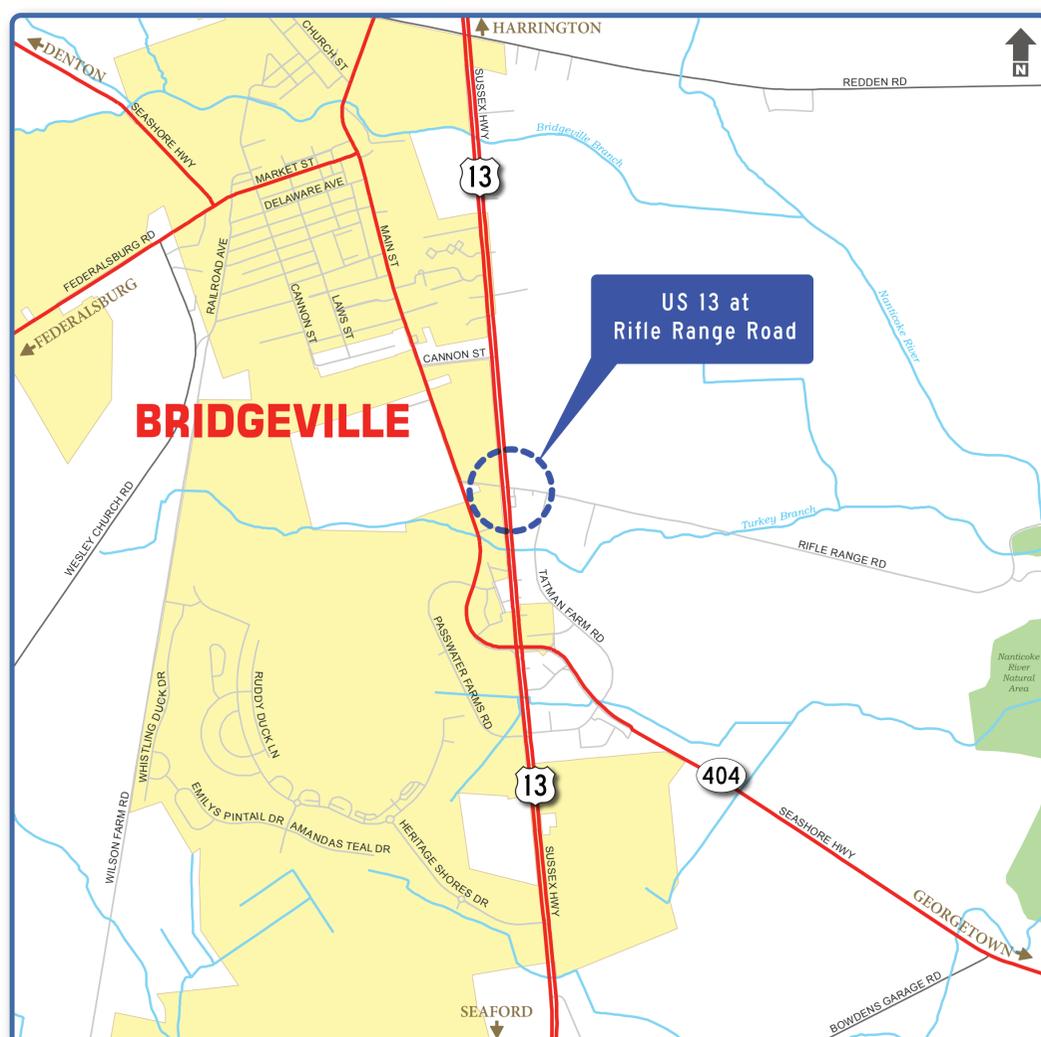


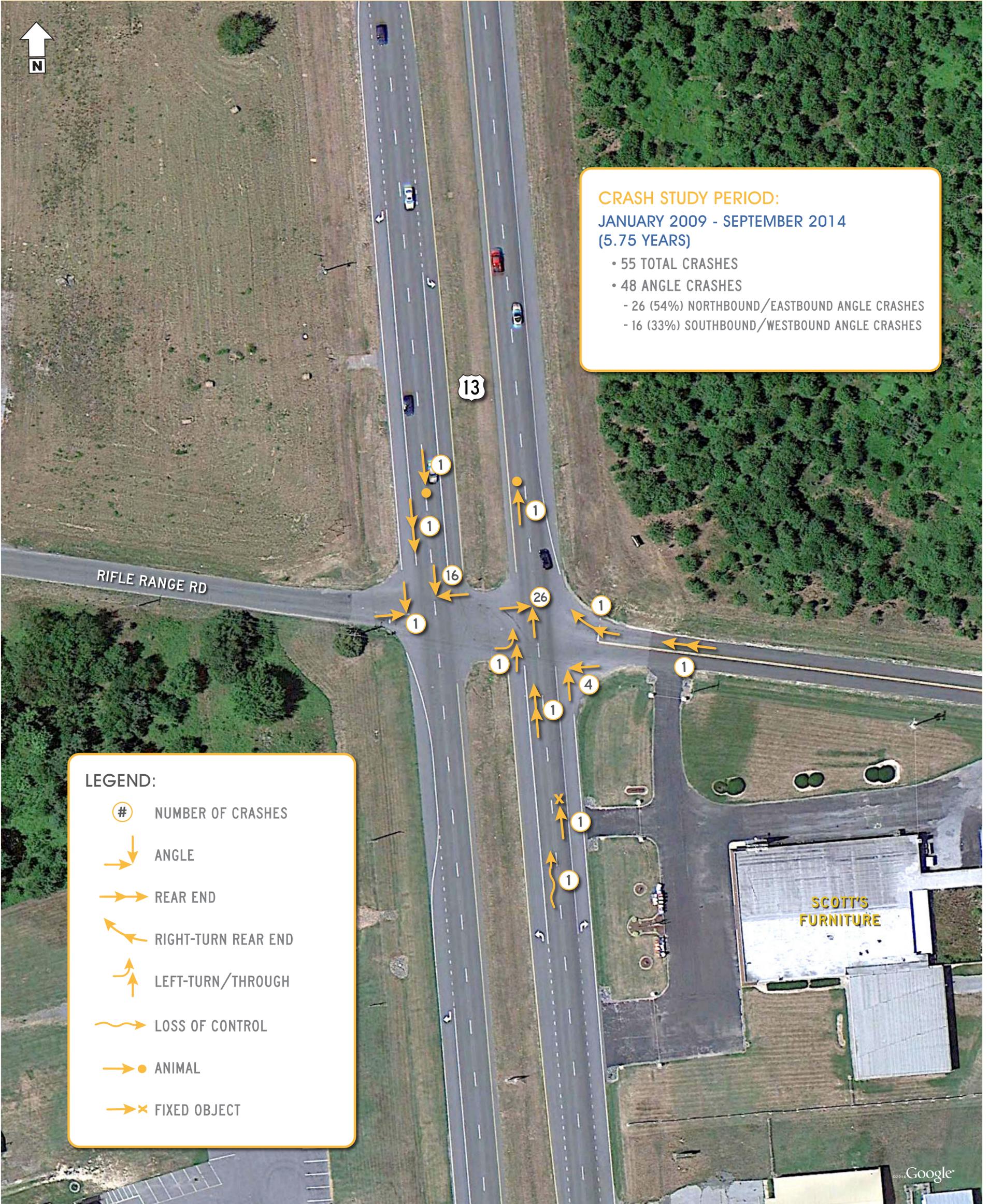
Welcome to the

US 13 at Rifle Range Road Intersection Safety Improvements Workshop

- Purpose: To present proposed safety improvements at US 13 at Rifle Range Road
- The US 13 at Rifle Range Road intersection was identified as part of DeIDOT's 2013 Hazard Elimination Program as having high crash rates
- Safety improvements were identified to address the crash problems
- Your comments and input will be considered as part of the implementation process



