

Roadway Construction projects: How to coordinate with Metro Transit

This guide is intended to help roadway authorities coordinate with Metro Transit during roadway projects. Several teams participate in coordination:

- Facilities Planning – provide ADA, bus stop & shelter design guidance,
- Street Operations – plan & implement detours, manage bus operations,
- Service Development – transit route and schedule planning both new & existing service,
- Arterial Bus Rapid Transit – plan and deliver arterial bus rapid transit projects, and
- Rail Engineering – permit review for projects within 50' of LRT ROW, facilities or structures¹.

How do I find out if a roadway project impacts transit?

If a project will partially or fully close a street served by transit, please coordinate with Metro Transit.

- The [system map](#) shows current in-service routing.
- Check in with Metro Transit if any out-of-service routing (deadhead), or new/planned service would be impacted by a project. Geospatial information on transit routes and facilities can be found on [Minnesota Geospatial Commons](#). Planned transitway and arterial bus rapid transit projects can be found in the [2050 Transportation Policy Plan](#) and via [Arterial BRT Plan Update](#).

Why involve Metro Transit early & often?

Metro Transit staff would like to coordinate at each roadway project milestone.

- Roadway projects often build great bus stops and streets that buses can easily navigate. ADA-compliant transit stops in the public right of way are the shared responsibility of roadway authorities and Metro Transit. Partnership during the design process is appreciated, by using [Metro Transit's regular-route design guidelines](#)² and including Metro Transit staff in the design reviews at 0%, 30%, 60%, 90%, and 100%. Staff can provide design guidance for final plans that reduce the risk for change orders.
- Staff will temporarily close bus stops and remove shelters out of the construction zone.
- Detours that close bridges or pinch points on the roadway network require long detours. A long detour can mean additional buses and operators are required to maintain the same level of service and/or the reliability of a route. An additional bus and driver for a few months of

¹ <https://www.metrotransit.org/light-rail-permitting>

² “Regular-route” transit service means bus service that is not BRT.

construction (multiplied by many trips/day) can mean an increase in operational costs of six figures.

- Staff start detour planning 7-8 months minimum before construction. We understand that contractors may change phasing during construction and staff would like to be kept in the loop.

Who should the project coordinate with?

During the design phase, the project should coordinate with Facilities Planning. During the construction phase, the project should coordinate with Street Operations, see Figure 1.

Figure 1 Metro Transit lead point-of-contact by roadway project milestone

