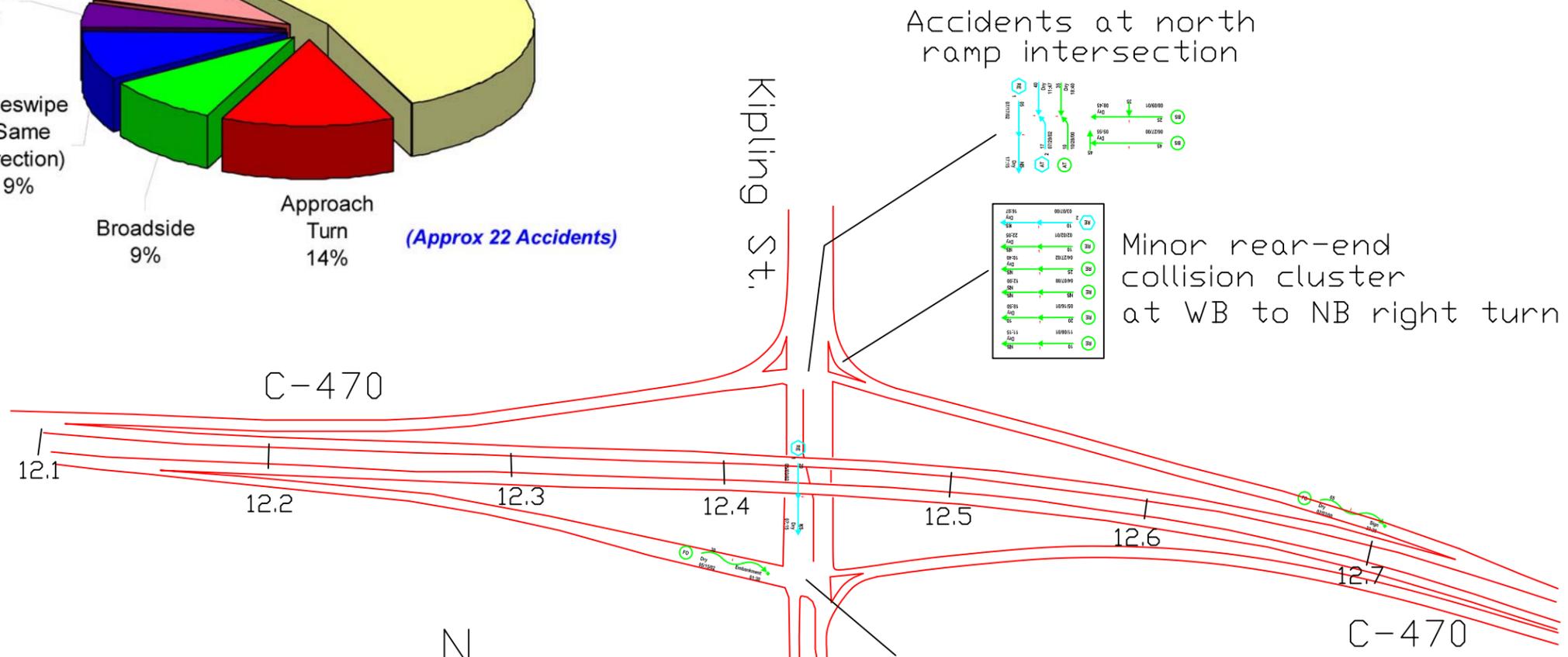
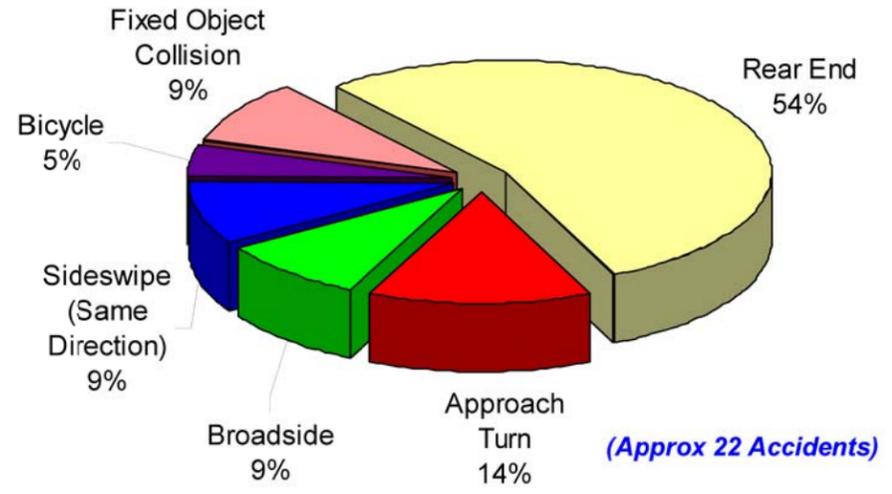
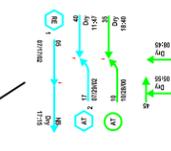


C-470 & Kipling St. Interchange

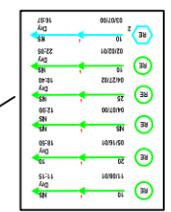
**Accident Types at Kipling Interchange
Ramps & Crossroad Only**



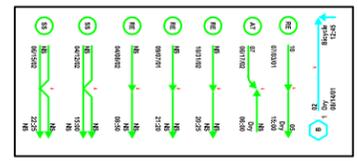
Accidents at north ramp intersection



Minor rear-end collision cluster at WB to NB right turn



Accidents at south ramp intersection



Minor Collision Cluster at SB to EB left turn



C-470 and Wadsworth Blvd. Interchange

An accident diagram as well as chart showing the accident type distribution profile for the included interchange ramps and Wadsworth and separate profiles for the north and south ramp intersections are shown on the following page.

Rear-end collisions account for most accidents at the Wadsworth interchange, making up over half of the 46 total accidents. Collisions of this type were not concentrated in specific locations but rather were broadly distributed throughout the interchange area including the ramps and Wadsworth itself. A minor cluster of approach-turn accidents is noted at the north ramp terminal involving northbound vehicles on Wadsworth turning left to travel on the westbound C-470 on-ramp colliding with southbound vehicles on Wadsworth. Consideration may be given to installing a protected only left turn phase for northbound traffic if not already implemented at this intersection. The south ramp intersection exhibited approximately 7 crashes at the signal with 5 additional collisions slightly removed but associated with the intersection operation. These were primarily rear-end collisions in the northbound and southbound lanes of Wadsworth. Improving traffic signal conspicuity with signal head back plates or LED lenses is an option that may help reduce this crash type.

C-470 and Platte Canyon Rd. Interchange

An accident diagram and accident type distribution profile for this minor intersection is shown on the following page.

The junction of Platte Canyon Rd. and C-470 does not exhibit a high number of accidents. Non-crossing traffic streams, lower access volume and generous auxiliary lanes help maintain the low number of collisions. Of the estimated 5 accidents detected during an extended study period of 5 years, 3 involved vehicles colliding with the raised channelizing island at the intersection. This type of accident results when vehicles exit C-470 at excessive speed or fail to decelerate sufficiently prior to attempting the turn onto Platte Canyon Rd. Improvement options for consideration can include enlarging existing advisory exit speed signs, installing closely-spaced (~20'), approved, post-mounted delineators along the exit median edge or increasing curve radius to bring in line with higher design exit speeds.