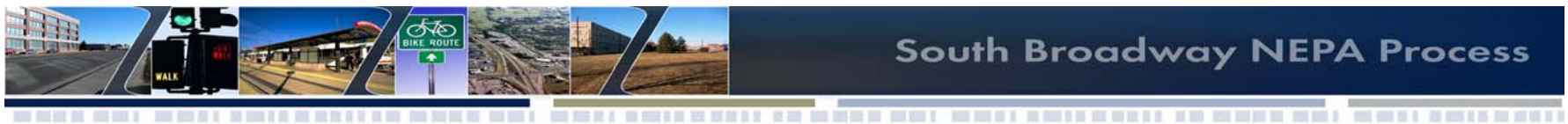



# LEVEL 3 SCREENING CRITERIA
## 4/14/2006 (REVISED)

**OVERVIEW**

These Level 3 screening criteria are designed to utilize the more detailed level of information now available with the traffic model, engineering analysis and alternatives definition to distinguish alternative differences. For each criterion, one or more measures of effectiveness (MOE) is provided. These criteria are derived from remaining local concerns listed in the Interest Matrix, project needs, and project goals. The basis or origin of each criterion is identified. Not all of the items listed in the original Interest Matrix can be utilized in the Level 3 screening. Some interests have already been used in previous screening; others may be more appropriately applied as part of the evaluation in the EA; others may not be used at all because they do not provide information to distinguish between alternatives or because they are not measurable. **Each alternative will receive a rating for each criteria. We intend to use ratings of Very Good, Good, Fair, Poor and Very Poor. Though several of the measures of effectiveness will give us quantifiable results, the intent of this screening is not to end up with numeric scores but to compare the alternatives. From the comparison ratings we can select the best alternatives and/or components of alternatives.**

| *Criteria* | *Question* | *Measures of Effectiveness (MOEs)* | *Basis* |
|---|---|---|---|
| **A. Addressing South Broadway Peak Period Demand** | **1. Does the alternative address anticipated traffic needs?** | Percent of traffic demand served (Broadway / Lincoln corridor) | - Project Need: Broadway Congestion<br>- Interest Matrix Items: C.1.a and C.1.b |
| | | Intersection approach delays (north/south movements) | |
| | | Maximum Broadway queue lengths (study intersections) | |
| | | Avg. travel speed on Broadway | |
| | | Avg. travel time on Broadway | |
| | | Vehicle miles traveled (selected O/D pairs) | |
| | | Vehicle hours traveled (selected O/D pairs) | |
| | | Significance of out of direction vehicle movements | |
| **B. Addressing Traffic Access/Connectivity** | **1. Does the alternative reduce intersection delay to facilitate east/west conections?** | East-west street intersection LOS and maximum queue length (Center; Exposition; Ohio; Kentucky; Tennessee; Mississippi; Arizona; Louisiana) | - Project Need: Access<br>- Interest Matrix Items: C.2.b and C.2.c |
| | | Average travel speed and travel time (selected east/west and north/south O/D pairs) | |
| **C. Minimizing Regional Traffic Cutting Through Neighborhoods** | **1. Does the alternative minimize cut-through/spillover traffic?** | Intersection LOS and maximum queue length (4 intersection locations: Logan at Ohio, Mississippi and Louisiana, and Washington at Louisiana) | - Project Need: Cut-through Traffic<br>- Interest Matrix Item: C.3.a |
| | | Rating - based on congestion on major roadways, local street access, local street continuity | |
| **D. Enhancing Bike/Ped Access/Mobility/Safety** | **1. Does the alternative improve north/south, east/west and Broadway Station pedestrian safety/accessibility?** | Rating - based on number and type of routes, vehicle conflicts, significant new infrastructure, etc. | - Project Goal: Multi-modal Access/Safety<br>- Interest Matrix Items: A.1.a, A.1.a.ii, A.3.b, A.4.c, B.1.a, B.1.a.ii, B.3.b, B.4.b, B.4.c and C.4.a |
| | **2. Does the alternative improve north/south, east/west and Broadway Station bicycle safety/accessibility?** | Rating - based on number and type of routes, vehicle conflicts, significant new infrastructure, etc. | |
| | | | |
| **E. Promoting/ Increasing Transit Access and Ridership** | **1. Does the alternative minimize out of direction movement for private vehicles to access the Broadway Station?** | Rating - based on how much out-of-direction movement | - Project Need: Multi-modal Travel Options<br>- Interest Matrix Items: A.1.a.iii, A.3.b, A.4.b, B.1.a.iii, B.3.b, B.4.d, D.1.a, D.1.b, D.2.a - D.2.b.iii |
| | **2. Does the alternative minimize out of direction movement for bus routes?** | Rating - based on how much out-of-direction movement | |
| | **3. Does the alternative include accommodations for additional transit ridership?** | Rating - based on level and potential effectivenesss of transit accommodations and not precluding potential alignments needed for future improvements? | |
| | **4. Does the alternative encourage transit use?** | Rating - based on transit ridership potential; proximity and access to bus/transit stops | |
| | **5. Does the alternative minimize effects to parking at the Broadway station?** | Quantify change in number of parking spaces | |
| **F. Consistency with Adopted Positions of Project Stakeholders** | **1. How consistent is the alternative with the Cherokee and Lionstone Redevelopment Plans?** | Rating - based on significance of features that are either positive or negative with respect to existing development plans. | - Project Goals: Economic Viability; Development Opportunities; Approved Plans<br>- Interest Matrix Items: E.1 - E.3 and G.2 |
| | **2. How consistent is the alternative with approved agency plans?** | Rating - based on significance of features that are either positive or negative with respect to agency plans including: Blueprint Denver, Comprehensive Plan 2000 and relevant supplements (including BARDs Broadway streetscape plans), FasTracks, and DRCOG's Metro Vision | |
| | **3. How consistent is the alternative with CDOT's VHEIS?** | Rating - based on significance of features that are either positive or negative with respect to the VHEIS | |
| **G. Impact to Environmental Resources** | **1. Does the alternative avoid impacts to historic structures or parks? [Section 106 and 4(f)]** | Rating - based on level of impacts and how well impacts are minimized | - Project Goal: Environmental Resouces<br>- Interest Matrix Items: C.1.c, H.1 - H.3 and H.11 |
| | **2. Does the alternative avoid disproportionate impacts to environmental justice populations?** | Rating - based on level of impacts and how well impacts are minimized | |
| | **3. Does the alternative avoid impacts to hazardous materials sites?** | Rating - based on level of impacts and how well impacts are minimized | |
| | **4. What are estimated ROW impacts?** | Rating - quantify estimated ROW impacts | |
| | **5. What are potential noise impacts?** | Rating - based on qualitative estimate of noise impacts | |
| **H. Impact to the Viability of Existing Neighborhoods** | **1. Does the alternative preserve existing on-street parking in neighborhoods?** | Rating - number of parking spaces lost | - Project Goals: Parking; Economic Viability<br>- Interest Matrix Items: A.2.b, C.1.d, C.3.a and |
| | **2. Does the alternative maintain existing functional roadway classification?** | Rating - based on volumes, speeds, and access. | |
| **I. Impact to Existing Businesses** | **1. Does the alternative preserve access to businesses along Broadway?** | Rating - based on access requirements / changes | - Project Goals: Parking; Economic Viability<br>- Interest Matrix Items: A.1.i, B.1.a.i, G.1.b and G.1.d |
| | **2. Does the alternative maintain existing parking for businesses along Broadway?** | Rating - quantify number of parking spaces lost | |
| **J. Funding and Construction Feasibility** | **1. Is the alternative feasible and reasonable to fund and construct?** | Rating - discussion | - Project Goals: Implementation; Funding |
| **K. Improving Traffic Safety** | **1. Does the alternative meet applicable design standards?** | Rating - based on how well the alternative meets minimum and desirable design standards | - Project Purpose: Safety<br>- Interest Matrix Items: C.4.a - C.4.c |


