

Interregional Corridor System

The Interregional Corridor (IRC) System was adopted in January 2000 as part of the State Transportation System (**Figure 10**). The goal of the IRC system is to support the growing economy of the state by proactively managing the important connections between regional trade centers. The corridors provide connections between people and jobs, distributors and manufacturers, shoppers and retailers, and tourists and recreational opportunities.

The IRC System is comprised of 2,960 miles of the state's 12,000 trunk highway miles that tie the largest economic centers together. In addition, the IRCs make up only two percent of all roadway miles. According to the IRC Study, one-third of all vehicle miles traveled are on the IRC System. Traffic volumes have increased by 50 percent since 1990 and are projected to double by the year 2020. Due to these growth trends, the efficiency of the system will decline unless transportation issues are addressed.

In response to increased traffic volumes and signal proliferation on the IRCs, Mn/DOT developed mobility performance targets. The performance measure that was selected was speed, which is an indirect measure of travel time. The minimum performance targets established for the IRC System are:

- 60+ miles per hour for High Priority IRCs
- 55+ miles per hour for Medium Priority IRCs

Figure 11 shows the performance on the system in 2003. Highways such as Highway 10, Highway 24, Highway 25 and Highway 169 are below their performance targets. **Figure 12** shows that without improvements, additional miles of IRCs will fall below the performance targets by 2030.

Existing Conditions

Pavement Condition

Pavement condition data is used to monitor the performance of the pavement, to prioritize projects and to identify pavements that need future maintenance and/or rehabilitation. Present Serviceability Rating (PSR) is one of the indicators used to measure pavement performance. PSR is a smoothness index, which uses a 0 to 5 rating scale, with 5.0 being the highest. **Figure 13** shows the PSR for the state highways in Region 7W. Pavements below 2.5 indicate a need for rehabilitation. Highway segments of I-94, Highway 10, Highway 22, Highway 23 and Highway 25 show fair to poor ratings (2.8 or lower). A micro-surfacing project has recently been completed on I-94 between St. Joseph and St. Augusta to improve the pavement condition.