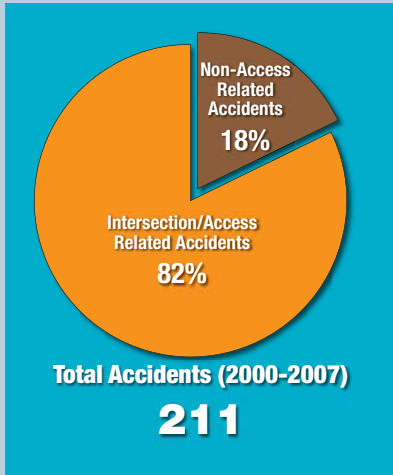
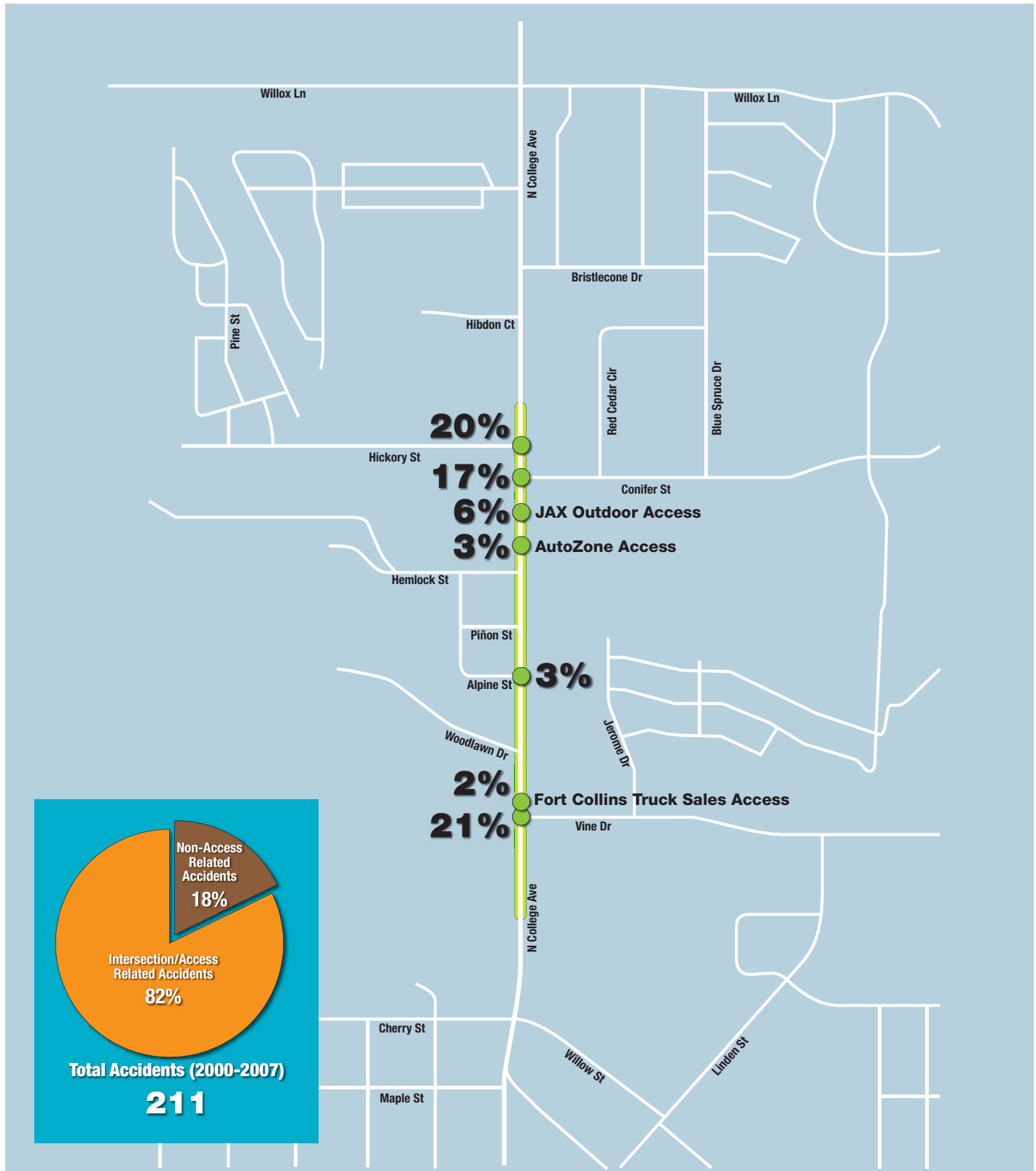


North College Corridor Improvements - Phase II

Accident History



Legend

XX% ● Percentage of Total Accidents within Project Limits

— Project Limits

2000-2004 Data Provided by CDOT 2005-2007 Data Provided by City of Fort Collins

North College Corridor Improvements - Phase II

2009 Existing Daily Volumes and Level of Service

AM Peak Hour

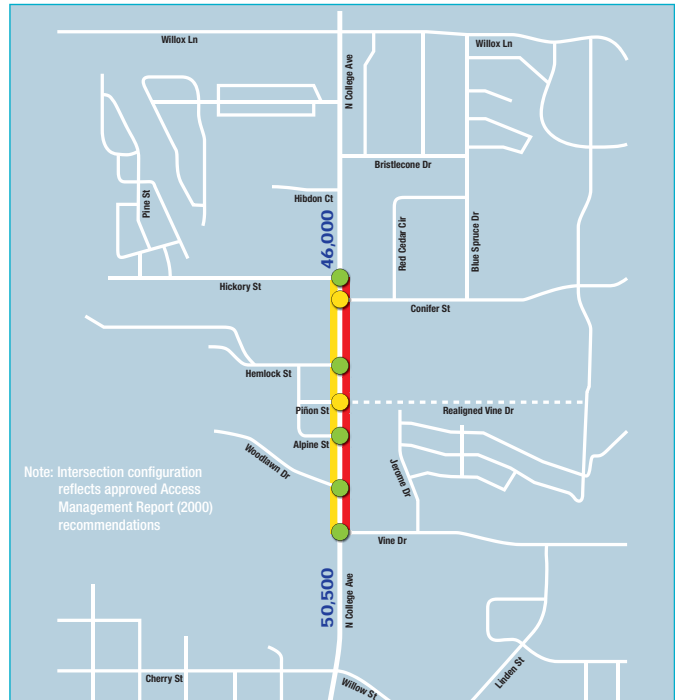
PM Peak Hour



2035 Projected Daily Volumes and Level of Service

AM Peak Hour

PM Peak Hour



Legend

- SB LOS = Arterial Level of Service A, B, or C
- NB LOS
- SB LOS = Arterial Level of Service D
- NB LOS
- SB LOS = Arterial Level of Service E or F
- NB LOS

- = Overall Intersection Level of Service A, B, or C
- = Overall Intersection Level of Service D
- = Overall Intersection Level of Service E or F

XX,XXX = Average Daily Traffic Volume

What is LOS?

Roadway traffic congestion is expressed in terms of level of service (LOS) as defined by the Highway Capacity Manual (HCM). The conditions defining the LOS for roadways are:

A



LOS A – Represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

B



LOS B – Represents reasonably free-flowing conditions but with some influence by others.

C



LOS C – Represents a constrained constant flow below speed limits, with additional attention required by drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.

D



LOS D – Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.

E



LOS E – Represents unstable flow near capacity.

F



LOS F – Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.