

FM 1472 PM Peak Existing Conditions Video

3a - This video shows a simulation of the traffic conditions during the afternoon peak period of an average weekday on the FM 1472 corridor between IH-69W and Pan American Boulevard. The video will show the operations of 7 intersections which were studied.

3b - Congestion is currently occurring on all approaches to the interchange of FM 1472 and IH-69W.

3c - A total of 48 conflict points exist at this interchange. A conflict point is a location where traffic paths routinely cross, merge, or diverge. Reducing the number of conflict points at an intersection will improve safety.

3d - Congestion is currently occurring at the intersection on Milo road approaching FM 1472 during the PM peak period.

3e - As can also be seen near the top of the screen the queue of vehicles from Killam Industrial Boulevard is backing up almost to the intersection of FM 1472 with Milo Road.

3f - A total of 9 conflict points exist at this interchange. A conflict point is a location where traffic paths routinely cross, merge, or diverge. Reducing the number of conflict points at an intersection will improve safety.

3g - The highest level of congestion during the PM peak period is occurring at the intersection of FM 1472 with Killam Industrial Drive and River Bank Drive. The queue on the NB approach to this intersection stretches back almost all the way to the intersection with Milo Road.

3h - A total of 32 conflict points exist at this interchange. A conflict point is a location where traffic paths routinely cross, merge, or diverge. Reducing the number of conflict points at an intersection will improve safety.

3i - Some congestion is currently occurring at the intersection of FM 1472 and Interamerica Boulevard for the NB left turn movement but the remainder of the traffic at this intersection does not experience significant delays compared to other intersections within the study area.

3j - A total of 9 conflict points exist at this interchange. A conflict point is a location where traffic paths routinely cross, merge, or diverge. Reducing the number of conflict points at an intersection will improve safety.

3k - A significant amount of congestion is occurring at the intersection of FM 1472 and AF Muller Boulevard during the PM peak period.

3l - A total of 32 conflict points exist at this interchange. A conflict point is a location where traffic paths routinely cross, merge, or diverge. Reducing the number of conflict points at an intersection will improve safety.

3m - Some congestion is currently occurring at the intersection of FM 1472 and Trade Center Boulevard for the NB left turn movement but the remainder of the traffic at this intersection does not experience significant delays compared to other intersections within the study area.

3n - A total of 9 conflict points exist at this interchange. A conflict point is a location where traffic paths routinely cross, merge, or diverge. Reducing the number of conflict points at an intersection will improve safety.

3o - The intersection of FM 1472 and Pan American Boulevard operates with some congestion for the NB left turn movement during the PM peak period but other movements operate with little delay during the PM peak period.

3p - A total of 9 conflict points exist at this interchange. A conflict point is a location where traffic paths routinely cross, merge, or diverge. Reducing the number of conflict points at an intersection will improve safety.

FM 1472 PM Peak Proposed Conditions Video

6a - This video shows a projection of how traffic will operate within the study area following the construction of proposed improvements on FM 1472 between IH-69W and Pan American Boulevard during the PM Peak period. The proposed improvements are projected to improve safety, reduce congestion and travel times within the study area following implementation in 2023.

6b - FM 1472 at IH-69W

- A Single Point Urban Interchange or SPUI will be constructed at the interchange of FM 1472 with IH-69W. This proposed improvement will allow for the reduction in the delay experienced by vehicles by 46 percent during the PM peak period. A SPUI operates similar to a traditional diamond interchange but with the advantage of allowing opposing left turns to operate simultaneously.
- The number of conflict points at this intersection will be reduced from 48 conflict points to 24 conflict points.

6c - FM 1472 and Milo Road

- The proposed improvements at FM 1472 and Milo Road include the construction of a Continuous Green "T" intersection. This improvement will allow southbound through traffic to operate through the intersection without the need to stop at a signal which will reduce congestion at the intersection. This proposed improvement is projected to decrease the average amount of delay at the intersection by 45 percent.
- The number of conflict points at this intersection will remain the same as under the existing conditions (9 total conflict points).

