



COTTAGE GROVE CITY COUNCIL
12800 RAVINE PARKWAY SOUTH
COTTAGE GROVE, MINNESOTA 55016
TRAINING ROOM - 5:45 PM

June 17, 2026

- 1 Call to Order
- 2 Agenda
 - A Washington County Project Updates
Staff Recommendation: Receive project updates and provide feedback to Washington County.
- 3 Adjournment



City Council Action Request

2.A.

Meeting Date 6/17/2026

Department Engineering

Agenda Category Action Item

Title Washington County Project Updates

Staff Recommendation Receive project updates and provide feedback to Washington County.

Budget Implication N/A

Attachments	1.	01 - Jamaica Ave Workshop Memo
	2.	02 - 2026-05-14 Jamaica Ave Layouts
	3.	03 - 20260513 250090 Engagement Boards-Open House_2



To: Honorable Mayor and City Council
Jennifer Levitt, City Administrator

From: Paul Sponholz, P.E., City Engineer

Date: June 10, 2026

Re: Washington County Project Updates

Background

Washington County, in partnership with the City of Cottage Grove and the City of Woodbury, is planning an improvement project for County Highway 20 (Jamaica Ave) from County Highway 22 (70th St) to County Highway 20 (Military Rd).

Also, Washington County, in partnership with the City of Cottage Grove, is planning a project to realign 100th Street and County Road 19A from Jamaica Avenue to Trunk Highway 61 at Innovation Road.

Discussion

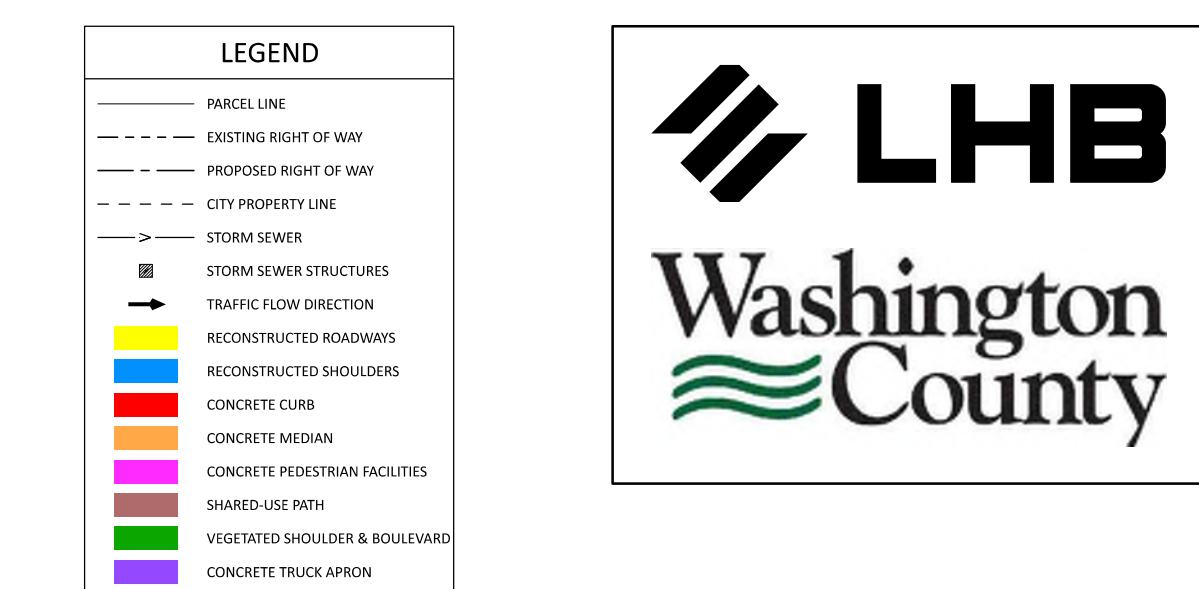
For the County Highway 20 (Jamaica Avenue) project, the Project Management Team (PMT) has completed data collection, developed traffic studies and is considering four alternatives for the project. The PMT presented those alternatives at a Public Open House Meeting on May 27, 2026, and via online engagement between May 27 and June 10, 2026 and has received public feedback. The meeting display boards and alternative project layouts are attached. The county will present an update on the project and outline next steps.

