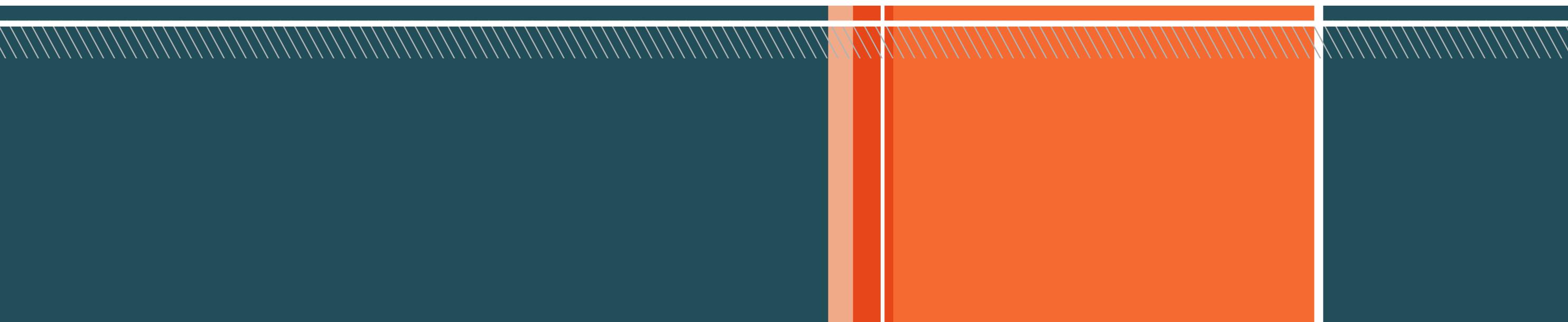


WELCOME

**COUNTY ROAD 19A/100TH
STREET REALIGNMENT**



PROJECT PARTNERS



PROJECT PURPOSE AND NEED



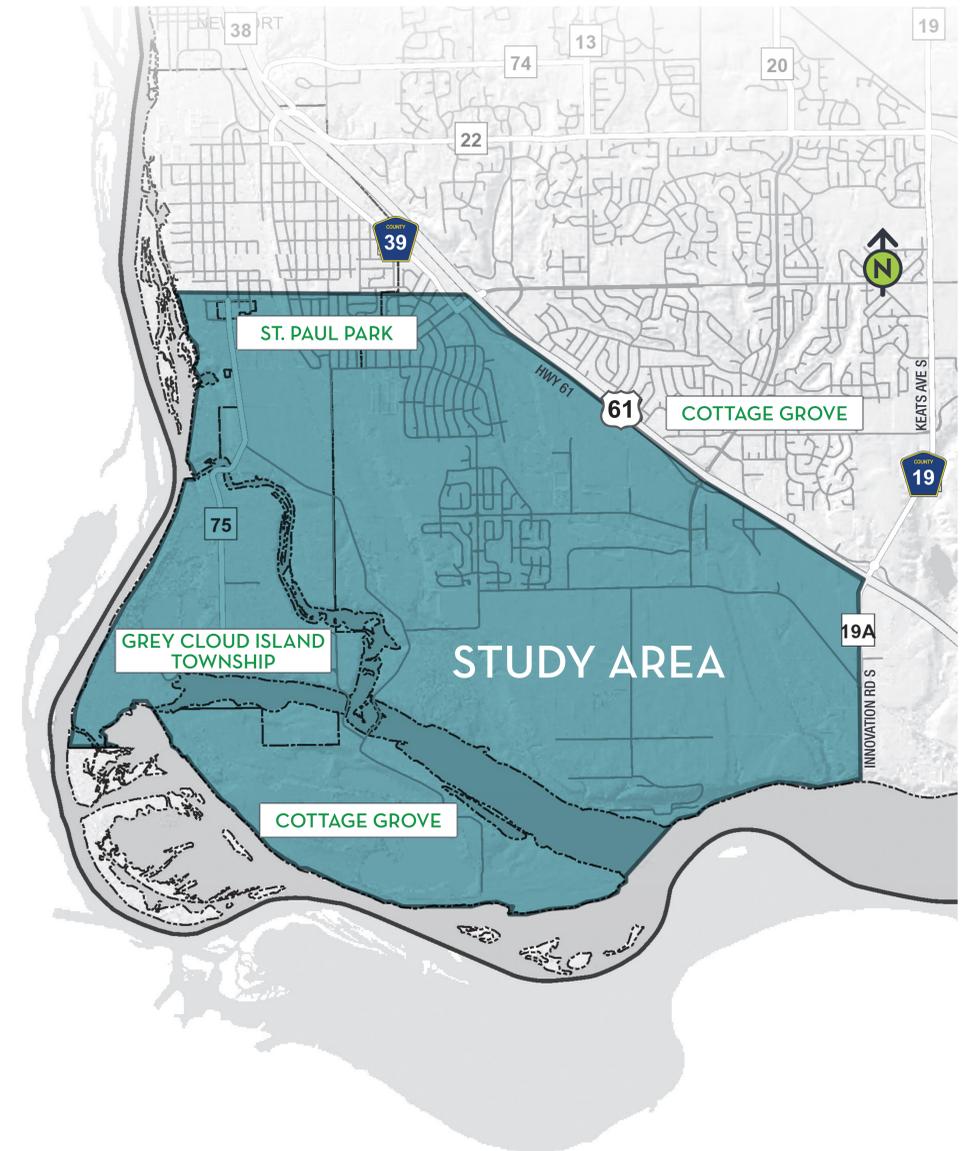
The southwest area of Washington County is growing. Anticipated growth includes a regional park, commercial expansion, industrial development, residential housing, and a potential freight terminal.



Provide a connection to Highway 61.

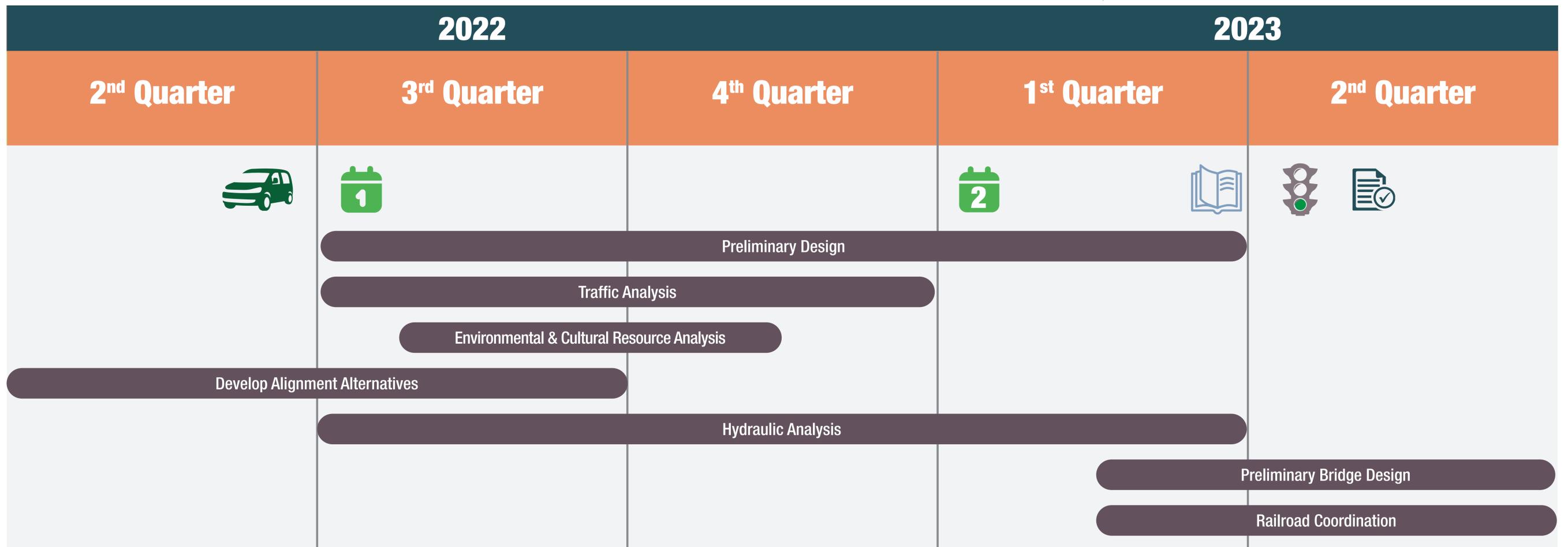
PROJECT GOALS

- Develop a preliminary design of a County Road 19A/100th St. connection between Highway 61 and Jamaica.
- Provide a grade separated crossing over the CP railroad.
- Provide safe access to accommodate future development.



