

## 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 35W (North Fwy) 2010 Rank: 21</b> <b>Delay: 2,602,900 Hrs. TCI: 1.97 ADT/Lane: 30,100</b> <b>Endpoints: SH 183 (NE 28<sup>th</sup> Street) to US 287/US 81</b> <b>Length: 6.4 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	BP*			
Reversible Traffic Lanes/Changeable Lane Assignments			X	
Signal Operations & Management	G			
Special Event Management				X
Traffic Management Centers				
Traveler Information Systems	BP*			
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	G			
Pay-As-You-Drive Auto Insurance	G			
Variable Pricing	BP*			
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 35W (North Fwy)****2010 Rank: 21**

<b>System Modification</b>				
Access Management	SP			
Bottleneck Removal	SP*			
Freight Rail Improvements				X
Multimodal Transportation Centers		X		
Ramp Configuration to Increase Queuing Capacity	BP*			
Acceleration/Deceleration Lanes	BP*			
Commercial Vehicle Accommodations	SP*			
Diverging Diamonds			X	
Intersection Improvements & Innovative Intersections	SP*			
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		X		
<b>Additional Capacity</b>				
Adding Lanes or Roads				
Adding New Toll Lanes or Toll Roads	BP*			
Managed (HOV/HOT) Lanes	BP*			
Grade Separation	BP*			
<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	SP			
Communications	SP			
<b>Effects</b>				
Economic	BP*			
Safety	BP*			
Pavement Quality	BP*			

**Comments:**

- Speedway rail line would reduce demand. Project planned for 2035.
- Progressing toward CDA development with anticipation approvals and financial close will occur by summer 2013.
  - CDA construction limits are 6.5 miles from IH-30 to IH-820, including the IH-820 interchange.
  - Phase I construction includes rebuilding existing general purpose lanes, add four managed, toll lane, add auxiliary lanes, and connect some frontage roads. Anticipate completion of Phase I in 2018.
  - Traditionally-let construction project from IH-820 to US 287/US 81 was let September 2012. Construction expected to begin spring 2013 with completion in late 2017. Rebuilding general

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purpose lanes, adding 1-2 managed, toll lanes in each direction, rebuilding auxillary lanes and frontage roads.

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