

## Mobility Investment Priorities Corridor Project Checklist

**Instruction Notes:**

- **Already Included** – strategy is already integrated into corridor projects. \*Use codes below for this column only:
  - **BP:** Best Practice is being used
  - **SP:** Best State Practice is being used
- **G:** Current efforts are good enough
- **E:** Current efforts are not sufficient

If columns are used, mark with an **X**:

- **Should Be Studied** – strategy is not integrated into possible corridor projects, but could significantly benefit the corridor; requires additional analysis.
- **Is Not Needed** – strategy would not benefit the corridor.
- **No Information Yet** – insufficient knowledge about the corridor and related projects to classify strategy.

Corridor	Corridor Analysis Summary			
<b>Congested Road: IH 35E (Stemmons Fwy) 2010 Rank: 12</b> <b>Delay: 2,591,300 Hrs. TCI: 1.59 ADT/Lane: 21,000</b> <b>Endpoints: IH 30 (Tom Landry Hwy) to SH 183 (Airport Fwy)</b> <b>Length: 5.5 miles</b> <b>Date: January 2013</b>	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	G			
Electronic Toll Collection Systems				X
Reversible Traffic Lanes/Changeable Lane Assignments		X		
Signal Operations & Management	G			
Special Event Management	G			
Traffic Management Centers				
Traveler Information Systems	E			
Truck Incentives & Use Restrictions			X	
Truck Lane Restrictions		X		
Travel Options				
Flexible Work Hours	G			
Compressed Work Weeks	G			
Telecommuting	G			
Carpooling	G			
Real-Time Ridesharing			X	
Vanpool	G			
Transportation Management Associations				
Trip Reduction Ordinances				X
Parking Management		X		
Pay-As-You-Drive Auto Insurance	G			X
Variable Pricing		X		
Active Traffic Management				
Dynamic Merge Control		X		
Dynamic Rerouting		X		
Dynamic Truck Restrictions		X		
Queue Warning		X		
Ramp Flow Control (Flow Signals/Ramp Metering)		X		
Temporary Shoulder Use (Bus on Shoulder)			X	
Dynamic Speed Display		X		

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**Congested Road: IH 35E (Stemmons Fwy)      2010 Rank: 12**

<b>System Modifications</b>				
Access Management		X		
Bottleneck Removal		X		
Freight Rail Improvements				X
Multimodal Transportation Centers	G			
Ramp Configuration to Increase Queuing Capacity		X		
Acceleration/Deceleration Lanes		X		
Commercial Vehicle Accommodations				X
Diverging Diamonds			X	
Intersection Improvements & Innovative Intersections		X		
Roundabout				
Intersection Turn Lanes				
Loop Ramps Eliminating Left Turns			X	
One-Way Streets			X	
Superstreets			X	
Express & Park-and-Ride Bus Service			X	
Park-and-Ride Lots			X	
<b>Additional Capacity</b>				
Adding Lanes or Roads				
Adding New Toll Lanes or Toll Roads		X		
Managed (HOV/HOT) Lanes		X		
Grade Separation	G			
<b>Construction Improvements</b>				
Construction Contracting Options		X		
Reducing Construction/Maintenance Interference		X		
Pavement Recycling				X
Shoulder Pavement Upgrade				X
Sustainable Pavements				X
<b>Public Participation</b>				
Outreach/Focus Groups				X
Communications				X
<b>Effects</b>				
Economic				X
Safety				X
Pavement Quality				X

**Comments:**

- Long-range plans called Project Pegasus address improvements to IH-35E.
- Trinity Parkway (toll road) is expected to be reliever route for this corridor.
- DART orange, green and blue lines reduce demand on corridor.
- No express bus service on IH-35E; there are two express bus routes on DNT.

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