

Appendix F

Crash Data Analysis Methodology

2.4 Crash Analysis

Safety on project study area roadways was analyzed using crash analysis. Crash analysis is an analysis tool for finding roadway sections with abnormally high crash rates and, therefore, sections with potentially correctable hazards to traffic safety. Historical crash data from the five-year period January 2001 – December 2005 was used to identify study area roadway sections with abnormally high crash rates, thus indicating a possible need for safety improvements. Only crashes with a valid mile-point listing were considered in the analysis. Crash analysis procedures involve assigning reported crashes to roadway locations by mile-point. Crashes are normally classified by severity into one of three categories: fatal, injury, or property damage only (PDO). Then, the average crash rate for roadway sections of various lengths is determined. Generally, the analysis procedure includes analyzing the entire roadway length under study, followed by analyzing successively smaller roadway sections, especially those containing higher concentrations of crashes. Roadway sections are classified as either spots or segments depending on their length — sections less than 0.30 miles are classified as a spot location, and sections over 0.30 miles are classified as a segment. Roadway section crash rates were normalized for comparison by either hundred-million-vehicle-miles traveled (HMVM) for segments, or millions-of-vehicles (MV) for spots. Using the average crash rate, the critical crash rate is obtained from Kentucky Transportation Research Center's (KTRC) *Analysis of Traffic Crash Data in Kentucky (2000-2004)*. The critical crash rate is the maximum crash rate expected to occur on a roadway section, given the statewide average crash rate for that functional road class, the average daily traffic (ADT) volume, and the roadway section length. The ratio of these two rates (*i.e.*, the actual annual crash rate to the critical crash rate) produces a critical rate factor (CRF), or a measure of crash frequency for each segment or spot location. If the roadway section's actual crash rate exceeds the critical rate (*i.e.*, the CRF is greater than 1.0), then that section is classified as a high crash location. In other words, if the CRF exceeds 1.0, then that highway section has more crashes than is statistically probable in the absence of an unsafe condition or conditions. If the CRF is between 0.90 and 1.0, then that section is considered a potentially high crash location, with the potential increasing as 1.0 is approached.

Table E.1, *Crash Analysis Summary*, provides a summary of the crash analysis. The study area crash analysis contains the detailed crash analysis for the primary roadways in the project study area. The *Traffic and Crash Locations Exhibit* provides a graphic presentation of the crashes. The analysis considered an area somewhat larger than the actual study area boundaries, reflecting the fact that a new interstate interchange would affect traffic conditions at key locations outside the study area. The analysis identified several high and potentially high crash locations, as indicated by the different colored shading.

Table F.1 Crash Analysis Summary

Begin MP	End MP	Length (miles)	ADT (veh/day)	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor ¹
							Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
Interstate I-64																		
18.000	24.000	6.000	61,100	4	R	54.00	3	112	172	287	111.508	6.690	0.45	16.74	25.71	42.90	61.39	0.70
23.800	25.100	1.300	52,600	4	R	54.00	1	23	20	44	95.995	1.248	0.80	18.43	16.03	35.26	71.35	0.49
vicinity I-265 underpass at mp 18.888																		
18.700	19.000	0.300	52,600	4	R	0.16	0	8	36	44	95.995	0.288	0.00	0.08	0.38	0.46	0.27	1.70
18.800	19.100	0.300	52,600	4	R	0.16	0	9	49	58	95.995	0.288	0.00	0.09	0.51	0.60	0.27	2.23
18.900	19.200	0.300	52,600	4	R	0.16	1	12	32	45	95.995	0.288	0.01	0.13	0.33	0.47	0.27	1.73
19.000	19.300	0.300	52,600	4	R	0.16	1	12	22	35	95.995	0.288	0.01	0.13	0.23	0.36	0.27	1.35
vicinity KY 1531 (Eastwood Fisherville Rd) underpass at mp 22.00 and Long Run Creek Bridge at mp 22.067																		
22.000	22.300	0.300	52,600	4	R	0.16	0	10	17	27	95.995	0.288	0.00	0.10	0.18	0.28	0.27	1.04
I-265 (Gene Snyder Freeway)																		
22.000	28.000	6.000	57,900	4	U	92.00	4	95	171	270	105.668	6.340	0.63	14.98	26.97	42.59	94.41	0.45
vicinity I-64 overpass at mp 25.454																		
25.300	25.600	0.300	67,000	4	U	0.28	1	17	27	45	122.275	0.367	0.01	0.14	0.22	0.37	0.41	0.90
US 60 (Shelbyville Road)																		
10.000	17.400	7.400	19,400	4	U	278.00	6	218	261	485	35.405	2.620	2.29	83.21	99.62	185.12	285.23	0.65
0.000	1.600	1.600	5,970	2	R	239.00	0	9	22	31	10.8953	0.174	0.00	51.63	126.20	177.83	251.11	0.71
vicinity I-265 overpass at mp 12.02																		
11.800	12.100	0.300	31,200	4	U	0.84	0	26	40	66	56.94	0.171	0.00	0.46	0.70	1.16	1.16	1.00
11.900	12.200	0.300	31,200	4	U	0.84	0	28	42	70	56.94	0.171	0.00	0.49	0.74	1.23	1.16	1.06
12.000	12.300	0.300	31,200	4	U	0.84	0	30	31	61	56.94	0.171	0.00	0.53	0.54	1.07	1.16	0.92
vicinity Beckley Station Road at mp 12.895																		
12.700	13.000	0.300	15,500	4	U	0.84	1	27	8	36	28.2875	0.085	0.04	0.95	0.28	1.27	1.30	0.98
12.800	13.100	0.300	15,500	4	U	0.84	1	20	12	33	28.2875	0.085	0.04	0.71	0.42	1.17	1.30	0.90
vicinity KY 1531 (Eastwood Fisherville Rd) at mp 14.904																		
14.800	15.100	0.300	8,800	2	R	0.72	2	8	11	21	16.06	0.048	0.12	0.50	0.68	1.31	1.30	1.01
KY 155 (Taylorsville Road/Taylorsville Lake Road)																		
3.000	7.000	4.000	15,100	2	U	258.00	1	53	60	114	27.5575	1.102	0.91	48.08	54.43	103.42	265.90	0.39
vicinity I-265 overpass at mp 6.058																		
6.000	6.300	0.300	15,300	4	U	0.77	0	15	18	33	27.9225	0.084	0.00	0.54	0.64	1.18	1.22	0.97
KY 148 (Taylorsville Road/Finchville Road)																		
0.000	3.400	3.400	9,300	2	R	239.00	0	8	8	16	16.9725	0.577	0.00	13.86	13.86	27.73	248.70	0.11
0.000	1.000	1.000	1,300	2	R	239.00	0	3	3	6	2.3725	0.024	0.00	126.45	126.45	252.90	265.07	0.95
KY 1531 (Eastwood Fisherville Road)																		
5.000	13.000	8.000	1,350	2	R	239.00	0	12	10	22	2.46375	0.197	0.00	60.88	50.74	111.62	264.57	0.42
vicinity KY 2841 (Eastwood Cutoff) at mp 9.011 and US 60 at mp 9.12																		
8.900	9.200	0.300	470	2	R	0.72	0	1	2	3	0.85775	0.003	0.00	1.17	2.33	3.50	3.66	0.95

Source: KYTC Highway Information System (HIS). Research period is January 2001 to December 2005.

¹ Critical Rate Factors that are statistically high (i.e., equal to or greater than 1.00) are shaded.

