



WEST OF STEAMBOAT SPRINGS

US HIGHWAY 40 - NEPA STUDY

13TH STREET ALTERNATIVES – SCREENING DETAILS

	Roundabout	3-Lane Roundabout	Jug Handle Interchange	3 Through Lanes with Double Lefts	Traffic Signal, Remove East Bound Parking	Signal with Double Left Keep Parking	Florida T-Intersection
Ability to Provide Mobility Along US 40*	<ul style="list-style-type: none"> Does not meet traffic demand needs Drivers are unfamiliar with roundabouts in Steamboat 	<ul style="list-style-type: none"> Meets traffic demand needs Drivers are unfamiliar with roundabouts in the area 	<ul style="list-style-type: none"> Meets traffic demand needs Provides better traffic operations than signal and roundabout 	Meets traffic demand needs	Provides medium mobility	Provides medium mobility	Provides an essentially free westbound movement through the intersection; medium to good mobility
Level of Service*	n/a	n/a	n/a	n/a	E/B (am peak/pm peak)	E/B (am peak/pm peak)	E/B (am peak/pm peak)
Access*	Consistent with the Access Control Plan	Consistent with the Access Control Plan	Not consistent with the Access Control Plan	Consistent with the Access Control Plan	Consistent with the access control plan; removal of parking along US 40 would impact access to the library	Consistent with the access control plan and would have minimal impact to access to local businesses	Does not provide full access to the businesses on the northwest corner at 13th Street (right-in/right-out only)
Pedestrian/Bicycle Connectivity	Roundabouts are more difficult for pedestrians and bicyclists to cross	Roundabouts are more difficult for pedestrians and bicyclists to cross	Provides grade-separated crossing for pedestrian and bicycle movements	Good pedestrian and bicycle connectivity	Good pedestrian/bicycle connectivity	Good pedestrian/bicycle connectivity	Medium pedestrian/bicycle connectivity
Safety	<ul style="list-style-type: none"> Relatively high safety performance Multi-Lane roundabouts have lower safety performance than single-lane 	Three lane roundabouts lose much of their safety benefits	Relatively high safety performance because the major movements are grade-separated	Moderate safety performance	Moderate safety performance	Moderate safety performance	Provides higher safety performance than the other at-grade alternatives
Driver Expectation	Not as consistent with drivers' expectations; roundabouts are not common within Steamboat Springs	Not consistent with drivers' expectations; 3-lane roundabouts are not common within Colorado	Not consistent with drivers' expectations; would require opposite direction turns (making a left to go right and vice versa)	Consistent with drivers' expectations	Consistent with drivers' expectations	Consistent with drivers' expectations	Slightly unusual layout
Environmental	<ul style="list-style-type: none"> Large intersection footprint Would require more ROW acquisition than signal and roundabout Major impact to Lincoln and Iron Springs Park (4(f) and potential historic) 	<ul style="list-style-type: none"> Very large intersection footprint Major impact to Lincoln and Iron Springs Park (4(f) and potential historic) 	<ul style="list-style-type: none"> Large intersection footprint Would require more ROW acquisition than signal and roundabout Less potential impact to parks and historic resources 	Potential impacts to park and historic resources	<ul style="list-style-type: none"> Potential impact to 6 parcels Lower potential 4(f) impact 	<ul style="list-style-type: none"> Potential impact to 6 parcels Lower potential 4(f) impact 	<ul style="list-style-type: none"> Potential impact to 6 parcels Higher potential 4(f) impact
Cost	High cost	Very high cost	Very high cost	Medium to high cost	Medium cost	Medium cost	Medium cost
Maintenance and Snow Removal	Does not create unusual maintenance or snow removal challenges	Increased maintenance	Increased maintenance	Does not create unusual maintenance or snow removal challenges	Does not create unusual maintenance or snow removal challenges	Does not create unusual maintenance or snow removal challenges	Additional medians may present snow removal and maintenance challenges
Ability to Accommodate Trucks	Does not accommodate trucks as well as signal	Does not accommodate trucks as well as signal	Can accommodate trucks	Can accommodate trucks	Can accommodate trucks	Can accommodate trucks	Can accommodate trucks
Other	n/a	n/a	Is not consistent with other Steamboat Springs planning efforts	Not consistent with number of through lanes needed	Removes parking in front of library	n/a	n/a
Carry Forward?	NO	NO	NO	NO	NO	YES	NO

* These criteria relate to the Purpose and Need for the project.

DOWNHILL DRIVE ALTERNATIVES – SCREENING DETAILS

	Shift East	Shift West	Angled Intersection
Environmental	Potential minor impacts to 5 parcels	Potential minor impacts to 3 parcels	Potential minor impacts to 3 parcels; less than "shift west" alternative
Carry Forward?	NO	NO	YES