PRELIMINARY DESIGN SCHEDULE

We are here →



LEGEND

 Project Kick Off

 Open House

 City of Cottage Grove Study Work Session

 Traffic Counts

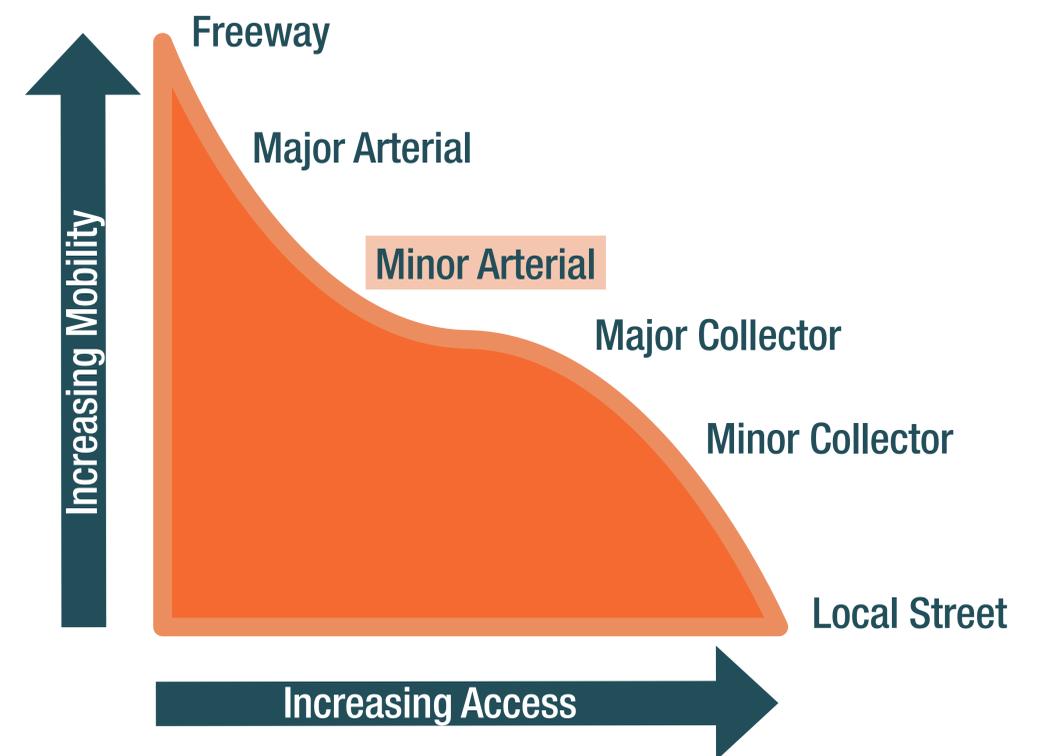
 City Council/Township Board and County Board Study Report Review and Approval

 Preliminary Design Complete



WHAT IS A MINOR ARTERIAL?

-  Provide connections between regional job, educational, manufacturing, and industrial concentrations and local centers.
-  Spaced every 1-2 miles in suburban communities.
-  Connect to principal arterials, other minor arterials, collectors, and some local streets.
-  Intersections controlled by traffic signals, roundabouts, side-street stop signs, and are spaced 1/4 to 1/8 mile apart.
-  Speeds are generally higher than local streets.
-  Emphasis on mobility for longer trips. Direct land access limited to concentrations of activity (regional job concentrations, local centers, freight terminals, and neighborhoods).
-  5,000-30,000+ vehicles per day.
-  180-foot right-of-way width.
-  Bicycle and pedestrian facilities on, along, or parallel to minor arterial with special emphasis on safety at intersections.



WHAT WILL BE THE POSTED SPEED?

Because the County Road 19A/100TH Street Realignment must function as a convenient route that provides relief to existing roadways, it will be designed for higher speeds while balancing the safety needs of all modes.

Similar routes include:

70th Street South (County Highway 22)
Keats Avenue South (County Highway 19)

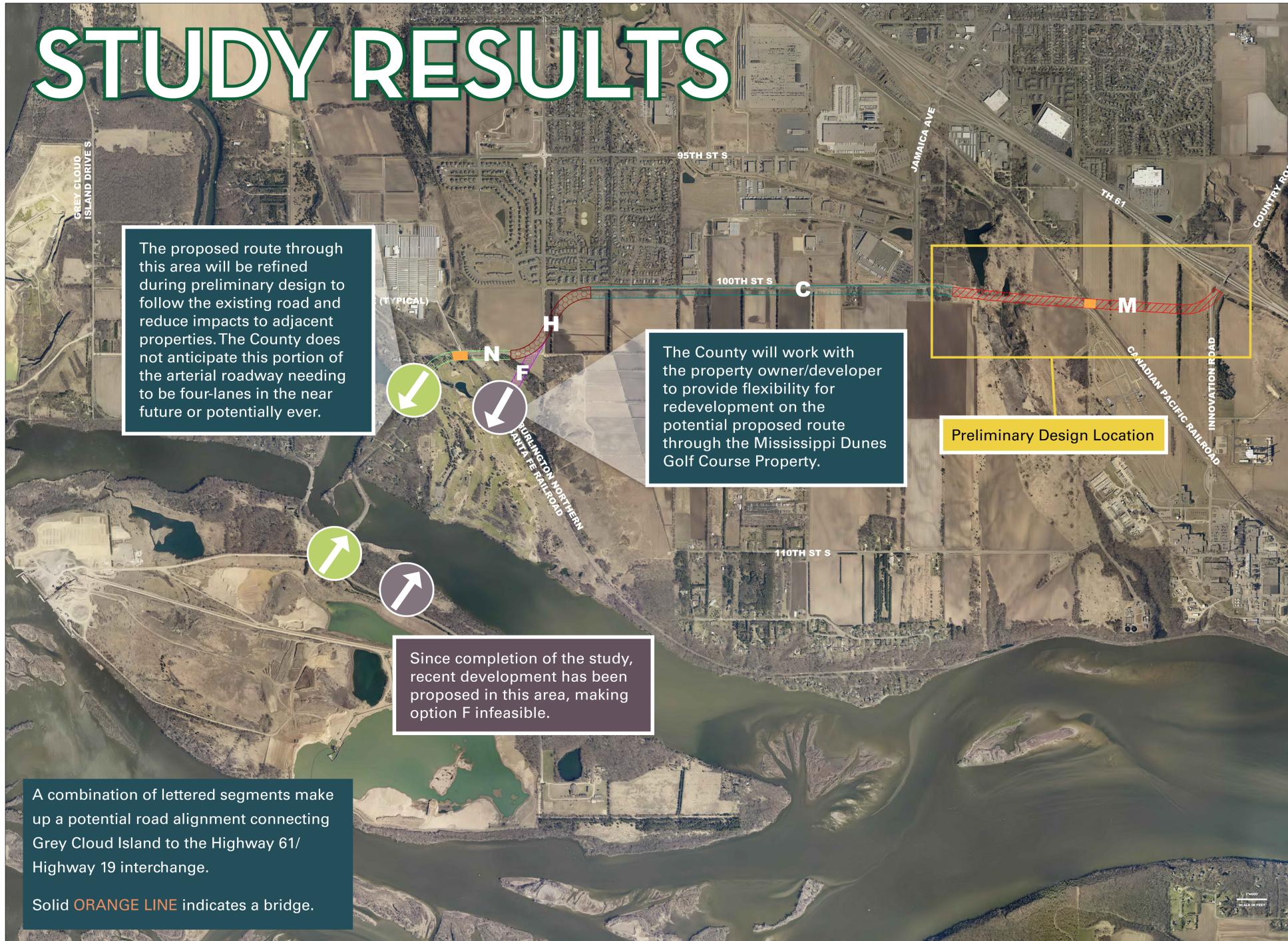
Speed limits for County roads are determined by Minnesota state laws and the state Commissioner of Transportation, not by city or county officials.