 High crash locations

 Potentially high crash locations

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
I-64	Jefferson County																		
	18.000	24.000	6.000	61,100	4	R	54.00	3	112	172	287	111.508	6.690	0.45	16.74	25.71	42.90	61.39	0.70
	18.000	18.300	0.300	85,100	6	U	0.28	0	17	14	31	155.3075	0.466	0.00	0.11	0.09	0.20	0.39	0.51
	18.100	18.400	0.300	85,100	6	U	0.28	0	7	4	11	155.3075	0.466	0.00	0.05	0.03	0.07	0.39	0.18
	18.200	18.500	0.300	85,100	6	U	0.28	0	1	5	6	155.3075	0.466	0.00	0.01	0.03	0.04	0.39	0.10
	18.300	18.600	0.300	85,100	6	U	0.28	0	0	9	9	155.3075	0.466	0.00	0.00	0.06	0.06	0.39	0.15
	18.400	18.700	0.300	85,100	6	U	0.28	0	3	8	11	155.3075	0.466	0.00	0.02	0.05	0.07	0.39	0.18
	18.500	18.800	0.300	85,100	6	U	0.28	0	5	9	14	155.3075	0.466	0.00	0.03	0.06	0.09	0.39	0.23
	18.600	18.900	0.300	85,100	6	U	0.28	0	8	25	33	155.3075	0.466	0.00	0.05	0.16	0.21	0.39	0.54
	vicinity I-265 underpass at mp 18.888																		
	18.700	19.000	0.300	52,600	4	R	0.16	0	8	36	44	95.995	0.288	0.00	0.08	0.38	0.46	0.27	1.70
	18.800	19.100	0.300	52,600	4	R	0.16	0	9	49	58	95.995	0.288	0.00	0.09	0.51	0.60	0.27	2.23
	18.900	19.200	0.300	52,600	4	R	0.16	1	12	32	45	95.995	0.288	0.01	0.13	0.33	0.47	0.27	1.73
	19.000	19.300	0.300	52,600	4	R	0.16	1	12	22	35	95.995	0.288	0.01	0.13	0.23	0.36	0.27	1.35
	19.100	19.400	0.300	52,600	4	R	0.16	1	13	6	20	95.995	0.288	0.01	0.14	0.06	0.21	0.27	0.77
	19.200	19.500	0.300	52,600	4	R	0.16	0	7	5	12	95.995	0.288	0.00	0.07	0.05	0.13	0.27	0.46
	19.300	19.600	0.300	52,600	4	R	0.16	0	4	4	8	95.995	0.288	0.00	0.04	0.04	0.08	0.27	0.31
	19.400	19.700	0.300	52,600	4	R	0.16	0	4	6	10	95.995	0.288	0.00	0.04	0.06	0.10	0.27	0.39
	19.500	19.800	0.300	52,600	4	R	0.16	0	5	4	9	95.995	0.288	0.00	0.05	0.04	0.09	0.27	0.35
	19.600	19.900	0.300	52,600	4	R	0.16	0	5	5	10	95.995	0.288	0.00	0.05	0.05	0.10	0.27	0.39
	19.700	20.000	0.300	52,600	4	R	0.16	0	3	6	9	95.995	0.288	0.00	0.03	0.06	0.09	0.27	0.35
	19.800	20.100	0.300	52,600	4	R	0.16	0	10	11	21	95.995	0.288	0.00	0.10	0.11	0.22	0.27	0.81
	19.900	20.200	0.300	52,600	4	R	0.16	0	11	9	20	95.995	0.288	0.00	0.11	0.09	0.21	0.27	0.77
	20.000	20.300	0.300	52,600	4	R	0.16	0	9	7	16	95.995	0.288	0.00	0.09	0.07	0.17	0.27	0.62
	20.100	20.400	0.300	52,600	4	R	0.16	0	2	3	5	95.995	0.288	0.00	0.02	0.03	0.05	0.27	0.19
	20.200	20.500	0.300	52,600	4	R	0.16	0	1	3	4	95.995	0.288	0.00	0.01	0.03	0.04	0.27	0.15
	20.300	20.600	0.300	52,600	4	R	0.16	0	1	4	5	95.995	0.288	0.00	0.01	0.04	0.05	0.27	0.19
	20.400	20.700	0.300	52,600	4	R	0.16	0	5	2	7	95.995	0.288	0.00	0.05	0.02	0.07	0.27	0.27
	20.500	20.800	0.300	52,600	4	R	0.16	0	6	3	9	95.995	0.288	0.00	0.06	0.03	0.09	0.27	0.35
	20.600	20.900	0.300	52,600	4	R	0.16	0	8	4	12	95.995	0.288	0.00	0.08	0.04	0.13	0.27	0.46
	20.700	21.000	0.300	52,600	4	R	0.16	0	3	5	8	95.995	0.288	0.00	0.03	0.05	0.08	0.27	0.31
	20.800	21.100	0.300	52,600	4	R	0.16	0	7	7	14	95.995	0.288	0.00	0.07	0.07	0.15	0.27	0.54
	20.900	21.200	0.300	52,600	4	R	0.16	0	5	5	10	95.995	0.288	0.00	0.05	0.05	0.10	0.27	0.39
	21.000	21.300	0.300	52,600	4	R	0.16	0	6	5	11	95.995	0.288	0.00	0.06	0.05	0.11	0.27	0.42
	21.100	21.400	0.300	52,600	4	R	0.16	0	1	3	4	95.995	0.288	0.00	0.01	0.03	0.04	0.27	0.15
	21.200	21.500	0.300	52,600	4	R	0.16	0	4	3	7	95.995	0.288	0.00	0.04	0.03	0.07	0.27	0.27
	21.300	21.600	0.300	52,600	4	R	0.16	0	5	3	8	95.995	0.288	0.00	0.05	0.03	0.08	0.27	0.31
	21.400	21.700	0.300	52,600	4	R	0.16	0	7	5	12	95.995	0.288	0.00	0.07	0.05	0.13	0.27	0.46
	21.500	21.800	0.300	52,600	4	R	0.16	0	4	4	8	95.995	0.288	0.00	0.04	0.04	0.08	0.27	0.31
	21.600	21.900	0.300	52,600	4	R	0.16	0	2	5	7	95.995	0.288	0.00	0.02	0.05	0.07	0.27	0.27
	21.700	22.000	0.300	52,600	4	R	0.16	0	0	3	3	95.995	0.288	0.00	0.00	0.03	0.03	0.27	0.12

