.

1. The street/road should extend from 26th Street N.E. on the north to T.H. 14 on the south. *MAY NOT BE POSSIBLE*
2. The proposed street would have limited access with only streets and roads connecting to it. All future subdivisions or plats would need to have the back side of the lots to the proposed "belt line" road or utilize frontage roads.
3. The City and County would need to adjust the existing State-Aid system so that this proposed route could be added to the CSAH system for funding of construction.
4. The proposed route would be a combination of urban and rural sections as needed with a right-of-way width up to 100 feet.
5. Diagonal routes would be avoided wherever possible to prevent cutting of fields and parcels.

The aerial photos and topographic maps of the area were studied and field inspections were conducted. Routes A through E were studied and are described in detail on the following pages.

## ROUTE A

This route starts at CSAH 8 and follows the section line on the east side of Echo Heights and Brooktree subdivisions south to T.H. 14. Requires a bridge over Maple Creek, and a grade crossing of the Dakota, Minnesota & Eastern RR.

Length = 3.5 miles

### ADVANTAGES:

1. Provide a direct route from 26th Street N.E. (CSAH 8) to TH 14. *TO 18th ST. OR PROPOSED 22ND ST. MOST LIKELY*
2. This route is the nearest to the City with the exception of Route E and would provide the most immediate benefit.
3. Shortest and most direct route.
4. Follows existing section line for most of the route.
5. Causes minimal disruption of farms. *(One) Partridge & Piske FARMS*  
*Two farms*

### DISADVANTAGES:

1. No existing roadway, except southerly 0.5 mile, on this alignment.
2. Connection to CSAH 8 and the northerly 0.5 mile would require construction through a wooded area where right of way is tight. *AND CROSSING OVER Maple CREEK*
3. This route would require a slight shift easterly in alignment to place the entire right-of-way east of Echo Heights and Brooktree Additions. *- create an additional R/W for screening & berming*
4. This route would also have to be shifted east of the Partridge Greenhouse area. This route divides the Partridge farm.
5. Connection to T.H. 14 would require MNDOT approval and may not be allowed because of close proximity to future full diamond interchange with T.H. 218.
6. Requires a structure over County drainage ditch.
7. Connection to CSAH 48 would require an at-grade crossing of the Soo Line Railroad. *Bixby ROAD*

*8. RR CROSSING AT CHICAGO & W (DM&E)*

*9. PASSES THRU EDGE OF WETLANDS*

### ROUTE A-1

Connection to County Road 48 (Bixby Road) north of T.H. 14, if a direct connection to TH 14 is not approved. This route would be on a diagonal alignment across a farm.

### ROUTE A-2

Alternate route from Dane Road to 26th Street N.E. This route would start at CSAH 35 (Dane Road) and utilize existing Steele County routes 34 & 35 to connect to 26th Street N.E.

*10. DIFFICULT ALIGNMENT NORTH OF DANE ROAD*

## ROUTE B

Starts at CSAH 8 and extends east 1/2 mile and then turns south and follows the ~~1/4~~ section line to T.H. 14. Requires a bridge over Maple Creek, and a grade crossing of the Dakota, Minnesota & Eastern RR.

Length = 4.0 miles

### ADVANTAGES:

1. Provide a direct route from 26th Street N.E. (CSAH 8) to TH 14.
2. Uses existing township right-of-way on 0.5 mile east/west segment.
3. Follows 1/4 section line, with only minimal disruption of farms. (Two farms.)
4. Provides a good connection to T.H. 14, about .5 miles east of Interchange. Would require concurrence of MNDOT since this would be a new location for a road.

### DISADVANTAGES:

1. Cuts through Schwartz and Arndt farms, and would require a change in alignment to go west of Arndt farm building site.
2. Possible small wetland site in Section 13.
3. No existing right-of-way on north/south segment.

