

SH 9 Frisco Main Street to Iron Springs Intersection Evaluation Matrix

Highway 9- Frisco Intersection Evaluation Matrix

Legend	Operations					Safety			Construction			Comments
	Highway Through-Traffic	Local Street Traffic	Transit Routes	Pedestrian/Bicycle Mobility	Emergency Vehicle Access	Highway Traffic	Local Street Traffic	Pedestrian/Bicycle	Right-Of-Way	Environmental Impact	Cost	
<ul style="list-style-type: none"> ● Improvement from existing access condition ○ Similar to existing access condition ○ Worse than existing access condition * Existing access alternative ■ Alternative has been eliminated from further consideration 												
Main Street/Marina Road												
1. Traffic Signal												
a) SB Right Turn Bypass*	●	○	○	○	○	○	○	○	○	○	○	Additional pedestrian/bicycle access along Main Street is desirable.
b) Conventional SB Right Turn Lane	○	○	○	●	○	○	○	○	○	○	○	Include sidewalk extension along the north side of Main Street.
2. Roundabout												
a) 2-entry lanes from CO 9	○	○	○	○	○	○	○	○	○	○	○	LOS threshold not met for northbound lanes
b) 3-entry lanes from CO 9	○	○	○	○	○	○	○	○	○	○	○	Requires three lanes on NB approach
Granite Street												
1. 3/4 Access (No left turns on to CO 9)*	○	○	○	○	○	○	○	○	○	○	○	Restricted in Access Management Plan
2. Right In-Right Out Access (No left turns)	○	○	○	○	○	○	○	○	○	○	○	Gives more storage for NB Left Turn at Main Street.
8th Avenue/Frisco Sanitation												
1. Full Movement Access												
a) Two-Way Stop Control*	○	○	○	○	○	○	○	○	○	○	○	Left turns from 8th Ave are over-capacity in design year, which leads to increased crash risk.
b) Roundabout	○	○	○	○	○	○	○	○	○	○	○	Introduces delay to highway traffic where there previously was none.
c) Signalized	○	○	○	○	○	○	○	○	○	○	○	Does not project to meet signal warrants in 20 year analysis period.
2. Right In-Right Out Access	○	○	○	○	○	○	○	○	○	○	○	Left turns on to 8th Ave must be allowed.
3. 3/4 Access (No left turns on to CO 9 from 8th Ave)												
a) Conventional 3/4 with emergency vehicle median cut	○	○	○	○	○	○	○	○	○	○	○	No left turns to/from Sanitation District
b) Mountable curb island accomodating emergency vehicles	○	○	○	○	○	○	○	○	○	○	○	Left turns from Sanitation District prohibited with signing
c) Left-turns out prohibited by signing only	○	○	○	○	○	○	○	○	○	○	○	Sign-only prohibitions typically not successful
d) Emergency Signal with Left-turns out prohibited signing	○	○	○	○	○	○	○	○	○	○	○	Emergency Signals typically only installed at driveways
Bayview Drive												
1. Full Movement Access*	○	○	○	○	○	○	○	○	○	○	○	Restricted in Access Management Plan
2. Right In-Right Out Access (No left turns)	○	○	○	○	○	○	○	○	○	○	○	Consistent with Access Management Plan
3. Close Access	○	○	○	○	○	○	○	○	○	○	○	Requires improvement to Miners Creek Road/CR 1000
Water Dance Drive/CR 1004												
1. Traffic Signal*	○	○	○	○	○	○	○	○	○	○	○	NB CO 9 traffic from Bayview Apts can access via connection to CR 1001.
2. Roundabout	○	○	○	○	○	○	○	○	○	○	○	More effectively accommodates u-turns generated by access restrictions to the north.
Peak One Boulevard/Recreation Way (Nordic Center)												
1. Right In-Right Out Access (No left turns)*	○	○	○	○	○	○	○	○	○	○	○	Consistent with Access Management Plan
a) Add ped/bike underpass	○	○	○	○	○	○	○	○	○	○	○	
Peak One Drive/Recreation Way (Hospital)												
1. Traffic Signal*	○	○	○	○	○	○	○	○	○	○	○	
2. Roundabout	○	○	○	○	○	○	○	○	○	○	○	50 mph posted speed would require special approach geometry