# LEVEL 3 SCREENING EVALUATION

**May 18, 2006**

**DRAFT**

## OVERVIEW

These Level 3 screening criteria are designed to utilize the more detailed level of information now available with the traffic model, engineering analysis and alternatives definition to distinguish alternative differences. For each criterion, one or more measures of effectiveness (MOE) is provided. These criteria are derived from remaining local concerns listed in the Interest Matrix, project needs, and project goals. The basis or origin of each criterion is identified. Not all of the items listed in the original Interest Matrix can be utilized in the Level 3 screening. Some interests have already been used in previous screening; others may be more appropriately applied as part of the evaluation in the EA; others may not be used at all because they do not provide information to distinguish between alternatives or because they are not measurable.**Each alternative will receive a rating for each criteria. We intend to use ratings of Very Good, Good, Fair, Poor and Very Poor. Though several of the measures of effectiveness will give us quantifiable results, the intent of this screening is not to end up with numeric scores but to compare the alternatives. From the comparison ratings we can select the best alternatives and/or components of alternatives.**

| *Criteria* | *Question* | *Basis* | *Rating* | |
|---|---|---|---|---|
| **A. Addressing South Broadway Peak Period Demand** | **1. Does the alternative address anticipated traffic needs?** | - Project Need: Broadway Congestion<br>- Interest Matrix Items: C.1.a and C.1.b | ● Very Good ◕ Good ◒ Fair<br>◔ Poor ○ Very Poor ■ N/A | |

| | Criteria A | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | Percent of traffic demand served (Broadway / Lincoln corridor). | Intersection approach delays (north/south movements). | Maximum Broadway queue lengths (study intersections). | Vehicle hours traveled (selected O/D pairs). | Average travel time on NB & SB Broadway (through trips). | Average travel time on Broadway (local trips). | Traffic attracted to Lincoln/Broadway corridor. | Significance of out of direction vehicle movements. | Summary | Notes |
| ALTERNATIVES | | | | | | | | | | |
| No Action | | | | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | |
| TSM/TDM | | | | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | |
| 1 | | | | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | Added 570 trips in AM and 260 trips in the PM to and from Kentucky and Ohio due to the increased parking. Wedge ramp diverts SB I-25 traffic off Broadway earlier than No-Action and does not need a signalized phase to do so. No NB Broadway to SB I-25 movement (these trips were diverted to Buchtel or Louisiana). |
| 2 | | | | ● | ◕ | ◒ | ◒ | ◕ | ◕ | SB and NB through traffic on Broadway from Mississippi benefit from Multi-Way Blvd. Turning movements onto Kentucky, Tennessee and Mississippi from Broadway are penalized. |
| 3 | | | | ◒ | ◒ | ◒ | ◕ | ◒ | ◒ | Fly-over diverts SB I-25 traffic off Broadway earlier than No-Action and does not need a signalized phase to do so. No NB Broadway to SB I-25 movement (these trips were diverted to Buchtel or Louisiana). Closes Exposition between Broadway and Lincoln so traffic is diverted to Center. |
| 5 | | | | ● | ◕ | ◕ | ◕ | ◕ | ◕ | Increases capacity on Broadway and turning capacity at Mississippi/Broadway intersection possibly releasing the bottleneck there. |
| 6 | | | | ◕ | ◒ | ◒ | ◕ | ◒ | ◕ | NB and SB Broadway traffic do not have to stop at Mississippi due to grade separation. Turning traffic at Mississippi separated into two different intersections, increasing the amount of green time. Wedge ramp diverts SB I-25 traffic off Broadway earlier than No-Action and does not need a signalized phase to do so. No NB Broadway to SB I-25 movement (these trips were diverted to Buchtel or Louisiana). |
| 7 | | | | ◕ | ◒ | ◒ | ◕ | ◔ | ◕ | SB Broadway traffic does not stop at Mississippi. Out of direction travel for SB Broadway to Mississippi traffic. Eliminates the conflict of NBL and SB throughs at Kentucky giving more green time to peak direction movements. |
| 8 | | | | ◔ | ◔ | ◒ | ◔ | ◒ | ◔ | NB traffic diverted from Lincoln couplet because of reduced capacity. Turning traffic at Mississippi separated into two different intersections, increasing the amount of green time. |
| UNUSED SUGGESTIONS | | | | | | | | | | |
| 40 | | | | ■ | ■ | ■ | ■ | ■ | ■ | Should not affect Broadway traffic. |
| 63 | | | | ◔ | ◕ | ◒ | ◒ | ◔ | ◔ | High turn volumes to/from Mississippi would be shifted to other locations. |
| 66 | | | | ◔ | ◔ | ◔ | ◔ | ◒ | ◔ | Too high of volumes to make roundabout work. |
| 69 | | | | ◔ | ◕ | ○ | ◔ | ○ | ◔ | High volume of u-turn traffic at intersections and high number of out of direction traffic. |
| 70 | | | | ◕ | ◕ | ◒ | ◒ | ◔ | ◕ | Large Right-of-Way acquisition. |
| 76 | | | | ◔ | ◒ | ◔ | ◔ | ◔ | ◔ | Worse than alternative 8 because of out of direction movements created by Acoma couplet. |
| 79 | | | | ◕ | ◒ | ◒ | ◒ | ◒ | ◒ | How do left-turn lanes work? |
| 86 | | | | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | |
| 113b | | | | | | | | | | |
| 119 | | | | ◔ | ◒ | ◔ | ◔ | ◒ | ◔ | Shifts more turning traffic to Arizona and Tennessee to access development. |
| 120 | | | | ◔ | ◒ | ◔ | ◔ | ◒ | ◔ | Shifts more turning traffic to Arizona and Tennessee to access development. |


