



Application

17063 - 2022 Roadway Modernization

17718 - County Road 19A & 100th St Realignment

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 04/13/2022 1:54 PM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**Department:**

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11660 Myeron Rd  
\* Stillwater Minnesota 55082  
City State/Province Postal Code/Zip

**Phone:\*** 651-430-4338  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## Organization Information

**Name:** WASHINGTON CTY

**Jurisdictional Agency (if different):**

Organization Type:

Organization Website:

Address:

PUBLIC WORKS

11660 MYERON RD

\*

STILLWATER

Minnesota

55082

City

State/Province

Postal Code/Zip

County:

Washington

Phone:\*

651-430-4325

Ext.

Fax:

PeopleSoft Vendor Number

0000028637A10

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## Project Information

Project Name

CR 19A/100th St Realignment

Primary County where the Project is Located

Washington

Cities or Townships where the Project is Located:

Cottage Grove

Jurisdictional Agency (If Different than the Applicant):

The proposed project includes the realignment of approximately 1.2 miles of County Road 19A (Keats Ave) from the US 61 ramps to 100th St in the City of Cottage Grove. The realignment of CR 19A is a planned A-Minor Expander. Existing location attachment provides an illustration of the project location within Cottage Grove.

The CR 19A/100th St Realignment project will address the need for an arterial highway running from Grey Cloud Island to US 61 in the City of Cottage Grove. The project objectives are to improve the accessibility, comfort, and safety for all modes throughout the project area while accommodating the incoming industrial development adjacent to 100th St. Photos depicting the roadway's current condition are included the existing condition attachment.

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

In 2020, Washington County in collaboration with the City of Cottage Grove completed the Southwest Arterial Study (<https://www.co.washington.mn.us/3032/SW-Arterial-Study>) which evaluated current and future transportation needs in the southwest region of the county and addressing the lack of regional transportation facilities. Planning efforts included significant public outreach and agency involvement to collect input from community members and local/state leaders to guide the recommendations within the study. The primary recommendation of the study is the realignment of CR 19A. This recommendation has been formally supported by the Cottage Grove City Council.

The project will include, but is not limited to, the following elements. The specific locations and types of improvements will be determined as part of the design process based on additional community input, data analysis, and environmental review.

Roadway Improvements: pavement substructure, curb and gutter, storm sewer structures, ditches, multi-use trails, bridge, signing, striping.

Safety Improvements: such as the removal of the existing at-grade railroad crossing, addition of crosswalks and raised medians

Pedestrian Improvements: such as the construction of ADA compliant ramps and 10-foot wide bituminous trails on both sides, high visibility crosswalk markings, raised medians

Streetscaping Enhancements: such as the introduction of a boulevard and lighting will be considered. Additionally, staff will evaluate the potential for burying overhead utilities during project design

Stormwater ponding improvements will be included in partnership with the South Washington Watershed District

*(Limit 2,800 characters; approximately 400 words)*

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.**

WASHINGTON CR 19A REALIGN WITH BRIDGE OVER CP RR

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**Project Length (Miles)**

1.2

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

If yes, please identify the source(s)

**Federal Amount** \$7,000,000.00  
**Match Amount** \$12,125,000.00

*Minimum of 20% of project total*

**Project Total** \$19,125,000.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 63.4%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** County Funds

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### Preferred Program Year

**Select one:** 2027

*Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.*

**Additional Program Years:** 2025

*Select all years that are feasible if funding in an earlier year becomes available.*

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## Project Information-Roadways

**County, City, or Lead Agency** Washington County

**Functional Class of Road** A-Minor Expander

**Road System** Co. Rd.

*TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*

**Road/Route No.** 19

*i.e., 53 for CSAH 53*

**Name of Road** 19A/ Keats Ave

*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55016

**(Approximate) Begin Construction Date** 04/01/2027

**(Approximate) End Construction Date** 10/31/2028

### TERMINI:(Termini listed must be within 0.3 miles of any work)

**From:**  
**(Intersection or Address)** 1.2 miles east of Jamaica Avenue

**To:**  
**(Intersection or Address)** Jamaica Ave

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At**

<b>Miles of Sidewalk (nearest 0.1 miles)</b>	0
<b>Miles of Trail (nearest 0.1 miles)</b>	2.4
<b>Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)</b>	0
<b>Primary Types of Work</b>	Grade, Agg Base, Bit Base, Bit Surf, Lighting, Ped Ramps, Bridge, Excavation

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**  
**New Bridge/Culvert No.:**  
**Structure is Over/Under**  
**(Bridge or culvert name):**

**Requirements - All Projects**

**All Projects**

*1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).*

**Check the box to indicate that the project meets this requirement. Yes**

*2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.*

This project is compliant for the following goals, objectives, and strategies in the Metropolitan Council's 2040 Transportation Policy Plan.

Goal: Transportation System Stewardship, pg 58  
Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives:

A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies:

Regional transportation partners will place the highest priority for transportation investments on strategically preserving, maintaining, and operating the transportation system.

Goal: Safety and Security, pg 60

The regional transportation system is safe and secure for all users.

Objectives

A. Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies

Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, operation.

**Briefly list the goals, objectives, strategies, and associated pages:**

Goal: Access to Destinations, pg 62

People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

#### Objectives

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

#### Strategies

Local units of government should provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

Regional transportation partners will promote multimodal travel options and alternatives to single-occupant vehicle travel and highway congestion through a variety of travel demand management initiatives, with a focus on major job, activity, and industrial and manufacturing concentrations on congested highway corridors and corridors served by regional transit service.

Goal: Healthy Environment, pg 66

The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

#### Objectives

C. Increase the availability and attractiveness of



transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations.

*Limit 2,800 characters, approximately 400 words*

*3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.*

This project is compliant with the goals, policies, and strategies of the Washington County 2040 Comprehensive Plan.

Goal: Plan, build, and maintain an interconnected and accessible transportation system that considers all users and modes of travel. Pg 3-8

Policies:

Coordinate transportation mobility and choice to meet a diversity of needs while considering appropriate system levels of service.

Work with partners to identify and coordinate transportation system improvements to accommodate new growth and development.

Pursue federal, state, regional, and local funding opportunities to preserve, maintain, expand, and modernize the transportation network.

Advocate and promote long-term investments in transit including METRO Gold Line, Red Rock Corridor, Rush Line Corridor Extension, and TH 36 Corridor to provide reliable and efficient transit services.

Strategies:

Support levels and types of transit service that match specific needs of the community based on ridership forecasts, development patterns, and mobility needs.

Integrate non-motorized accommodations into the design of roadway and transit facilities to increase access to destinations.

Identify gaps in trail network and prioritize investments to improve non-motorized access to

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

destinations

Coordinate with Metropolitan Council, MnDOT, and municipalities through project development, engineering, and construction of METRO Gold Line to improve transit access and multimodal networks.

Implement recommendations from county-led transportation and transit studies.

Goal: Preserve safety and efficiency for all users  
Pg 3-10

Policies:

Support ongoing safety review process that promotes both proactive and reactive treatments to reduce crashes.

Use traffic management techniques to improve operations, safety, and useful life of the roadways.

Strategies:

Coordinate with partners to improve safety and usability of county roadways when developing safe, effective, and implementable strategies in key locations like near schools and at non-motorized crossings.

Develop roadway crossings and trail facilities within county roadway corridors to promote safety for all users.

Goal: Promote positive environmental and health outcomes Pg 3-11

Policies: Explore opportunities to improve the environment and encourage physical activity.

Strategies:

Work with local partners to promote land use patterns that enable alternative modes of travel and reduce reliance on the private automobile.

Identify trail connections to provide links to key destinations.

This project is compliant with the related goals, policies, and strategies in the Cottage Grove 2040 comprehensive plan that were not included due to character limits.

*Limit 2,800 characters, approximately 400 words*

*4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.*

**Check the box to indicate that the project meets this requirement. Yes**

*5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.*

**Check the box to indicate that the project meets this requirement. Yes**

*6. Applicants must not submit an application for the same project elements in more than one funding application category.*

**Check the box to indicate that the project meets this requirement. Yes**

*7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2022 funding cycle).*

**Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000

**Roadway Reconstruction/Modernization:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (Roadway System Management):** \$500,000 to \$3,500,000

**Spot Mobility and Safety:** \$1,000,000 to \$3,500,000

**Bridges Rehabilitation/Replacement:** \$1,000,000 to \$7,000,000

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must comply with the Americans with Disabilities Act (ADA).

**Check the box to indicate that the project meets this requirement.** Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.** Yes

**(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

**Date plan completed:** 06/16/2015

**Link to plan:**

<https://www.co.washington.mn.us/DocumentCenter/View/8045/Washington-County-Transition-Plan-Draft-20150616?bidId=>

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.**

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

*Upload as PDF*

10. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement.** Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.

**Check the box to indicate that the project meets this requirement.** Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement.** Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement.** Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement.** Yes

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## Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement. Yes

### Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement. Yes

### Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement.

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement.

### Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge clear span must exceed 20 feet.

Check the box to indicate that the project meets this requirement.

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

Check the box to indicate that the project meets this requirement.

### Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

Check the box to indicate that the project meets this requirement.