For the 100th Street project, preliminary design is nearly complete. The project is anticipated to be constructed from 2027 through 2028. The county will present an update on the project and the schedule status as outlined in the project's Memorandum of Understanding between the County and City.

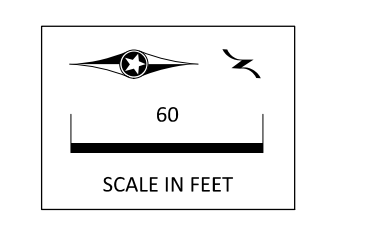
Recommendation

Staff recommend to receive project updates and provide feedback to Washington County.

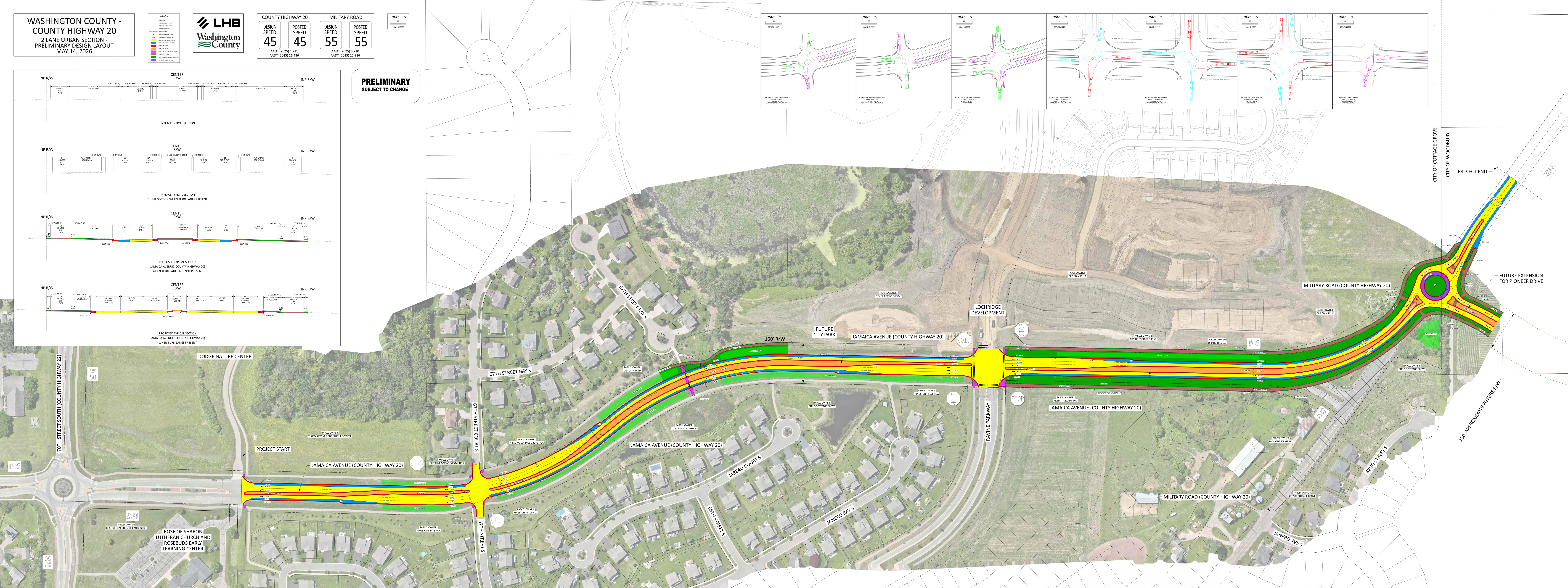
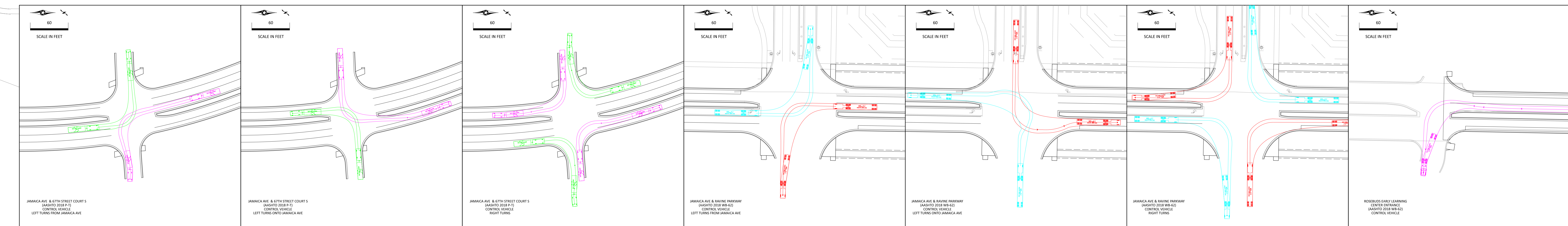
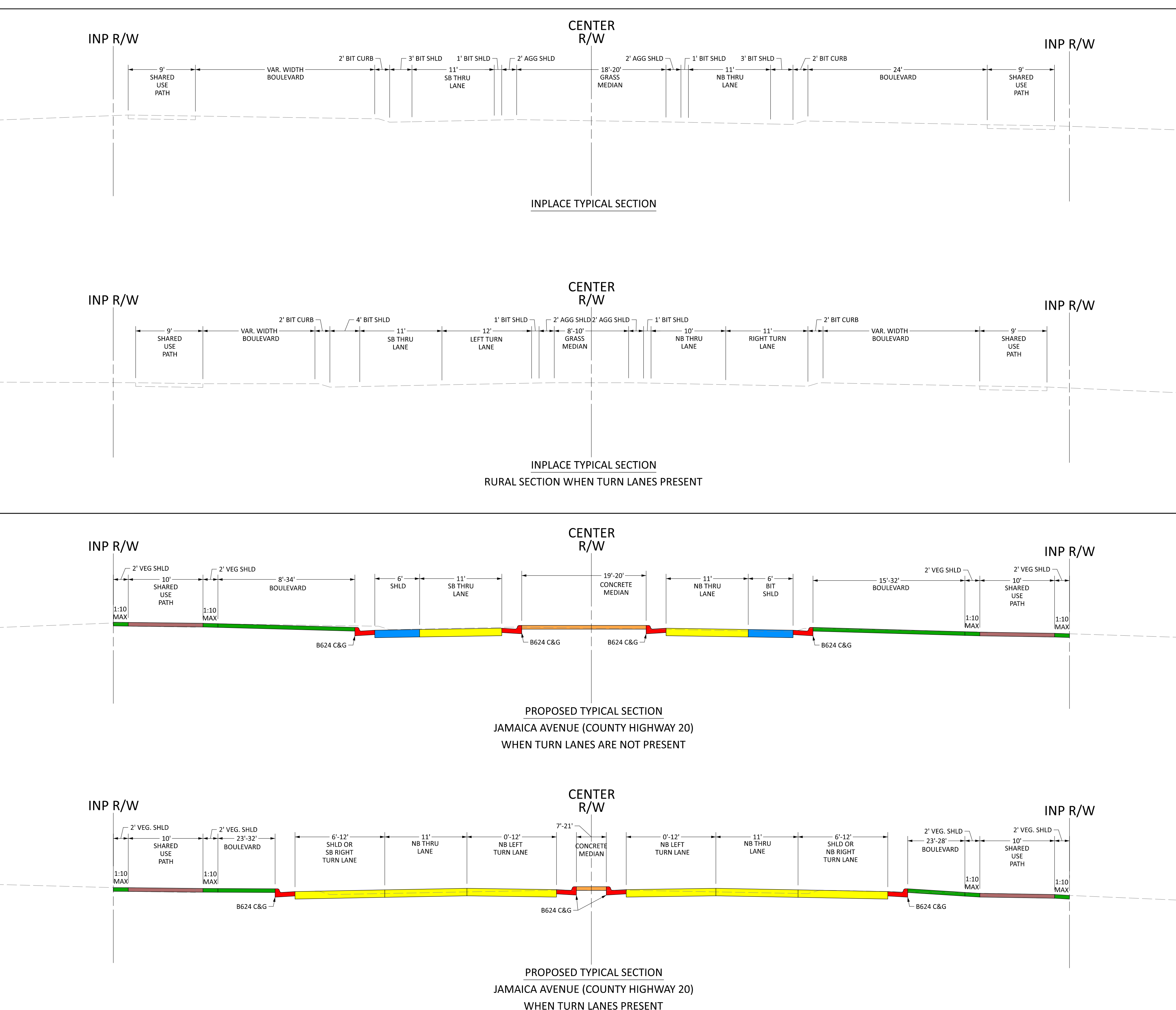
**WASHINGTON COUNTY -
COUNTY HIGHWAY 20**
2 LANE URBAN SECTION -
PRELIMINARY DESIGN LAYOUT
MAY 14, 2026