**LEVEL 3 SCREENING EVALUATION**
**May 18, 2006**
**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **B. Addressing Traffic Access/Connectivity** | **1. Does the alternative reduce intersection delay to facilitate east/west conections?** | - Project Need: Access<br>- Interest Matrix Items: C.2.b and C.2.c | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |

| | **Criteria B** | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | East/West street intersection LOS and maximum queue length: **Center Avenue** | East/West street intersection LOS and maximum queue length: **Exposition Avenue** | East/West street intersection LOS and maximum queue length: **Ohio Avenue** | East/West street intersection LOS and maximum queue length: **Kentucky Ave** | East/West street intersection LOS and maximum queue length: **Tennessee Avenue** | East/West street intersection LOS and maximum queue length: **Mississippi Avenue** | East/West street intersection LOS and maximum queue length: **Arizona Avenue** | East/West street intersection LOS and maximum queue length: **Louisiana Avenue** | Average travel time on Louisiana | Average travel time on Mississippi | Average travel time on Ohio | Summary | Notes |
| ALTERNATIVES | | | | | | | | | | | | | |
| No Action | | | | | | | | | ◒ | ◒ | ◒ | ◒ | |
| TSM/TDM | | | | | | | | | ◒ | ◒ | ◒ | ◒ | |
| 1 | | | | | | | | | ◕ | ◒ | ◔ | ◒ | |
| 2 | | | | | | | | | ◒ | ◒ | ◒ | ◒ | |
| 3 | | | | | | | | | ◕ | ◒ | ■ | ◒ | Ohio west of Broadway changes to an on-ramp for I-25 so Ohio times were not calculated. |
| 5 | | | | | | | | | ◕ | ● | ◕ | ◕ | Mississippi widened and extended over I-25. |
| 6 | | | | | | | | | ◕ | ◕ | ◒ | ◕ | |
| 7 | | | | | | | | | ◕ | ◕ | ◒ | ◕ | |
| 8 | | | | | | | | | ◕ | ◔ | ◒ | ◒ | Travel time on Mississippi Ave increases due to traffic diverting from Broadway to Logan. |
| UNUSED SUGGESTIONS | | | | | | | | | | | | | |
| 40 | | | | | | | | | ◔ | ◔ | ◔ | ◔ | Traffic calming will slow traffic on local streets. |
| 63 | | | | | | | | | ◔ | ● | ◔ | ◔ | Diverts Mississippi traffic to Ohio and Louisiana creating more delay. |
| 66 | | | | | | | | | ■ | ◔ | ■ | ◔ | Too high of volumes to make roundabout work. |
| 69 | | | | | | | | | ◕ | ◕ | ◕ | ◒ | Access restrictions will cause more cut through traffic at locations outside the study area. |
| 70 | | | | | | | | | ◒ | ◕ | ◒ | ◒ | |
| 76 | | | | | | | | | ◔ | ◒ | ◒ | ◔ | |
| 79 | | | | | | | | | ■ | ■ | ■ | ■ | |
| 86 | | | | | | | | | ■ | ■ | ■ | ■ | |
| 113b | | | | | | | | | | | | | |
| 119 | | | | | | | | | ◕ | ◕ | ◕ | ◕ | Less traffic on local streets in study area. |
| 120 | | | | | | | | | ◔ | ◕ | ◒ | ◒ | Shifts traffic to Louisiana from Mississippi. |


## LEVEL 3 SCREENING EVALUATION
## May 18, 2006
**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **C. Minimizing Regional Traffic Cutting Through Neighborhoods** | **1. Does the alternative minimize cut-through/spillover traffic?** | - Project Need: Cut-through Traffic<br>- Interest Matrix Item: C.3.a | ● Very Good ◕ Good ◒ Fair<br>◔ Poor ○ Very Poor ■ N/A |

| | **Criteria C** | | | | |
|---|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | Traffic Diverted from Logan Ave | Traffic Diverted from Ohio Ave | Traffic Diverted from Louisiana Ave | Summary | Notes |
| ALTERNATIVES | | | | | |
| No Action | ◒ | ◒ | ◒ | ◒ | |
| TSM/TDM | ◒ | ◒ | ◒ | ◒ | |
| 1 | ◕ | ◕ | ◒ | ◕ | Wedge ramp/flyover on-ramp alternatives divert traffic from Ohio because there is more available capacity on Broadway when vehicles are diverted off Broadway north of Ohio. |
| 2 | ◒ | ◕ | ◒ | ◒ | |
| 3 | ◕ | ◕ | ◕ | ◕ | Wedge ramp/flyover on-ramp alternatives divert traffic from Ohio because there is more available capacity on Broadway when vehicles are diverted off Broadway north of Ohio. |
| 5 | ● | ◔ | ● | ◕ | Ohio Ave volumes increase because traffic uses Broadway/Lincoln instead of Logan. Logan volumes decrease because of added capacity to Lincoln/Broadway corridor. Traffic is diverted from Louisiana Ave because Mississippi Ave extends over I-25. |
| 6 | ◒ | ◕ | ◕ | ◕ | Wedge ramp/flyover on-ramp alternatives divert traffic from Ohio because there is more available capacity on Broadway when vehicles are diverted off Broadway north of Ohio. |
| 7 | ◕ | ◕ | ◒ | ◕ | |
| 8 | ◒ | ◒ | ◕ | ◒ | |
| UNUSED SUGGESTIONS | | | | | |
| 40 | ◕ | ◒ | ◒ | ◒ | Traffic calming might shift some cut-through traffic back to Broadway. |
| 63 | ◔ | ○ | ○ | ○ | Traffic will use other local streets if Mississippi access is closed. |
| 66 | ◔ | ◔ | ◔ | ◔ | Delay from roundabout will divert traffic to local streets. |
| 69 | ○ | ◒ | ◒ | ◔ | With left-turn access restricted on Broadway more vehicles will use Logan to access development. |
| 70 | ◒ | ◒ | ◒ | ◒ | |
| 76 | ◔ | ◔ | ◒ | ◔ | 2-lane Lincoln couplet will divert traffic to Logan and Ohio. |
| 79 | ◒ | ◒ | ◒ | ◒ | An extra lane in peak direction on Broadway might divert traffic from local streets. |
| 86 | ◒ | ◒ | ◒ | ◒ | An extra lane in each direction for HOV use on Broadway might divert traffic from local streets. |
| 113b | | | | | |
| 119 | ◒ | ◔ | ◔ | ◔ | Traffic will use other east-west streets to access development. |
| 120 | ◔ | ○ | ○ | ○ | Traffic will use other local streets if Mississippi access is closed. |