- ✓ Drivers choose speeds based on their available sightlines and abilities to react to potential hazards.
- ✓ Posting a higher or lower speed limit has not been shown to have a significant effect on vehicle speeds.
- ✓ Changes or improvements to infrastructure have a greater impact on safety and will be studied for this corridor to improve conditions for pedestrians and bicyclists.

It is standard Washington County practice to request a new speed study after any major project is complete to ensure that the posted speed limit is appropriate for the new conditions.

COUNTY ROAD 19A/100TH STREET REALIGNMENT

STUDY RESULTS



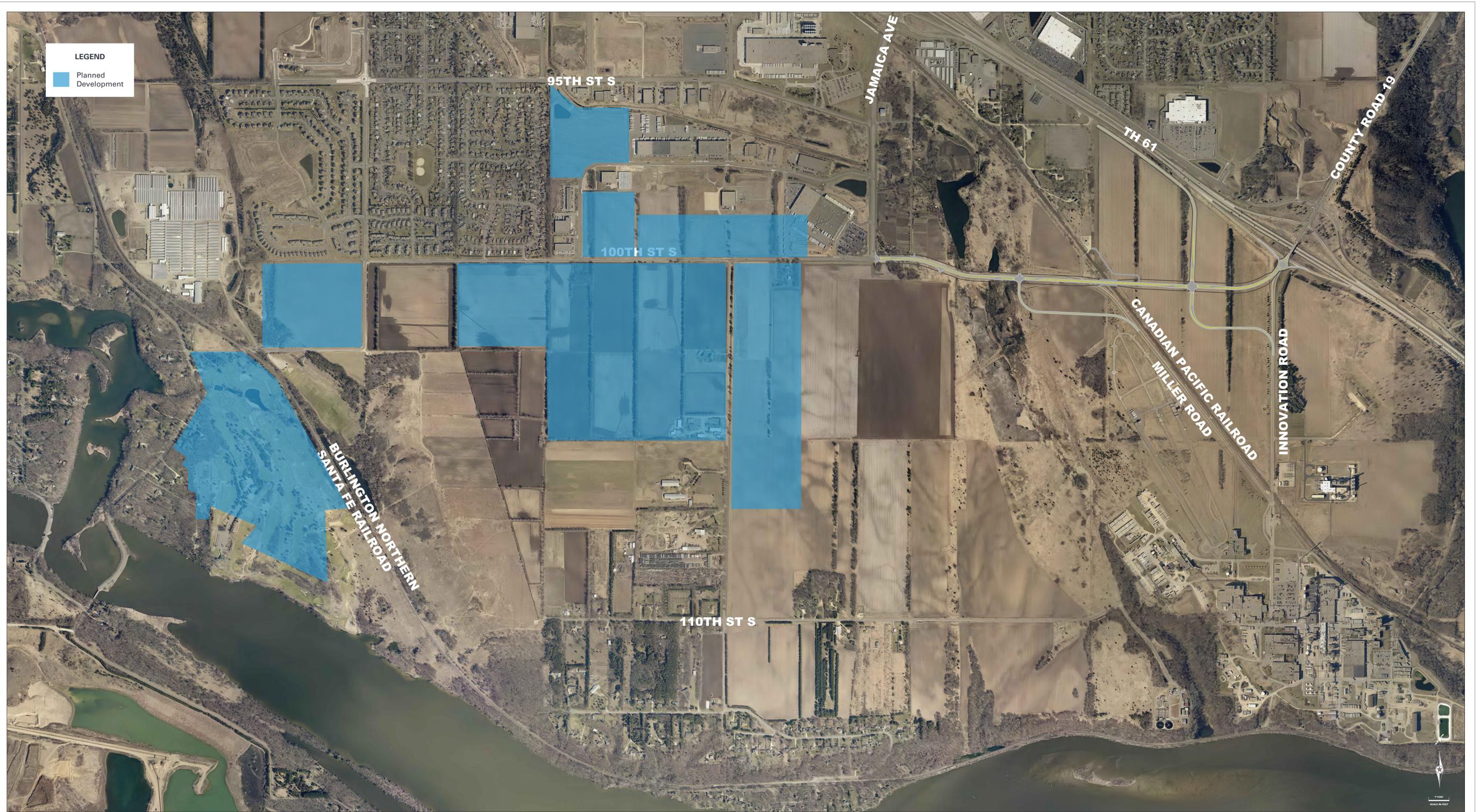
Washington County performed a planning study between Spring 2019 and Summer 2020 to look at alternative options for a 4-lane arterial highway in Cottage Grove with termination points at Gray Cloud Island and the intersection of US 61 and County Road 19.

The recommended alternative and result of the study is shown in the graphic below. The project is planned to be designed and constructed in stages beginning with the easternmost portion from County Road 19A/US 61 to Jamaica Avenue.

For more information about the study, scan the QR code.



