

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 35W (North Fwy) 2010 Rank: 8 Delay: 2,156,000 Hrs. TCI: 2.00 ADT/Lane: 19,000 Endpoints: IH 30 (East Fwy) to SH 183 (NE 28th Street) Length: 3.7 miles	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
Date: January 2013				
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				
Parking Management	G			
Pay-As-You-Drive Auto Insurance	G			
Dynamic 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		

“...Serving as a facilitator and project coordinator of studies to be conducted by the four most congested regions...”

Congested Road: IH 35W (North Fwy)**2010 Rank: 8**

System Modification				
Access Management	SP			
Bottleneck Removal		X		
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 Intersection	SP*			
Roundabouts				
Intersection Turn Lanes				
Loop Ramps Eliminating Left Turns			X	
One-Way Streets			X	
Superstreets			X	
Express & Park-and-Ride Bus Service	G			
Park-and-Ride Lots	G			
Additional Capacity				
Adding Lanes or Roads				
Adding New Toll Lanes or Toll Roads	BP*			
Managed (HOV/HOT) Lanes	BP*			
Grade Separation	BP*			
Construction Improvements				
Construction Contracting Options	BP*			
Reducing Construction/Maintenance Interference	BP*			
Pavement Recycling		X		
Shoulder Pavement Upgrade				X
Sustainable Pavements		X		
Public Participation				
Outreach/Focus Groups	SP			
Communications	SP			
Effects				
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.

“...Serving as a facilitator and project coordinator of studies to be conducted by the four most congested regions...”