## LEVEL 3 SCREENING EVALUATION
## May 18, 2006
**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **D. Enhancing Bike/Ped Access/Mobility/Safety** | **1. Does the alternative improve north/south, east/west and Broadway Station pedestrian safety/accessibility?**<br>**2. Does the alternative improve north/south, east/west and Broadway Station bicycle safety/accessibility?** | - Project Goal: Multi-modal Access/Safety<br>- Interest Matrix Items: A.1.a, A.1.a.ii, A.3.b, A.4.c, B.1.a, B.1.a.ii, B.3.b, B.4.b, B.4.c and C.4.a | ● Very Good ◕ Good<br>◒ Fair ◔ Poor ○ Very Poor<br>■ N/A |

| | **Criteria D** | | | |
|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | 1.) Rating - based on number and type of routes, vehicle conflicts, significant new infrastructure, etc. | 2.) Rating - based on number and type of routes, vehicle conflicts, significant new infrastructure, etc. | Summary | Notes |
| ALTERNATIVES | | | | |
| No Action | ◔ | ◔ | ◔ | New sidewalks and bike lanes provide minor improvements to N/S and E/W safety/accessibility |
| TSM/TDM | ◒ | ◒ | ◒ | New sidewalks and bike lanes and the bike/ped overlay would improve E/W and N/S safety/accessibility |
| 1 | ◕ | ◕ | ◕ | New sidewalks, bike lanes and bike/ped overlay in conjuction with increased transit would benefit N/S and E/W safety/accessibility |
| 2 | ◕ | ◕ | ◕ | New sidewalks, bike lanes and bike/ped overlay in conjuction with increased transit and increased bike/ped amenities would benefit N/S and E/W safety/accessibility |
| 3 | ◒ | ◒ | ◒ | New sidewalks, bike lanes and bike/ped overlay would benefit N/S and E/W safety/accessibility. |
| 5 | ◕ | ◕ | ◕ | New sidewalks, bike lanes and bike/ped overlay in conjuction with increased bike/ped amenities would benefit N/S and E/W safety/accessibility |
| 6 | ◔ | ◔ | ◔ | New sidewalks, bike lanes and bike/ped overlay in conjuction with increased bike/ped amenities would benefit N/S and E/W safety/accessibility |
| 7 | ◕ | ◕ | ◕ | New sidewalks, bike lanes and bike/ped overlay in conjuction with increased bike/ped amenities would benefit N/S and E/W safety/accessibility |
| 8 | ◒ | ◒ | ◒ | New sidewalks, bike lanes and bike/ped overlay would benefit N/S and E/W safety/accessibility, may be increased vehicle conflicts |
| UNUSED SUGGESTIONS | | | | |
| 40 | ● | ● | ● | Improves Bicycle and Pedestrian Safety |
| 63 | ◒ | ◒ | ◒ | May improve N-S and E-W mobility and safety by removing potential vehicle conflicts |
| 66 | ○ | ○ | ○ | Will likely have negative impacts on bicycle/pedestrian safety and accessibility |
| 69 | ◔ | ◔ | ◔ | Faster traffic and reduced crossings could have negative impacts |
| 70 | ◔ | ◔ | ◔ | Faster traffic through intersection could have negative impacts |
| 76 | ◒ | ◔ | ◒ | May improve N-S Pedestrian Access, but creates potential new vehicle conflicts |
| 79 | ◔ | ◔ | ◔ | Would likely create additional vehicle conflicts without improving N/S or E/W accessibility |
| 86 | ◔ | ◔ | ◔ | Could result in faster traffic and potential new vehicle conflicts |
| 113b | | | | |
| 119 | ◕ | ◕ | ◕ | Improves Saftey but may reduce N/S accessibility |
| 120 | ◕ | ◕ | ◕ | Improves Saftey, no change to bike/ped accessibility |


## LEVEL 3 SCREENING EVALUATION

**May 18, 2006**

**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **E. Promoting/ Increasing Transit Access and Ridership** | **1. Does the alternative minimize out of direction movement for private vehicles to access the Broadway Station?** | - Project Need: Multi-modal Travel Options<br>- Interest Matrix Items: A.1.a.iii, A.3.b, A.4.b, B.1.a.iii, B.3.b, B.4.d, D.1.a, D.1.b, D.2.a - D.2.b.iii | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |
| | **2. Does the alternative minimize out of direction movement for bus routes?** | | |
| | **3. Does the alternative include accommodations for additional transit ridership?** | | |
| | **4. Does the alternative encourage transit use?** | | |
| | **5. Does the alternative minimize effects to parking at the Broadway station?** | | |