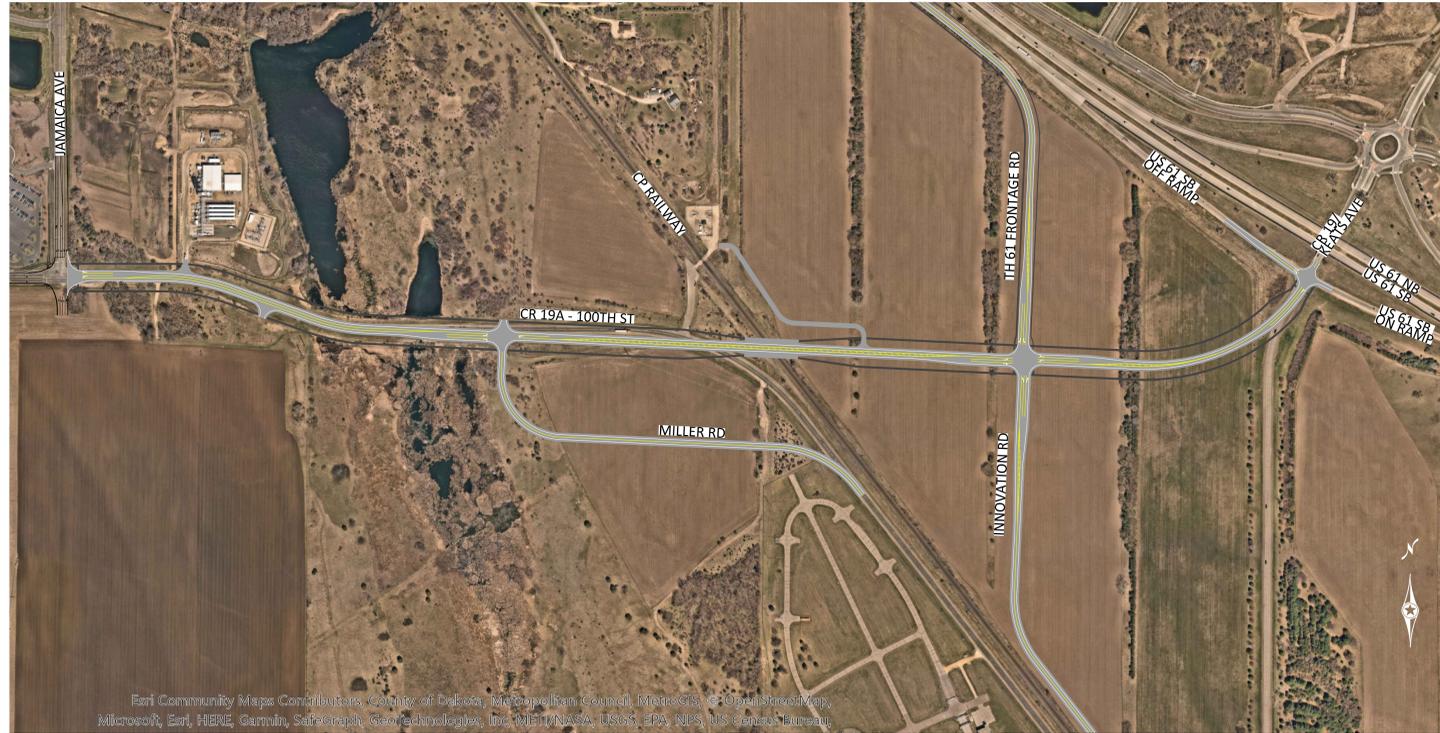
COUNTY ROAD 19A/100TH STREET REALIGNMENT



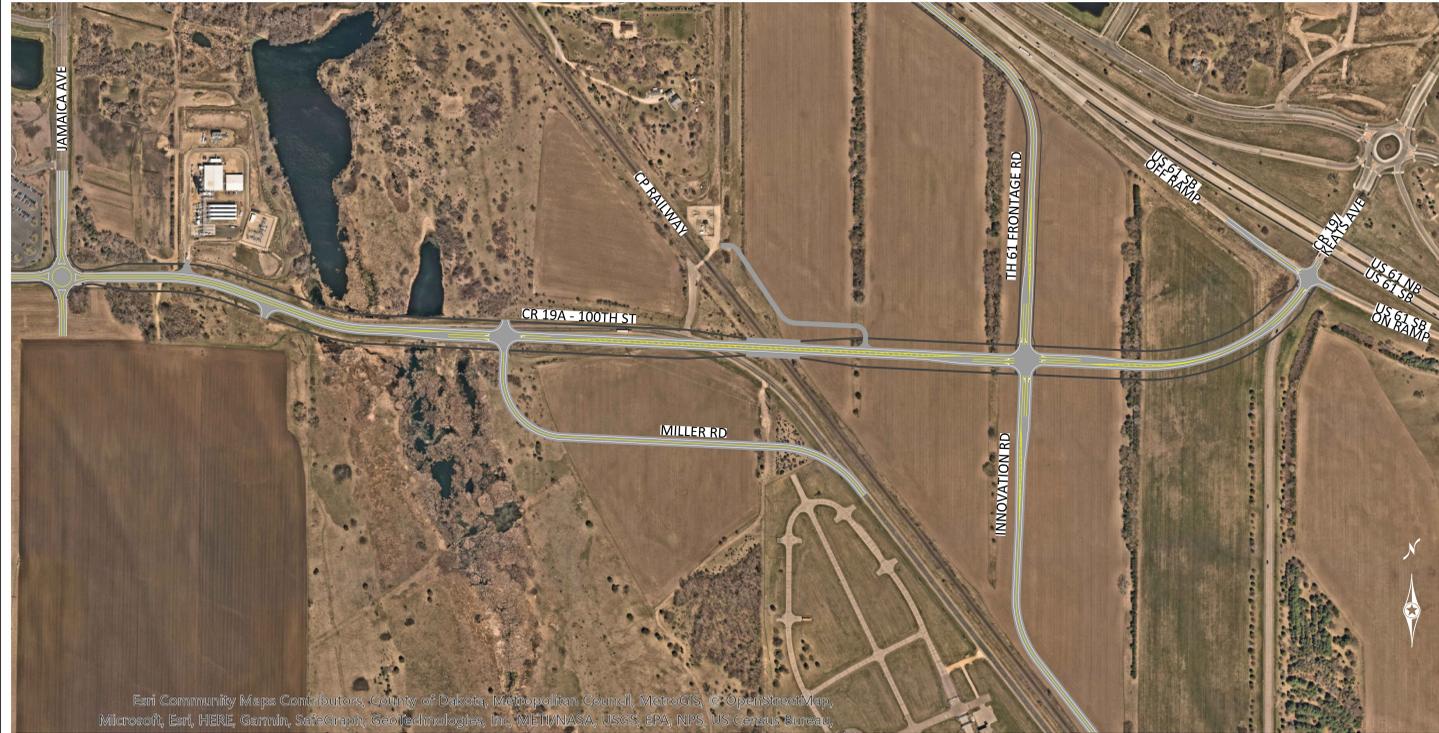
NEXT STEPS



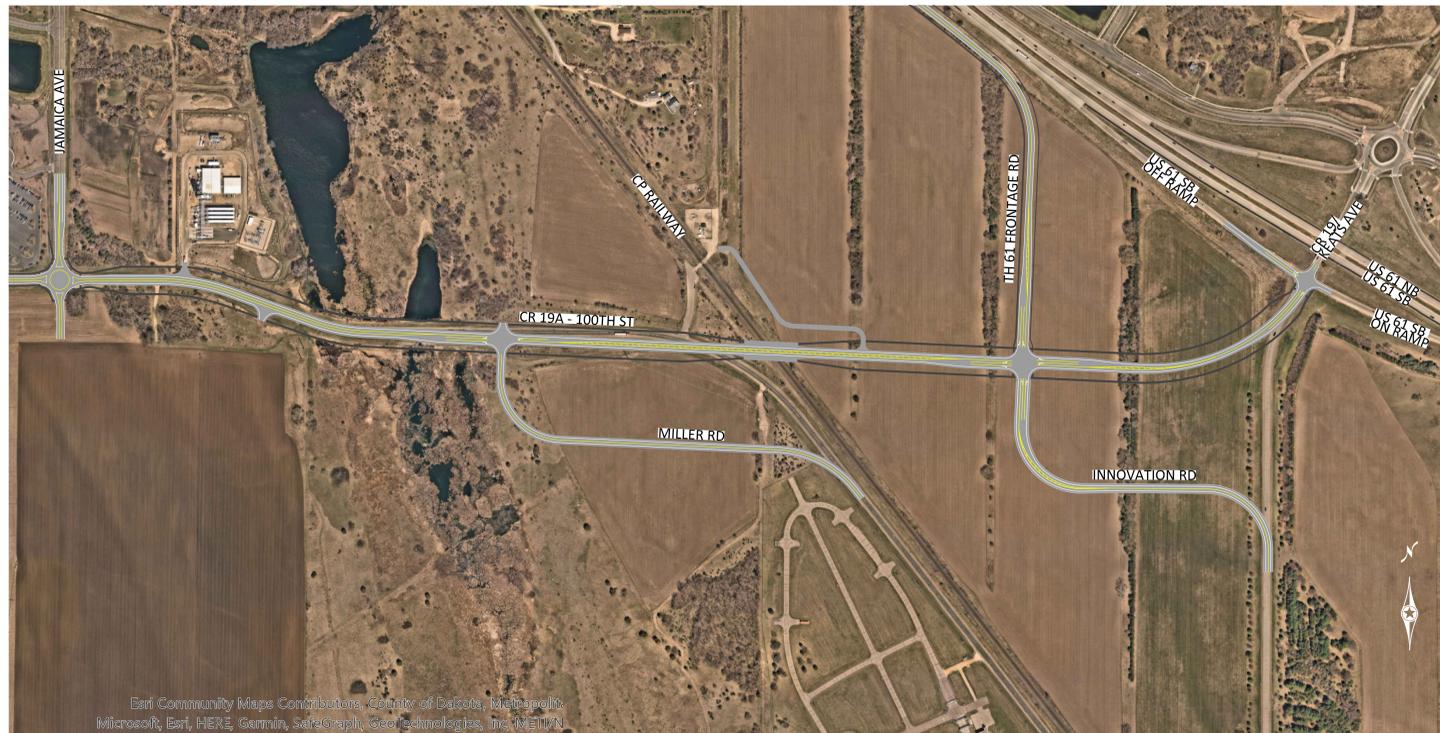
ALTERNATIVE 1: CR 19A/100TH STREET STRAIGHT ALIGNMENT, SIGNAL AT JAMAICA AVE, SIGNAL AT US 61 INTERCHANGE, STRAIGHT INNOVATION ROAD REALIGNMENT



ALTERNATIVE 2: CR 19A/100TH STREET STRAIGHT ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, SIGNAL AT US 61 INTERCHANGE, STRAIGHT INNOVATION ROAD REALIGNMENT