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## Requirements - Roadways Including Multimodal Elements

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### Specific Roadway Elements

#### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$850,000.00
Removals (approx. 5% of total cost)	\$850,000.00
Roadway (grading, borrow, etc.)	\$5,100,000.00
Roadway (aggregates and paving)	\$1,972,000.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$575,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$875,000.00
Traffic Control	\$100,000.00
Striping	\$100,000.00
Signing	\$100,000.00
Lighting	\$200,000.00
Turf - Erosion & Landscaping	\$250,000.00
Bridge	\$5,300,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$2,550,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$18,822,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$303,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$303,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

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## Totals

Total Cost	\$19,125,000.00
Construction Cost Total	\$19,125,000.00
Transit Operating Cost Total	\$0.00

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## Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	2748
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1118
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1649796358533_06 CR 19A 100th St Realignment Regional Economy Map.pdf

Please upload attachment in PDF form.



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## Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

### Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2: Yes

Miles: 1.0

(to the nearest 0.1 miles)

### Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers:

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## Measure A: Current Daily Person Throughput

Location 100th St East of Jamaica

Current AADT Volume 1100

Existing Transit Routes on the Project N/A

*For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).*

Upload Transit Connections Map 1649796474315\_07 CR 19A 100th St Realignment Transit Map.pdf

*Please upload attachment in PDF form.*

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 1430.0

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## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

## Washington County Travel Demand Model

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

See "Washington County Travel Demand Model Methodology" attached.

Forecast (2040) ADT volume

7500

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### Measure A: Engagement

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*

The proposed project includes the realignment of approximately 1.2 miles of County Road 19A (Keats Ave) from the US 61 ramps to the intersection of 100th St and Jamaica Avenue in the City of Cottage Grove.

This CR-19A Realignment Project is located in an area that is primarily commercial and industrial with less than 1,000 people within a mile. Significant freight and residential development is underway and was considered throughout the study process. A public involvement plan was created at the outset of the project to provide a framework for public engagement on the Southwest Washington County Arterial Study. As a dynamic process unfolding during the COVID-19 pandemic, engagement approaches were updated throughout the course of the project and continually adjusted to observe public health protocols. The engagement on this project was successful despite these challenges and adjustments.

**Response:**

Local, County, and State policy makers were gathered in June 2019 to share their priorities for an analysis of this area. Public open houses were held in throughout 2019 and 2020. The first open house in July 2019 included a morning session for business owners and an evening session for the general public. The goal of these meetings was to hear stakeholders' vision and priorities for the corridor, and what they saw as concerns or barriers to achieving that vision. It was also used as an opportunity for the project team to provide information about the study process, schedule, and ways to engage moving forward. The purpose of the later open houses was to solicit public input on several potential east-west arterial roadway alignments. An online open house was also made available on the project website and visitors could

provide comments/feedback online.

The project management team took great care to engage with the residents of nearby Grey Cloud Island who are typically harder to reach for county transportation projects with success in getting almost 20 Grey Cloud community members to participate. More than 280 people viewed an online open house. A Facebook advertisement for the project reached 9,166 people, with 841 engagements. Themes from community engagement included safety concerns, the need for pedestrian facilities, and support to realign the road for increased efficiency within the area. NEPA and the County's Title VI Plan, currently being drafted, will continue to guide project development and engagement.

*(Limit 2,800 characters; approximately 400 words):*

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The planned distribution center development along 100th St is expected to begin construction in mid-2022 will bring many jobs to the area and increase freight traffic within the area. There are already many manufacturing and distribution jobs in this area already including Renewal by Anderson, 3M's Cottage Grove Center, American Distribution and Manufacturing Company, and Leafline Labs. The proposed realignment of CR-19A will bring safety and efficiency improvements that will benefit those who live and work within the project area, including low-income populations, people of color, people with disabilities, and the elderly.

This project is designed to bring benefits to all community members including the residents of the 62 units of affordable housing near the project area through the construction of trails along the realigned roadway and the removal of the at-grade railroad crossing.

**Response:**

Currently, there are no sidewalks, trails, or pedestrian facilities in this project area. This creates a barrier for those who must or wish to walk in the area and contributes to sedentary lifestyles. The lack of multimodal facilities within the project area also creates a hostile environment for community members who use mobility devices or experience mobility issues. The Cottage Grove 2040 Comprehensive Plan cites the lack of sidewalks and destinations as the most significant reasons people do not walk more. As a result, Cottage Grove's development standards require a sidewalk along one side of all new streets. Therefore, this project will include the addition trail along both sides of the realigned roadway and the removal of an at-grade railroad crossing. This will provide a safe and accessible space for pedestrians where one does not currently exist.

The study area is in the Metro Transit service area and Transit Market Area V. Washington County and the local communities prepared an implementation plan for future Red Rock Corridor BRT which includes a stop along US 61 at Jamaica Avenue. The area is currently served by express bus route 365 with service to both downtowns. There is a Metro Transit park-and-ride facility on West Point Douglas Road south of 80th Street.

It is anticipated that there would be a delays and closures within the project area during the construction of the roadway improvements. While these delays are not permanent the Washington County aims to keep delays on as minimal as possible. No permanent negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly are anticipated by the project. The project will create a multimodal corridor while still accommodating the needs of people driving, including freight operations.

*(Limit 2,800 characters; approximately 400 words):*

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

The proposed project includes the realignment of approximately 1.2 miles of County Road 19A (Keats Ave) from the US 61 ramps to 100th St in the City of Cottage Grove.

According to the Met Council's web-mapping application there are 62 units of publicly subsidized rental housing located in a census tract within a half mile of the project area. According to STREAMS, 50 of those units are located at Woodmount Townhouses where there are 16 two-bedroom units, 30 three-bedroom units, and 4 four-bedroom units. Woodmount Townhouses is fully occupied and offered units at 30% AMI and accepts Section 8. There are an additional 54 units of affordable housing, Cottages of Cottage Grove located just north of Woodmount Townhomes. Cottages offers 11 one-bedroom units, 28 two-bedroom units, and 15 three-bedroom units at 60% AMI and uses LIHTC. See STREAMS profiles attached.

**Response:**

There are many manufacturing and distribution jobs in this area including Renewal by Anderson, 3M's Cottage Grove Center, American Distribution and Manufacturing Company, and Leafline Labs. This proposed realignment of CR-19A is expected to bring significant economic development to the area through the development of the immediate area into distribution centers and similar uses. The Cottage Grove Logistics Center, a nine-building, \$265 million project from Kansas City-based NorthPoint Development is expected to create as many as 1870 jobs.

To support economic development and ensure a safe commute to work, the proposed realignment of CR-19A will prioritize multimodal transportation facilities. There are no existing non-motorized facilities along CR-19A or 100th St which makes non-motorized travel difficult and unsafe. Upon

project completion, the 1.2-mile project corridor will have a continuous 10-ft multi-use trail on both sides, ADA ramps, marked crossings, and the existing at-grade railroad crossing will be removed. Separated facilities will ensure that CR-19A's multimodal function, safety and person throughput are enhanced.

*(Limit 2,800 characters; approximately 400 words):*

### Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Yes

Upload the Socio-Economic Conditions map used for this measure.

1649796990861\_09 CR 19A 100th St Realignment Socio Economic Map.pdf

### Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1988	1.0	1988.0	1988.0
	<b>1</b>	<b>1988</b>	<b>1988</b>

### Total Project Length

Total Project Length (as entered in "Project Information" form) 1.2

### Average Construction Year

Weighted Year 1988

### Total Segment Length (Miles)



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## Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements:

Yes

Response:

The project improves the structural integrity (10-ton rated) and smoothness of the pavement.

Continuous trail will also improve the mobility and safety of all users by removing pedestrians and bicyclists from the roadway. Freight movements will also be improved by the realignment of the County highway to reduce travel time and elimination of an at-grade rail crossing.

*(Limit 700 characters; approximately 100 words)*

Improved clear zones or sight lines:

Yes

Response:

All obstacles will be removed to meet clear zone requirements. The design provides continuous trails separated from the road to provide safe separation of vehicles and other modes.

All access points will be evaluated for possible closure/consolidation to ensure adequate visibility for vehicles entering/exiting CR-19A and to reduce conflict.

*(Limit 700 characters; approximately 100 words)*

Improved roadway geometrics:

Yes

Response:

The user experience will be improved through simply providing a dedicated off-road multi-use trail to this corridor. Design strategies include ADA compliant crossings. Lighting and landscaping will be reviewed as the project progresses.

*(Limit 700 characters; approximately 100 words)*

Access management enhancements:

Yes

**Response:**

There is currently no access to CR-19A. Development is anticipated to begin this year. Washington County will evaluate access that is compliant with county access management standards. The existing entrance for the 3M Cottage Grove Center will be improved as it is currently located at the adjacent to the railroad crossing and the proposed realignment project will relocate the entrance away from the railroad. The realignment of CR-19A will eliminate the intersection of County Road 19A at Miller Road. This intersection is currently a three-way stop with an at-grade rail crossing and requires a southbound vehicle to complete a turn greater than 90-degrees to continue their trip to the west.

*(Limit 700 characters; approximately 100 words)*

**Vertical/horizontal alignment improvements:**

Yes

**Response:**

As part of the project, the vertical and horizontal alignment will be improved to help enhance sight lines and road visibility. The design will explore opportunities to minimize grade change while tying in to existing intersections. Improvements will meet an appropriate design speed and all County State Aid Highway standards.

*(Limit 700 characters; approximately 100 words)*

**Improved stormwater mitigation:**

Yes

**Response:**

The project includes storm sewer and curb and gutter installation to properly manage stormwater runoff and drainage. The study was completed, and the project is being developed in partnership with the South Washington County Watershed District and will meet all required stormwater standards, which is an improvement over the existing rural typical section areas and several of the other areas along CR-19A with outdated infrastructure. Additionally, the contractor will be required to follow the Stormwater Pollution Prevention Plan to ensure proper sediment and erosion control.

