

SH 6 & FM 529

innovative OPPORTUNITIES

Figure 2

Continuous Flow Intersection (CFI)



Advantages

- Improved safety - reduced conflict points
- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Less expensive & impactive than overpass

Disadvantages

- Potential for driver confusion
- Some right of way usually required
- Can create access restrictions

Median U-Turn Intersection



Advantages

- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost

Disadvantages

- Out of direction travel for left turns
- Right of way may be required at u-turn
- No u-turns at main intersection
- Potential for driver confusion

Quadrant (option 1) / Jughandle (option 2)



Advantages

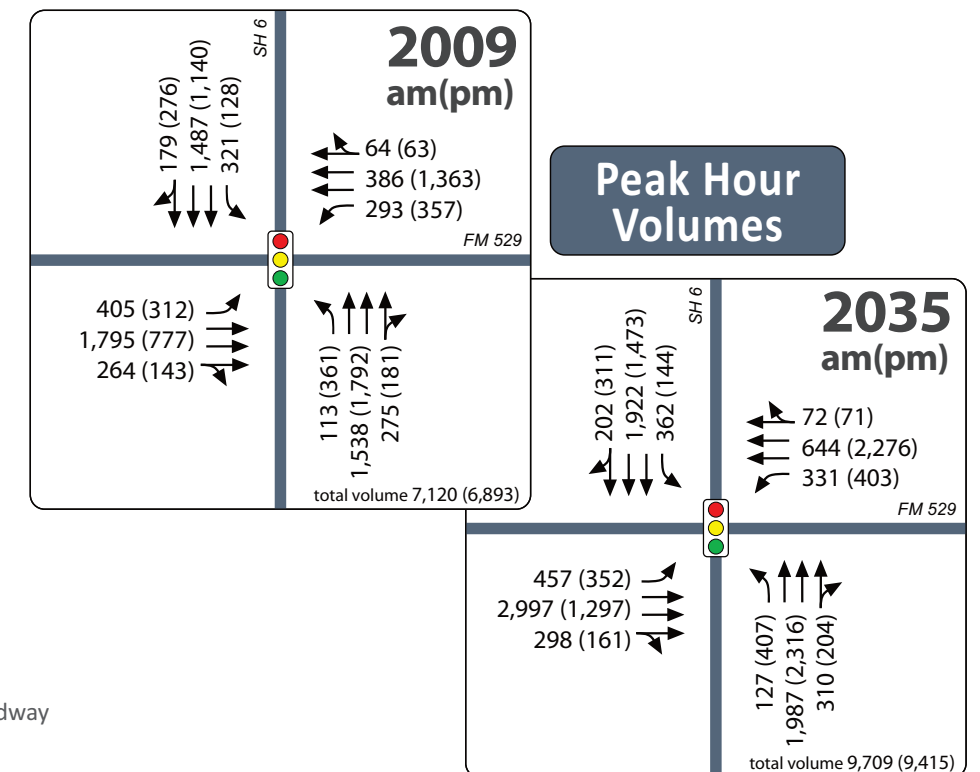
- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost potential
- Enhanced development opportunity

Disadvantages

- Out of direction travel for left turns
- Right of way may be required for quadrant roadway
- No u-turns at main intersection
- Potential for driver confusion
- Adds intersection to corridor

Scenario	Relative Costs	Objective Criteria				100% Composite Score	Rank
		40%	30%	20%	10%		
		Operational Performance	Safety	Compatibility	Impacts		
No Build	1	4	4	1	1	3.1	6
CFI	3	1	2	2	3	1.7	2
Median U-Turn	2	2	1	1	1	1.4	1
Quadrant (Opt 1)	2	3	2	1	1	2.1	3
Jughandle (Opt 2)	3	3	1	2	3	2.2	4
Grade Separated	4	1	2	4	4	2.2	4

Note: The Objective Criteria in the table is based on a scale from 1 (excellent) to 4 (poor).