6d - FM 1472 and Southern U-Turn Intersection

- This new U-turn intersection will be constructed as part of the Median U-turn Intersection improvement at the intersection of FM 1472 and Killam Industrial Drive. Left Turns will be restricted at that intersection. This proposed U-turn intersection will be used by vehicles to complete their left turn maneuvers following construction. The additional pavement area shown on the east side of FM 1472 will be used by vehicles making the U-turn maneuver.

6e - FM 1472 and Killam Industrial Drive/River Bank Drive

- A Median U-Turn intersection will be constructed at the intersection of FM 1472 and Killam Industrial Drive. This type of intersection treatment will prohibit left turns at this intersection. Left turning traffic must use the U-turn intersections located to the north and south of this main intersection to travel to their desired destination. This proposed improvement will reduce the average delay at the intersection by 70% during the PM peak hour.
- The number of conflict points at this intersection will be reduced from 32 conflict points to 16 conflict points.

6f - FM 1472 and Northern U-Turn Intersection

- A proposed U-turn intersection will be constructed as part of the Median U-turn Intersection improvement at the intersection of FM 1472 and Killam Industrial Drive. Left Turns will be restricted at that intersection. This proposed U-turn intersection will be used by vehicles to

complete their left turn maneuvers following construction. The additional pavement area shown on the west side of FM 1472 will be used by vehicles making the U-turn maneuver.

- Also shown is a U-turn intersection which is part of the improvements at the intersection of FM 1472 and Interamerica Boulevard.

6g - FM 1472 and Interamerica Boulevard

- A proposed Restricted Crossing U-turn Intersection will be constructed at the intersection of FM 1472 and Interamerica Boulevard. This intersection treatment will allow left turns from FM 1472 but will be restricted through and right turns from the minor street approaches. Vehicles will use the U-turn intersections located adjacent to this intersection to make these maneuvers. This proposed improvement is projected to reduce the delays at this intersection by 12% during the PM peak period.
- The westbound approach to this intersection is a projected future development entrance which will be constructed by others and this construction will not be a part of this project.
- The number of conflict points at this intersection will be reduced from 9 conflict points to 8 conflict points.

6h - FM 1472 and AF Muller Boulevard

- A partial Restricted Crossing U-Turn intersection will be constructed at the intersection of FM 1472 and AF Muller Boulevard. This treatment will allow left turns from Northbound FM 1472 but will restrict through and left turn movements from the sidestreet. Vehicles will use the U-turn intersections located north and south of this intersection to make these maneuvers. This proposed improvement is projected to reduce the delays at this intersection by 62% during the PM peak period.
- The westbound approach to this intersection is as projected future roadway which will be constructed by others and this construction will not be a part of this project.
- The number of conflict points at this intersection will be reduced from 32 conflict points to 8 conflict points.

6i - FM 1472 and U-Turn Crossovers

- These intersections will be constructed as part of the Restricted Crossing U-Turns at the intersections of FM 1472 with AF Muller Boulevard, Trade Center Boulevard, and Pan American Boulevard. Since through and left turn movements will be restricted at the main intersections vehicles will use these intersections to make the through and left turn movements.

6j - FM 1472 and Trade Center Boulevard

- A partial restricted crossing U-turn intersection will be constructed at FM 1472 and Trade Center Boulevard. Left turns from Trade Center Boulevard will be restricted and vehicles will use the U-turn intersection to the south to make this maneuver. This proposed configuration will allow the northbound through traffic to operate without a traffic signal at this intersection. This improvement is projected to reduce the delay experienced by drivers at the intersection by 53 percent.
- The number of conflict points at this intersection will be reduced from 9 conflict points to 8 conflict points.

6k- FM 1472 and Pan American Boulevard

- A partial restricted crossing U-turn intersection will be constructed at FM 1472 and Pan American Boulevard. Left turns from Pan American Boulevard will be restricted and vehicles will use the U-turn intersection to the south of Pan American Boulevard to make this maneuver. This proposed configuration will allow the northbound through traffic to operate without a traffic signal at this intersection. This improvement is projected to reduce the delay experienced by drivers at the intersection by 45 percent.
- The number of conflict points at this intersection will be reduced from 9 conflict points to 4 conflict points.