| | **Criteria E** | | | | | | |
|---|---|---|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | 1.) Rating - based on how much out-of-direction movement. | 2.) Rating - based on how much out-of-direction movement. | 3.) Rating - based on level and potential effectiveness of transit accommodations and not precluding potential alignments needed for future improvements? | 4.) Rating - based on transit ridership potential; proximity and access to bus/transit stops. | 5.) Quantify change in parking spaces. | Summary | Notes |
| ALTERNATIVES | | | | | | | |
| No Action | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | Doing nothing shouldn't positively or negative impact transit usage for this small of a study area. |
| TSM/TDM | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | From a transit perspective, TSM/TDM is the same as the No Build. |
| 1 | ◒ | ◒ | ● | ● | ● | ● | Providing additional parking and left turn access will make using the Broadway LRT station easier. |
| 2 | ◒ | ◒ | ◕ | ◕ | ◕ | ◕ | Providing the outside lanes could will provide better access to the bus stops. |
| 3 | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | This alternative provides improvements for traffic mobility a the interchange. It doesn't impact transit. |
| 5 | ◕ | ◕ | ◒ | ◕ | ◒ | ◕ | This alternative should improve vehicular traffic into and out of the Broadway station. This should provide marginal benefit. |
| 6 | ◒ | ◔ | ◒ | ◔ | ◔ | ◔ | The interchange in this alternative is expected to decrease the pedestrian environment and make it so that buses have to take a circuitous route. |
| 7 | ○ | ○ | ◒ | ◔ | ◒ | ◔ | Provides access closer to the LRT station. |
| 8 | ◔ | ◔ | ◒ | ◔ | ◒ | ◔ | This couplet takes the movement of traffic further away from the transit station. |
| UNUSED SUGGESTIONS | | | | | | | |
| 40 | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | Does not have a foreseeable impact on transit usage. |
| 63 | ◕ | ◕ | ◒ | ◒ | ◒ | ◒ | Does not have a foreseeable impact on transit usage. |
| 66 | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | Does not have a foreable impact on transit usage. Roundabout are not pedestrian friendly. |
| 69 | ○ | ○ | ◒ | ○ | ◒ | ◔ | This is expected to make it more difficult for buses/vehicles to access the Broadway station. |
| 70 | ◒ | ◒ | ◔ | ◔ | ◒ | ◔ | Does not have a foreable impact on transit usage. CFI require ped bridges in order to transverse. |
| 76 | ◕ | ◕ | ◒ | ◕ | ◒ | ◕ | This alternative should provide additional access to the Broadway Station. |
| 79 | ◔ | ◔ | ◒ | ◔ | ◒ | ◔ | With most designs, this would limit access to/from the Broadway station. |
| 86 | ◒ | ◕ | ◕ | ◕ | ◒ | ◕ | HOV are accessible for buses. Should improve bus service. |
| 113b | | | | | | | |
| 119 | ◔ | ◔ | ◒ | ◒ | ◒ | ◒ | This will limit the ability of buses and vehicle to access the LRT. |
| 120 | ◔ | ◔ | ◒ | ◒ | ◒ | ◒ | This will slightly limit the ability of buses and vehicle to access the LRT. |

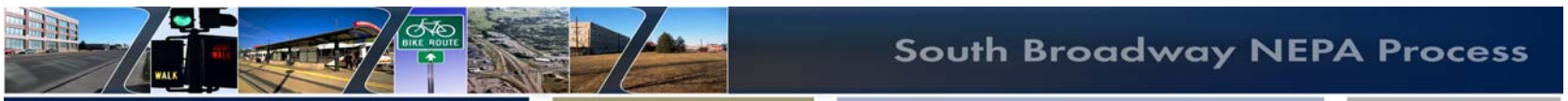

## LEVEL 3 SCREENING EVALUATION

**May 18, 2006**

**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **F. Consistency with Adopted Positions of Project Stakeholders** | **1. How consistent is the alternative with the Cherokee and Lionstone Redevelopment Plans?** | - Project Goals: Economic Viability; Development Opportunities; Approved Plans<br>- Interest Matrix Items: E.1 - E.3 and G.2 | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |
| | **2. How consistent is the alternative with approved agency plans?** | | |
| | **3. How consistent is the alternative with CDOT's VHEIS?** | | |

| | **Criteria F** | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | 1.) Rating - based on significance of features that are either positive or negative with respective to Cherokee Plans. | 1. Cont.) Rating - based on significance of features that are either positive or negative with respective to Lionstone Plans. | 2.) Rating - based on significance of features that are either positive or negative with regard to Blueprint Denver. | 2 Cont.) Rating - based on significance of features that are either positive or negative with regard to Denver Comprehensive Plan 2000 and revelvant supplements including BARDs Broadway Streetscape plans. | 2 Cont.) Rating - based on significance of features that are either positive or negative with respect to FasTracks or other RTD plans. | 2 Cont.) Rating - based on significance of features that are either positive or negative with respect to DRCOG's Metro Vision. | 2 Cont.) Rating - based on significance of features that are either positive or negative with respect to the Wash Park West Neighborhood Plan. | 2 Cont.) Rating - based on significance of features that are either positive or negative with respect to the Platt Park Neighborhood Plan. | 2 Cont.) Rating - based on significance of features that are either positive or negative with respect to the Overland Neighborhood Plan. | 2 Cont.) Rating - based on significance of features that are either positive or negative with respect to the Baker Neighborhood Plan | 3.) Rating - based on significance of features that are either positive or negative with respect to the CDOT's VHEIS. | Summary | Notes |
| ALTERNATIVES | | | | | | | | | | | | | |
| No Action | ◒ | ◕ | ○ | ○ | ◒ | ◕ | ◔ | ◔ | ◔ | ◔ | ◕ | ◔ | |
| TSM/TDM | ◒ | ◕ | ● | ● | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | ◕ | ◒ | |
| 1 | ● | ◒ | ● | ● | ◕ | ◕ | ◕ | ◔ | ◒ | ◕ | ◒ | ◕ | Modifies the SB to SB I25 connection. Prevents a NB Broadway to SB I25 movement. |
| 2 | ◔ | ○ | ● | ● | ◒ | ◕ | ● | ◒ | ● | ● | ● | ● | No Change |
| 3 | ◕ | ○ | ● | ● | ◒ | ◕ | ○ | ◔ | ◔ | ◒ | ◒ | ◒ | Modifies the SB to SB I25 connection. Prevents a NB Broadway to SB I25 movement. |
| 5 | ◕ | ◔ | ◒ | ◒ | ◒ | ◕ | ◔ | ◒ | ◕ | ◒ | ○ | ◕ | This alternative will not wrok with EIS configuration (related to the early lefts for the SB to SB I25 movement) |
| 6 | ○ | ○ | ◕ | ◕ | ◔ | ◕ | ○ | ○ | ○ | ○ | ◒ | ○ | Modifies the SB to SB I25 connection. Prevents a NB Broadway to SB I25 movement. |
| 7 | ◔ | ○ | ◒ | ◒ | ◔ | ◕ | ◕ | ● | ◕ | ◒ | ● | ◕ | No Change |
| 8 | ◕ | ○ | ◒ | ◒ | ◔ | ◒ | ◔ | ○ | ◔ | ◒ | ● | ◔ | No Change |
| UNUSED SUGGESTIONS | | | | | | | | | | | | | |
| 40 | | | ● | ● | | | | | | | ■ | | |
| 63 | | | ◒ | ◒ | | ◒ | | | | | ● | | No Change |
| 66 | | | ● | ● | | ◒ | | | | | ○ | | |
| 69 | | | ◒ | ◒ | | | | | | | ● | | No Change |
| 70 | | | ◔ | ◔ | | ◒ | | | | | | | |
| 76 | | | ◔ | ◔ | | ◒ | | | | | ● | | No Change |
| 79 | | | ◒ | ◒ | | | | | | | ○ | | Would impact left turn movements which would change the Valley Highway EIS |
| 86 | | | ◕ | ◕ | | ◒ | | | | | ◒ | | May reduce through lane capacity through the Broadway interchange |
| 113b | | | ● | ● | | ◒ | | | | | ■ | | |
| 119 | | | ◕ | ◕ | | ◒ | | | | | ● | | No Change |
| 120 | | | ◕ | ◕ | | | | | | | ● | | No Change |