(Limit 700 characters; approximately 100 words)

**Signals/lighting upgrades:**

Yes

**Response:**

The corridor will be analyzed for inclusion of appropriate traffic signal and lighting needs to manage traffic flow, traffic safety, and pedestrian operations.

(Limit 700 characters; approximately 100 words)

**Other Improvements**

No

**Response:**

(Limit 700 characters; approximately 100 words)

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## Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
---	--	--	--	--	---	---	--	------------------------

148.0      84.0      64.0      72      72      4608.0      4608.0

Field observations were conducted at the railroad crossing just north of the intersection of Innovation Road & 100th Street on a typical weekday during the AM and PM peak hours. The frequency and average duration of train crossings were recorded during these time periods. Based on this information, the amount of time that the crossing gates were down during each peak hour was calculated as a percentage of the total hour. It was assumed

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pdf

that the volume of vehicles crossing the railroad tracks during the peak hours was evenly distributed. Accordingly, the percentage of vehicles that were assumed to be stopped by a train at the crossing corresponded to the same proportion that the crossing gates were down over the course of the hour. Since some vehicles may arrive at the beginning or the end of a train crossing, the delay assumed to be experienced by vehicles that were stopped by a train was estimated to be approximately

ely half of the average crossing time recorded during the field observations. The average delay per vehicle at the crossing was calculated as a weighted average between the delay experienced by vehicles that were stopped at the tracks (using half of the observed crossing time) and the delay experienced by vehicles that were not stopped at the tracks (zero).

4608

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## Vehicle Delay Reduced

Total Peak Hour Delay Reduced	4608.0
Total Peak Hour Delay Reduced	4608.0

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**Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements**

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

---

**Total**

Total Emissions Reduced: 0

Upload Synchro Report

*Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)*

---

**Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):**

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

---

**Total Parallel Roadway**

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

*Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)*

---

**New Roadway Portion:**

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

---

### Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	50.0
Vehicle miles traveled without the project:	151.0
Total delay in hours without the project:	3.0
Total stops in vehicles per hour without the project:	72.0
Cruise speed in miles per hour with the project:	50.0
Vehicle miles traveled with the project:	86.0
Total delay in hours with the project:	0.8
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	14.63
Fuel consumption in gallons (F2)	7.019
Fuel consumption in gallons (F3)	7.611
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0



Based on the posted speed limit of 50 or 55 mph on Innovation Road and 100th Street respectively, it was conservatively assumed that the cruising speed of vehicles both with and without the project would be 50 mph.

The distance between Jamaica Avenue and US 61 was calculated with and without the project since the project will realign 100th Street and create a shorter path between those two roadways. To calculate the change in vehicle miles traveled with and without the project, the travel distance between Jamaica Avenue and US 61 was multiplied by the number of vehicles that would utilize the realigned roadway. This number was assumed to be the sum of the southeastbound left-turn volume and the southbound right-turn volume from the peak hour intersection count completed at Innovation Road and 100th Street.

Similarly, the total delay in hours with and without the project was calculated by taking this same volume and multiplying it by the delay per vehicle calculated in Part A. The number of stops without the project correlates to the volume described above since traveling through the Innovation Road & 100th Street intersection requires vehicles to come to a stop. The number of stops with the project was assumed to be 0 because there would be no roadways that cross with the realigned roadway that would require vehicles to slow down or stop.

**EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)**

---

## **Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements**

### **Crash Modification Factor Used:**

*(Limit 700 Characters; approximately 100 words)*

### **Rationale for Crash Modification Selected:**

*(Limit 1400 Characters; approximately 200 words)*

**Project Benefit (\$) from B/C Ratio**

\$0.00

Total Fatal (K) Crashes:

Total Serious Injury (A) Crashes:

Total Non-Motorized Fatal and Serious Injury Crashes:

Total Crashes:

Total Fatal (K) Crashes Reduced by Project:

Total Serious Injury (A) Crashes Reduced by Project:

Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:

Total Crashes Reduced by Project:

Worksheet Attachment

Please upload attachment in PDF form.

---

## Roadway projects that include railroad grade-separation elements:

Current AADT volume:	900.0
Average daily trains:	10.0
Crash Risk Exposure eliminated:	9000.0

---

## Measure A: Pedestrian Safety

*Determine if these measures do not apply to your project. Does the project match either of the following descriptions?*

*If either of the items are checked yes, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings. No

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides). No

### **SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements**

*To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.*

*Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.*

**1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.**

*Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.*

This corridor is currently void of any off-road pedestrian facilities requiring users to utilize the shoulder and navigate an at-grade railroad crossing. While this corridor is expected to serve regional traffic as an arterial, the addition of a continuous off-road trail and a concrete median to act as a pedestrian refuge island will greatly increase pedestrian opportunities and safety in this area

**Response:**

*(Limit 2,800 characters; approximately 400 words)*

*Is the distance in between signalized intersections increasing (e.g., removing a signal)?*

**Select one:**

No

*If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).*

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

*Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).*

**Select one:**

Yes

*If yes, how many intersections will likely be affected?*

**Response:**

2

*Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)*

The intersection affected are the intersection of CR-19A and Jamaica and the intersection of CR-19A and the south TH 61/CR 19A interchange ramps. It's important to note that crossings do not currently exist in this project area and the proposed realignment of CR-19A will bring crossings to the project area to ensure the safety of pedestrians in this freight-heavy area. Measures to reduce exposure and delay for pedestrians include a median crossing island and lighting.

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

*If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks).*

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

*If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).*

**Response:**

*(Limit 1,400 characters; approximately 200 words)*

**2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements.** Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

The realignment of CR-19A will include an analysis of minimum lane widths and turning radii which will help to manage motorist speed. Currently, there are no pedestrian or bike facilities along CR-19A or 100th St. The proposed project will ensure the safety of pedestrians and cyclists from motorists by the addition of trails on both sides of the realigned CR-19A. Additionally, a concrete median will be installed which will provide both speed calming and a pedestrian refuge when crossing CR 19A.

**Response:**

As engineering and engagement activities are advanced the project team will consider installing 11-foot travel lanes, bump-outs, intersection lighting, pedestrian refuge medians, and buffers as appropriate

*(Limit 2,800 characters; approximately 400 words)*

*If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?*

**Response:**

Per Minnesota State law the Minnesota Department of Transportation will determine the speed limit of the roadway. Washington County will ensure the design speed is appropriate for an arterial highway within a developing freight-heavy area.

*(Limit 1,400 characters; approximately 200 words)*

**SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors**

*These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.*

**Existing road configuration is a One-way, 3+ through lanes**

**or**

Existing road configuration is a Two-way, 4+ through lanes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT

**SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors**

*These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.*

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)

If checked, please describe:

*(Limit 1,400 characters; approximately 200 words)*

Existing road is within 500 of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

If checked, please describe:

*(Limit 1,400 characters; approximately 200 words)*

---

## Measure A: Multimodal Elements and Existing Connections

The proposed 1.2 miles of trail construction will directly connect to a RBTN Tier 2 corridor and MnDOT's Mississippi River Trail (MRT). The removal of the at-grade railroad crossing and the addition of trails along both sides of CR-19A will improve crossing experience of the existing barrier W052 as identified in the Regional Bicycle Barriers Study.

The proposed project includes the realignment of approximately 1.2 miles of County Road 19A (Keats Ave) from the US 61 ramps to 100th St in the City of Cottage Grove. This project will provide many benefits for people walking, biking, and rolling. Currently, there are no bicycle or pedestrian facilities in this area and community members are forced to risk their safety by biking and walking in the roadway. Multimodal upgrades will improve the comfort, safety, and mobility of people walking by constructing ADA compliant trails on both sides of the realigned CR-19A and removing an at-grade railroad crossing. All curb ramps and intersections will be ADA compliant. These conditions will promote a comfortable walking experience and provide space for trees, lights, poles and utilities. This is important as nearby community members and employees may rely on walking or biking transportation. As project development continues it is anticipated that traffic calming strategies such as curb extensions, raised medians, and/or crossing beacons would be introduced to improve safety and manage the speeds of people driving.

**Response:**

The proposed 1.2 miles of trail construction will directly connect to a RBTN Tier 2 corridor and MnDOT's Mississippi River Trail (MRT). The removal of the at-grade railroad crossing and the addition of trails along both sides of CR-19A will improve crossing experience of the existing barrier W052 as identified in the Regional Bicycle Barriers

## Study.

(Limit 2,800 characters; approximately 400 words)

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### Transit Projects Not Requiring Construction

*If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

*Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.*

**Check Here if Your Transit Project Does Not Require Construction**

---

### Measure A: Risk Assessment - Construction Projects

#### 1. Public Involvement (20 Percent of Points)

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

The CR-19A/100th St Realignment was born out of the Southwest Arterial Study led by Washington County in collaboration with Cottage Grove. The study wrapped up in 2020 and recommended a realignment of CR-19A/100th St to meet regional mobility and growth needs. A public involvement plan was created at the outset of the study to provide a framework for public engagement. As a dynamic process unfolding during the COVID-19 pandemic, engagement approaches were updated throughout the course of the project and continually adjusted to observe public health protocols.

**Response:**

Public open houses were held in throughout 2019 and 2020. The first open house in July 2019 included a morning session for business owners and an evening session for the general public. The goal of these meetings was to hear stakeholders' vision and priorities for the corridor, and what they saw as concerns or barriers to achieving that vision. It was also used as an opportunity for the project team to provide information about the study's process, schedule, and ways to engage moving forward. The purpose of the later open houses was to solicit public input on several potential east-west arterial roadway alignments. An online open house was also made available on the project website and visitors could provide comments/feedback online.