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
I-64	vicinity KY 1531 (Eastwood Fisherville Rd) underpass at mp 22.00 and Long Run Creek Bridge at mp 22.067																		
	21.800	22.100	0.300	52,600	4	R	0.16	0	4	15	19	95.995	0.288	0.00	0.04	0.16	0.20	0.27	0.73
	21.900	22.200	0.300	52,600	4	R	0.16	0	4	18	22	95.995	0.288	0.00	0.04	0.19	0.23	0.27	0.85
	22.000	22.300	0.300	52,600	4	R	0.16	0	10	17	27	95.995	0.288	0.00	0.10	0.18	0.28	0.27	1.04
	22.100	22.400	0.300	52,600	4	R	0.16	0	8	7	15	95.995	0.288	0.00	0.08	0.07	0.16	0.27	0.58
	22.200	22.500	0.300	52,600	4	R	0.16	0	8	3	11	95.995	0.288	0.00	0.08	0.03	0.11	0.27	0.42
	22.300	22.600	0.300	52,600	4	R	0.16	0	2	4	6	95.995	0.288	0.00	0.02	0.04	0.06	0.27	0.23
	22.400	22.700	0.300	52,600	4	R	0.16	0	1	5	6	95.995	0.288	0.00	0.01	0.05	0.06	0.27	0.23
	22.500	22.800	0.300	52,600	4	R	0.16	0	1	4	5	95.995	0.288	0.00	0.01	0.04	0.05	0.27	0.19
	22.600	22.900	0.300	52,600	4	R	0.16	0	3	4	7	95.995	0.288	0.00	0.03	0.04	0.07	0.27	0.27
	22.700	23.000	0.300	52,600	4	R	0.16	1	3	1	5	95.995	0.288	0.01	0.03	0.01	0.05	0.27	0.19
	22.800	23.100	0.300	52,600	4	R	0.16	1	4	8	13	95.995	0.288	0.01	0.04	0.08	0.14	0.27	0.50
	22.900	23.200	0.300	52,600	4	R	0.16	1	2	7	10	95.995	0.288	0.01	0.02	0.07	0.10	0.27	0.39
	23.000	23.300	0.300	52,600	4	R	0.16	0	2	7	9	95.995	0.288	0.00	0.02	0.07	0.09	0.27	0.35
	23.100	23.400	0.300	52,600	4	R	0.16	0	3	0	3	95.995	0.288	0.00	0.03	0.00	0.03	0.27	0.12
	23.200	23.500	0.300	52,600	4	R	0.16	0	3	2	5	95.995	0.288	0.00	0.03	0.02	0.05	0.27	0.19
	23.300	23.600	0.300	52,600	4	R	0.16	1	5	3	9	95.995	0.288	0.01	0.05	0.03	0.09	0.27	0.35
	23.400	23.700	0.300	52,600	4	R	0.16	1	3	5	9	95.995	0.288	0.01	0.03	0.05	0.09	0.27	0.35
	23.500	23.800	0.300	52,600	4	R	0.16	1	4	5	10	95.995	0.288	0.01	0.04	0.05	0.10	0.27	0.39
	23.600	23.900	0.300	52,600	4	R	0.16	0	4	9	13	95.995	0.288	0.00	0.04	0.09	0.14	0.27	0.50
	23.700	24.000	0.300	52,600	4	R	0.16	0	7	8	15	95.995	0.288	0.00	0.07	0.08	0.16	0.27	0.58
	Shelby County																		
	23.800	25.100	1.300	52,600	4	R	54.00	1	23	20	44	95.995	1.248	0.80	18.43	16.03	35.26	71.35	0.49
	23.800	24.100	0.300	52,600	4	R	0.16	0	4	4	8	95.995	0.288	0.00	0.04	0.04	0.08	0.27	0.31
	23.900	24.200	0.300	52,600	4	R	0.16	0	5	4	9	95.995	0.288	0.00	0.05	0.04	0.09	0.27	0.35
	24.000	24.300	0.300	52,600	4	R	0.16	0	3	1	4	95.995	0.288	0.00	0.03	0.01	0.04	0.27	0.15
	24.100	24.400	0.300	52,600	4	R	0.16	0	1	0	1	95.995	0.288	0.00	0.01	0.00	0.01	0.27	0.04
	24.200	24.500	0.300	52,600	4	R	0.16	0	8	2	10	95.995	0.288	0.00	0.08	0.02	0.10	0.27	0.39
	24.300	24.600	0.300	52,600	4	R	0.16	0	8	2	10	95.995	0.288	0.00	0.08	0.02	0.10	0.27	0.39
	24.400	24.700	0.300	52,600	4	R	0.16	0	8	4	12	95.995	0.288	0.00	0.08	0.04	0.13	0.27	0.46
	24.500	24.800	0.300	52,600	4	R	0.16	1	4	3	8	95.995	0.288	0.01	0.04	0.03	0.08	0.27	0.31
	24.600	24.900	0.300	52,600	4	R	0.16	1	6	4	11	95.995	0.288	0.01	0.06	0.04	0.11	0.27	0.42
	24.700	25.000	0.300	52,600	4	R	0.16	1	8	4	13	95.995	0.288	0.01	0.08	0.04	0.14	0.27	0.50
	24.800	25.100	0.300	52,600	4	R	0.16	0	6	11	17	95.995	0.288	0.00	0.06	0.11	0.18	0.27	0.65

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
I-265	22.000	28.000	6.000	57,900	4	U	92.00	4	95	171	270	105.668	6.340	0.63	14.98	26.97	42.59	94.41	0.45
	22.000	22.300	0.300	53,000	4	U	0.28	0	1	3	4	96.725	0.290	0.00	0.01	0.03	0.04	0.42	0.10
	22.100	22.400	0.300	53,000	4	U	0.28	0	0	2	2	96.725	0.290	0.00	0.00	0.02	0.02	0.42	0.05
	22.200	22.500	0.300	53,000	4	U	0.28	0	1	1	2	96.725	0.290	0.00	0.01	0.01	0.02	0.42	0.05
	22.300	22.600	0.300	53,000	4	U	0.28	0	1	1	2	96.725	0.290	0.00	0.01	0.01	0.02	0.42	0.05
	22.400	22.700	0.300	53,000	4	U	0.28	0	2	1	3	96.725	0.290	0.00	0.02	0.01	0.03	0.42	0.07
	22.500	22.800	0.300	53,000	4	U	0.28	0	2	2	4	96.725	0.290	0.00	0.02	0.02	0.04	0.42	0.10
	22.600	22.900	0.300	53,000	4	U	0.28	0	2	2	4	96.725	0.290	0.00	0.02	0.02	0.04	0.42	0.10
	22.700	23.000	0.300	53,000	4	U	0.28	0	1	4	5	96.725	0.290	0.00	0.01	0.04	0.05	0.42	0.12
	22.800	23.100	0.300	53,000	4	U	0.28	0	4	11	15	96.725	0.290	0.00	0.04	0.11	0.16	0.42	0.37
	vicinity KY 155 (Taylorsville Rd) overpass at mp 23.101																		
	22.900	23.200	0.300	60,000	4	U	0.28	0	6	11	17	109.5	0.329	0.00	0.05	0.10	0.16	0.41	0.37
	23.000	23.300	0.300	60,000	4	U	0.28	0	8	12	20	109.5	0.329	0.00	0.07	0.11	0.18	0.41	0.44
	23.100	23.400	0.300	60,000	4	U	0.28	0	4	6	10	109.5	0.329	0.00	0.04	0.05	0.09	0.41	0.22
	23.200	23.500	0.300	60,000	4	U	0.28	0	12	6	18	109.5	0.329	0.00	0.11	0.05	0.16	0.41	0.40
	23.300	23.600	0.300	60,000	4	U	0.28	0	10	6	16	109.5	0.329	0.00	0.09	0.05	0.15	0.41	0.35
	23.400	23.700	0.300	60,000	4	U	0.28	0	10	6	16	109.5	0.329	0.00	0.09	0.05	0.15	0.41	0.35
	23.500	23.800	0.300	60,000	4	U	0.28	0	0	12	12	109.5	0.329	0.00	0.00	0.11	0.11	0.41	0.26
	23.600	23.900	0.300	60,000	4	U	0.28	0	2	13	15	109.5	0.329	0.00	0.02	0.12	0.14	0.41	0.33
	23.700	24.000	0.300	60,000	4	U	0.28	2	2	13	17	109.5	0.329	0.02	0.02	0.12	0.16	0.41	0.37
	23.800	24.100	0.300	60,000	4	U	0.28	2	3	13	18	109.5	0.329	0.02	0.03	0.12	0.16	0.41	0.40
	23.900	24.200	0.300	60,000	4	U	0.28	2	1	9	12	109.5	0.329	0.02	0.01	0.08	0.11	0.41	0.26
	24.000	24.300	0.300	60,000	4	U	0.28	0	4	10	14	109.5	0.329	0.00	0.04	0.09	0.13	0.41	0.31
	24.100	24.400	0.300	60,000	4	U	0.28	0	4	4	8	109.5	0.329	0.00	0.04	0.04	0.07	0.41	0.18
	24.200	24.500	0.300	60,000	4	U	0.28	0	4	5	9	109.5	0.329	0.00	0.04	0.05	0.08	0.41	0.20
	24.300	24.600	0.300	67,000	4	U	0.28	0	1	4	5	122.275	0.367	0.00	0.01	0.03	0.04	0.41	0.10
	24.400	24.700	0.300	67,000	4	U	0.28	0	0	3	3	122.275	0.367	0.00	0.00	0.02	0.02	0.41	0.06
	24.500	24.800	0.300	67,000	4	U	0.28	0	0	3	3	122.275	0.367	0.00	0.00	0.02	0.02	0.41	0.06
	24.600	24.900	0.300	67,000	4	U	0.28	0	1	7	8	122.275	0.367	0.00	0.01	0.06	0.07	0.41	0.16
	24.700	25.000	0.300	67,000	4	U	0.28	0	1	14	15	122.275	0.367	0.00	0.01	0.11	0.12	0.41	0.30
	24.800	25.100	0.300	67,000	4	U	0.28	0	3	25	28	122.275	0.367	0.00	0.02	0.20	0.23	0.41	0.56
	24.900	25.200	0.300	67,000	4	U	0.28	0	4	21	25	122.275	0.367	0.00	0.03	0.17	0.20	0.41	0.50
	25.000	25.300	0.300	67,000	4	U	0.28	0	7	18	25	122.275	0.367	0.00	0.06	0.15	0.20	0.41	0.50
	25.100	25.400	0.300	67,000	4	U	0.28	0	8	9	17	122.275	0.367	0.00	0.07	0.07	0.14	0.41	0.34
	vicinity I-64 overpass at mp 25.454																		
	25.200	25.500	0.300	67,000	4	U	0.28	1	18	25	44	122.275	0.367	0.01	0.15	0.20	0.36	0.41	0.88
	25.300	25.600	0.300	67,000	4	U	0.28	1	17	27	45	122.275	0.367	0.01	0.14	0.22	0.37	0.41	0.90
	25.400	25.700	0.300	67,000	4	U	0.28	1	15	25	41	122.275	0.367	0.01	0.12	0.20	0.34	0.41	0.82
	25.500	25.800	0.300	67,000	4	U	0.28	0	3	8	11	122.275	0.367	0.00	0.02	0.07	0.09	0.41	0.22
	25.600	25.900	0.300	67,000	4	U	0.28	1	4	5	10	122.275	0.367	0.01	0.03	0.04	0.08	0.41	0.20
	25.700	26.000	0.300	67,000	4	U	0.28	1	5	7	13	122.275	0.367	0.01	0.04	0.06	0.11	0.41	0.26
	25.800	26.100	0.300	67,000	4	U	0.28	1	9	11	21	122.275	0.367	0.01	0.07	0.09	0.17	0.41	0.42
	25.900	26.200	0.300	67,000	4	U	0.28	0	9	9	18	122.275	0.367	0.00	0.07	0.07	0.15	0.41	0.36

