Table 2 presents accident types, number of accidents and accident rates for the high hazard locations shown in Figure 6. At signalized intersections the predominant type of accidents were rear end, right angle (broad side), and left turn. At the Bromley Lane signal in Brighton, rear end accidents were the most common. At WCR 2 the most common type of accident was left turn accidents; however, a closer look at accident data indicated that all of the approach turn accidents occurred before protected only left turn phasing was implemented on US 85. In Evans at 37th Street and 31st Street, rear end and left turn accidents were nearly equal, while in Greeley left turn accidents predominated at high hazard locations along the "Bypass" (22nd, 16th, 8th and 5th Streets). Also in Greeley, there was a high incidence of right angle collisions at 22nd, 16th, and 8th Streets. North of Greeley at SH 392 and Collins Street in Eaton, the predominant accident types were left turn and right angle. Not surprisingly, the right angle (broad side) was the most common type of accident recorded at the three high hazard unsignalized intersections.

Table 2
High Hazard Locations

Intersection	Accident Type								Total Accidents	Accident Rate[1]
	Rear End	Left Turn	Right Angle	Side Swipe	Head On	Over Turn	Object	Other		
37th Street	24	30	2	2	0	0	7	0	65	1.998
Bromley Lane	28	6	8	7	1	0	12	2	64	1.436
31st Street	17	19	5	1	0	0	2	0	44	1.431
WCR 2	8	16	7	1	0	1	2	0	35	1.154
120th Avenue	1	3	14	1	0	11	4	0	34	0.937
8th Street	4	16	4	2	0	0	0	2	28	1.085
WCR 6	4	2	11	0	0	0	4	0	21	0.791
WCR 14 ½	3	5	1	3	0	1	6	0	19	0.980
SH 256/CR 44	0	0	12	1	0	0	4	1	18	0.936
22nd Street	2	7	8	0	0	0	1	0	18	0.646
SH 392	2	6	5	1	0	1	2	1	18	1.074
16th Street	6	2	5	0	0	1	1	0	15	0.552
Collins Street	2	3	4	1	0	0	3	1	14	0.881
5th Street	2	8	2	0	0	0	0	0	12	0.765

[1] Accident Rate = accidents per million vehicles entering the intersection annually.

Travel Times

Because travel time "to Denver" on US 85 is a commonly used measure of the quality of the transportation service provided by the roadway, the travel time from the US 34 interchange to I-76 was determined for the existing conditions. Travel time is comprised of two elements:

- Over-the-road travel
- Delay at signals

The over-the-road travel time is a function of posted speed limits, adherence to those limits, and traffic congestion. Currently, congestion to the extent that the posted speed limit cannot be achieved is not evident in the corridor. For purposes of discussion, the over-the-road travel time was calculated assuming travel at the posted speed limit. The current over-the-road travel time from US 34 in Greeley to I-76 at the posted speed limit is about 38 minutes.

Delay at signalized intersections is comprised of stopped delay and deceleration/acceleration delay. There are currently eight signals between US 34 and I-76, each operating independently and on a semi-actuated basis. Not every through vehicle on US 85 is stopped at every signal, and the extent of delay for an individual vehicle that is stopped is a function of what point in the cycle the vehicle arrives at the intersection (i.e., at beginning of red, or later in the stopped phase) and how much traffic there is on the other approaches. The delay due to deceleration and acceleration for a vehicle that must stop at a signal is on the order of 15 seconds for an automobile, and double that for a truck (or for an automobile behind a truck). Overall, the average delay resulting from the eight signals on US 85 between SH 34 and I-76 totals about 8 minutes for peak hour conditions.

The total travel time from US 34 to I-76 is therefore calculated to be 46 minutes for peak hour conditions for a motorist traveling at the posted speed limits.