

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			
Congested Road: IH 35E (Stemmons Fwy) 2010 Rank: 17 Delay: 1,320,000 Hrs. TCI: 1.45 ADT/Lane: 22,200 Endpoints: US 67 (Love Fwy) to Jefferson Viaduct Length: 4.6 miles Date: January 2013	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		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 Rideshare		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	
Variable Speed Limits		X		

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Congested Road: IH 35E (Stemmons Fwy) 2010 Rank: 17

System Modification				
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		
Roundabouts				
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	G			
Additional Capacity				
Adding Lanes or Roads				
Adding New Toll Lanes or Toll Roads			X	
Managed (HOV/HOT) Lanes	G			
Grade Separation	G			
Construction Improvements				
Construction Contracting Options		X		
Reducing Construction/Maintenance Interference		X		
Pavement Recycling				X
Shoulder Pavement Upgrade				X
Sustainable Pavements				X
Public Participation				
Outreach/Focus Groups				X
Communications				X
Effects				
Economic				X
Safety				X
Pavement Quality				X

Comments:

- DART red/blue lines remove some demand.
- Part of the Southern Gateway project. Anticipated to begin pre-construction activities in 2013. Construction funding not identified.

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