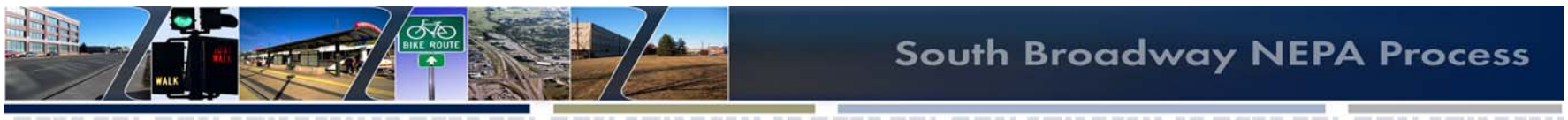

# LEVEL 3 SCREENING EVALUATION

**May 18, 2006**

**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **G. Impact to Environmental Resources** | **1. Does the alternative avoid impacts to historic structures or parks? [Section 106 and 4(f)]** | - Project Goal: Environmental Resources<br>- Interest Matrix Items: C.1.c, H.1 - H.3 and H.11 | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |
| | **2. Does the alternative avoid disproportionate impacts to environmental justice populations?** | | |
| | **3. Does the alternative avoid impacts to hazardous materials sites?** | | |
| | **4. What are estimated ROW impacts?** | | |
| | **5. What are potential noise impacts?** | | |

| | **Criteria G** | | | | | | |
|---|---|---|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | 1.) Rating - based on level of impacts and how well impacts are minimized. | 2.) Rating - based on level of impacts and how well impacts are minimized. | 3.) Rating - based on level of impacts and how well impacts are minimized. | 4.) Rating - quantify estimated ROW impacts (# of parcels). | 5.) Rating - based on qualitative estimate of noise impacts. | Summary | Notes |
| ALTERNATIVES | | | | | | | |
| No Action | ● | ● | ● | ● | ◒ | ● | |
| TSM/TDM | ● | ● | ● | ● | ◕ | ● | |
| 1 | ● | ● | ◒ | ◕ | ◒ | ◕ | No effect to any historic or park properties. No residences or registered minority-owned business in the area of impact; no data on minority employees. The use of caissons or piers would likely encounter contaminated groundwater. Approx. 5 parcels impacted w/2-3 potential relocations. No significant change in noise. |
| 2 | ◒ | ◒ | ◒ | ○ | ◔ | ◔ | Potential effect to two parcels associated with Gates. No residences or registered minority-owned businesses in the area of impact; no data on minority employees. Grand Prix auto repair south of Mississippi would be a take and demolished. Approx. 21 parcels impacted w/14 relocations. A wider road would increase noise levels (10 lanes on Bdwy and wider Miss) |
| 3 | ○ | ◕ | ◔ | ◔ | ◔ | ◔ | Potential adverse effect to four historic properties (north of I-15 on east side of Bdwy). No residences or registered minority-owned businesses in the area of impact; no data on minority employees. Piers/caissons would hit contaminated groundwater. Approx. 11 parcels impacted w/relocations. Elevated structure would cause noise impacts to second row receivers (residences). |
| 5 | ◕ | ◒ | ◒ | ○ | ◔ | ◒ | Potential effect to one parcel associated with Gates. No registered minority businesses in the area of impact; impacts to houses on Mississippi, but not located in census identified low-income block no data on minority employees. Impact to Stella's Coffee (LUST, soil and groundwater contamination). Approx. 15+ parcels impacted with relocations. Widening of Mississippi would create more noise. |
| 6 | ◔ | ◒ | ◒ | ○ | ◔ | ◔ | Potential effect to 3 historic properties. No residences or registered minority-owned businesses in the area of impact; no data on minority employees. Grand Prix auto repair take/demo (other prop demolition). Approx. 20+ parcels impacts w/relocations. Road closer to residences on Mississippi. |
| 7 | ◒ | ◕ | ◒ | ◔ | ◒ | ◒ | Potential effect to 2 parcels associated with Gates. No registered minority businesses; impacts to houses on Mississippi, but not in census identified low-income block; no data on minority employees. Construction debris likely in shallow soil - Gates (geotech issues). Approx. 10 parcels impacted w/relocations. Roadway closer to residences on Mississippi, but no significant impacts associated with Acoma. |
| 8 | ◕ | ◒ | ◒ | ○ | ◔ | ◔ | Potential impact to one parcel associated with Gates. No registered minority businesses; impacts to houses on Mississippi, but not in census identified low-income block; no data on minority employees. Grand Prix auto repair take/demo; groundwater treatment system at I-25. Approx. 15 parcels impacted w/ relocations. Road closer to residences on Mississippi. |
| UNUSED SUGGESTIONS | | | | | | | |
| 40 | ■ | ■ | ■ | ■ | ■ | ■ | |
| 63 | ◔ | ● | ◒ | ● | ◔ | ◒ | Hits brick storm sewer. |
| 66 | ◒ | ◒ | ◒ | ◕ | ◕ | ◒ | |
| 69 | ■ | ■ | ■ | ■ | ■ | ■ | |
| 70 | ◒ | ● | ◒ | ◕ | ◒ | ◒ | |
| 76 | ◔ | ◕ | ◒ | ○ | ◒ | ◒ | |
| 79 | ◒ | ◕ | ■ | ◔ | ◔ | ◒ | |
| 86 | ◒ | ◒ | ◒ | ○ | ◔ | ◔ | |
| 113b | ◕ | ● | ◒ | ◕ | ◕ | ◕ | |
| 119 | ■ | ■ | ■ | ■ | ■ | ■ | |
| 120 | ■ | ■ | ■ | ■ | ■ | ■ | |




