

## 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 635 (LBJ Fwy) 2010 Rank: 3</b> <b>Delay: 5,169,900 Hrs. TCI: 1.75 ADT/Lane: 26,100</b> <b>Endpoints: IH 35E (Stemmons Fwy) to US 75 (N. Central Expy)</b> <b>Length: 8.8 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	G*			
Travel Options				
Flexible Work Hours	G			
Compressed Work Weeks	G			
Telecommuting	G			
Carpooling	G			
Real-Time Ridesharing		X		
Vanpool	G			
Transportation Management Association				
Trip Reduction Ordinances				X
Parking Management			X	
Pay-As-You-Drive Auto Insurance	G			X
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 635 (LBJ Fwy)****2010 Rank: 3**

<b>System Modification</b>				
Access Management	SP*			
Bottleneck Removal	G*			
Freight Rail Improvements			X	
Multimodal Transportation Centers	G			
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	BP			
Reducing Construction/Maintenance Interference	BP			
Pavement Recycling				X
Shoulder Pavement Upgrade				X
Sustainable Pavements				X
<b>Public Participation</b>				
Outreach/Focus Groups	BP			
Communications	BP			
<b>Effects</b>				
Economic	BP*			
Safety	BP*			
Pavement Quality	BP*			

**Comments:**

- Currently under CDA development (LBJ Express) for 6 managed, toll lanes through these limits. Construction to be completed 2015.
- Multiple parallel arterial routes at roughly mile spacings.
- Cottonbelt rail line will relieve some demand. Potential for unsolicited proposal to advance this project.

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