

## 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: US 75 (N. Central Fwy) 2010 Rank: 15</b> <b>Delay: 2,048,700 Hrs. TCI: 1.54 ADT/Lane: 24,300</b> <b>Endpoints: SH 190 (Pres G. Bush TrnPk) to IH 635 (LBJ Fwy)</b> <b>Length: 6.6 miles</b>	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
<b>Date: January 2013</b>				
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			X	
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			
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 (Speed Harmonization)		X		

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**Congested Road: US 75 (N. Central Fwy)      2010 Rank: 15**

<b>System Modification</b>				
Access Management		X		
Bottleneck Removal		X		
Freight Rail Improvements				X
Multimodal Transportation Centers	G			
Ramp Configuration to Increase Queuing Capacity	G			
Acceleration/Deceleration Lanes	G			
Commercial Vehicle Accommodations			X	
Diverging Diamonds		X		
Intersection Improvements & Innovative Intersections		X		
Roundabouts				
Intersections 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	G			
<b>Additional Capacity</b>				
Adding Lanes or Roads				
Adding New Toll Lanes or Toll Roads			X	
Managed (HOV/HOT) Lanes	G			
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:**

- DART orange and red lines reduce demand on US75.
- US75 is only facility in region with direct connections for managed lane within the US75/IH635 interchange.
- TxDOT beginning corridor study in 2013 from IH 635 to SH 121.
- Bottleneck improvement design work at PGBT interchange advancing.

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