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
I-265	26.000	26.300	0.300	67,000	4	U	0.28	0	7	7	14	122.275	0.367	0.00	0.06	0.06	0.11	0.41	0.28
	26.100	26.400	0.300	67,000	4	U	0.28	0	5	4	9	122.275	0.367	0.00	0.04	0.03	0.07	0.41	0.18
	26.200	26.500	0.300	67,000	4	U	0.28	0	7	6	13	122.275	0.367	0.00	0.06	0.05	0.11	0.41	0.26
	26.300	26.600	0.300	67,000	4	U	0.28	0	7	6	13	122.275	0.367	0.00	0.06	0.05	0.11	0.41	0.26
	26.400	26.700	0.300	67,000	4	U	0.28	0	5	4	9	122.275	0.367	0.00	0.04	0.03	0.07	0.41	0.18
	26.500	26.800	0.300	67,000	4	U	0.28	0	8	17	25	122.275	0.367	0.00	0.07	0.14	0.20	0.41	0.50
	vicinity US 60 (Shelbyville Rd) at mp 26.795																		
	26.600	26.900	0.300	55,000	4	U	0.28	0	9	22	31	100.375	0.301	0.00	0.09	0.22	0.31	0.42	0.73
	26.700	27.000	0.300	55,000	4	U	0.28	0	9	25	34	100.375	0.301	0.00	0.09	0.25	0.34	0.42	0.80
	26.800	27.100	0.300	55,000	4	U	0.28	0	4	18	22	100.375	0.301	0.00	0.04	0.18	0.22	0.42	0.52
	26.900	27.200	0.300	55,000	4	U	0.28	0	7	12	19	100.375	0.301	0.00	0.07	0.12	0.19	0.42	0.45
	27.000	27.300	0.300	55,000	4	U	0.28	0	7	9	16	100.375	0.301	0.00	0.07	0.09	0.16	0.42	0.38
	27.100	27.400	0.300	55,000	4	U	0.28	0	5	0	5	100.375	0.301	0.00	0.05	0.00	0.05	0.42	0.12
	27.200	27.500	0.300	55,000	4	U	0.28	0	1	0	1	100.375	0.301	0.00	0.01	0.00	0.01	0.42	0.02
	27.300	27.600	0.300	55,000	4	U	0.28	0	1	0	1	100.375	0.301	0.00	0.01	0.00	0.01	0.42	0.02
	27.400	27.700	0.300	55,000	4	U	0.28	0	0	1	1	100.375	0.301	0.00	0.00	0.01	0.01	0.42	0.02
	27.500	27.800	0.300	55,000	4	U	0.28	0	1	1	2	100.375	0.301	0.00	0.01	0.01	0.02	0.42	0.05
	27.600	27.900	0.300	55,000	4	U	0.28	0	1	1	2	100.375	0.301	0.00	0.01	0.01	0.02	0.42	0.05
	27.700	28.000	0.300	55,000	4	U	0.28	0	2	0	2	100.375	0.301	0.00	0.02	0.00	0.02	0.42	0.05