# LEVEL 3 SCREENING EVALUATION

**May 18, 2006**

**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **H. Impact to the Viability of Existing Neighborhoods** | **1. Does the alternative preserve existing on-street parking in neighborhoods?** | - Project Goals: Parking; Economic Viability<br>- Interest Matrix Items: A.2.b, C.1.d, C.3.a and F.1.a | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |
| | **2. Does the alternative maintain existing functional roadway classification?** | | |

| | **Criteria H** | | | |
|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | 1.) Rating - number of parking spaces lost. | 2.) Rating - based on volumes, speeds, and access. | Summary | Notes |
| ALTERNATIVES | | | | |
| No Action | ● | ● | ● | No changes to on-street parking or classification |
| TSM/TDM | ● | ● | ● | No changes to on-street parking or classification |
| 1 | ● | ● | ● | |
| 2 | ◕ | ◕ | ◕ | Impacts on-street parking at the eastern portion of Mississippi on the west side of I-25. Broadway speeds/volume would increase on the inner portion of the multiway boulevard |
| 3 | ● | ● | ● | No changes to on-street parking or classification |
| 5 | ◒ | ◒ | ◒ | Impacts on-street parking at the eastern portion of Mississippi on both sides of I-25. Changes/Increase to Mississippi and Broadway for functional classification (increased volumes, speed and access) |
| 6 | ◕ | ◔ | ◒ | Impacts on-street parking at the eastern portion of Mississippi on the west side of I-25. Completely changes the classification of both Broadway and Mississippi at this location (increase volumes/speeds - limited access on approaches) |
| 7 | ◕ | ◕ | ◕ | Impacts on-street parking at the eastern portion of Mississippi on the west side of I-25. One-way Broadway between Louisiana and I-25 will change the speeds, volume and access |
| 8 | ◕ | ◕ | ◕ | Impacts on-street parking at the eastern portion of Mississippi on the west side of I-25. One-way Broadway between Louisiana and I-25 will change the speeds, volume and access |
| UNUSED SUGGESTIONS | | | | |
| 40 | ● | ● | ● | No to minimal impacts to neighborhood parking. Could changes the functional classification by reducings speeds, access or volumes (therefore a positive change for |
| 63 | ◕ | ◔ | ◒ | Impacts on-street parking at the eastern portion of Mississippi on the west side of I-25. Completely changes the classifications of both Broadway and Mississippi at this |
| 66 | ◒ | ◒ | ◒ | Roundabouts would require additional width on the approaches and prevent onstreet parking on approaches. Could help one classification and impact the other (traffic |
| 69 | ● | ◒ | ◒ | No Impacts/Changes to Neighborhood parking. By only allowing right in/right out, could increase traffic cut-through in neighborhoods |
| 70 | | | | |
| 76 | ◕ | ◕ | ◕ | One-way Lincoln/Acoma between Louisiana and I-25 will change the speeds, volume and access |
| 79 | ● | ◒ | ◕ | No change to neighborhood parking. Could decrease speed, volume and access |
| 86 | ● | ◒ | ◕ | No change to neighborhood parking. Could decrease speed, volume |
| 113b | ■ | ■ | ■ | |
| 119 | ● | ◕ | ◕ | No changes to neighborhood parking. Restricts access on Mississippi in this sections |
| 120 | ● | ◕ | ◕ | No changes to neighborhood parking. Restricts access on Mississippi in this sections |

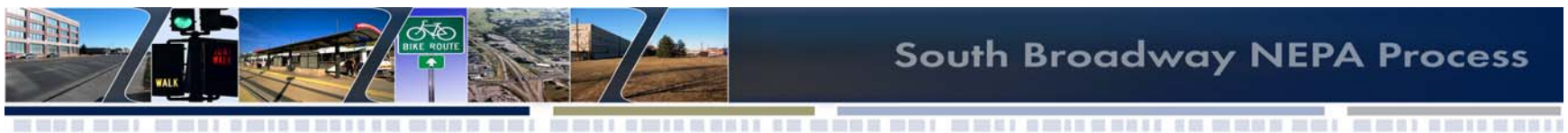

# LEVEL 3 SCREENING EVALUATION

## May 18, 2006

DRAFT

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **I. Impact to Existing Businesses** | **1. Does the alternative preserve access to businesses along Broadway?** | - Project Goals: Parking; Economic Viability<br>- Interest Matrix Items: A.1.i, B.1.a.i, G.1.b and G.1.d | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |
| | **2. Does the alternative maintain existing parking for businesses along Broadway?** | | |

| | **Criteria I** | | | |
|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | 1.) Rating - based on access requirements / changes. | 2.) Rating - quantify number of parking spaces lost. | Summary | Notes |
| ALTERNATIVES | | | | |
| No Action | ● | ● | ● | |
| TSM/TDM | ● | ● | ● | |
| 1 | ◒ | ◒ | ◒ | |
| 2 | ◒ | ◔ | ◒ | |
| 3 | ◒ | ◒ | ◒ | |
| 5 | ◕ | ◒ | ◒ | |
| 6 | ○ | ○ | ○ | |
| 7 | ◒ | ◒ | ◒ | |
| 8 | ◒ | ◒ | ◒ | |
| UNUSED SUGGESTIONS | | | | |
| 40 | | | | |
| 63 | | | | |
| 66 | | | | |
| 69 | | | | |
| 70 | | | | |
| 76 | | | | |
| 79 | | | | |
| 86 | | | | |
| 113b | | | | |
| 119 | | | | |
| 120 | | | | |




# LEVEL 3 SCREENING EVALUATION

## May 18, 2006

**DRAFT**

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **J. Funding and Construction Feasibility** | **1. Is the alternative feasible and reasonable to fund and construct?** | '- Project Goals: Implementation; Funding | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |

| *Criteria* | *Question* | *Basis* | *Rating* |
|---|---|---|---|
| **K. Improving Traffic Safety** | **1. Does the alternative meet applicable design standards?** | - Project Purpose: Safety - Interest Matrix Items: C.4.a - C.4.c | ● Very Good ◕ Good ◒ Fair ◔ Poor ○ Very Poor ■ N/A |