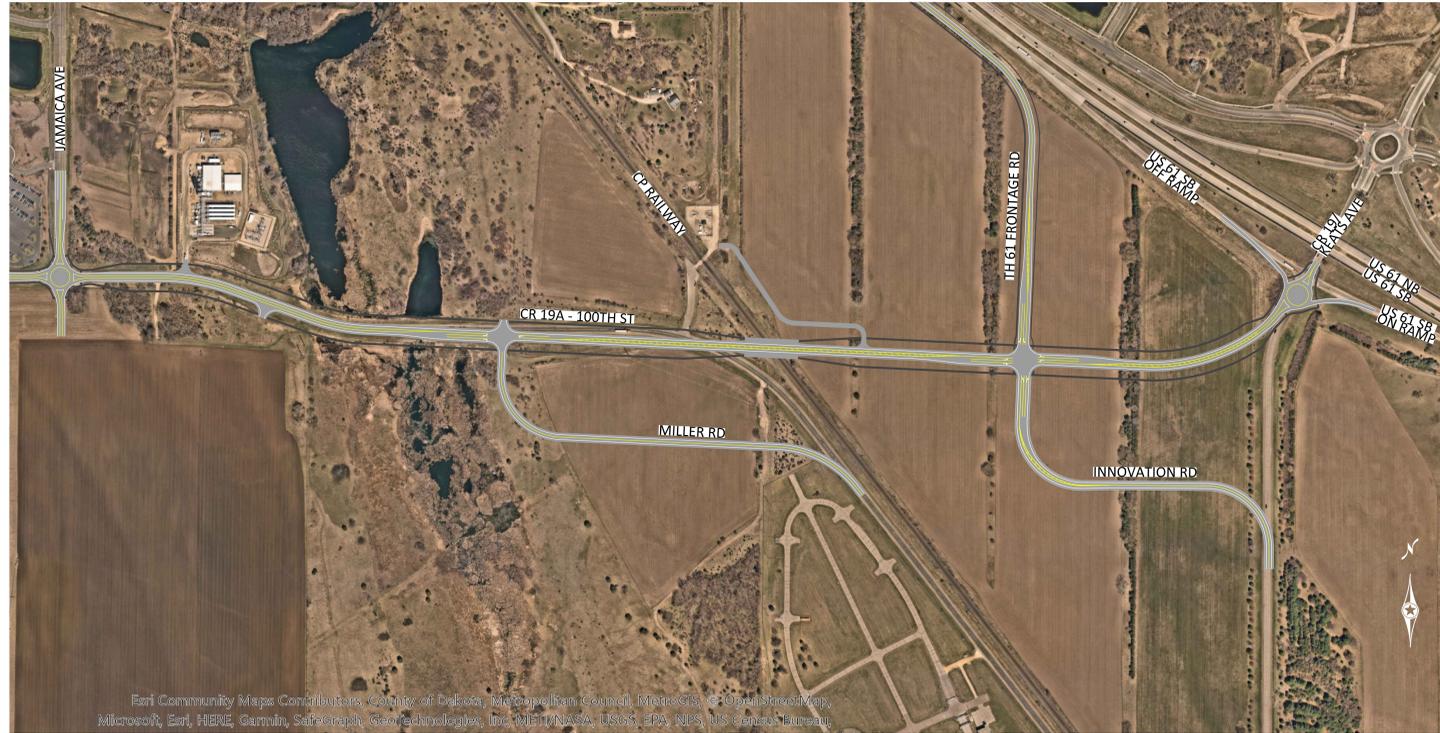
ALTERNATIVE 3: CR 19A/100TH STREET STRAIGHT ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, SIGNAL AT US 61 INTERCHANGE, CURVED INNOVATION ROAD REALIGNMENT



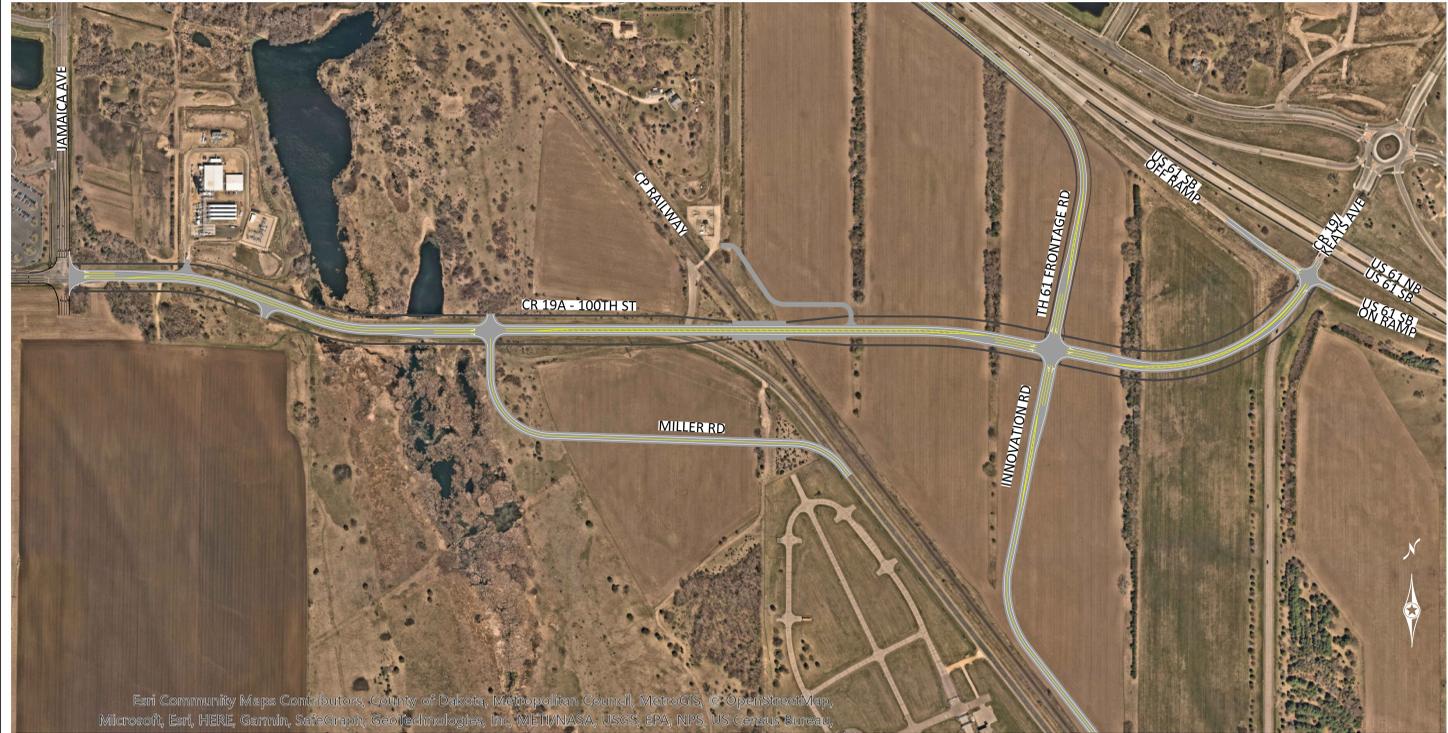
ALTERNATIVE 4: CR 19A/100TH STREET STRAIGHT ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, ROUNDABOUT AT US 61 INTERCHANGE, STRAIGHT INNOVATION ROAD REALIGNMENT