COUNTY HIGHWAY 20		MILITARY ROAD	
DESIGN SPEED	POSTED SPEED	DESIGN SPEED	POSTED SPEED
45	45	55	55
AADT (2025) 4,711 AADT (2045) 11,486		AADT (2025) 5,710 AADT (2045) 12,986	



**PRELIMINARY
SUBJECT TO CHANGE**



CITY OF COTTAGE GROVE
CITY OF WOODBURY

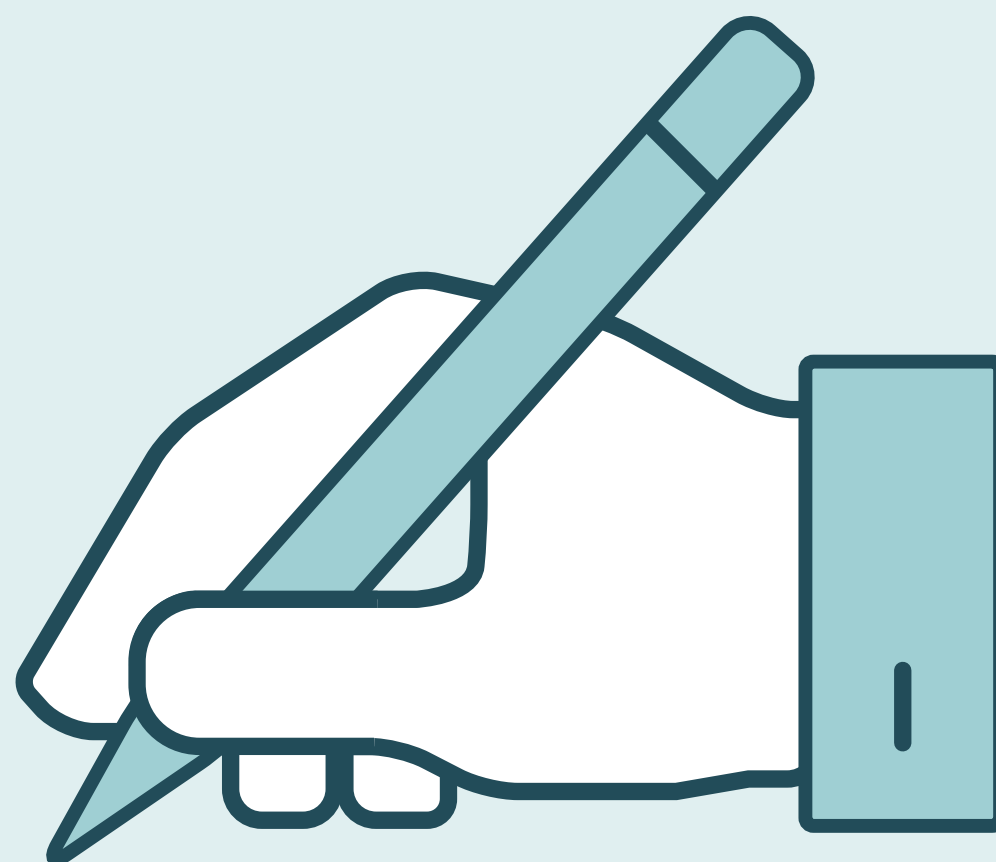
PROJECT END

FUTURE EXTENSION FOR PIONEER DRIVE

150' APPROXIMATE FUTURE R/W

WELCOME

County Highway 20 (Jamaica Ave) ROADWAY IMPROVEMENT PROJECT



Please sign in

Project Goals

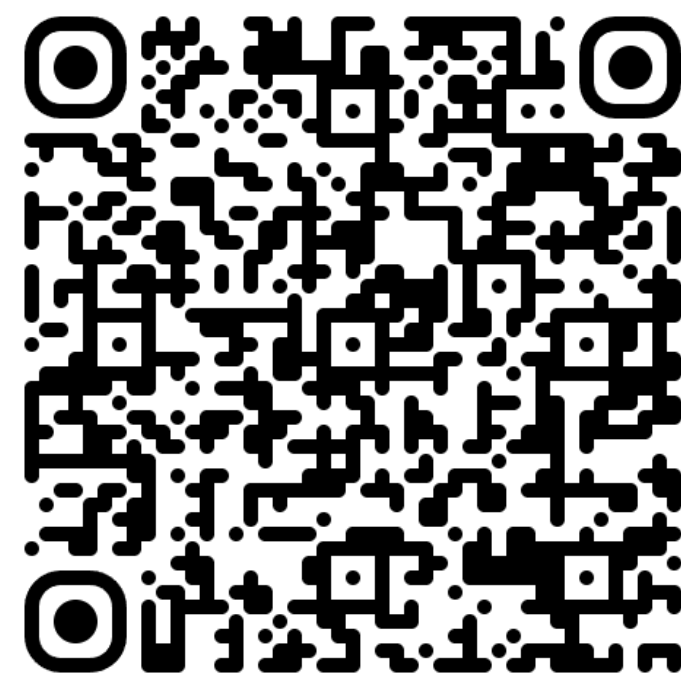
1. Gather public input to achieve community acceptance of project improvements.
2. Improve safety and access for people walking, biking, and rolling.
