### Comparative (Level 2) Screening Matrix

<table>
<thead>
<tr>
<th>Impact</th>
<th>No Action</th>
<th>Pedestrian/Bicycle Connectivity</th>
<th>Signing, Striping, and Signal Modifications</th>
<th>Topping of High Volume Intersections with Two Lane Less Count</th>
<th>Added Tonnage</th>
<th>Added Tonnage with Grade Matching</th>
<th>Overall Comments and Status of Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Operations</td>
<td>2020 and 2040 peak hour travel times (PM)</td>
<td>JAL Peak Hour: Parker/Quincy: 2020:06:00</td>
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<td></td>
<td></td>
<td>2020: 142.8</td>
<td>2040: 142.8</td>
<td>2020: 142.8</td>
<td>2040: 142.8</td>
<td>2040: 142.8</td>
<td>2020: 142.8</td>
</tr>
</tbody>
</table>

### Summary

- **Level 2 Evaluation Criteria**: The Level 2 Evaluation Criteria is used to further refine the study and identify impact mitigation measures.

### Notes

- **NOT RECOMMENDED**: Alternatives that are not recommended are evaluated further in the study due to comparatively negligible benefits and major impacts.
- **CARRIED FORWARD**: Alternatives that will be evaluated further with conceptual design as a potential improvement project.
- **BLACK = Comparatively neutral benefits and/or moderate impacts**
- **GREEN = Comparatively beneficial and/or minor impacts**

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**Table of Contents**

- **Pedestrian/Bicycle Connectivity**
- **Signing, Striping, and Signal Modifications**
- **Topping of High Volume Intersections with Two Lane Less Count**
- **Added Tonnage**
- **Added Tonnage with Grade Matching**
- **Overall Comments and Status of Evaluation**

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**Impact**

- **Traffic Operations**: 2020 and 2040 peak hour travel times (PM)

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**No Action**

- **Pedestrian/Bicycle Connectivity**
- **Signing, Striping, and Signal Modifications**
- **Topping of High Volume Intersections with Two Lane Less Count**
- **Added Tonnage**
- **Added Tonnage with Grade Matching**
- **Overall Comments and Status of Evaluation**

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**Notes**

- This evaluation is based on the Level 1 screening analysis and recommended key elements.
- The Level 2 Evaluation Criteria is used to further refine the study and identify impact mitigation measures.
- **NOT RECOMMENDED**: Alternatives that are not recommended are evaluated further in the study due to comparatively negligible benefits and major impacts.
- **CARRIED FORWARD**: Alternatives that will be evaluated further with conceptual design as a potential improvement project.

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**Parker Road/Quincy Avenue/Smoky Hill Road Improvement Study**

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**Phase 2 Study**

- **Pedestrian/Bicycle Connectivity**: Moderate
- **Signing, Striping, and Signal Modifications**: Moderate
- **Topping of High Volume Intersections with Two Lane Less Count**: Moderate
- **Added Tonnage**: Moderate
- **Added Tonnage with Grade Matching**: Moderate
- **Overall Comments and Status of Evaluation**: Moderate

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**Conclusion**

- The study identified several key recommendations for improving traffic flow and pedestrian/bicycle safety.

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**Appendix**

- **Construction Costs**: Detailed information on expected costs for each improvement measure.

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**Acknowledgements**

- Special thanks to the City of Denver for their support and contribution to the study.

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**References**

- A list of references and sources used in the study to support the findings and recommendations.

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