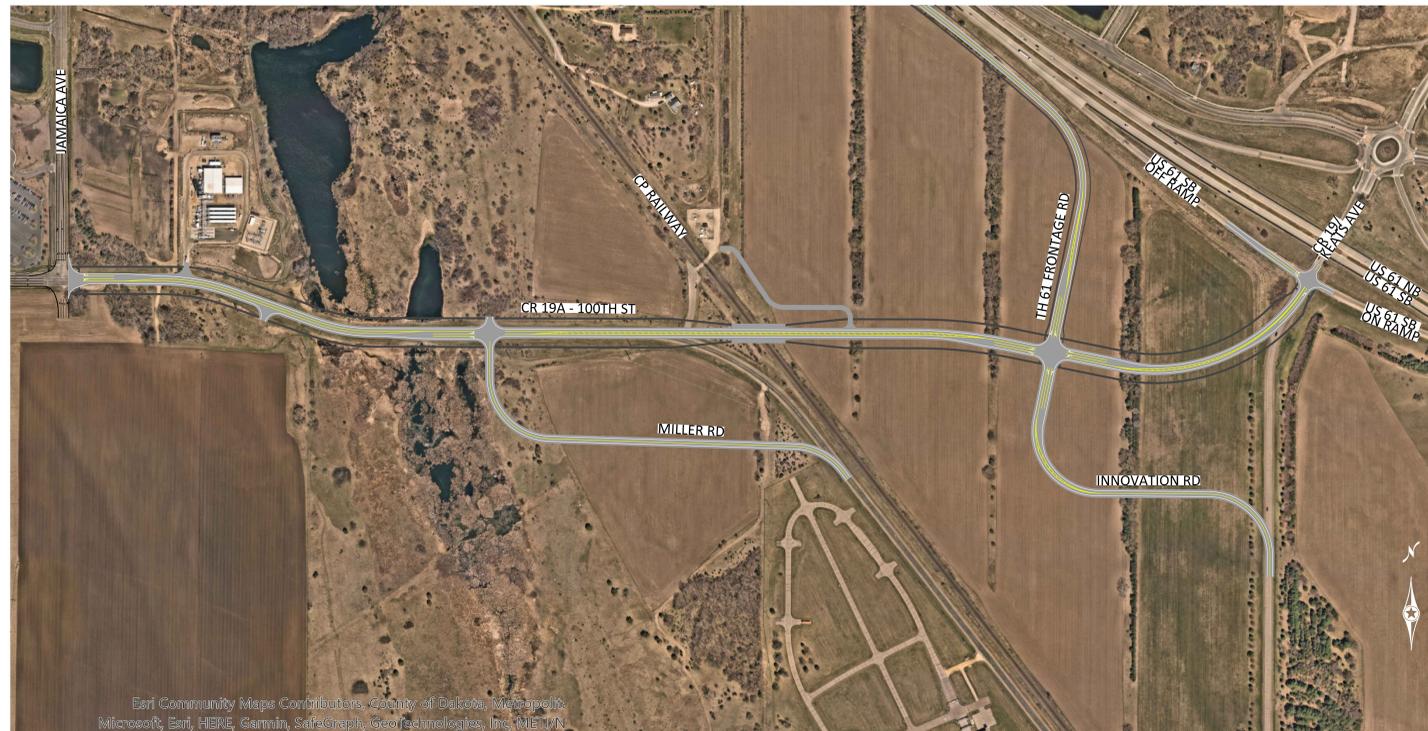
ALTERNATIVE 5: CR 19A/100TH STREET STRAIGHT ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, ROUNDABOUT AT US 61 INTERCHANGE, CURVED INNOVATION ROAD REALIGNMENT



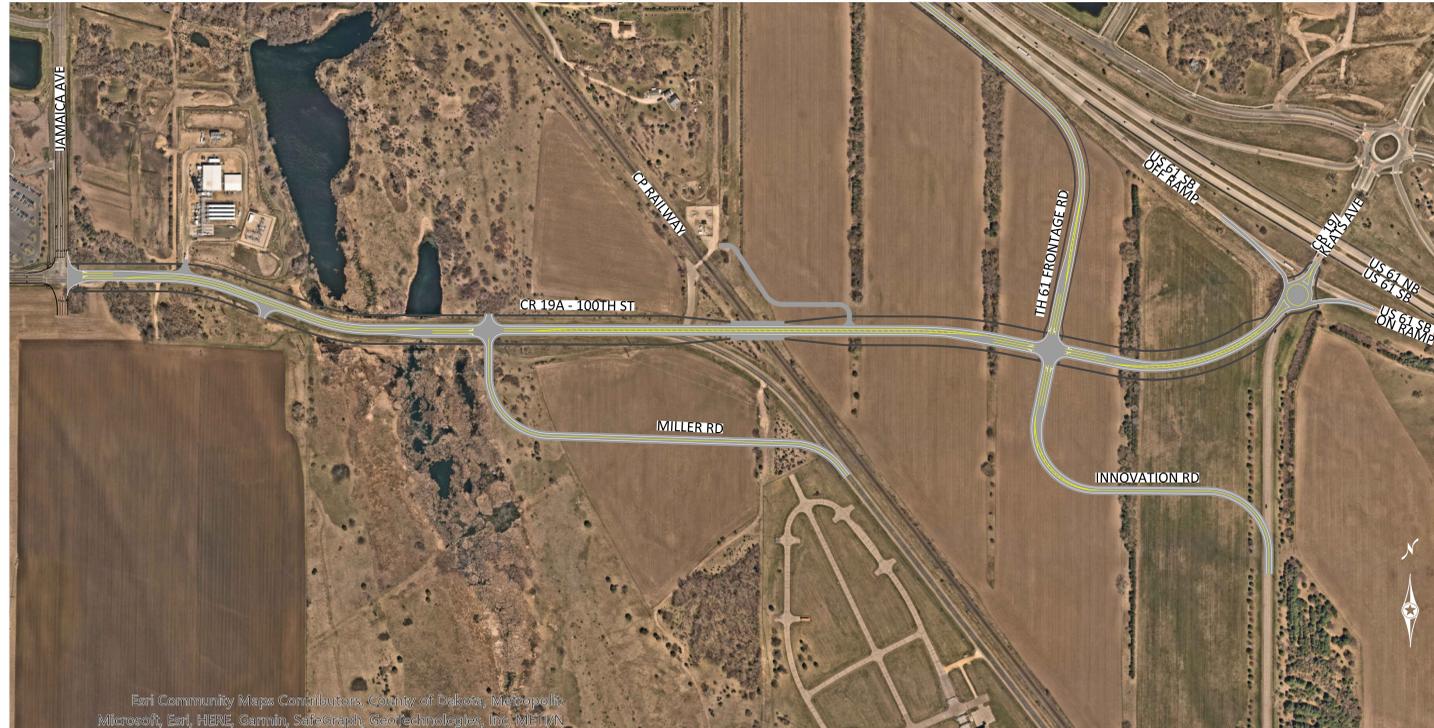
ALTERNATIVE 6: CR 19A/100TH STREET CURVED ALIGNMENT, SIGNAL AT JAMAICA AVE, SIGNAL AT US 61 INTERCHANGE, STRAIGHT INNOVATION ROAD REALIGNMENT



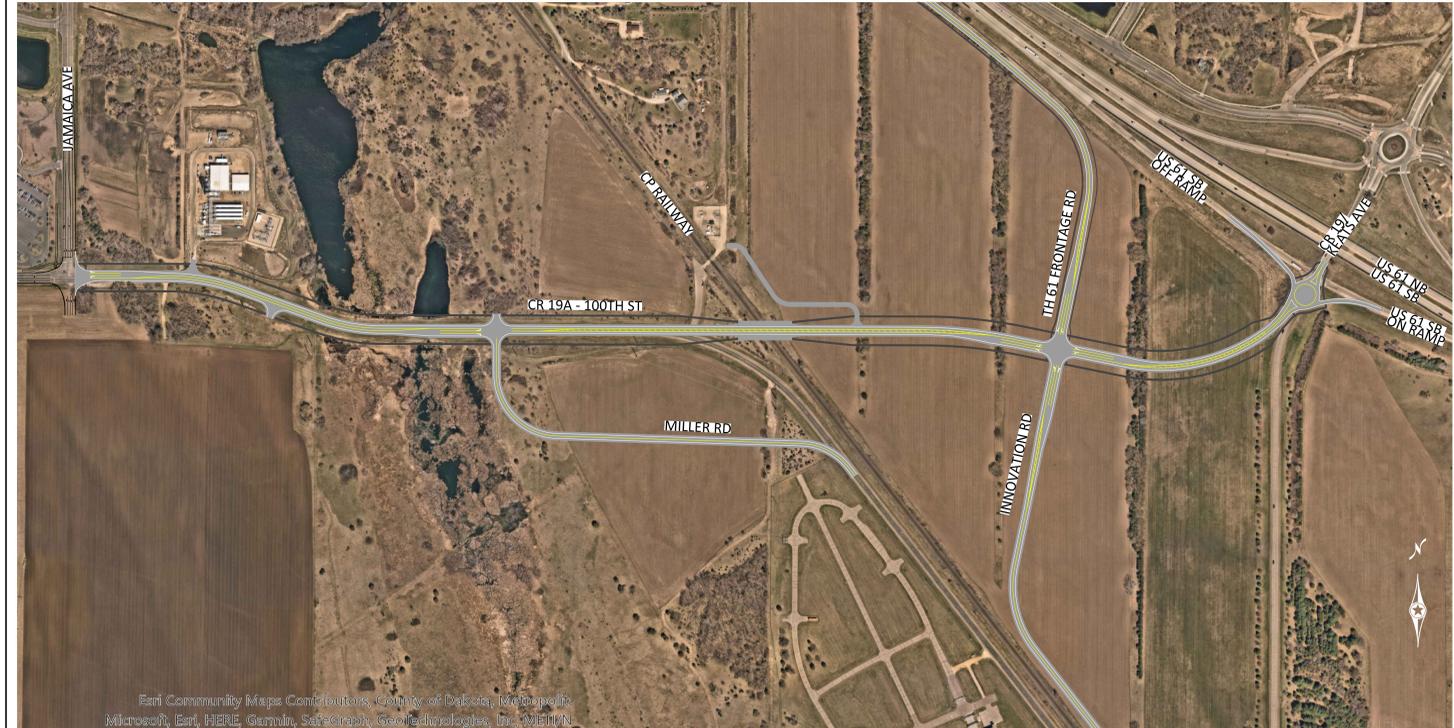
ALTERNATIVE 7: CR 19A/100TH STREET CURVED ALIGNMENT, SIGNAL AT JAMAICA AVE, SIGNAL AT US 61 INTERCHANGE, CURVED INNOVATION ROAD REALIGNMENT