3. Manage drainage associated with public infrastructure.
4. Determine current and future management of access along County Highway 20.
5. Evaluate and develop a design of the County Highway 20 (Jamaica Ave)/ Military Rd intersection that includes the future extension of Pioneer Dr to the north.
6. Develop a construction schedule that minimizes public inconvenience, while being sensitive to reducing overall project costs and environmental impacts.

Stay Updated!

Visit the project website to learn about:

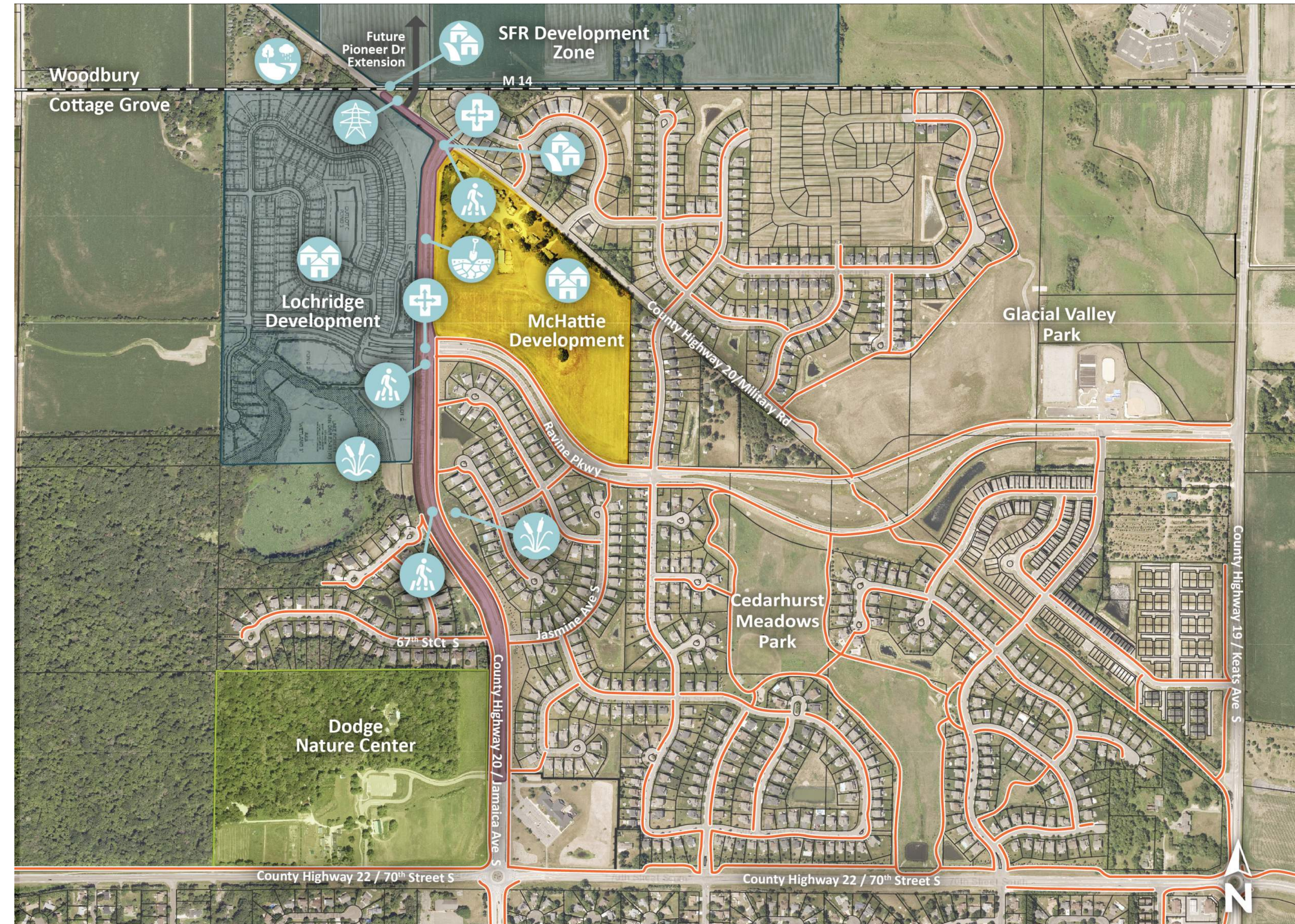
- The project overview
- Opportunities for input
- Project schedule
- Project staff contact info
- Sign up for email updates

