

Principal Arterial Intersection Conversion Study

April 2015



Background

- Principal Arterials make up the National Highway System
 - PAs are 4% of the region's roadways, 50% of the VMT
 - Critical for mobility of passengers and freight
 - Freeways carry more traffic faster and safer than non-freeway facilities

Why is the Study Needed?

- Grade-separation is a high priority for many agencies
- Difficult to identify what is a regional priority for these projects
- Identified as a Work Program Item in the 2040 TPP

Principal Arterial Intersection Conversion Study



Principal Arterial System

 Study Corridors (Non-Freeway Facilities)

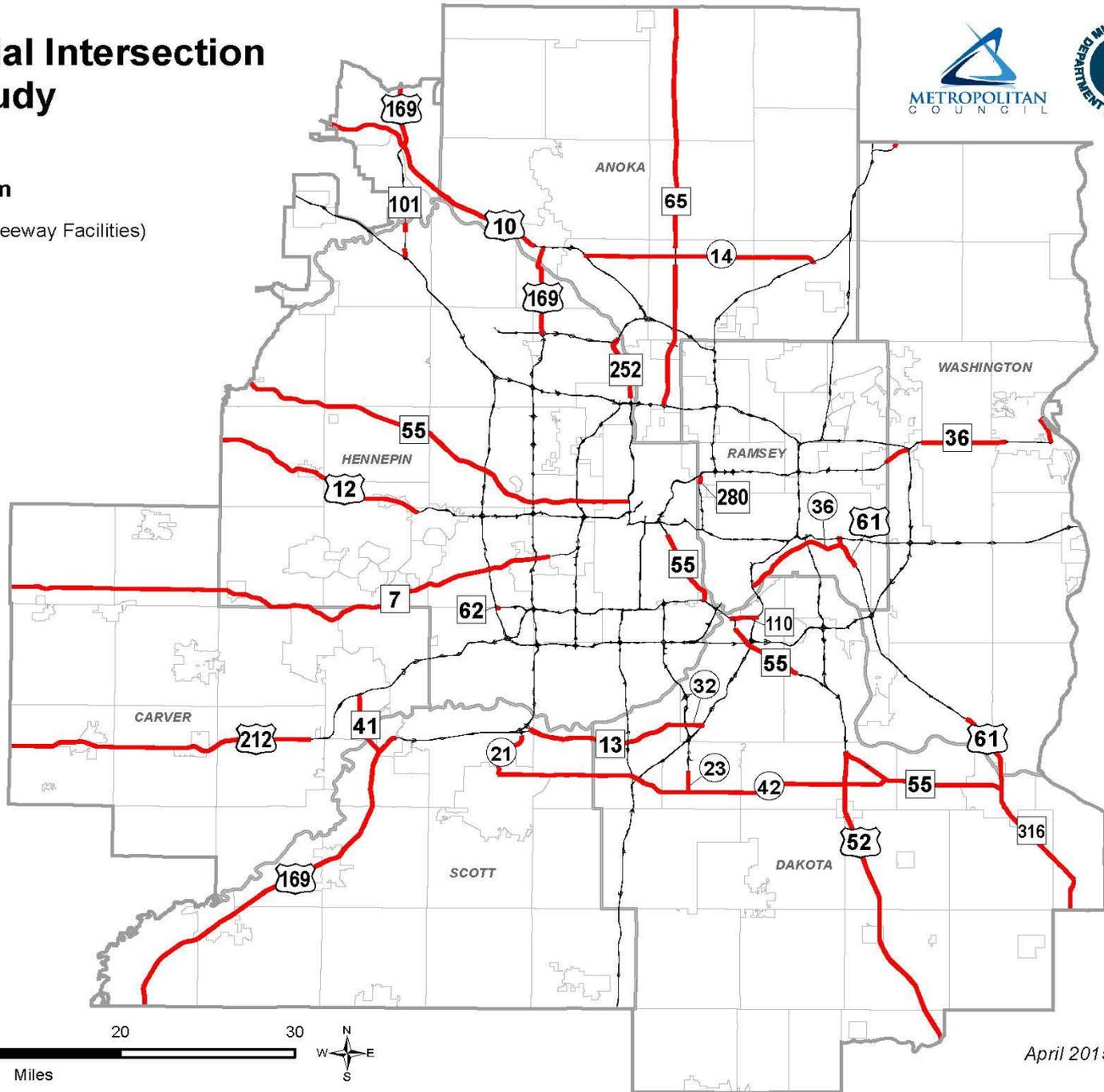
 Freeway Facilities

 Freeway Ramps

 U.S. Highway

 State Highway

 County Road



Goals

- Analyze the benefits, costs, and impacts of converting key intersections to grade-separated facilities
 - Focus on Non-Freeway Principal Arterials
- Prioritize locations and corridors on a regional level (high, medium, low vs. a ranking of #1 to #100)

Objectives

- Form a common short and long-term vision
- Identify lower cost solutions (similar to what was completed for the Highway 10 Access Planning Study)
- Inform funding programs and the next TPP
 - Appendix F
- Help meet MAP-21 safety and mobility targets
- Provide direction for local planning efforts

Other

- Led by Met Council & MnDOT
- 18-month effort, study to be updated periodically
- Results included in the next TPP
 - Help identify Regional Mobility Improvements:
Highway Strategic Capacity Enhancements

Next Steps

- Finalize scope of work
- Select a consultant
- Begin work



Questions

- Steve Peterson & Carl Ohrn
Metropolitan Council
651-602-1819 & 651-602-1719
- Paul Czech
MnDOT – Metro District
651-234-7785



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