## ROUTE C

Starts at CSAH 8 and extends east 1/4 mile and then turns south and follows the ~~17th~~ line south to T.H. 14. Requires a bridge over Maple Creek, and a grade crossing of the Dakota, Minnesota & Eastern RR.

Length 3.75 miles

### ADVANTAGES:

1. Provides a direct route from 26th Street N.E. (CSAH 8) to TH 14.
2. Uses existing township right-of-way on 0.25 mile east/west segment.
3. Route is the second nearest to City limits, providing immediate benefit.
4. Minimal disruption of farms. (Two farms.)
5. Could use existing crossing of DME Railroad with some re-alignment of County Road 71.

### DISADVANTAGES:

1. No existing right-of-way on north/south segment.
2. Cuts through Schlinger farm.
3. Cuts through 160 Ac. Wandry farm.
4. Possible wetlands in section 12.
5. Possible conflict with radio tower, may require some adjustment in alignment.
6. Connection to T.H. 14 would be closer to interchange and would require MNDOT permission.

7. REQUIRES SOME realignment around ~~Scho~~ Heights houses.
8. SKIRTS A WETLANDS AREA.

## ROUTE D

Starts at CSAH 8 and extends east 1 mile and then turns south and follows the Owatonna/Havanna Township line to T.H. 14. Requires bridge over Maple Creek, and a grade crossing of the Dakota, Minnesota & Eastern RR.

Length 4.50 miles

*follows  
SECTION LINE*

### ADVANTAGES:

1. One half mile of township right-of-way on the east/west segment.
2. North/south segment has 2.25 miles of existing township road and right-of-way.
3. Existing connection to T.H. 14 would not require MNDOT approval of a new connection.
4. Existing crossing on the D M & E Railroad.

### DISADVANTAGES:

1. Would require all new right-of-way for 1.25 miles.
2. Cuts two farms, Skalicky and Hahn, alignment adjusted to go around farm building site.
3. Farthest from the City limits, least immediate benefit.
4. Possible wetlands in section 6 in vicinity of Maple Creek.
5. Requires crossing of County Ditch # 1.
6. Only one mile from existing County Road 59/43.

## ROUTE E

This route would start at Rose Street and follow Partridge Avenue alignment southerly to 18th Street S.E. In order to make a complete route to 26th Street, from Rose Street north the proposed street would follow ROUTE A to 26th Street.

Length 3.0 miles to Dane Road or 3.5 miles to 26th Street.

### ADVANTAGES:

1. Part of right of way is a dedicated street, partially within the City limits.
2. Could be built to urban section within 66' right-of-way.
3. Utilizes 0.5 mile of Rose Street which is CSAH road.