| | **Criteria J** | | | **Criteria K** | | |
|---|---|---|---|---|---|---|
| ***Measures of Effectiveness (MOEs)*** | 1.) Rating - discussion. | Summary | Notes | 1.) Rating - based on how well the alternative meets minimum and desirable design standards. | Summary | Notes |
| ALTERNATIVES | | | | | | |
| No Action | ● | ● | | ◒ | ◒ | |
| TSM/TDM | ● | ● | | ◒ | ◒ | |
| 1 | ◒ | ◒ | Directional Ramp costs and constructability are greater than at-grade facility | ◔ | ◔ | Directional Ramp designed for 25 mph instead 40 to 50 mph for a directional ramp. May have below standard gore distance spacing on I-25. Intersection on ramp is a substandard/non-traditional |
| 2 | ◕ | ◕ | Width of roadway facilitates the construction phasing. | ◕ | ◕ | Meets arterial standards but will violate driver expectancy (no traditional system) |
| 3 | ◔ | ◔ | Directional Ramp costs and constructability are greater than at-grade facility. Constructabilty over I-25 will be difficult | ◒ | ◒ | Directional Ramp designed for 25 mph instead 40 to 50 mph for a directional ramp. May have below standard gore distance spacing on I-25. Steeper grades/minimum requirements |
| 5 | ○ | ○ | Mississippi will require shoo-fly designs for both heavy and light rail tracks which could be extensive and may require throw away infrastructure. Construction time could be lengthing. Dewatering could be an issue during construction. Mississippi may have to be closed or lane reductions required during construction. Construction of a bridge over I-25 will be difficult. | ◔ | ◔ | 1. Early Lefts: Non-traditional movement - low speed (less than 20 mph) for left turns. Potential for wrong way movement. Headlights on wrong side of road. 2. Mississippi - grades on Mississippi are minimum to substandard vertical geometry west of Broadway. Horizontal tie on the east end of Mississippi at I-25 is minimal to substandard due to existing Logan Bridge location. 5 point intersection at Mississippi. |
| 6 | ◔ | ◔ | 1.) Broadway/Mississippi: Constructability of grade separated system is difficult on top of an existing at-grade facility. 2.)Directional Ramp costs and constructability are greater than at-grade facility | ◔ | ◔ | 1. Directional/Wedge Ramp: designed for 25 mph instead 40 to 50 mph for a directional ramp. May have below standard gore distance spacing on I-25. Intersection on ramp is a substandard/non-traditional. 2. Broadway - minimum standards used for the vertical desigr |
| 7 | ◒ | ◒ | | ◔ | ◔ | Acoma's horizontal design is 25 mph which is substandard for an arterial street |
| 8 | ◕ | ◕ | | ○ | ○ | 1. Lincoln's horizontal design is 25 mph which is substandard for an arterial street. 2. Potential for wrong way movements (twice) at the SB I-25 on ramp intersection. |
| UNUSED SUGGESTIONS | | | | | | |
| 40 | ■ | ■ | | ■ | ■ | |
| 63 | ○ | ○ | 1.) Broadway/Mississippi: Constructability of grade separated system is difficult on top of an existing at-grade facility. Lowering Broadway wil be more difficult than raising Broadway 2.)Impacts to the Mississippi outfall and existing | ◔ | ◔ | Broadway & Mississippi - minimum standards used for the vertical design |
| 66 | ◔ | ◔ | Depends on the design and location of the roundabout - it is very difficult to maintain traffic while constructing a roundabout intersection | ◕ | ◕ | A roundabout would be designed per standard. Depending on location, could have driver expectancy issues |
| 69 | ● | ● | | ● | ● | No Design issues - meet standards |
| 70 | | | | ◔ | ◔ | Driver expectancy issue |
| 76 | ● | ● | | ○ | ○ | 1. Lincoln's horizontal design is 25 mph which is substandard for an arterial street. 2. Potential for wrong way movements (twice) at the SB I-25 on ramp intersection. (Lincoln is part of Alt #8). 3. Acoma's horizontal design is 25 mph which is |
| 79 | ◒ | ◒ | Requires signing, VMS and other measures to control traffic. | ◔ | ◔ | Non-traditional/driver expectancy, prevents left turns |
| 86 | ● | ● | | ● | ● | |
| 113b | | | | | | |
| 119 | ● | ● | | ● | ● | |
| 120 | ● | ● | | ● | ● | |


**LEVEL 3 SCREENING EVALUATION**

**May 18, 2006**

**DRAFT**

| *Rating* |
|---|
| ●Very Good ◕Good ◒Fair<br>◔Poor ○Very Poor ■ N/A |

| **Criteria Summary** | Criteria A | Criteria B | Criteria C | Criteria D | Criteria E | Criteria F | Criteria G | Criteria H | Criteria I | Criteria J | Criteria K |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALTERNATIVES | | | | | | | | | | | |
| No Action | ◒ | ◒ | ◒ | ◔ | ◒ | ◔ | ● | ● | ● | ● | ◒ |
| TSM/TDM | ◒ | ◒ | ◒ | ◒ | ◒ | ◒ | ● | ● | ● | ● | ◒ |
| 1 | ◒ | ◒ | ◕ | ◕ | ● | ◕ | ◕ | ● | ◒ | ◒ | ◔ |
| 2 | ◕ | ◒ | ◒ | ◕ | ◕ | ● | ◔ | ◕ | ◒ | ◕ | ◕ |
| 3 | ◒ | ◒ | ◕ | ◒ | ◒ | ◒ | ◔ | ● | ◒ | ◔ | ◒ |
| 5 | ◕ | ◕ | ◕ | ◕ | ◕ | ◕ | ◒ | ◒ | ◒ | ○ | ◔ |
| 6 | ◕ | ◕ | ◕ | ◔ | ◔ | ○ | ◔ | ◒ | ○ | ◔ | ◔ |
| 7 | ◕ | ◕ | ◕ | ◕ | ◔ | ◕ | ◒ | ◕ | ◒ | ◒ | ◔ |
| 8 | ◔ | ◒ | ◒ | ◒ | ◔ | ◔ | ◔ | ◕ | ◒ | ◕ | ○ |
| UNUSED SUGGESTIONS | | | | | | | | | | | |
| 40 | ■ | ◔ | ◒ | ● | ◒ | 0 | ■ | ● | 0 | ■ | ■ |
| 63 | ◔ | ◔ | ○ | ◒ | ◒ | 0 | ◒ | ◒ | 0 | ○ | ◔ |
| 66 | ◔ | ◔ | ◔ | ○ | ◒ | 0 | ◒ | ◒ | 0 | ◔ | ◕ |
| 69 | ◔ | ◒ | ◔ | ◔ | ◔ | 0 | ■ | ◒ | 0 | ● | ● |
| 70 | ◕ | ◒ | ◒ | ◔ | ◔ | 0 | ◒ | 0 | 0 | 0 | ◔ |
| 76 | ◔ | ◔ | ◔ | ◒ | ◕ | 0 | ◒ | ◕ | 0 | ● | ○ |
| 79 | ◒ | ■ | ◒ | ◔ | ◔ | 0 | ◒ | ◕ | 0 | ◒ | ◔ |
| 86 | ◒ | ■ | ◒ | ◔ | ◕ | 0 | ◔ | ◕ | 0 | ● | ● |
| 113b | 0 | 0 | 0 | 0 | 0 | 0 | ◕ | ■ | 0 | 0 | 0 |
| 119 | ◔ | ◕ | ◔ | ◕ | ◒ | 0 | ■ | ◕ | 0 | ● | ● |
| 120 | ◔ | ◒ | ○ | ◕ | ◒ | 0 | ■ | ◕ | 0 | ● | ● |