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
US 60	Jefferson County																		
	10.000	17.400	7.400	19,400	4	U	278.00	6	218	261	485	35.405	2.620	2.29	83.21	99.62	185.12	285.23	0.65
	10.000	10.300	0.300	32,800	4	U	0.84	0	13	21	34	59.86	0.180	0.00	0.22	0.35	0.57	1.15	0.49
	vicinity Evergreen Road at mp 10.389																		
	10.100	10.400	0.300	32,800	4	U	0.84	0	22	49	71	59.86	0.180	0.00	0.37	0.82	1.19	1.15	1.03
	10.200	10.500	0.300	32,800	4	U	0.84	0	25	55	80	59.86	0.180	0.00	0.42	0.92	1.34	1.15	1.16
	10.300	10.600	0.300	32,800	4	U	0.84	0	31	61	92	59.86	0.180	0.00	0.52	1.02	1.54	1.15	1.33
	10.400	10.700	0.300	32,800	4	U	0.84	0	12	23	35	59.86	0.180	0.00	0.20	0.38	0.58	1.15	0.51
	10.500	10.800	0.300	32,800	4	U	0.84	0	21	27	48	59.86	0.180	0.00	0.35	0.45	0.80	1.15	0.70
	10.600	10.900	0.300	32,800	4	U	0.84	0	16	19	35	59.86	0.180	0.00	0.27	0.32	0.58	1.15	0.51
	10.700	11.000	0.300	32,800	4	U	0.84	0	19	18	37	59.86	0.180	0.00	0.32	0.30	0.62	1.15	0.54
	10.800	11.100	0.300	32,800	4	U	0.84	0	17	10	27	59.86	0.180	0.00	0.28	0.17	0.45	1.15	0.39
	10.900	11.200	0.300	25,600	4	U	0.84	0	16	10	26	46.72	0.140	0.00	0.34	0.21	0.56	1.20	0.47
	11.000	11.300	0.300	25,600	4	U	0.84	1	19	21	41	46.72	0.140	0.02	0.41	0.45	0.88	1.20	0.73
	11.100	11.400	0.300	25,600	4	U	0.84	1	6	18	25	46.72	0.140	0.02	0.13	0.39	0.54	1.20	0.45
	11.200	11.500	0.300	25,600	4	U	0.84	1	10	22	33	46.72	0.140	0.02	0.21	0.47	0.71	1.20	0.59
	11.300	11.600	0.300	25,600	4	U	0.84	0	5	13	18	46.72	0.140	0.00	0.11	0.28	0.39	1.20	0.32
	11.400	11.700	0.300	25,600	4	U	0.84	0	6	15	21	46.72	0.140	0.00	0.13	0.32	0.45	1.20	0.38
	11.500	11.800	0.300	25,600	4	U	0.84	0	5	10	15	46.72	0.140	0.00	0.11	0.21	0.32	1.20	0.27
	11.600	11.900	0.300	25,600	4	U	0.84	0	5	9	14	46.72	0.140	0.00	0.11	0.19	0.30	1.20	0.25
	11.700	12.000	0.300	25,600	4	U	0.84	0	9	18	27	46.72	0.140	0.00	0.19	0.39	0.58	1.20	0.48
	vicinity I-265 overpass at mp 12.02																		
	11.800	12.100	0.300	31,200	4	U	0.84	0	26	40	66	56.94	0.171	0.00	0.46	0.70	1.16	1.16	1.00
	11.900	12.200	0.300	31,200	4	U	0.84	0	28	42	70	56.94	0.171	0.00	0.49	0.74	1.23	1.16	1.06
	12.000	12.300	0.300	31,200	4	U	0.84	0	30	31	61	56.94	0.171	0.00	0.53	0.54	1.07	1.16	0.92
	12.100	12.400	0.300	31,200	4	U	0.84	0	10	11	21	56.94	0.171	0.00	0.18	0.19	0.37	1.16	0.32
	12.200	12.500	0.300	31,200	4	U	0.84	0	7	5	12	56.94	0.171	0.00	0.12	0.09	0.21	1.16	0.18
	12.300	12.600	0.300	31,200	4	U	0.84	0	5	7	12	56.94	0.171	0.00	0.09	0.12	0.21	1.16	0.18
	12.400	12.700	0.300	31,200	4	U	0.84	0	5	6	11	56.94	0.171	0.00	0.09	0.11	0.19	1.16	0.17
	12.500	12.800	0.300	31,200	4	U	0.84	0	14	7	21	56.94	0.171	0.00	0.25	0.12	0.37	1.16	0.32
	12.600	12.900	0.300	31,200	4	U	0.84	1	20	9	30	56.94	0.171	0.02	0.35	0.16	0.53	1.16	0.45
	vicinity Beckley Station Road at mp 12.895																		
	12.700	13.000	0.300	15,500	4	U	0.84	1	27	8	36	28.2875	0.085	0.04	0.95	0.28	1.27	1.30	0.98
	12.800	13.100	0.300	15,500	4	U	0.84	1	20	12	33	28.2875	0.085	0.04	0.71	0.42	1.17	1.30	0.90
	12.900	13.200	0.300	15,500	4	U	0.84	0	9	5	14	28.2875	0.085	0.00	0.32	0.18	0.49	1.30	0.38
	13.000	13.300	0.300	15,500	4	U	0.84	0	2	6	8	28.2875	0.085	0.00	0.07	0.21	0.28	1.30	0.22
	13.100	13.400	0.300	15,500	4	U	0.84	1	7	2	10	28.2875	0.085	0.04	0.25	0.07	0.35	1.30	0.27
	13.200	13.500	0.300	15,500	4	U	0.84	1	9	2	12	28.2875	0.085	0.04	0.32	0.07	0.42	1.30	0.33
	13.300	13.600	0.300	15,500	4	U	0.84	1	10	6	17	28.2875	0.085	0.04	0.35	0.21	0.60	1.30	0.46
	13.400	13.700	0.300	15,500	4	R	0.36	0	3	5	8	28.2875	0.085	0.00	0.11	0.18	0.28	0.67	0.42
	13.500	13.800	0.300	15,500	4	R	0.36	0	2	5	7	28.2875	0.085	0.00	0.07	0.18	0.25	0.67	0.37
	13.600	13.900	0.300	15,500	4	R	0.36	0	1	1	2	28.2875	0.085	0.00	0.04	0.04	0.07	0.67	0.11
	13.700	14.000	0.300	15,500	4	R	0.36	0	1	2	3	28.2875	0.085	0.00	0.04	0.07	0.11	0.67	0.16
	13.800	14.100	0.300	15,500	4	R	0.36	0	3	4	7	28.2875	0.085	0.00	0.11	0.14	0.25	0.67	0.37

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
US 60	13.900	14.200	0.300	15,500	4	R	0.36	0	11	3	14	28.2875	0.085	0.00	0.39	0.11	0.49	0.67	0.74
	14.000	14.300	0.300	15,500	4	R	0.36	0	11	2	13	28.2875	0.085	0.00	0.39	0.07	0.46	0.67	0.69
	14.100	14.400	0.300	15,500	4	R	0.36	0	11	0	11	28.2875	0.085	0.00	0.39	0.00	0.39	0.67	0.58
	14.200	14.500	0.300	15,500	4	R	0.36	0	4	0	4	28.2875	0.085	0.00	0.14	0.00	0.14	0.67	0.21
	14.300	14.600	0.300	15,500	4	R	0.36	0	9	1	10	28.2875	0.085	0.00	0.32	0.04	0.35	0.67	0.53
	14.400	14.700	0.300	15,500	4	R	0.36	0	6	4	10	28.2875	0.085	0.00	0.21	0.14	0.35	0.67	0.53
	14.500	14.800	0.300	8,800	2	R	0.72	0	5	5	10	16.06	0.048	0.00	0.31	0.31	0.62	1.30	0.48
	14.600	14.900	0.300	8,800	2	R	0.72	1	2	4	7	16.06	0.048	0.06	0.12	0.25	0.44	1.30	0.34
	vicinity KY 1531 (Eastwood Fisherville Rd) at mp 14.904																		
	14.700	15.000	0.300	8,800	2	R	0.72	2	5	10	17	16.06	0.048	0.12	0.31	0.62	1.06	1.30	0.82
	14.800	15.100	0.300	8,800	2	R	0.72	2	8	11	21	16.06	0.048	0.12	0.50	0.68	1.31	1.30	1.01
	14.900	15.200	0.300	8,800	2	R	0.72	1	6	11	18	16.06	0.048	0.06	0.37	0.68	1.12	1.30	0.86
	15.000	15.300	0.300	8,800	2	R	0.72	0	3	5	8	16.06	0.048	0.00	0.19	0.31	0.50	1.30	0.38
	15.100	15.400	0.300	8,800	2	R	0.72	0	2	3	5	16.06	0.048	0.00	0.12	0.19	0.31	1.30	0.24
	15.200	15.500	0.300	8,800	2	R	0.72	0	8	5	13	16.06	0.048	0.00	0.50	0.31	0.81	1.30	0.62
	15.300	15.600	0.300	8,800	2	R	0.72	0	0	3	3	16.06	0.048	0.00	0.00	0.19	0.19	1.30	0.14
	15.400	15.700	0.300	8,800	2	R	0.72	0	6	4	10	16.06	0.048	0.00	0.37	0.25	0.62	1.30	0.48
	15.500	15.800	0.300	8,800	2	R	0.72	0	1	2	3	16.06	0.048	0.00	0.06	0.12	0.19	1.30	0.14
	15.600	15.900	0.300	8,800	2	R	0.72	0	12	3	15	16.06	0.048	0.00	0.75	0.19	0.93	1.30	0.72
	15.700	16.000	0.300	8,800	2	R	0.72	0	4	2	6	16.06	0.048	0.00	0.25	0.12	0.37	1.30	0.29
	15.800	16.100	0.300	8,800	2	R	0.72	0	4	3	7	16.06	0.048	0.00	0.25	0.19	0.44	1.30	0.34
	15.900	16.200	0.300	8,800	2	R	0.72	0	1	4	5	16.06	0.048	0.00	0.06	0.25	0.31	1.30	0.24
	16.000	16.300	0.300	8,800	2	R	0.72	0	1	6	7	16.06	0.048	0.00	0.06	0.37	0.44	1.30	0.34
	16.100	16.400	0.300	8,800	2	R	0.72	0	1	6	7	16.06	0.048	0.00	0.06	0.37	0.44	1.30	0.34
	16.200	16.500	0.300	8,800	2	R	0.72	0	1	6	7	16.06	0.048	0.00	0.06	0.37	0.44	1.30	0.34
	16.300	16.600	0.300	8,800	2	R	0.72	0	1	4	5	16.06	0.048	0.00	0.06	0.25	0.31	1.30	0.24
	16.400	16.700	0.300	8,800	2	R	0.72	0	0	3	3	16.06	0.048	0.00	0.00	0.19	0.19	1.30	0.14
	16.500	16.800	0.300	8,800	2	R	0.72	0	0	0	0	16.06	0.048	0.00	0.00	0.00	0.00	1.30	0.00
	16.600	16.900	0.300	8,800	2	R	0.72	0	1	0	1	16.06	0.048	0.00	0.06	0.00	0.06	1.30	0.05
	16.700	17.000	0.300	8,800	2	R	0.72	0	1	0	1	16.06	0.048	0.00	0.06	0.00	0.06	1.30	0.05
	16.800	17.100	0.300	8,800	2	R	0.72	1	3	1	5	16.06	0.048	0.06	0.19	0.06	0.31	1.30	0.24
	16.900	17.200	0.300	8,800	2	R	0.72	1	2	1	4	16.06	0.048	0.06	0.12	0.06	0.25	1.30	0.19
	17.000	17.300	0.300	8,800	2	R	0.72	1	2	2	5	16.06	0.048	0.06	0.12	0.12	0.31	1.30	0.24
	17.100	17.400	0.300	8,800	2	R	0.72	0	1	1	2	16.06	0.048	0.00	0.06	0.06	0.12	1.30	0.10
	Shelby County																		
	0.000	1.600	1.600	5,970	2	R	239.00	0	9	22	31	10.8953	0.174	0.00	51.63	126.20	177.83	251.11	0.71
	0.000	0.300	0.300	5,970	2	R	0.72	0	2	8	10	10.89525	0.033	0.00	0.18	0.73	0.92	1.43	0.64
	0.100	0.400	0.300	5,970	2	R	0.72	0	0	3	3	10.89525	0.033	0.00	0.00	0.28	0.28	1.43	0.19
	0.200	0.500	0.300	5,970	2	R	0.72	0	0	4	4	10.89525	0.033	0.00	0.00	0.37	0.37	1.43	0.26
	0.300	0.600	0.300	5,970	2	R	0.72	0	0	5	5	10.89525	0.033	0.00	0.00	0.46	0.46	1.43	0.32
	0.400	0.700	0.300	5,970	2	R	0.72	0	0	6	6	10.89525	0.033	0.00	0.00	0.55	0.55	1.43	0.39
	0.500	0.800	0.300	5,970	2	R	0.72	0	2	4	6	10.89525	0.033	0.00	0.18	0.37	0.55	1.43	0.39
	0.600	0.900	0.300	5,970	2	R	0.72	0	2	3	5	10.89525	0.033	0.00	0.18	0.28	0.46	1.43	0.32
	0.700	1.000	0.300	5,970	2	R	0.72	0	2	2	4	10.89525	0.033	0.00	0.18	0.18	0.37	1.43	0.26