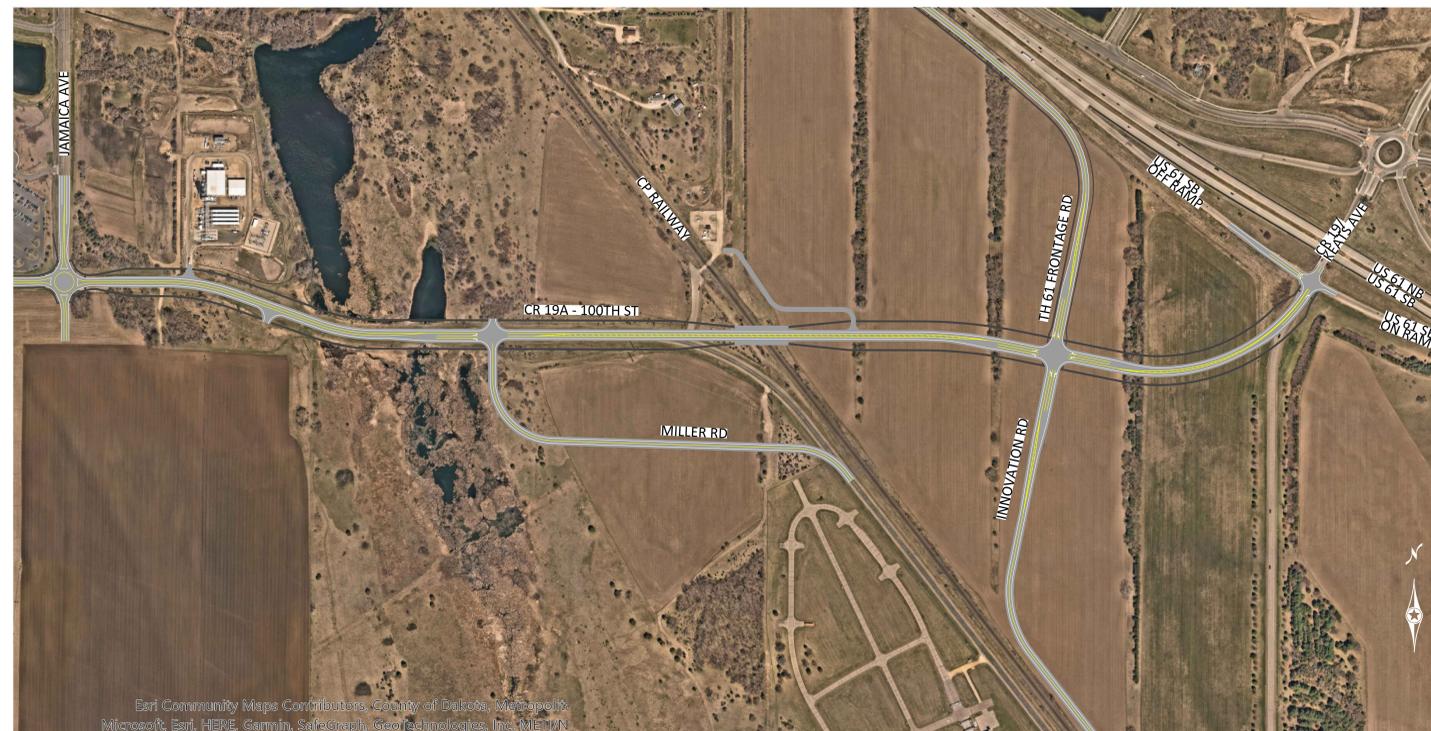
ALTERNATIVE 8: CR 19A/100TH STREET CURVED ALIGNMENT, SIGNAL AT JAMAICA AVE, ROUNDABOUT AT US 61 INTERCHANGE, CURVED INNOVATION ROAD REALIGNMENT



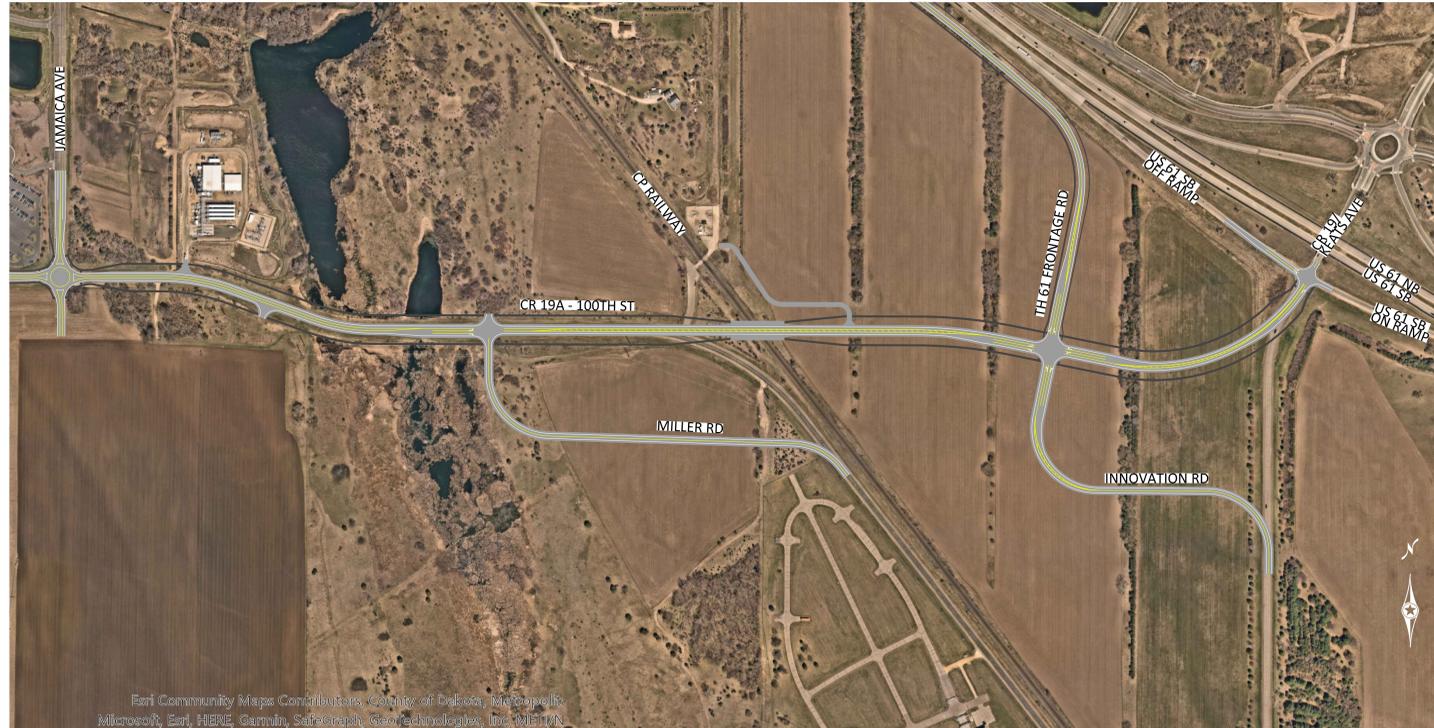
ALTERNATIVE 9: CR 19A/100TH STREET CURVED ALIGNMENT, SIGNAL AT JAMAICA AVE, ROUNDABOUT AT US 61 INTERCHANGE, STRAIGHT INNOVATION ROAD REALIGNMENT