The project management team took great care to engage with the residents of Grey Cloud Island who are typically harder to reach for county transportation projects with success in getting almost 20 Grey Cloud community members to participate. More than 280 people viewed an online open house. A Facebook advertisement for the project reached 9,166 people, with 841 engagements. Themes from community engagement included safety concerns, the need for



pedestrian facilities, and support to realign the road for increased efficiency within the area. NEPA and the County's Title VI Plan, currently being drafted, will continue to guide project development and engagement.

*(Limit 2,800 characters; approximately 400 words)*

## **2. Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; \* city and/or county limits; existing ROW, labeled; existing signals; \* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width; \* proposed signals; \* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

**Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.** Yes

50%

**Layout has been started but is not complete. A PDF of the layout must be attached to receive points.**

25%

**Layout has not been started**

0%

**Attach Layout**

1649875924311\_03 2022 04 06 19a-100th St Layout.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

*Please upload attachment in PDF form.*

## **3. Review of Section 106 Historic Resources (15 Percent of Points)**

**No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge** Yes

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

**Project is located on an identified historic bridge**

#### **4.Right-of-Way (25 Percent of Points)**

**Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete**

50%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified** Yes

25%

**Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified**

0%

#### **5.Railroad Involvement (15 Percent of Points)**

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)**

100%

##### **Signature Page**

*Please upload attachment in PDF form.*

**Railroad Right-of-Way Agreement required; negotiations have begun** Yes

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

## Measure A: Cost Effectiveness

<b>Total Project Cost (entered in Project Cost Form):</b>	\$19,125,000.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$19,125,000.00
<b>Enter amount of any outside, competitive funding:</b>	\$0.00
<b>Attach documentation of award:</b>	
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

## Other Attachments

File Name	Description	File Size
01 2022 Fact Sheet CR19A 100th St Realignment.pdf	CR-19A/100th St Realignment Summary Sheet	391 KB
02 CR19A 100th St Existing Conditions.pdf	CR-19A/100th St Realignment Existing Conditions	736 KB
03 2022 04 06 19a-100th St Layout.pdf	CR-19A/100th St Realignment Layout	7.9 MB
04 RS MnDOT Letter Washington Co CR 19A 100th St Realignment.pdf	MnDOT Letter of Support	192 KB
04 Washington County Board Resolution 2022-023 Regional Solicitation Grant.pdf	Washington County Board of Commissioners Resolution	239 KB
05 Cottage Grove Regional Solicitation Letter of Support.pdf	CR-19A/100th St Realignment Cottage Grove Letter of Support	343 KB
08 CR 19A 100th St Realignment Level of Congestion Map.pdf	CR-19A/100th St Realignment Level of Congestion Map	4.7 MB
10 Synchro Reports_100th-Innovation.pdf	CR-19A/100th St Realignment Synchro Report	189 KB
10 Washington County Travel Demand Model Methodology.pdf	CR-19A/100th St Realignment Travel Demand Methodology	77 KB
11 STREAMS Cottages of Cottage Grove.pdf	CR-19A/100th St Realignment STREAMS Report	601 KB

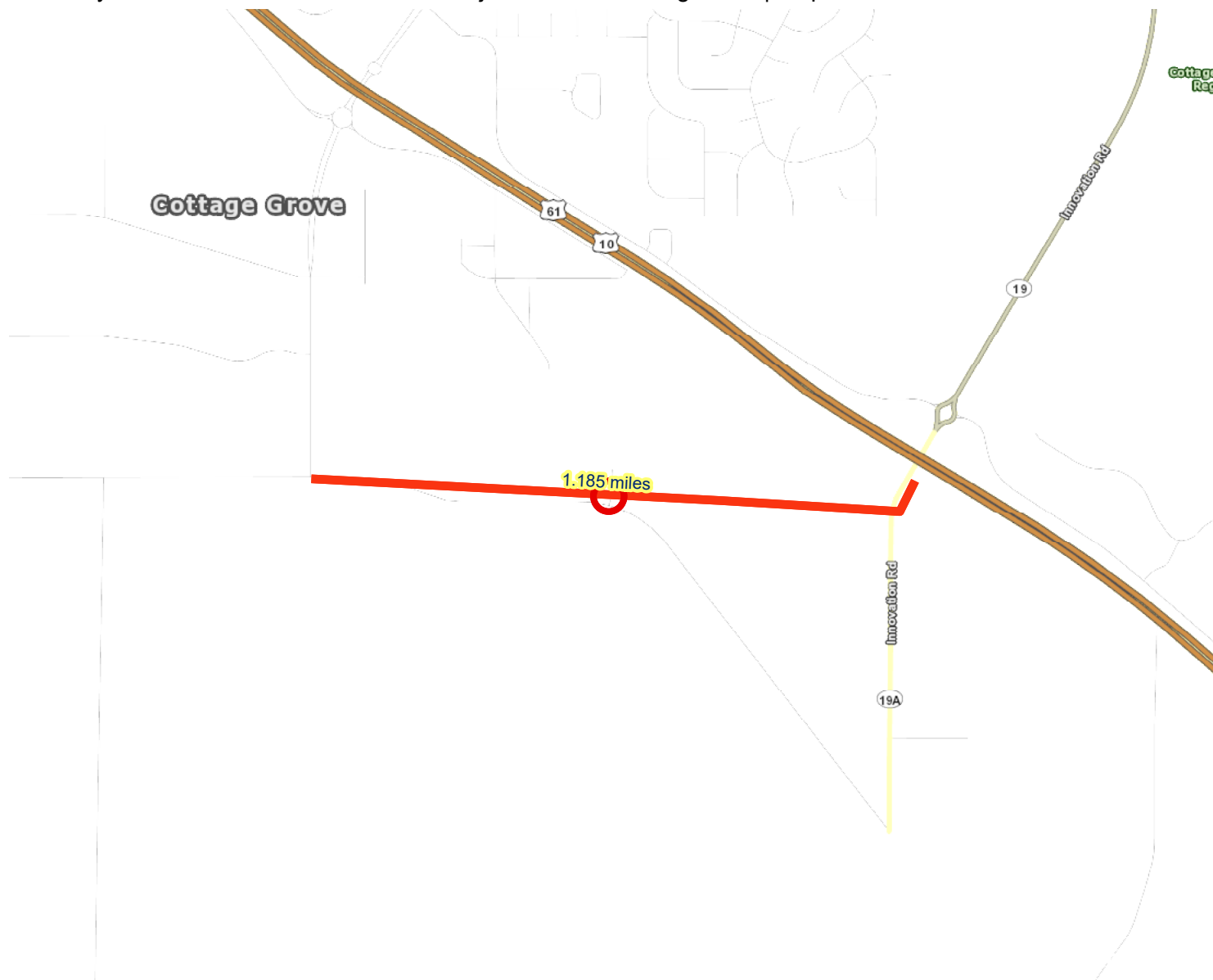
# Regional Economy





Roadway Reconstruction/Modernization Project: CR 19A Realignment | Map ID: 1648844102638

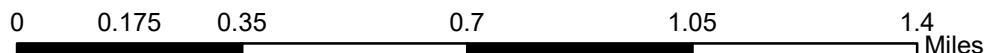
## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

Totals by City:  
**Cottage Grove**  
Population: 8862  
Employment: 2748  
Mfg and Dist Employment: 1118



-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



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LandscapeRSA5



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# Transit Connections

Roadway Reconstruction/Modernization Project: CR 19A Realignment | Map ID: 1648844102638