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
US 60	0.800	1.100	0.300	5,970	2	R	0.72	0	1	1	2	10.89525	0.033	0.00	0.09	0.09	0.18	1.43	0.13
	0.900	1.200	0.300	5,970	2	R	0.72	0	1	4	5	10.89525	0.033	0.00	0.09	0.37	0.46	1.43	0.32
	1.000	1.300	0.300	5,970	2	R	0.72	0	1	4	5	10.89525	0.033	0.00	0.09	0.37	0.46	1.43	0.32
	1.100	1.400	0.300	5,970	2	R	0.72	0	1	4	5	10.89525	0.033	0.00	0.09	0.37	0.46	1.43	0.32
	1.200	1.500	0.300	5,970	2	R	0.72	0	1	1	2	10.89525	0.033	0.00	0.09	0.09	0.18	1.43	0.13
	1.300	1.600	0.300	5,970	2	R	0.72	0	4	2	6	10.89525	0.033	0.00	0.37	0.18	0.55	1.43	0.39

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
KY 155	3.000	7.000	4.000	15,100	2	U	258.00	1	53	60	114	27.5575	1.102	0.91	48.08	54.43	103.42	265.90	0.39
	3.000	3.300	0.300	13,700	2	R	0.72	0	2	1	3	25.0025	0.075	0.00	0.08	0.04	0.12	1.18	0.10
	3.100	3.400	0.300	13,700	2	R	0.72	0	0	0	0	25.0025	0.075	0.00	0.00	0.00	0.00	1.18	0.00
	3.200	3.500	0.300	13,700	2	R	0.72	0	0	1	1	25.0025	0.075	0.00	0.00	0.04	0.04	1.18	0.03
	3.300	3.600	0.300	13,700	2	R	0.72	0	0	6	6	25.0025	0.075	0.00	0.00	0.24	0.24	1.18	0.20
	3.400	3.700	0.300	13,700	2	R	0.72	0	0	6	6	25.0025	0.075	0.00	0.00	0.24	0.24	1.18	0.20
	3.500	3.800	0.300	13,700	2	R	0.72	0	0	6	6	25.0025	0.075	0.00	0.00	0.24	0.24	1.18	0.20
	3.600	3.900	0.300	13,700	2	R	0.72	0	0	2	2	25.0025	0.075	0.00	0.00	0.08	0.08	1.18	0.07
	3.700	4.000	0.300	13,700	2	R	0.72	0	2	2	4	25.0025	0.075	0.00	0.08	0.08	0.16	1.18	0.14
	3.800	4.100	0.300	13,700	2	R	0.72	1	4	3	8	25.0025	0.075	0.04	0.16	0.12	0.32	1.18	0.27
	3.900	4.200	0.300	13,700	2	U	0.77	1	4	3	8	25.0025	0.075	0.04	0.16	0.12	0.32	1.24	0.26
	vicinity KY 148 at mp 4.257																		
	4.000	4.300	0.300	13,700	2	U	0.77	1	6	6	13	25.0025	0.075	0.04	0.24	0.24	0.52	1.24	0.42
	4.100	4.400	0.300	17,000	2	U	0.77	0	6	4	10	31.025	0.093	0.00	0.19	0.13	0.32	1.19	0.27
	4.200	4.500	0.300	17,000	2	U	0.77	0	6	4	10	31.025	0.093	0.00	0.19	0.13	0.32	1.19	0.27
	4.300	4.600	0.300	17,000	2	U	0.77	0	2	2	4	31.025	0.093	0.00	0.06	0.06	0.13	1.19	0.11
	4.400	4.700	0.300	17,000	2	U	0.77	0	0	4	4	31.025	0.093	0.00	0.00	0.13	0.13	1.19	0.11
	4.500	4.800	0.300	17,000	2	U	0.77	0	0	4	4	31.025	0.093	0.00	0.00	0.13	0.13	1.19	0.11
	4.600	4.900	0.300	17,000	2	U	0.77	0	0	5	5	31.025	0.093	0.00	0.00	0.16	0.16	1.19	0.14
	4.700	5.000	0.300	17,000	2	U	0.77	0	0	6	6	31.025	0.093	0.00	0.00	0.19	0.19	1.19	0.16
	4.800	5.100	0.300	17,000	2	U	0.77	0	2	7	9	31.025	0.093	0.00	0.06	0.23	0.29	1.19	0.24
	4.900	5.200	0.300	17,000	2	U	0.77	0	8	6	14	31.025	0.093	0.00	0.26	0.19	0.45	1.19	0.38
	5.000	5.300	0.300	17,000	2	U	0.77	0	8	4	12	31.025	0.093	0.00	0.26	0.13	0.39	1.19	0.32
	5.100	5.400	0.300	17,000	2	U	0.77	0	7	4	11	31.025	0.093	0.00	0.23	0.13	0.35	1.19	0.30
	5.200	5.500	0.300	17,000	2	U	0.77	0	1	3	4	31.025	0.093	0.00	0.03	0.10	0.13	1.19	0.11
	5.300	5.600	0.300	17,000	2	U	0.77	0	1	2	3	31.025	0.093	0.00	0.03	0.06	0.10	1.19	0.08
	5.400	5.700	0.300	17,000	2	U	0.77	0	0	0	0	31.025	0.093	0.00	0.00	0.00	0.00	1.19	0.00
	5.500	5.800	0.300	17,000	4	U	0.77	0	0	0	0	31.025	0.093	0.00	0.00	0.00	0.00	1.19	0.00
	5.600	5.900	0.300	17,000	4	U	0.77	0	0	0	0	31.025	0.093	0.00	0.00	0.00	0.00	1.19	0.00
	5.700	6.000	0.300	17,000	4	U	0.77	0	0	0	0	31.025	0.093	0.00	0.00	0.00	0.00	1.19	0.00
	5.800	6.100	0.300	17,000	4	U	0.77	0	7	9	16	31.025	0.093	0.00	0.23	0.29	0.52	1.19	0.43
	5.900	6.200	0.300	15,300	4	U	0.77	0	8	11	19	27.9225	0.084	0.00	0.29	0.39	0.68	1.22	0.56
	vicinity I-265 overpass at mp 6.058																		
	6.000	6.300	0.300	15,300	4	U	0.77	0	15	18	33	27.9225	0.084	0.00	0.54	0.64	1.18	1.22	0.97
	6.100	6.400	0.300	15,300	2	U	0.77	0	11	9	20	27.9225	0.084	0.00	0.39	0.32	0.72	1.22	0.59
	6.200	6.500	0.300	15,300	2	U	0.77	0	10	7	17	27.9225	0.084	0.00	0.36	0.25	0.61	1.22	0.50
	6.300	6.600	0.300	15,300	2	U	0.77	0	3	1	4	27.9225	0.084	0.00	0.11	0.04	0.14	1.22	0.12
	6.400	6.700	0.300	15,300	2	U	0.77	0	0	1	1	27.9225	0.084	0.00	0.00	0.04	0.04	1.22	0.03
	6.500	6.800	0.300	15,300	2	U	0.77	0	0	1	1	27.9225	0.084	0.00	0.00	0.04	0.04	1.22	0.03
	6.600	6.900	0.300	15,300	2	U	0.77	0	11	7	18	27.9225	0.084	0.00	0.39	0.25	0.64	1.22	0.53
	6.700	7.000	0.300	13,900	2	U	0.77	0	11	9	20	25.3675	0.076	0.00	0.43	0.35	0.79	1.24	0.64