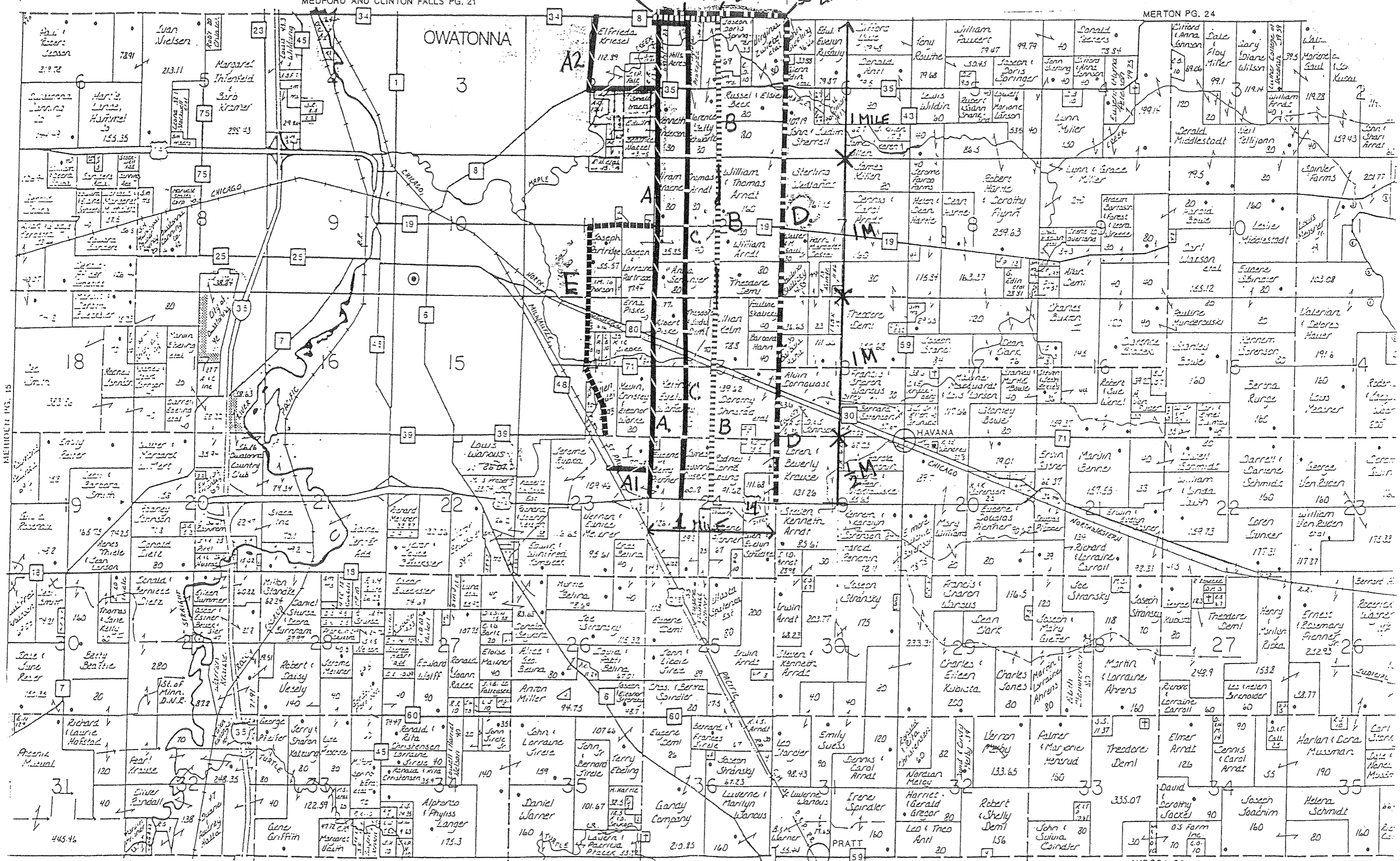
### DISADVANTAGES:

1. Only connects Rose Street with 18th Street S.E. Combining with part of ROUTE A, going east on Rose Street 0.5 miles would connect with 26th Street N.E.
2. Would require right-of-way through developed areas.
3. Route is indirect, requiring two right angle turns and conflicting traffic with Rose Street.

## SUMMARY

It would appear that ROUTE A has the most immediate benefit. Because this alignment is the closest to the City, there would be more use made of it by traffic from the northeast and southeast areas of Owatonna. The route could be built in stages with the first stage starting at Dane Road rather than 26th street. The present rural traffic would continue to use County Road 43 & 59 through Havana as another route to T.H. 14. ROUTE E from Rose Street south to 18th Street S.E. should also be pursued for actual construction of a secondary local street, however, it does not provide for the direct north-south connection to TH 14 that would be desirable.

The corridor chosen should be protected as soon as possible to prevent building and development from encroaching on the future right-of-way. The County Planning Commission should adopt an official map to protect the chosen Right-of-way. Without such action any encroachment by a building would result in higher land acquisition or relocation costs. The selection of the route would take action by the County Board, City Council and Town Board. Once a corridor has been chosen, a survey would be made to determine the center-line and the right of way required.



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