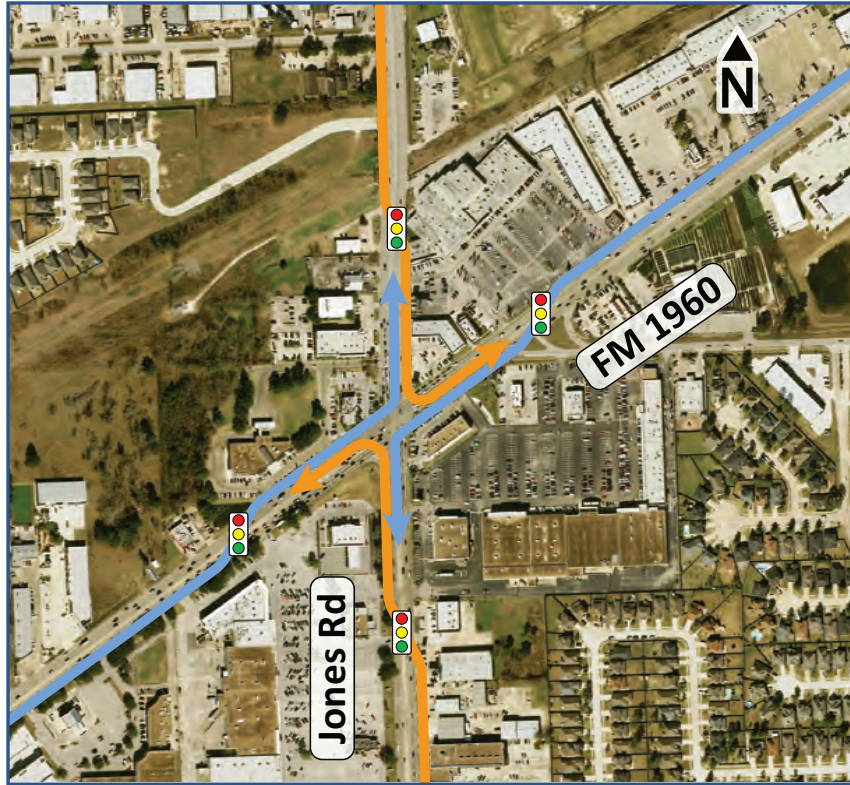


FM 1960 & Jones Road

innovative OPPORTUNITIES

Figure 3

Continuous Flow Intersection (CFI)



Advantages

- Improved safety - reduced conflict points
- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Less expensive & impactive than overpass

Disadvantages

- Potential for driver confusion
- Some right of way usually required
- Can create access restrictions

Median U-Turn Intersection



Advantages

- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost

Disadvantages

- Out of direction travel for left turns
- Right of way may be required at u-turn
- No u-turns at main intersection
- Potential for driver confusion

Jughandle Intersection



Advantages

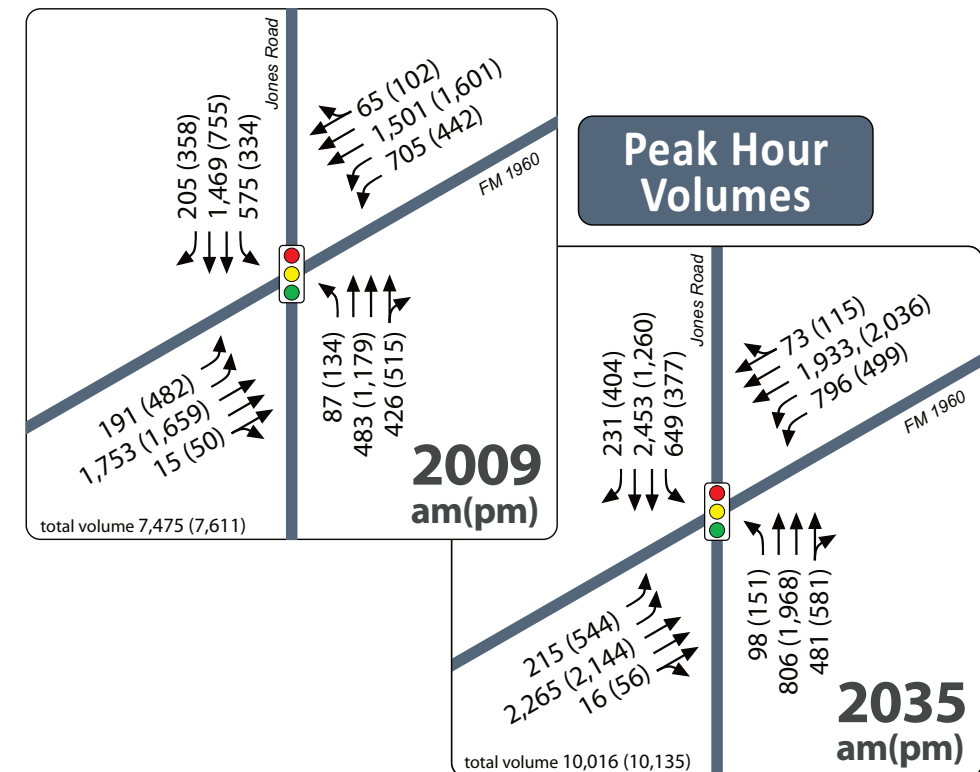
- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost potential
- Enhanced development opportunity

Disadvantages

- Out of direction travel for left turns
- Right of way may be required for Jughandle
- No u-turns at main intersection
- Potential for driver confusion
- Adds intersection to corridor

Scenario	Relative Costs	Objective Criteria				100% Composite Score	Rank
		40%	30%	20%	10%		
		Operational Performance	Safety	Compatibility	Impacts		
No Build	1	4	4	1	1	3.1	6
DXI	3	3	2	2	2	2.4	5
Median U-Turn	2	3	1	1	1	1.9	3
Jughandle	3	2	1	2	3	1.8	2
CFI	3	1	2	2	3	1.7	1
Grade Separated	4	1	2	4	4	2.2	4

Note: The Objective Criteria in the table is based on a scale from 1 (excellent) to 4 (poor).