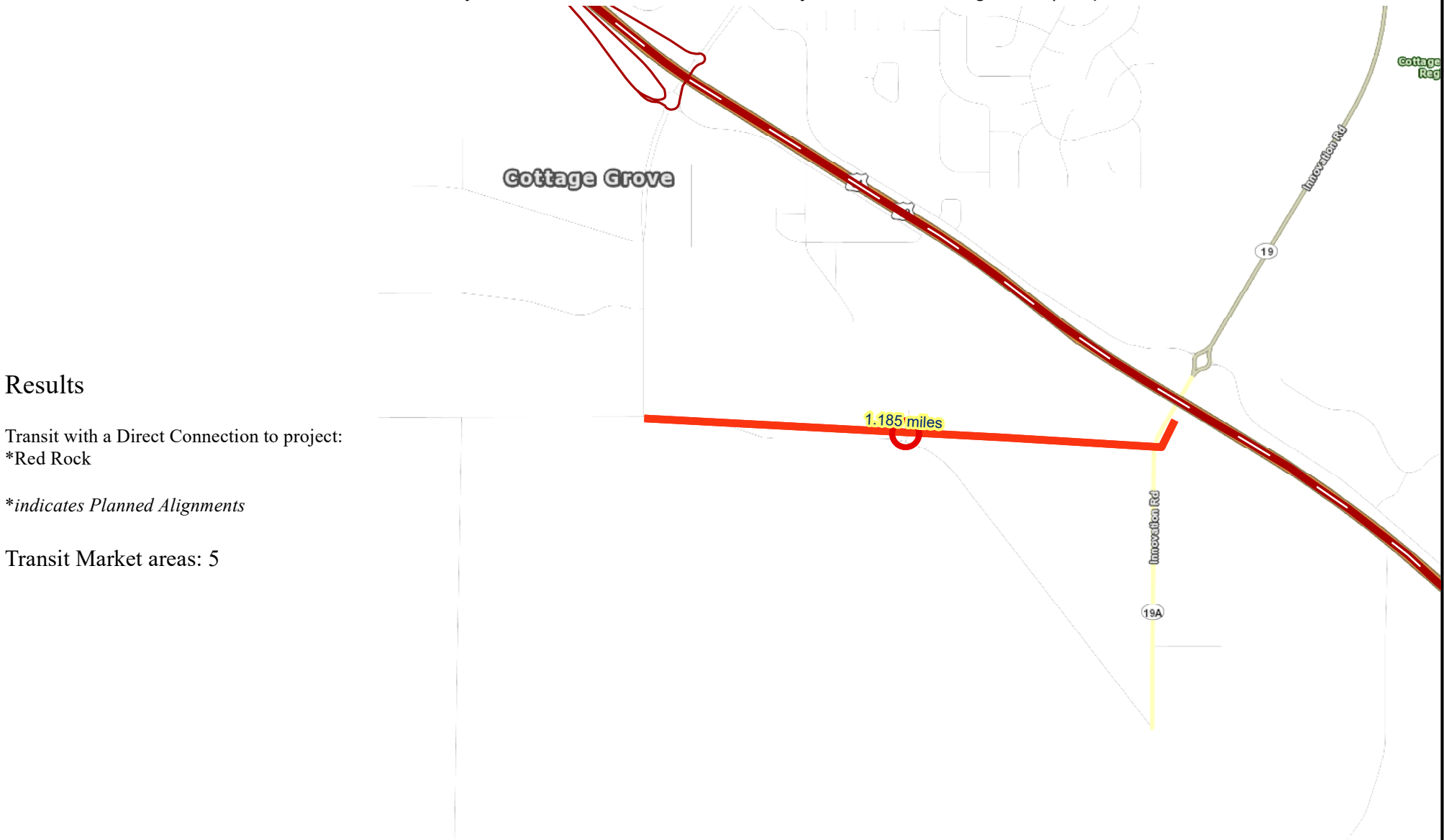
## Results

Transit with a Direct Connection to project:

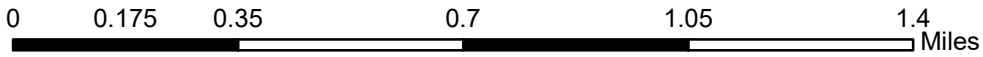
\*Red Rock

\*indicates Planned Alignments

Transit Market areas: 5



- |  |                            |  |                             |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Transit Routes              |  | Modern Streetcar            |  |                             |  |                           |



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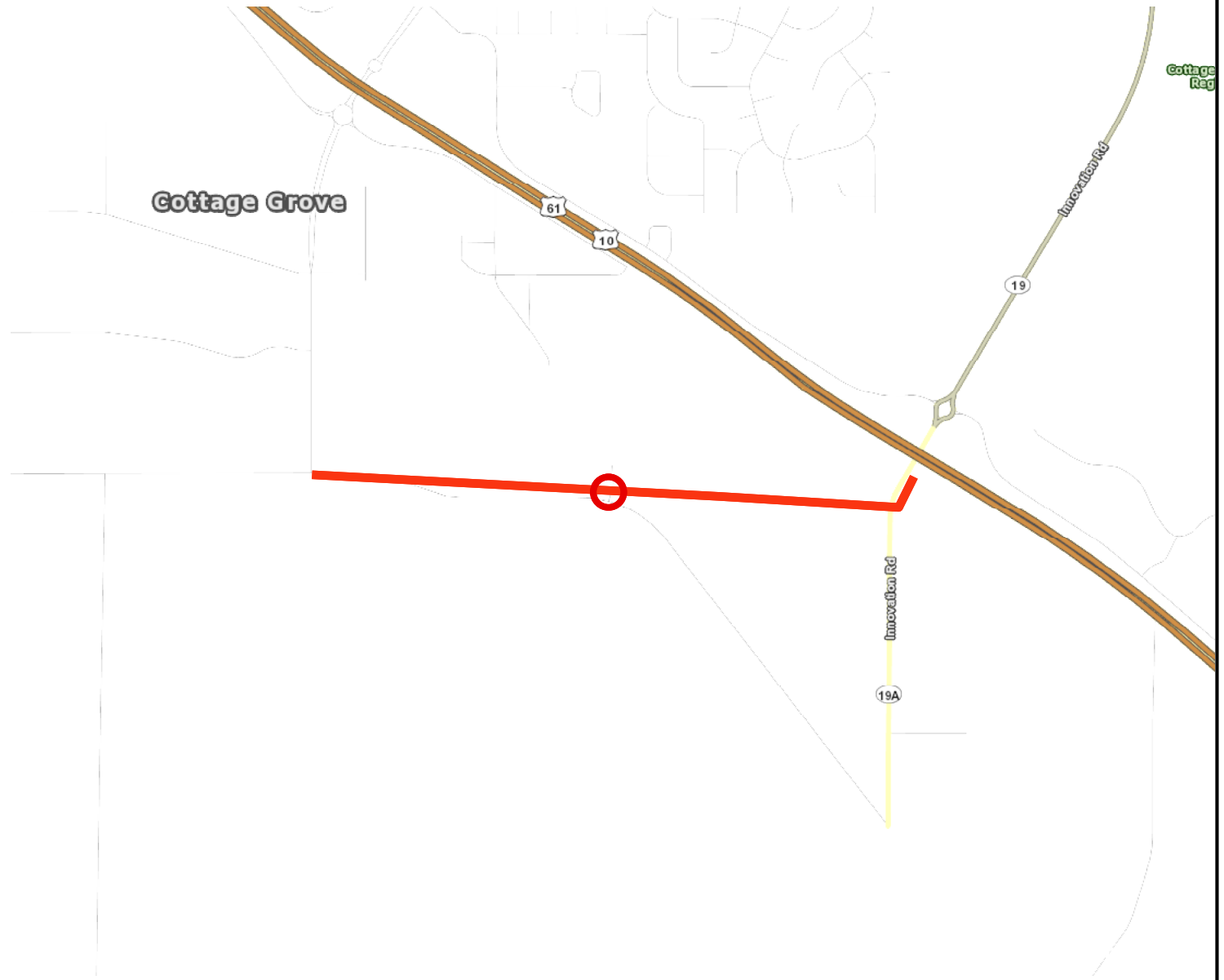
# Socio-Economic Conditions



Roadway Reconstruction/Modernization Project: CR 19A Realignment | Map ID: 1648844102638

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 62

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



 Points  Area of Concentrated Poverty

 Lines



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2: 100th Street & Innovation Road

Lane Group	EBL	EBR	NBL	NBT	SBT
Future Volume (vph)	17	8	2	6	108
Control Delay / Veh (s/v)	9	9	7	0	0
Total Delay / Veh (s/v)	9	9	7	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.02	0.01	0.00	0.00	0.05
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.01
VOC Emissions (kg)	0.00	0.00	0.00	0.00	0.01

2: 100th Street & Innovation Road

Lane Group	EBL	EBR	NBL	NBT	SBT
Future Volume (vph)	24	3	5	103	58
Control Delay / Veh (s/v)	9	9	7	0	0
Total Delay / Veh (s/v)	9	9	7	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.02	0.00	0.00	0.02	0.03
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.01
VOC Emissions (kg)	0.00	0.00	0.00	0.01	0.01

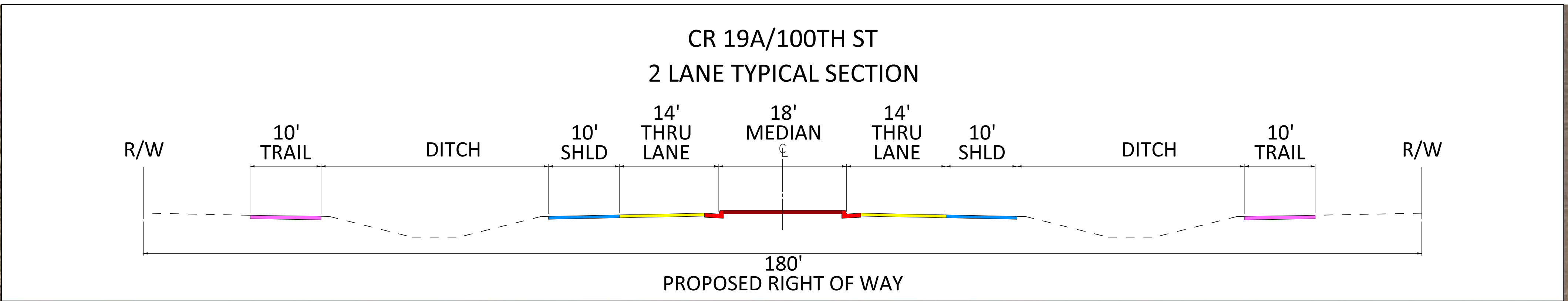
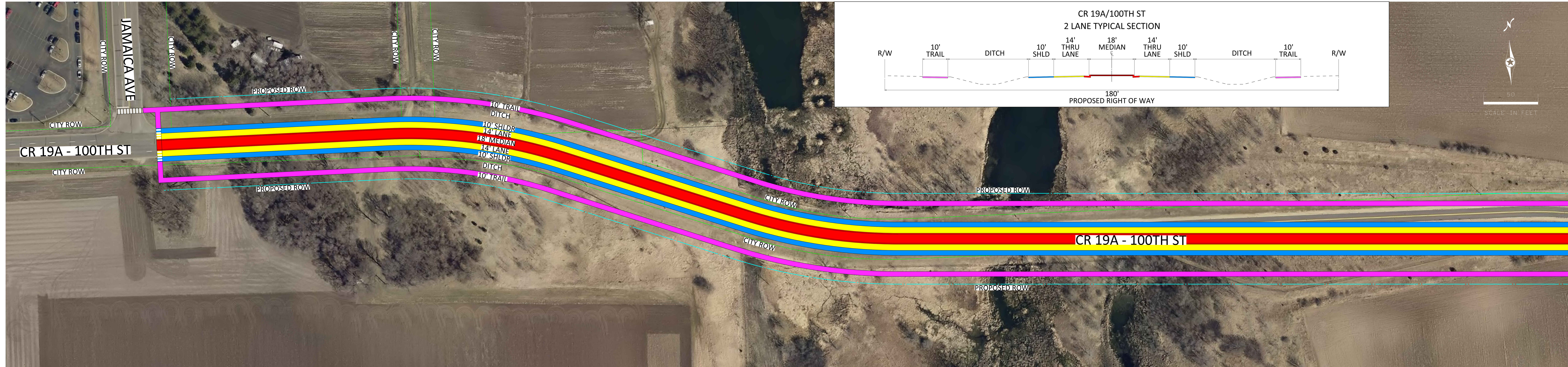


