

# **Transportation Issue in the CSAH 28 / TH 3 Area in Inver Grove Heights**

**Prepared by Brian Sorenson, Transportation Engineer  
(February, 2007)**

## **History**

In 1999-2000, the City, County, and MnDOT participated in a study of CSAH 28 from TH 149 to TH 3. At that time, the location of the current CSAH 28/TH 3 intersection was an assumed constraint. Different locations for this intersection were not studied due to the rural residential nature of the area east of TH 3, and the potential negative impacts that realignment of CSAH 28 would have on existing homes.

## **Emerging Issues**

1. The current alignment of County State Aid Highway (CSAH) 28 (80<sup>th</sup> Street East) east of Trunk Highway (TH) 3 operates adequately today, but this is going to change in the immediate future. On the west side of TH 3, development discussions have been taking place that include an extension of CSAH 28 across TH 55 to TH 3 to serve a proposed development and to implement a long-term transportation need of linking the existing segments of CSAH 28. This will result in a fourth “leg” being added to the current CSAH 28/TH 3 intersection. This construction is scheduled to begin in 2007, and the developer requires a final location for the CSAH 28 alignment.
2. If this development moves forward now, and a new four-way intersection is constructed at the current CSAH 28/TH 3 intersection, we expect the following safety-related problems:
  - The current alignment of CSAH 28 includes a 25 mph curve next to TH 3. Traffic traveling through on CSAH 28 will encounter this at much higher speeds under signal control. Visibility of the actual signal will also become an issue for westbound traffic. There is concern that these issues will result in increased crashes.
  - The current intersection is 600 feet from the westbound ramp intersection with TH 55. As traffic volumes increase on both TH 3 and CSAH 28, traffic will backup through the ramp intersection, especially if TH 3 is not expanded to four lanes. This will limit visibility, add delays, and could result in increased crashes.
3. The City and County recently have been approached by developers of approximately 30 acres of property east of TH 3 and north of TH 55. Redevelopment of this property may provide an opportunity to deal with the safety issues described above by implementing a new alignment of CSAH 28 east of TH 3.
4. A realignment of CSAH 28 east of TH 3 will likely affect a proposed natural area easement being discussed between the County and two property owners.

## **Proposed Transportation Design**

To address both traffic safety issues, the ideal transportation design would realign CSAH 28 east of TH 3 to incorporate smoother curves and to provide better sight lines for traffic that are more consistent with standards for an arterial roadway. In addition, the further the intersection could be moved away from the TH 55 ramps, the less likely the CSAH 28 intersection would negatively impact the ramp intersection.

### **Possible Alignments**

Preliminary alignments for CSAH 28 east of TH 3 have been developed that could help to address the issues described above. These alignments each have their own set of pros and cons, and address the issues in varying degrees. These alignments were developed with the intention of commencing discussions between the parties and agencies involved. In addition, the following should be kept in mind:

- These changes would likely not occur until the current City Comprehensive Plan is updated, and some redevelopment of the rural residential area in the northeast corner of TH 55 & TH 3 is approved by the City Council. This is not likely to occur before 2008.
- It is the County's intent that any realignment plan be agreed to now by all potentially affected parties (property owners, developers, City, County, and MnDOT) to the extent possible.
- A decision needs to be made about the long-term location of the CSAH 28 / TH 3 intersection so that this issue does not hamper the ability of the developer, the City, and the County to make timely decisions regarding the development west of TH 3.