SH 6 & Clay Road

innovative OPPORTUNITIES

Figure 4

Single Quadrant Intersection



Advantages

- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost potential
- Enhanced development opportunity

Disadvantages

- Out of direction travel for left turns
- Right of way may be required for quadrant roadway
- No u-turns at main intersection
- Potential for driver confusion
- Adds intersection to corridor

Median Intersection



Advantages

- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost

Disadvantages

- Out of direction travel for left turns
- Right of way may be required at u-turn
- No u-turns at main intersection
- Potential for driver confusion

Bowtie Intersection



Advantages

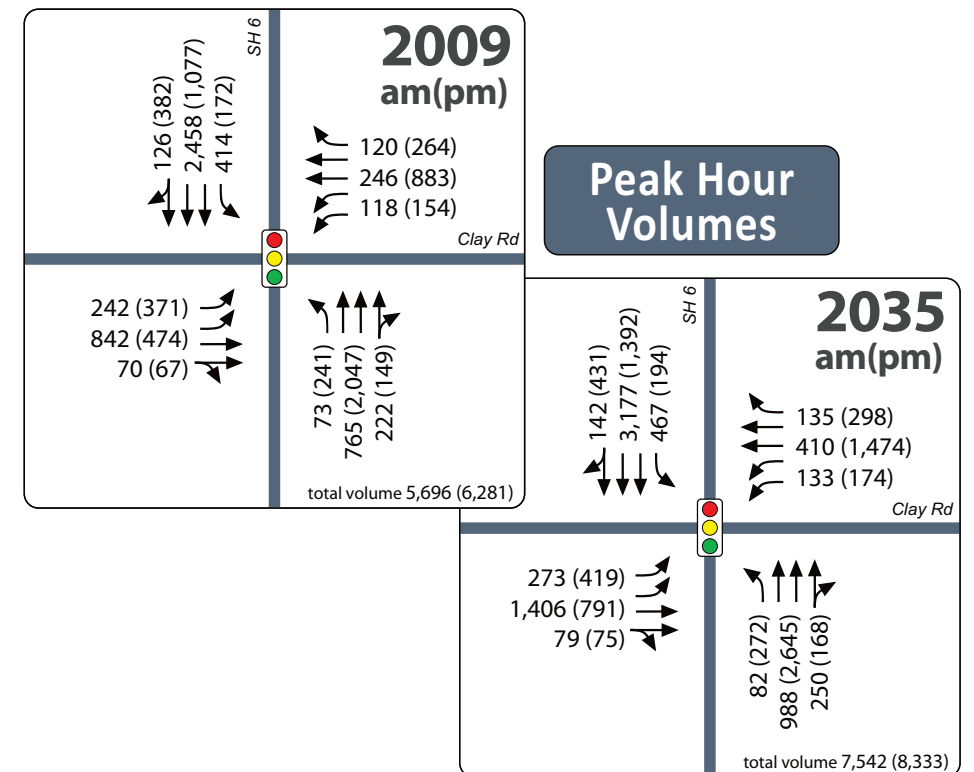
- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost potential
- Doubles as a traffic calming device

Disadvantages

- Out of direction travel for left turns
- Right of way may be required at roundabout
- No u-turns at main intersection
- Potential for driver confusion

Scenario	Relative Costs	Objective Criteria					Rank
		40%	30%	20%	10%	100%	
		Operational Performance	Safety	Compatibility	Impacts	Composite Score	
No Build	1	4	4	1	1	3.1	5
Median U-Turn	2	2	1	2	2	1.7	1
Bowtie	3	2	1	2	3	1.8	2
Single Quadrant	1	3	2	1	1	2.1	3
Grade Separated	4	1	2	4	4	2.2	4

Note: The Objective Criteria in the table is based on a scale from 1 (excellent) to 4 (poor).



FM 529 & Eldridge Parkway

innovative OPPORTUNITIES

Figure 5

Quadrant Intersection



Advantages

- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost potential
- Enhanced development opportunity

Disadvantages

- Out of direction travel for left turns
- Right of way may be required for quadrant roadway
- No u-turns at main intersection
- Potential for driver confusion
- Adds intersection(s) to corridor

Median U-Turn Intersection



Advantages

- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost

Disadvantages

- Out of direction travel for left turns
- Right of way may be required at u-turn
- No u-turns at main intersection
- Potential for driver confusion

Bowtie Intersection



Advantages

- Increased intersection capacity
- Reduced delay, travel time, and queuing
- Low implementation cost potential
- Doubles as a traffic calming device

Disadvantages

- Out of direction travel for left turns
- Right of way may be required at roundabout
- No u-turns at main intersection
- Potential for driver confusion

Alternatives Screening							
Scenario	Relative Costs	Objective Criteria				100% Composite Score	Rank
		40% Operational Performance	30% Safety	20% Compatibility	10% Impacts		
No Build	1	4	4	1	1	3.1	5
Quadrant	3	3	2	2	3	2.5	4
Median U-Turn	2	2	1	1	2	1.5	1
Bowtie	2	2	1	1	3	1.6	2
Grade Separated	4	1	2	4	4	2.2	3

Note: The Objective Criteria in the table is based on a scale from 1 (excellent) to 4 (poor).