2: 100th Street & Innovation Road

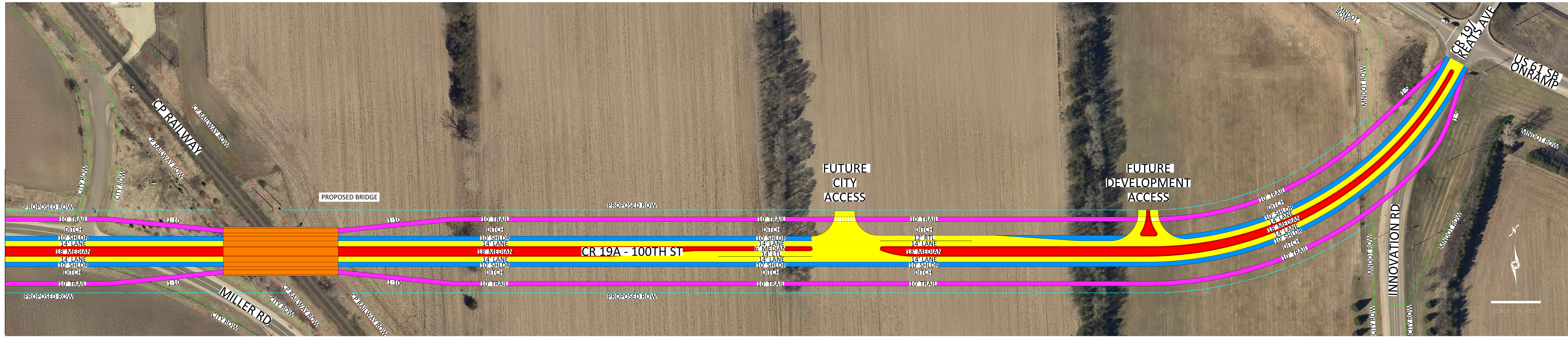
Lane Group	EBL	EBR	NBL	NBT	SBT
Future Volume (vph)	1	8	2	6	90
Control Delay / Veh (s/v)	9	9	7	0	0
Total Delay / Veh (s/v)	9	9	7	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.00	0.01	0.00	0.00	0.04
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.01
VOC Emissions (kg)	0.00	0.00	0.00	0.00	0.01

2: 100th Street & Innovation Road

Lane Group	EBL	EBR	NBL	NBT	SBT
Future Volume (vph)	1	3	5	103	10
Control Delay / Veh (s/v)	9	9	7	0	0
Total Delay / Veh (s/v)	9	9	7	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.00	0.00	0.00	0.02	0.00
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.00
VOC Emissions (kg)	0.00	0.00	0.00	0.01	0.00



LEGEND	
	PROPOSED 100TH ST
	PROPOSED SHOULDER
	PROPOSED TRAIL
	PROPOSED CURB & GUTTER, MEDIAN
	PROPOSED BRIDGE
	PROPOSED RIGHT OF WAY
	CITY/MNDOT RIGHT OF WAY
	CP RIGHT OF WAY



4/6/2022  
 K:\STAFF\CH\County\Washington\Drawings\Projects\190100\190100.dwg  
 4/6/2022  
 11:03:51 PM

## Project Location

The realignment of County Road 19A and 100th Street between Innovation Rd and Jamaica Ave in the City of Cottage Grove

## Funding Request

**Federal: \$ 7,000,000**  
**Local Match: \$ 12,125,000**  
**Project Total: \$ 19,125,000**

## Project Goals

- ◆ Reduce delays and deficiencies
- ◆ Grade-separation of roadway & railroad crossing
- ◆ Supports short term and long term development and redevelopment
- ◆ Serves pedestrians/bicyclists and considers future transit service

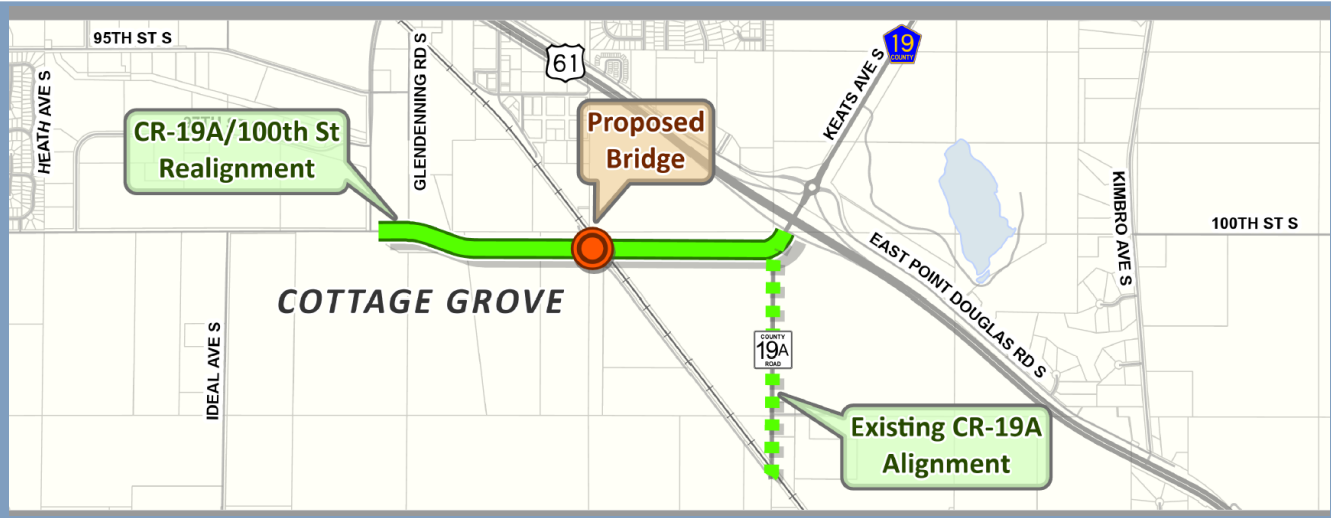
## Project Summary

The proposed CR-19A/100th St Realignment will directly connect CR-19A to 100th St in the City of Cottage Grove. This proposed realignment was identified as a priority recommendation in the Southwest Arterial Study led by Washington County in 2020. The project area is currently lacking in regional transportation facilities and experiencing significant growth in industrial uses and development pressure.

The proposed project will facilitate arterial traffic flow in the region, remove at-grade railroad crossing, and construct multiuse ADA compliant trails and crossings where there is currently no bicycle or pedestrian infrastructure. This route will provide access to the future Grey Cloud Island Regional Park

## Summary of Benefits

- ⇒ Improves regional accessibility and efficiency
- ⇒ Creates safer environment for all modes of transportation
- ⇒ Promotes growth and increases business demand, freight operations, and employments opportunities in the surrounding area
- ⇒ Bridges multimodal gap through construction of multiuse trails and crossings