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
KY 148	Jefferson County																		
	0.000	3.400	3.400	9,300	2	R	239.00	0	8	8	16	16.9725	0.577	0.00	13.86	13.86	27.73	248.70	0.11
	0.000	0.300	0.300	4,100	2	U	0.72	0	2	2	4	7.4825	0.022	0.00	0.27	0.27	0.53	1.59	0.34
	0.100	0.400	0.300	4,100	2	U	0.72	0	2	2	4	7.4825	0.022	0.00	0.27	0.27	0.53	1.59	0.34
	0.200	0.500	0.300	4,100	2	U	0.72	0	2	2	4	7.4825	0.022	0.00	0.27	0.27	0.53	1.59	0.34
	0.300	0.600	0.300	4,100	2	U	0.72	0	0	1	1	7.4825	0.022	0.00	0.00	0.13	0.13	1.59	0.08
	0.400	0.700	0.300	4,100	2	U	0.72	0	0	0	0	7.4825	0.022	0.00	0.00	0.00	0.00	1.59	0.00
	0.500	0.800	0.300	4,100	2	U	0.72	0	0	0	0	7.4825	0.022	0.00	0.00	0.00	0.00	1.59	0.00
	0.600	0.900	0.300	4,100	2	U	0.72	0	0	2	2	7.4825	0.022	0.00	0.00	0.27	0.27	1.59	0.17
	0.700	1.000	0.300	4,100	2	U	0.72	0	1	2	3	7.4825	0.022	0.00	0.13	0.27	0.40	1.59	0.25
	0.800	1.100	0.300	4,100	2	R	0.72	0	2	3	5	7.4825	0.022	0.00	0.27	0.40	0.67	1.59	0.42
	0.900	1.200	0.300	4,100	2	R	0.72	0	2	1	3	7.4825	0.022	0.00	0.27	0.13	0.40	1.59	0.25
	1.000	1.300	0.300	4,100	2	R	0.72	0	1	1	2	7.4825	0.022	0.00	0.13	0.13	0.27	1.59	0.17
	1.100	1.400	0.300	4,100	2	R	0.72	0	0	0	0	7.4825	0.022	0.00	0.00	0.00	0.00	1.59	0.00
	1.200	1.500	0.300	4,100	2	R	0.72	0	1	0	1	7.4825	0.022	0.00	0.13	0.00	0.13	1.59	0.08
	1.300	1.600	0.300	4,100	2	R	0.72	0	2	0	2	7.4825	0.022	0.00	0.27	0.00	0.27	1.59	0.17
	1.400	1.700	0.300	4,100	2	R	0.72	0	3	0	3	7.4825	0.022	0.00	0.40	0.00	0.40	1.59	0.25
	1.500	1.800	0.300	4,100	2	R	0.72	0	2	0	2	7.4825	0.022	0.00	0.27	0.00	0.27	1.59	0.17
	1.600	1.900	0.300	2,100	2	R	0.72	0	1	1	2	3.8325	0.011	0.00	0.26	0.26	0.52	1.97	0.27
	1.700	2.000	0.300	2,100	2	R	0.72	0	0	1	1	3.8325	0.011	0.00	0.00	0.26	0.26	1.97	0.13
	1.800	2.100	0.300	2,100	2	R	0.72	0	0	1	1	3.8325	0.011	0.00	0.00	0.26	0.26	1.97	0.13
	1.900	2.200	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.000	2.300	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.100	2.400	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.200	2.500	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.300	2.600	0.300	2,100	2	R	0.72	0	1	0	1	3.8325	0.011	0.00	0.26	0.00	0.26	1.97	0.13
	2.400	2.700	0.300	2,100	2	R	0.72	0	1	0	1	3.8325	0.011	0.00	0.26	0.00	0.26	1.97	0.13
	2.500	2.800	0.300	2,100	2	R	0.72	0	1	0	1	3.8325	0.011	0.00	0.26	0.00	0.26	1.97	0.13
	2.600	2.900	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.700	3.000	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.800	3.100	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.900	3.200	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	3.000	3.300	0.300	2,100	2	R	0.72	0	0	0	0	3.8325	0.011	0.00	0.00	0.00	0.00	1.97	0.00
	2.500	2.800	0.300	2,100	2	R	0.72	0	0	1	1	3.8325	0.011	0.00	0.00	0.26	0.26	1.97	0.13
	Shelby County																		
	0.000	1.000	1.000	1,300	2	R	239.00	0	3	3	6	2.3725	0.024	0.00	126.45	126.45	252.90	265.07	0.95
0.000	0.300	0.300	1,300	2	R	0.72	0	1	2	3	2.3725	0.007	0.00	0.42	0.84	1.26	2.35	0.54	
0.100	0.400	0.300	1,300	2	R	0.72	0	1	2	3	2.3725	0.007	0.00	0.42	0.84	1.26	2.35	0.54	
0.200	0.500	0.300	1,300	2	R	0.72	0	0	1	1	2.3725	0.007	0.00	0.00	0.42	0.42	2.35	0.18	
0.300	0.600	0.300	1,300	2	R	0.72	0	0	0	0	2.3725	0.007	0.00	0.00	0.00	0.00	2.35	0.00	
0.400	0.700	0.300	1,300	2	R	0.72	0	0	0	0	2.3725	0.007	0.00	0.00	0.00	0.00	2.35	0.00	
0.500	0.800	0.300	1,300	2	R	0.72	0	0	0	0	2.3725	0.007	0.00	0.00	0.00	0.00	2.35	0.00	
0.600	0.900	0.300	1,300	2	R	0.72	0	2	0	2	2.3725	0.007	0.00	0.84	0.00	0.84	2.35	0.36	
0.700	1.000	0.300	1,300	2	R	0.72	0	2	1	3	2.3725	0.007	0.00	0.84	0.42	1.26	2.35	0.54	