ALTERNATIVE 10: CR 19A/100TH STREET CURVED ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, SIGNAL AT US 61 INTERCHANGE, STRAIGHT INNOVATION ROAD REALIGNMENT



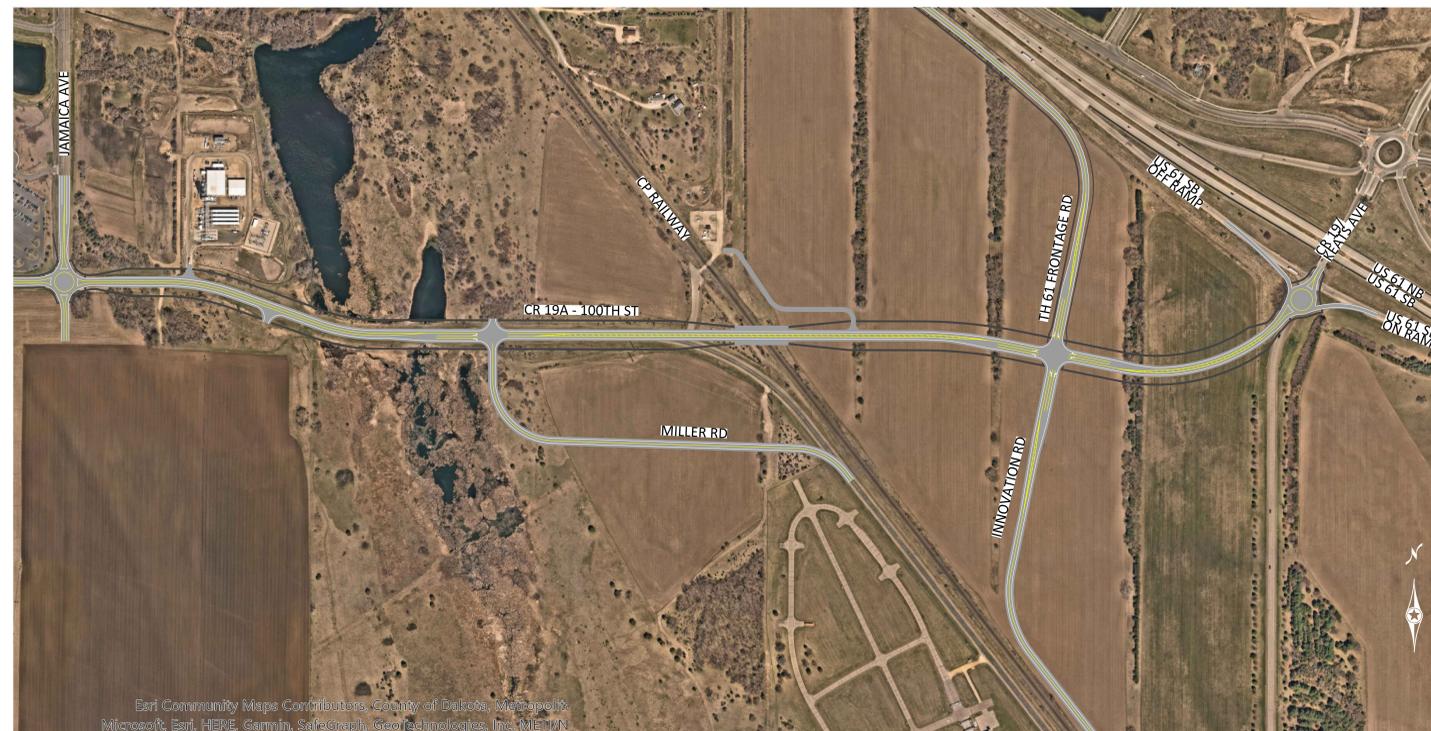
ALTERNATIVE 11: CR 19A/100TH STREET CURVED ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, SIGNAL AT US 61 INTERCHANGE, CURVED INNOVATION ROAD REALIGNMENT

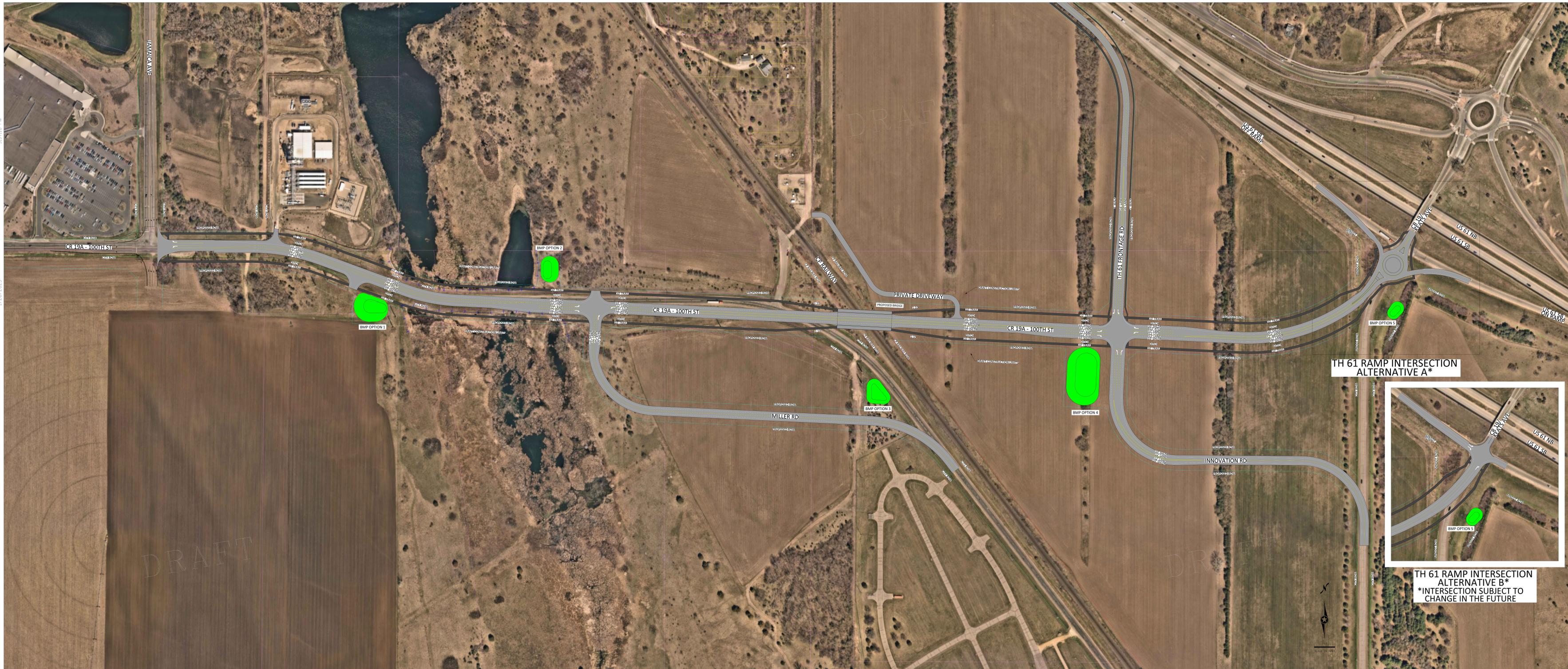


ALTERNATIVE 12: CR 19A/100TH STREET CURVED ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, ROUNDABOUT AT US 61 INTERCHANGE, CURVED INNOVATION ROAD REALIGNMENT



ALTERNATIVE 13: CR 19A/100TH STREET CURVED ALIGNMENT, ROUNDABOUT AT JAMAICA AVE, ROUNDABOUT AT US 61 INTERCHANGE, STRAIGHT INNOVATION ROAD REALIGNMENT





TH 61 RAMP INTERSECTION ALTERNATIVE A*



TH 61 RAMP INTERSECTION ALTERNATIVE B*
*INTERSECTION SUBJECT TO CHANGE IN THE FUTURE