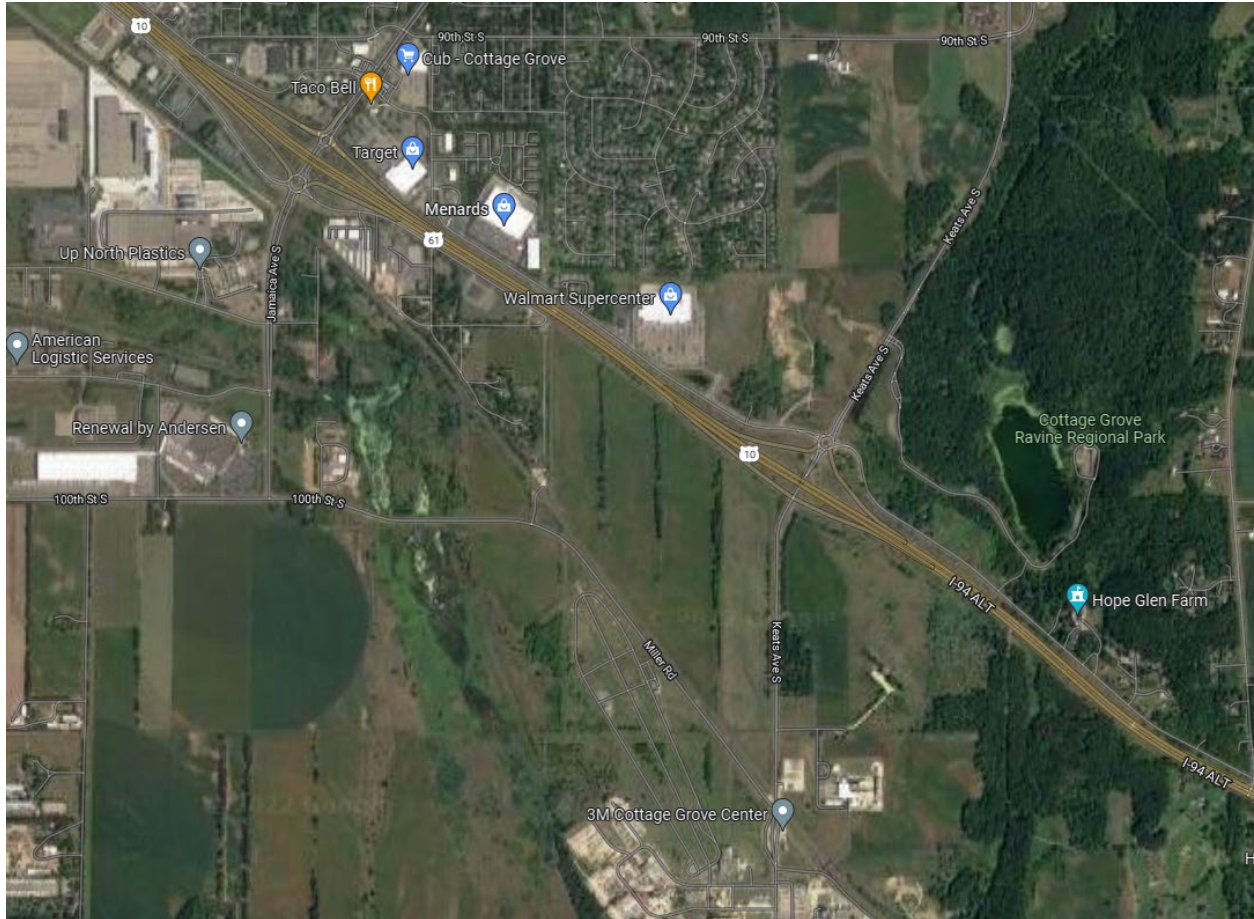


# CR-19A/100<sup>th</sup> St Realignment

Roadway Reconstruction & Modernization

Existing Conditions

Aerial



CR-19A at US 61 facing southwest



CR-19A facing southwest

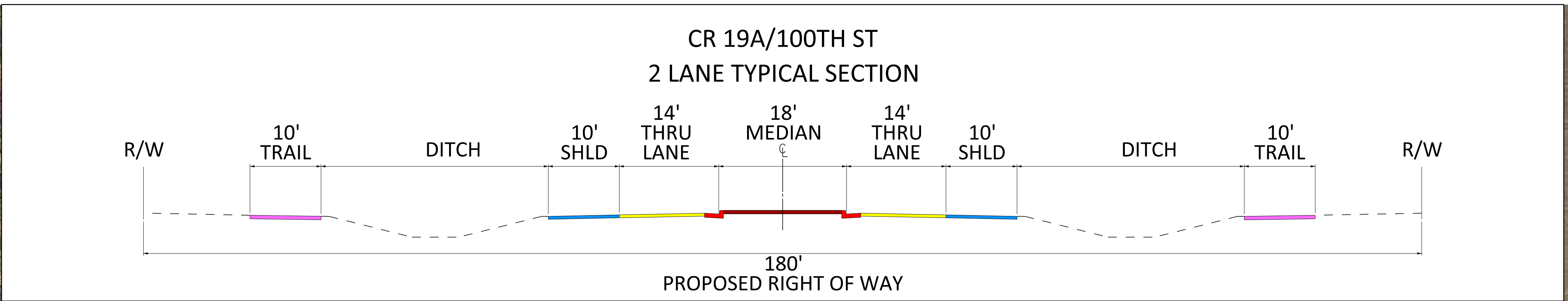
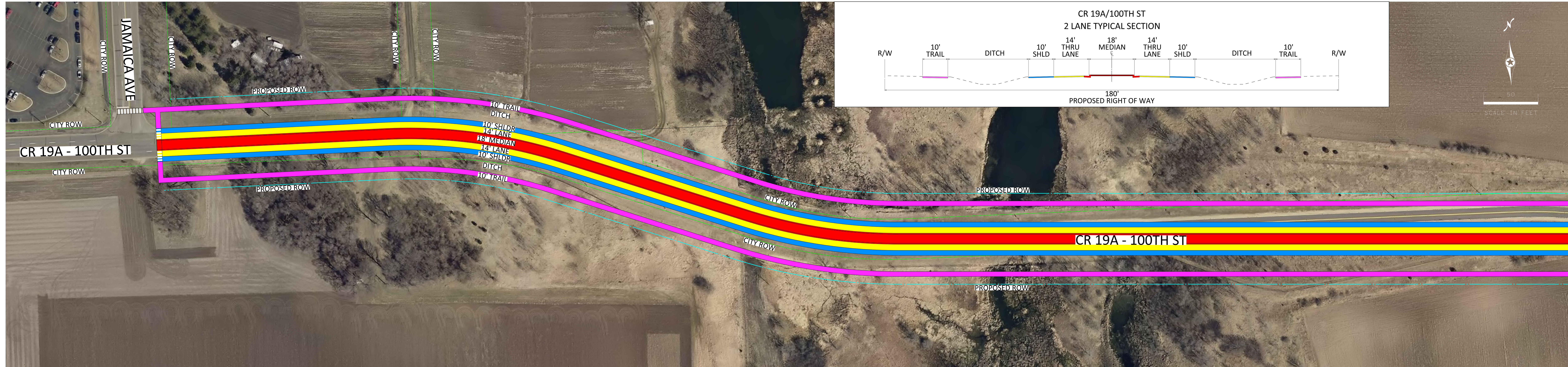


100<sup>th</sup> St at Jamaica facing east

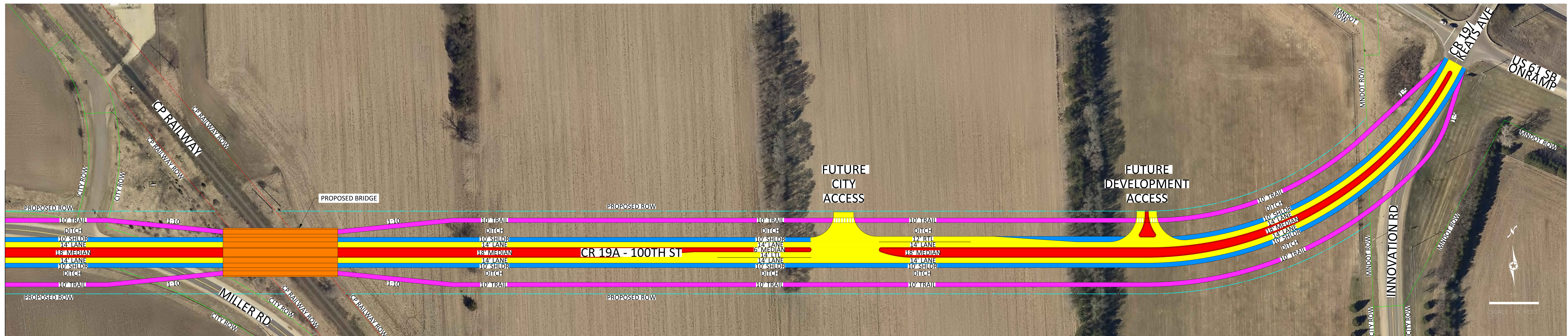


100<sup>th</sup> St at Jamaica facing north





LEGEND	
	PROPOSED 100TH ST
	PROPOSED SHOULDER
	PROPOSED TRAIL
	PROPOSED CURB & GUTTER, MEDIAN
	PROPOSED BRIDGE
	PROPOSED RIGHT OF WAY
	CITY/MNDOT RIGHT OF WAY
	CP RIGHT OF WAY







April 13, 2022

Wayne Sandberg  
Public Works Director/County Engineer  
Washington County Public Works  
11660 Myeron Road North  
Stillwater, MN 55082

**Re: MnDOT Letter for Washington County Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation Funding Request for CR 19A/100 St Realignment**

Dear Wayne Sandberg,

This letter documents MnDOT Metro District's recognition for Washington County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for CR 19A/100 St Realignment in the City of Cottage Grove.

A small portion of County Road 19A immediately south of the interchange ramps lies within MnDOT right-of-way adjacent to TH 61. As the agency with jurisdiction over TH 61, MnDOT will allow Washington County to seek improvements proposed in the application for realignment of CR 19A/100<sup>th</sup> St. If funded, details of any future maintenance agreement with Washington County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project. If your project receives funding, continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Washington County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Adam Josephson, East Area Manager, at [adam.josephson@state.mn.us](mailto:adam.josephson@state.mn.us) or 651-234-7719.