SCAN ME!



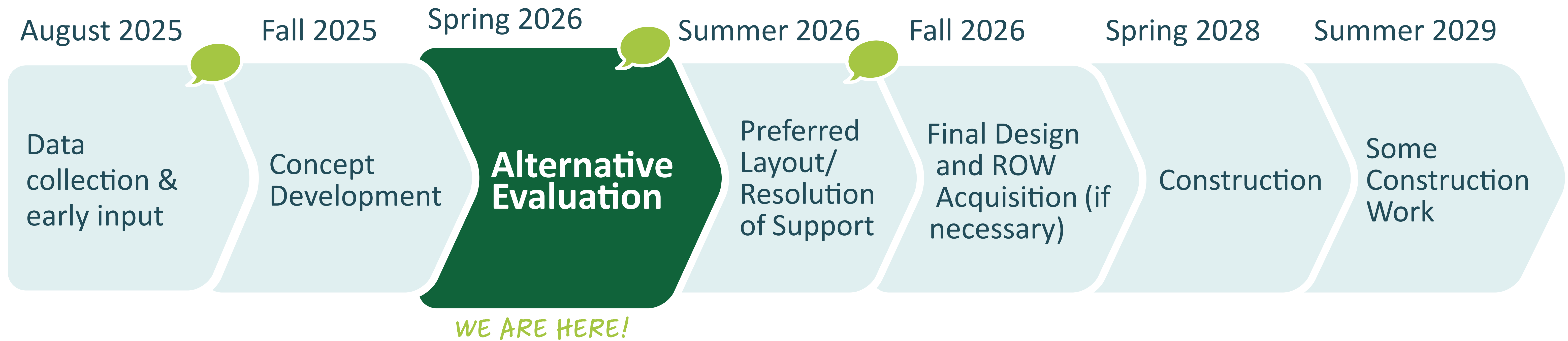
www.washingtoncountymn.gov/County20

Project Location, Issues, & Opportunities



Key Intersection	Future Land Development	Wetlands	Trail or Sidewalk
Neighborhood Access	Aboveground Utility	Possible Environmental Impact	County Highway 20 Prc
Pedestrian Connectivity	Possible Bedrock	Development Zone	Transitional Zone
		Dodge Nature Center	

PROJECT OVERVIEW



 Public Input Opportunities

PROJECT SCHEDULE

Will the speed limit change?

Speed limits on County roadways are determined by Minnesota state laws and the state Commissioner of Transportation, not by county officials. 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 enforceable and appropriate for the new conditions.

What streetscape and landscape elements will be included in this project?

The project team will be reviewing street lighting needs and landscaping opportunities along the corridor throughout the design process.

Will right-of-way be purchased with this project?

As part of this planning study, the project team will evaluate the potential need for acquisition of right-of-way in order to construct the project vision. During the future design phase of project development, Washington County will identify construction limits that help to identify whether easements or new right-of-way is needed. In cases where private property beyond the existing public right-of-way is required, the county will go through the process to acquire property by:

- Contacting Property Owners to review existing property conditions
- Hiring an independent appraiser to determine the value of the property.
Property Owners will receive a copy of the appraisal
Property Owners are also entitled to obtain a separate appraisal
- Making an offer to purchase the necessary property for the full amount that has been determined as just compensation from the appraisal(s) and providing a reasonable length of time to consider the offer (no less than 60 days).

