



WEST OF STEAMBOAT SPRINGS

US HIGHWAY 40 - NEPA STUDY

MINOR INTERSECTION ALTERNATIVES – SCREENING DETAILS

	Traffic Signals	Roundabout
Ability to Provide Mobility Along US 40	Can be coordinated with adjacent signals to provide good through traffic progression through the corridor	Would require US 40 through traffic to yield to cross-traffic already in the intersection
Access	Consistent with the Access Control Plan	Generally consistent with the Access Control Plan
Pedestrian/Bicycle Connectivity	Good pedestrian and bicycle connectivity	Roundabouts are generally less convenient for pedestrians and bicyclists
Facilitates Transit	Transit lane and signal prioritization can be phased in at a later date	Would not accommodate future transit prioritization
Safety	Lower safety performance than roundabouts	<ul style="list-style-type: none"> • Higher safety performance than traffic signals • Performs well in urban, slow speed settings • Multi-lane roundabouts can be confusing to the driver and lose some of the safety benefits
Driver Expectation	Performs well in rural and suburban settings with higher speeds	Many drivers are unfamiliar with roundabouts
Environmental	Provide increased capacity generally within the existing intersection footprint	Requires larger footprint than traffic signal and may require ROW acquisition
Cost	Moderate cost	Moderate cost, depending on R.O.W. needs
Maintenance and Snow Removal	Traffic signals have additional maintenance requirements	Can be more difficult for snow removal operations
Other	Can provide good levels of operations at minor intersections	<ul style="list-style-type: none"> • More difficult for trucks to navigate • Can provide good levels of operations at minor intersections
Carry Forward?	YES	NO