Sincerely,

Molly McCartney  
Metro District Capital Program Director

CC: Michael Barnes, Metro District Engineer; Dan Erickson, Metro State Aid Engineer; Adam Josephson, Metro District Area Manager

**BOARD OF COUNTY COMMISSIONERS  
WASHINGTON COUNTY, MINNESOTA**

RESOLUTION NO. 2022-023

DATE March 15, 2022

DEPARTMENT

Public Works

MOTION

SECONDED BY

BY COMMISSIONER Karwoski

COMMISSIONER

Miron

**RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN  
COUNCIL FOR FUNDING UNDER THE 2022 REGIONAL SOLICITATION PROGRAM**

**WHEREAS**, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

**WHEREAS**, as authorized by the most recent federal surface transportation funding act, FAST ACT, projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

**WHEREAS**, pursuant to the Regional Solicitation and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county Twin Cities region and have released the Regional Solicitation for federal transportation funds for 2026 and 2027; and

**WHEREAS**, Washington County is an eligible project sponsor for Regional Solicitation funds; and

**WHEREAS**, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2022 Regional Solicitation for the following projects:

1. Reconstruction of Trunk Highway (TH) 120 with multimodal improvements between Interstate 694 and TH 244 in the City of Mahtomedi.
2. County Road 19A/100<sup>th</sup> Street realignment between Innovation Road and Jamaica Avenue in the City of Cottage Grove.
3. Hardwood Creek Regional Trail Extension from Falcon Court to 130<sup>th</sup> Street in the City of Hugo.
4. County State Aid Highway (CSAH) 5 Pedestrian Facility: Addition of a pedestrian facility along CSAH 5 between Owens Avenue and Pine Tree Trail in the City of Stillwater.
5. I-494 Park and Ride Parking Structure: Construction of shared parking structure west of the Woodbury Theatre in the City of Woodbury.

**WHEREAS**, the projects will be of mutual benefit to the Metropolitan Council, Washington County, Ramsey County, and the cities of Cottage Grove, Hugo, Mahtomedi, Stillwater, and Woodbury; and

**WHEREAS**, Washington County is committed to providing the county share of the costs if the projects are selected as part of the 2022 Regional Solicitation; and

**WHEREAS**, Washington County is committed to completing the project, if selected, and funding is provided as part of the 2022 Regional Solicitation.

**NOW, THEREFORE, BE IT RESOLVED**, that Washington County is requesting funding from the federal government through the Metropolitan Council's 2022 Regional Solicitation and the county is committed to completing the projects identified above and providing the county share of funding.

**ATTEST:**

*Kevin Corbid*

**COUNTY ADMINISTRATOR**

*Wayne A. Johnson*

**COUNTY BOARD CHAIR**

**YES**                      **NO**

<b>MIRON</b>	<u>X</u>	___
<b>KARWOSKI</b>	<u>X</u>	___
<b>KRIESEL</b>	<u>X</u>	___
<b>JOHNSON</b>	<u>X</u>	___
<b>WEIK</b>	<u>X</u>	___

April 6, 2022

Mr. Wayne Sandberg  
Public Works Director/County Engineer  
Washington County Public Works  
11660 Myeron Road  
Stillwater, MN 55082

**Support for Washington County's Application for Federal Funds through the 2022 Regional Solicitation for the County Road 19A/100th Street Realignment in the City of Cottage Grove**

Dear Mr. Sandberg:


The City of Cottage Grove supports Washington County's application to the Metropolitan Council's 2022 Regional Solicitation for federal funds for the proposed realignment of CR 19A/100th St between Innovation Road and Jamaica Avenue in the City of Cottage Grove.

Washington County led a Southwest Arterial Study in cooperation with the City of Cottage Grove to analyze the area of Cottage Grove south of US TH 61/10 due to a lack of regional transportation facilities. The conclusion of the study identified a conceptual alignment agreed upon by both agencies after an extensive public involvement process. Development pressure has since increased in the area justifying the further development of the first phase of this new county highway segment which will be this new alignment.

The City of Cottage Grove will continue to support Washington County's efforts to improve the County transportation networks. These improvements are consistent with Cottage Grove's plans and policies.

Thank you for the opportunity to send our support and your commitment to get this project completed. If you have any questions, comments, or concerns, please do not hesitate to contact me.

Regards,



Mayor Myron Bailey  
City of Cottage Grove

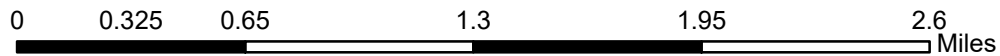
# Level of Congestion

Roadway Reconstruction/Modernization Project: CR 19A Realignment | Map ID: 1648844102638



○ Project Points   
 — Principal Arterials   
 - - - Principal Arterials Planned

— Project   
 — A Minor Arterials   
 - - - A Minor Arterials Planned



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LandscapeRSA1



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2: 100th Street & Innovation Road

Lane Group	EBL	EBR	NBL	NBT	SBT
Future Volume (vph)	17	8	2	6	108
Control Delay / Veh (s/v)	9	9	7	0	0
Total Delay / Veh (s/v)	9	9	7	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.02	0.01	0.00	0.00	0.05
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.01
VOC Emissions (kg)	0.00	0.00	0.00	0.00	0.01

2: 100th Street & Innovation Road

Lane Group	EBL	EBR	NBL	NBT	SBT
Future Volume (vph)	24	3	5	103	58
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Total Delay / Veh (s/v)	9	9	7	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.02	0.00	0.00	0.02	0.03
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.01
VOC Emissions (kg)	0.00	0.00	0.00	0.01	0.01

2: 100th Street & Innovation Road

Lane Group	EBL	EBR	NBL	NBT	SBT
Future Volume (vph)	1	8	2	6	90
Control Delay / Veh (s/v)	9	9	7	0	0
Total Delay / Veh (s/v)	9	9	7	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.00	0.01	0.00	0.00	0.04
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.01
VOC Emissions (kg)	0.00	0.00	0.00	0.00	0.01



2: 100th Street & Innovation Road

Lane Group	EBL	EBR	NBL	NBT	SBT
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Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.00	0.00	0.00	0.02	0.00
NOx Emissions (kg)	0.00	0.00	0.00	0.00	0.00
VOC Emissions (kg)	0.00	0.00	0.00	0.01	0.00

## Measure B: 2040 Forecast ADT

### Washington County Travel Demand Model Methodology

Traffic volume forecasts along the corridor were developed as part of the Southwest Arterial Planning Study that was completed in 2021. This process included a review of available existing traffic volumes, review and synthesis of the projected growth around the study area based on information in adjacent municipalities' comprehensive plans, and review of the Washington County Travel Demand Model.

Since publication of that study, a 250-acre industrial park has been planned that would occupy several parcels that are approximately one-half mile or less away from the Southwest Arterial corridor. The TAZ data from the Washington County Travel Demand Model was reviewed for the zone that contains the industrial park, and it did not account for the full anticipated development. The traffic study for the development identified 10,240 daily vehicle trips that would be accessing the site, and the AUAR that was completed for the area identified that approximately 20% of development traffic would originate from or be destined to the southeast. The construction of the new Southwest Arterial roadway would be expected to provide a more direct and convenient route to the development area from the southeast. To account for this difference, 20% of the 10,240 trips was added to the 2040 forecasts from the Washington County Travel Demand Model.

- Forecast (2040) ADT volume:

From Southwest Arterial Planning Study = 5,500 vehicles per day (100<sup>th</sup> Street east of Jamaica Avenue)

From NorthPoint Industrial Park Traffic Study = additional 2,000 vehicles per day (approximately)

Combined forecast (2040) ADT volume – 7,500 vehicles per day

## Property Detail

### About Streams

#### Cottages Of Cottage Grove

Multiple addresses listed at bottom of page

#### Funding Categories

Tax Credit  
Tax Credit (LIHTC 9%)

#### Property Information

Year Built:  
Building Type:  
Groups Served:  
Total Units: 59  
Affordable Units: 54

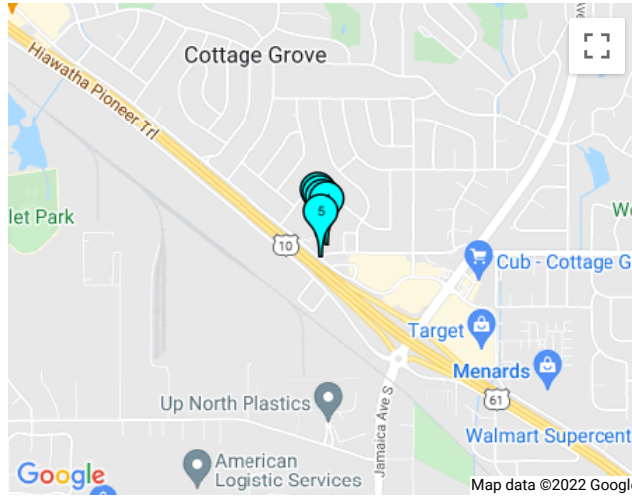
#### Affordable Units by Bedroom

1 BR: 11  
2 BR: 28  
3 BR: 15

#### Units by Area Median Income \*

60%: 54

\* AMI units are estimated because they were not provided, and have been set to the least restrictive AMI for the largest number of units



[Housing+Transit Cost](#)

[Walk Score®: 55](#)

[Send us feedback](#)

#### Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
2	04/04/2018	10/15/2019	\$1,099	None	\$1,165
3	04/17/2014	10/14/2019	\$1,175	None	\$1,299

#### Known Property Addresses

1	8200 E Point Douglas Rd S	Cottage Grove
2	8220 E Point Douglas Rd S	Cottage Grove
3	8240 E Point Douglas Rd S	Cottage Grove
4	8260 E Point Douglas Rd S	Cottage Grove
5	8280 E Point Douglas Rd S	Cottage Grove

#### Funding Dates & Programs

First known closing: 7/1/1992  
Most recent closing: 1/1/1994  
Earliest expiration: 7/1/2022  
Last Activity: Preservation

MHFA: Housing Tax Credits 9%  
Close Date: 7/1/1992  
Estimated Expiration: 7/1/2022

MHFA: Housing Tax Credits  
Close Date: 1/1/1994  
Expiration: 1/1/2024

#### Known Property Identifiers

HousingLink: 5938  
MHFATC: D0366  
HUDLIHTC: MNA1994058