Crash History



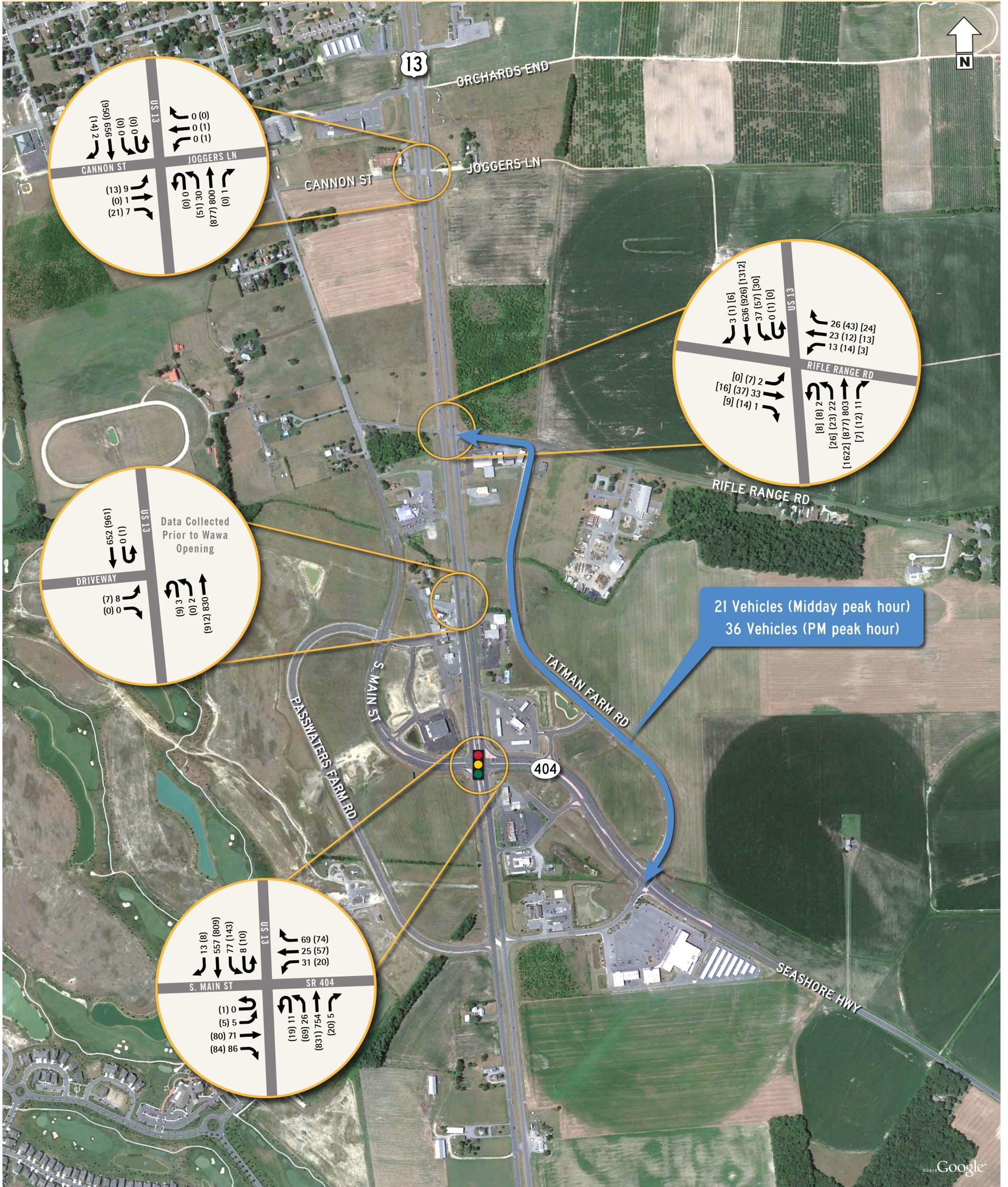
CRASH STUDY PERIOD:
 JANUARY 2009 - SEPTEMBER 2014
 (5.75 YEARS)

- 55 TOTAL CRASHES
- 48 ANGLE CRASHES
 - 26 (54%) NORTHBOUND/EASTBOUND ANGLE CRASHES
 - 16 (33%) SOUTHBOUND/WESTBOUND ANGLE CRASHES

LEGEND:

- # NUMBER OF CRASHES
- ANGLE
- REAR END
- RIGHT-TURN REAR END
- LEFT-TURN/THROUGH
- LOSS OF CONTROL
- ANIMAL
- FIXED OBJECT

Existing (2013/2014) Peak Hour Volumes



00 AM Peak - 7:15 AM - 8:15 AM

(00) PM Peak - 4:30 PM - 5:30 PM

[00] SAT Peak - 10:30 AM - 11:30 AM

Alternatives Considered

Option 1 - Partial Median Closure

Option 1A:

- **US 13 at Rifle Range Road:** Prohibit eastbound and westbound Rifle Range Road left-turn and through movements

Option 1B:

- **US 13 at Rifle Range Road:** Prohibit eastbound and westbound Rifle Range Road left-turn and through movements and northbound US 13 left-turning movements
- **US 13 at Cannon Street:** Prohibit eastbound and westbound Cannon Street left-turn and through movements and southbound left-turning movement

Option 2 - Full Median Closure

Option 2A:

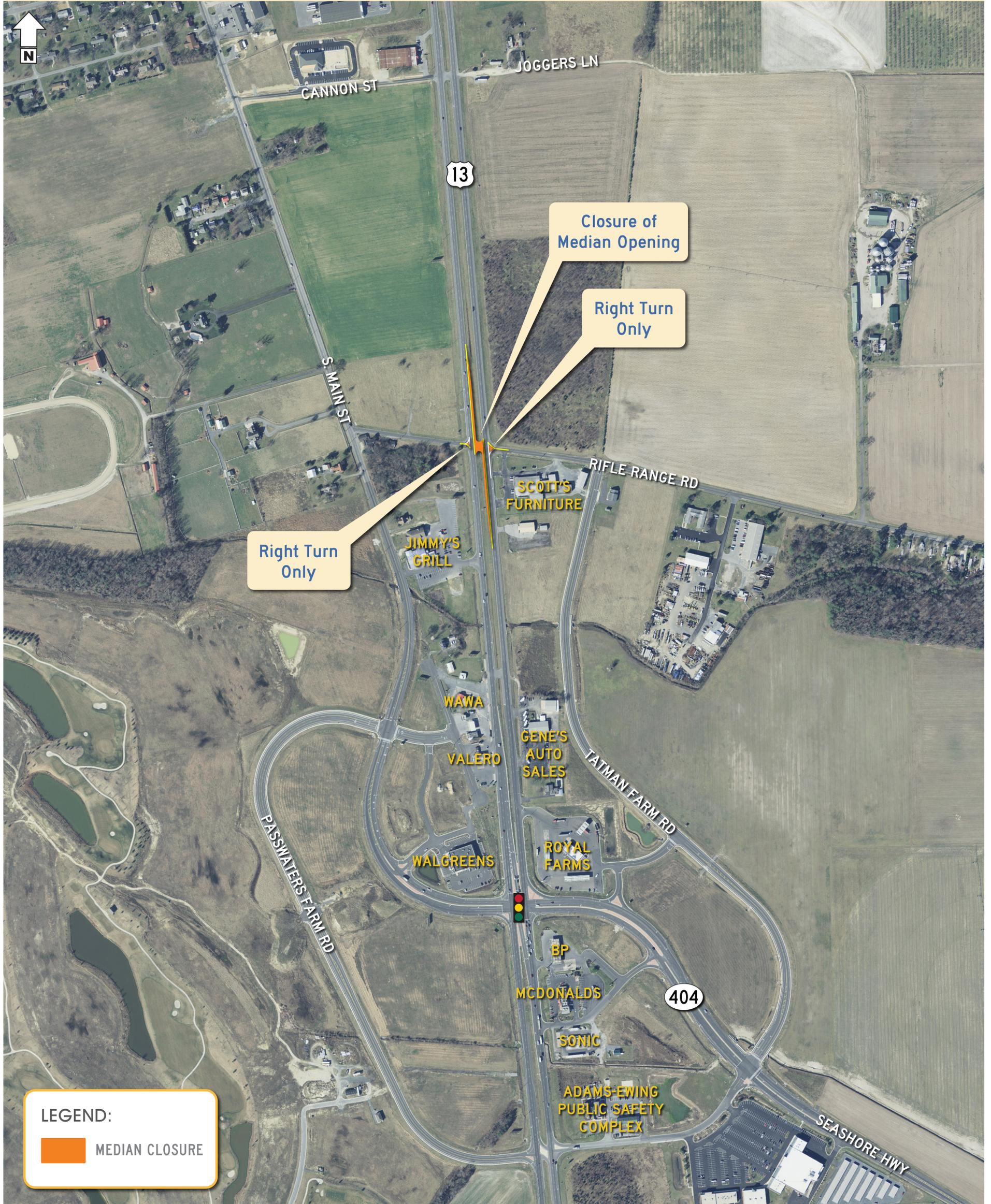
- **US 13 at Rifle Range Road:** Close the median opening

Option 2B:

- **US 13 at Rifle Range Road:** Close the median opening
- Install a new median opening 660 feet north of US 13 at Rifle Range Road to accommodate northbound U-turns only

Option 3 - Traffic Signal at US 13 at Rifle Range Road

Preferred Alternative - Option 2A



Preferred Alternative / Next Steps

Preferred Alternative:

Option 2A - Close the US 13 at Rifle Range Road Median Opening

- Greatest crash reduction (similar to Option 2B)
- Does not create an additional median opening along US 13
- Adjacent intersections and median openings accommodate diverted traffic
- Can be implemented as a short-term improvement using tubular markers

Next Steps:

- Obtain your feedback
- Implement the preferred option using tubular markers, signing, and pavement markings
- Monitor crash patterns following implementation

Please fill out a comment form!

Your feedback is valuable to us!