Why is there not a 4-lane option in the layouts?

A four-lane option was considered early in the process, but it is not being carried forward as part of the preliminary layout alternatives. Based on the traffic engineer's analysis, a four-lane cross-section is not warranted within a 20-year horizon when looking at peak-hour traffic conditions. Just as important, a wider roadway would bring a different set of tradeoffs that don't align well with the goals for this corridor. Expanding to four lanes would increase right-of-way needs, potentially affecting adjacent properties, and would come with higher construction and long-term maintenance costs. From a safety and livability standpoint, it would also make pedestrian crossings longer and less comfortable — both at intersections and mid-block locations — while introducing more conflict points for vehicles, particularly at full-access intersections, which can increase the likelihood of certain types of crashes. For these reasons, the alternatives being advanced focus on right-sized roadway options that better balance traffic operations, safety, cost, and the overall character of the community.


FREQUENTLY ASKED QUESTIONS

OPEN HOUSE 1

PUBLIC ENGAGEMENT SUMMARY

IN-PERSON OPEN HOUSE

 Wednesday, August 27, 2025

 4 - 6 PM

 Glacial Valley Park
(Cottage Grove, MN 55016)

OPEN HOUSE PURPOSE

- Introduce project to the public.
- Provide public with project scope and overview.
- Gain feedback and understanding of issues along the County Highway 20 project corridor.



13
RESIDENTS IN
ATTENDANCE



12
MAP COMMENTS
RECEIVED

ONLINE ENGAGEMENT



28
QUESTIONNAIRE
RESPONSES

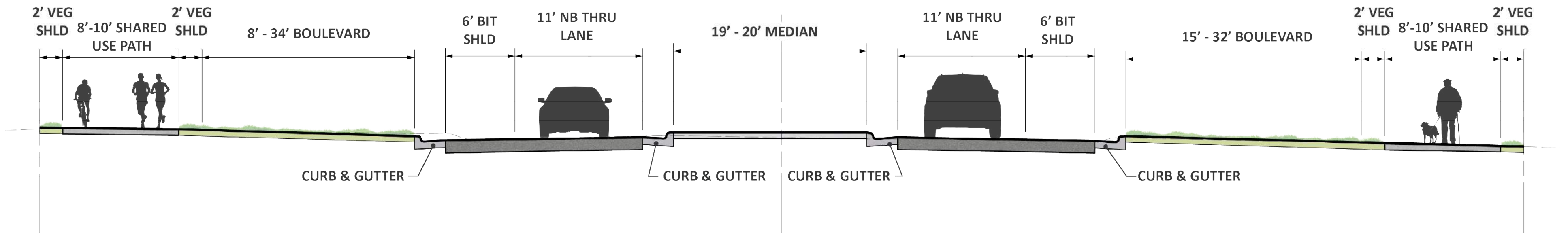


849
PAGE VISITS

PUBLIC FEEDBACK

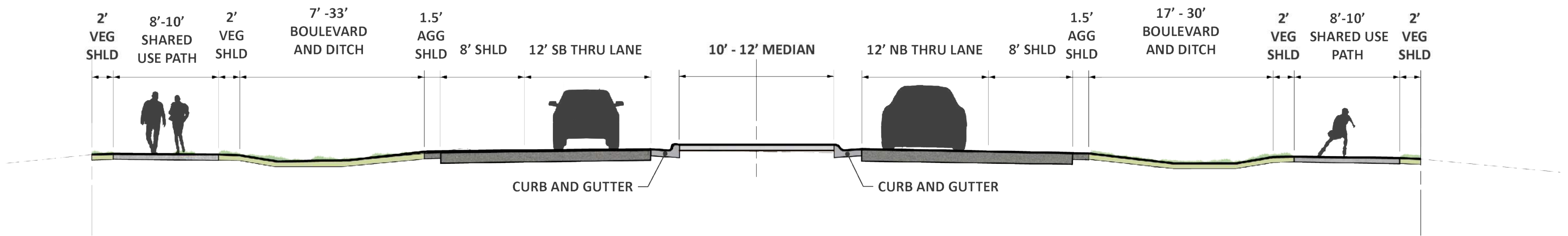
- Participants are very concerned with **pedestrian safety** in the corridor, especially at **crosswalks and intersections**.
- Many folks noted that **speed** is currently a significant problem and is likely to be more problematic as traffic increases.
- Several residents would like to see the road returned to a four-lane section and several requested roundabouts at key intersections.
- Residents in surrounding neighborhoods are concerned about **cut-through traffic**.
- There is **significant uncertainty** about ongoing development in the area and, while this is not directly impacted by this project, it is likely to remain a concern in future rounds of engagement.