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
KY 1531	5.000	13.000	8.000	1,350	2	R	239.00	0	12	10	22	2.46375	0.197	0.00	60.88	50.74	111.62	264.57	0.42
	5.000	5.300	0.300	2,500	2	R	0.72	0	0	1	1	4.5625	0.014	0.00	0.00	0.22	0.22	1.85	0.12
	5.100	5.400	0.300	2,500	2	R	0.72	0	0	0	0	4.5625	0.014	0.00	0.00	0.00	0.00	1.85	0.00
	5.200	5.500	0.300	2,500	2	R	0.72	0	0	1	1	4.5625	0.014	0.00	0.00	0.22	0.22	1.85	0.12
	5.300	5.600	0.300	2,500	2	R	0.72	0	0	1	1	4.5625	0.014	0.00	0.00	0.22	0.22	1.85	0.12
	vicinity KY 148 (Taylorsville Rd) at mp 5.62																		
	5.400	5.700	0.300	630	2	R	0.72	0	0	1	1	1.14975	0.003	0.00	0.00	0.87	0.87	3.19	0.27
	5.500	5.800	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	vicinity railroad overpass at mp 5.863 and Fisherville Woods Drive at mp 5.986																		
	5.600	5.900	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	5.700	6.000	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	5.800	6.100	0.300	630	2	R	0.72	0	3	0	3	1.14975	0.003	0.00	2.61	0.00	2.61	3.19	0.82
	5.900	6.200	0.300	630	2	R	0.72	0	3	0	3	1.14975	0.003	0.00	2.61	0.00	2.61	3.19	0.82
	6.000	6.300	0.300	630	2	R	0.72	0	3	0	3	1.14975	0.003	0.00	2.61	0.00	2.61	3.19	0.82
	6.100	6.400	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.200	6.500	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.300	6.600	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.400	6.700	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.500	6.800	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.600	6.900	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.700	7.000	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.800	7.100	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	6.900	7.200	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.000	7.300	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.100	7.400	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.200	7.500	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.300	7.600	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.400	7.700	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.500	7.800	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.600	7.900	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	7.700	8.000	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	vicinity I-64 underpass at mp 8.181																		
	7.800	8.100	0.300	630	2	R	0.72	0	3	0	3	1.14975	0.003	0.00	2.61	0.00	2.61	3.19	0.82
	7.900	8.200	0.300	630	2	R	0.72	0	3	0	3	1.14975	0.003	0.00	2.61	0.00	2.61	3.19	0.82
	8.000	8.300	0.300	630	2	R	0.72	0	3	0	3	1.14975	0.003	0.00	2.61	0.00	2.61	3.19	0.82
	8.100	8.400	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	8.200	8.500	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	8.300	8.600	0.300	630	2	R	0.72	0	0	0	0	1.14975	0.003	0.00	0.00	0.00	0.00	3.19	0.00
	8.400	8.700	0.300	630	2	R	0.72	0	1	0	1	1.14975	0.003	0.00	0.87	0.00	0.87	3.19	0.27
	8.500	8.800	0.300	630	2	R	0.72	0	1	0	1	1.14975	0.003	0.00	0.87	0.00	0.87	3.19	0.27
	8.600	8.900	0.300	630	2	R	0.72	0	1	0	1	1.14975	0.003	0.00	0.87	0.00	0.87	3.19	0.27
	8.700	9.000	0.300	630	2	R	0.72	0	1	0	1	1.14975	0.003	0.00	0.87	0.00	0.87	3.19	0.27

New I-64 Interchange and Connector Road, Study Area Crash Analysis

Road	Begin MP	End MP	Length (miles)	Average ADT	Number Lanes	Rural / Urban	Functional Class Rate	Crashes				MV	HMVM	Rates per HMVM				Critical Rate	Critical Rate Factor
								Fatal	Injury	PDO	Total			Fatal	Injury	PDO	Total		
KY 1531	vicinity KY 2841 (Eastwood Cutoff) at mp 9.011 and US 60 (Shelbyville Rd) at mp 9.12																		
	8.800	9.100	0.300	630	2	R	0.72	0	1	2	3	1.14975	0.003	0.00	0.87	1.74	2.61	3.19	0.82
	8.900	9.200	0.300	470	2	R	0.72	0	1	2	3	0.85775	0.003	0.00	1.17	2.33	3.50	3.66	0.95
	9.000	9.300	0.300	470	2	R	0.72	0	0	2	2	0.85775	0.003	0.00	0.00	2.33	2.33	3.66	0.64
	9.100	9.400	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	9.200	9.500	0.300	470	2	R	0.72	0	0	1	1	0.85775	0.003	0.00	0.00	1.17	1.17	3.66	0.32
	9.300	9.600	0.300	470	2	R	0.72	0	1	1	2	0.85775	0.003	0.00	1.17	1.17	2.33	3.66	0.64
	9.400	9.700	0.300	470	2	R	0.72	0	1	1	2	0.85775	0.003	0.00	1.17	1.17	2.33	3.66	0.64
	9.500	9.800	0.300	470	2	R	0.72	0	1	0	1	0.85775	0.003	0.00	1.17	0.00	1.17	3.66	0.32
	9.600	9.900	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	9.700	10.000	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	9.800	10.100	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	9.900	10.200	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.000	10.300	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.100	10.400	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.200	10.500	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.300	10.600	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.400	10.700	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.500	10.800	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.600	10.900	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.700	11.000	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	10.800	11.100	0.300	470	2	R	0.72	0	0	2	2	0.85775	0.003	0.00	0.00	2.33	2.33	3.66	0.64
	10.900	11.200	0.300	470	2	R	0.72	0	0	2	2	0.85775	0.003	0.00	0.00	2.33	2.33	3.66	0.64
	11.000	11.300	0.300	470	2	R	0.72	0	0	2	2	0.85775	0.003	0.00	0.00	2.33	2.33	3.66	0.64
	11.100	11.400	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	11.200	11.500	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	11.300	11.600	0.300	470	2	R	0.72	0	0	0	0	0.85775	0.003	0.00	0.00	0.00	0.00	3.66	0.00
	11.400	11.700	0.300	470	2	R	0.72	0	1	1	2	0.85775	0.003	0.00	1.17	1.17	2.33	3.66	0.64
	Vicinity Aiken Road at mp 11.802																		
	11.500	11.800	0.300	470	2	R	0.72	0	2	1	3	0.85775	0.003	0.00	2.33	1.17	3.50	3.66	0.95
	11.600	11.900	0.300	2,200	2	R	0.72	0	2	1	3	4.015	0.012	0.00	0.50	0.25	0.75	1.94	0.39
	11.700	12.000	0.300	2,200	2	R	0.72	0	1	1	2	4.015	0.012	0.00	0.25	0.25	0.50	1.94	0.26
	11.800	12.100	0.300	2,200	2	R	0.72	0	0	1	1	4.015	0.012	0.00	0.00	0.25	0.25	1.94	0.13
	11.900	12.200	0.300	2,200	2	R	0.72	0	0	1	1	4.015	0.012	0.00	0.00	0.25	0.25	1.94	0.13
	12.000	12.300	0.300	2,200	2	R	0.72	0	0	0	0	4.015	0.012	0.00	0.00	0.00	0.00	1.94	0.00
	12.100	12.400	0.300	2,200	2	R	0.72	0	0	0	0	4.015	0.012	0.00	0.00	0.00	0.00	1.94	0.00
	12.200	12.500	0.300	2,200	2	R	0.72	0	1	0	1	4.015	0.012	0.00	0.25	0.00	0.25	1.94	0.13
	12.300	12.600	0.300	2,200	2	R	0.72	0	1	1	2	4.015	0.012	0.00	0.25	0.25	0.50	1.94	0.26
	12.400	12.700	0.300	2,200	2	R	0.72	0	1	1	2	4.015	0.012	0.00	0.25	0.25	0.50	1.94	0.26

Source: KYTC Highway Information System (HIS). Research period from January 2001 to December 2005.

- High crash locations.
- Potentially high crash locations.

