

## 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: SS 366 (W. Rodgers Fwy) 2010 Rank: 5</b> <b>Delay: 1,300,500 Hrs. TCI: 2.28 ADT/Lane: 11,100</b> <b>Endpoints: IH 35E (Stemmons Fwy) to US 75 (N. Central Fwy)</b> <b>Length: 2.4 miles</b>	Already Included*			
<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	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-Times 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	
Variable Speed Limits		X		

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**Congested Road: SS 366 (W. Rodgers Fwy) 2010 Rank: 5**

<b>System Modification</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	
Roundabouts				
Intersection Turn Lanes				
Loop Ramps Eliminating Left Turns			X	
One-Way Streets	G			
Superstreets			X	
Express & Park-and-Ride Bus Service				X
Park-and-Ride Lots				X
<b>Additional Capacity</b>				
Adding Lane or Roads				
Adding New Toll Lanes or Toll Roads			X	
Managed (HOV/HOT) Lanes		X		
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				X
Communications				X
<b>Effects</b>				
Economic				X
Safety				X
Pavement Quality				X

**Comments:**

- No project identified in MTP 2035.
- Issues deal with cross access demand between I-45/US 75 and I-35E.

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