ALTERNATIVE 1



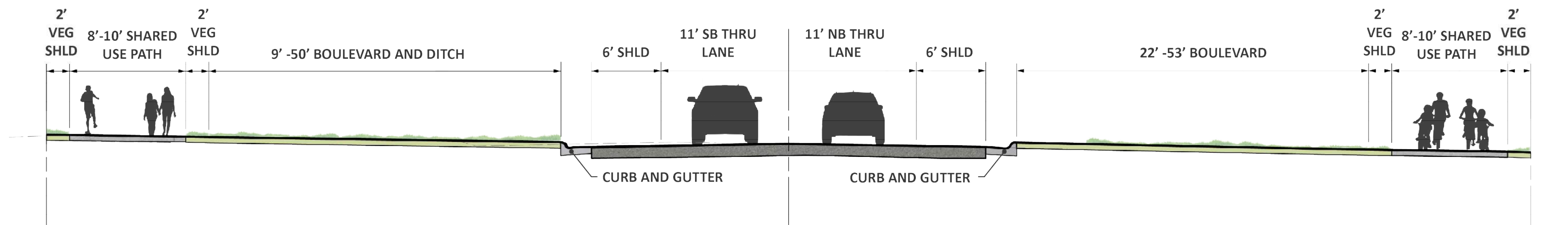
2-Lane urban section with median when turn lanes are not present

ALTERNATIVE 2



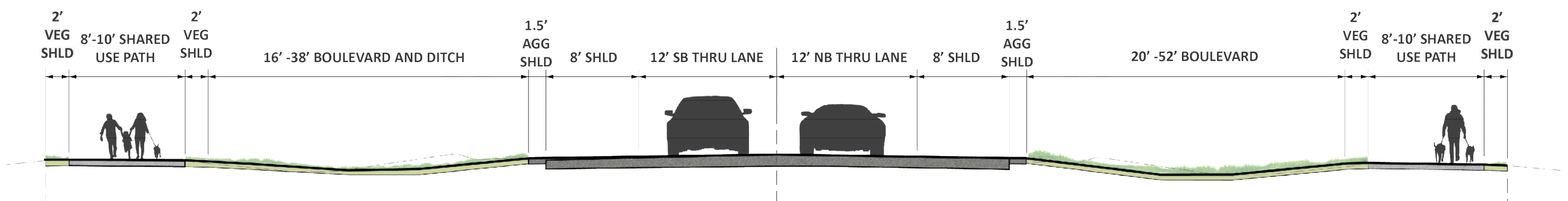
2-Lane rural section with median when turn lanes are not present

ALTERNATIVE 3



2-Lane urban with no median when turn lanes are not present

ALTERNATIVE 4



2-Lane rural with no median when turn lanes are not present

TYPICAL SECTIONS

		Eliminated due to not meeting project goals related to safety and traffic operations		Alternatives Still Under Consideration					
		NO BUILD	4-LANE	2-LANE URBAN		2-LANE RURAL		2-LANE / NO MEDIAN	
				Median		Median		Urban Section	Rural Section
				Alternative 1		Alternative 2		Alternative 3	Alternative 4
PRIMARY GOALS	Improve safety for all users								
	Improve capacity for all users								
	Improve operational reliability								
	Improve pedestrian accommodations								
	Enhance multimodal connectivity beyond pedestrians								
SECONDARY GOALS	Provide stormwater drainage improvements								
	Support future development and land-use changes								
	Reduce long-term maintenance costs								
	Improve corridor aesthetics and community identity								
	Minimize impacts to wetlands and environmentally sensitive areas								
	Minimize project costs								
	Minimize impacts to private property								

LEGEND: Negative Neutral Positive

ALTERNATIVES EVALUATION MATRIX