

# Appendix D

## Crash Records

0.1 Mile Spot Crash Analysis

0.3 Mile Spot Crash Analysis

Section/Segment Crash Analysis

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Crash Records: Section 1 – KY 151: From US 127 (MP 0) to the Florida Tile Entrance (MP 0.477)

Anderson County

January 1, 2010, and December 31, 2015

\* KABCP

K = Fatal Injury

P = Property Damage Only

A = Incapacitating Injury

B = Non-incapacitating Injury

C = Possible Injury

Milepoint	Predominant Crash Type	Year	Month	Day	Direction of Travel	Roadway Condition	WEATHER	CMV Indicator	Vehicle Type	Precollision Action	Indicators							*KABCP	KABCP Number	
											Alcohol	Distracted	Drowsy	Drugs	Speeding	Deer	Night			
1	0	Rear End	2010	2	15	South	Snow/Slush	Snowing	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
2	0	Rear End	2010	11	12	East	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
3	0	Backing	2011	5	23	South	Dry	Clear	No	Passenger Car	Backing	No	Yes	No	No	No	No	No	P	1
4	0.001	Rear End	2010	1	20	South	Wet	Raining	No	Passenger Car	Making Right Turn	No	Yes	No	No	No	No	No	P	1
5	0.001	Rear End	2010	9	22	East	Dry	Clear	No	Passenger Car	Making Right Turn	No	Yes	No	No	No	No	No	P	1
6	0.001	Rear End	2012	1	21	South	Wet	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Making Right Turn	No	Yes	No	No	No	No	No	P	1
7	0.001	Rear End	2013	3	10	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	Yes	P	1
8	0.001	Rear End	2014	12	26	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Starting in Traffic	No	Yes	No	No	No	No	Yes	P	1
9	0.003	Rear End	2011	7	17	East	Wet	Cloudy	No	Passenger Car	Making Right Turn	No	No	No	No	No	No	No	P	1
10	0.003	Rear End	2014	8	2	East	Wet	Raining	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
11	0.003	Rear End	2011	7	12	South	Wet	Cloudy	No	Passenger Car	Making Right Turn	No	No	No	No	No	No	No	P	1
12	0.005	Rear End	2011	10	13	East	Wet	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Making Right Turn	No	Yes	No	No	No	No	No	P	1
13	0.008	Rear End	2010	4	3		Dry	Cloudy	No	Passenger Car		No	No	No	No	No	No	No	P	1
14	0.009	Rear End	2010	3	23	South	Dry	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
15	0.009	Rear End	2012	1	27	South	Wet	Cloudy	No	Passenger Car	Starting from Parking	No	Yes	No	No	No	No	No	P	1
16	0.01	Rear End	2011	11	22	East	Wet	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Slowing or Stopped	No	Yes	No	No	No	No	No	P	1
17	0.013	Rear End	2013	6	25	South	Dry	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Starting in Traffic	No	Yes	No	No	No	No	No	P	1
18	0.013	Rear End	2015	8	14	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Right Turn	No	No	No	No	No	No	No	P	1
19	0.014	Sideswipe-Same Direction	2012	6	26	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Right Turn	No	Yes	No	No	No	No	No	C	2
20	0.014	Rear End	2014	2	1	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Right Turn	No	No	No	No	No	No	No	P	1
21	0.014	Rear End	2014	6	22	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	C	2
22	0.014	Rear End	2014	6	27	East	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
23	0.014	Rear End	2015	5	16	East	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
24	0.015	Rear End	2015	1	7	South	Dry	Clear	No	Passenger Car	Slowing or Stopped	No	No	No	No	No	No	No	P	1
25	0.016	Rear End	2013	8	16	South	Dry	Clear	No	Passenger Car	Making Right Turn	No	No	No	No	No	No	No	P	1
26	0.016	Rear End	2013	10	7	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Slowing or Stopped	No	Yes	No	No	No	No	No	P	1
27	0.017	Rear End	2015	10	13	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
28	0.019	Rear End	2012	9	4	South	Dry	Cloudy	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
29	0.021	Rear End	2012	3	14	South	Dry	Clear	No	Passenger Car	Stopped in Traffic	No	No	No	No	No	No	No	P	1
30	0.036	Rear End	2012	6	25	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	C	2
31	0.04	Rear End	2015	3	20	East	Dry	Clear	No	Passenger Car	Going Straight Ahead	Yes	No	No	No	No	No	No	P	1
32	0.064	Head On	2013	6	9	East	Wet	Cloudy	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	B	3
33	0.09	Single Vehicle	2013	3	24	East	Dry	Clear	No	Passenger Car	Going Straight Ahead	Yes	No	No	No	No	No	Yes	C	2
34	0.104	Rear End	2010	2	15	North	ICE	Blowing Sanc	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	Yes	P	1
35	0.107	Angle	2010	11	16	West	Wet	Raining	No	Passenger Car	Making Right Turn	No	No	No	No	No	No	No	P	1
36	0.109	Rear End	2012	9	22	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
37	0.109	Head On	2013	4	19	South	Dry	Clear	No	Passenger Car	Making Left Turn	No	No	No	No	No	No	No	P	1
38	0.11	Rear End	2010	1	9	North	Snow/Slush	Snowing	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	Yes	B	3
39	0.111	Rear End	2013	5	24	West	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
40	0.118	Angle	2011	9	6	North	Dry	Cloudy	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
41	0.157	Single Vehicle	2012	10	20	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
42	0.178	Single Vehicle	2011	3	26	South	Dry	Cloudy	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
43	0.232	Rear End	2011	9	6	South	Wet	Cloudy	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
44	0.244	Sideswipe-Opposite Direction	2010	9	24	North	Wet	Raining	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	C	2
45	0.268	Single Vehicle	2013	11	16	North	Dry	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
46	0.342	Rear End	2015	12	24	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	C	2
47	0.474	Rear End	2014	12	15	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1

*48	1.765	Rear End	2010	4	28	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
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\*After reviewing the crash report narratives, it was determined that this crash was located incorrectly in Section 4. The crash occurred at the intersection of US 127 and KY 151 in Section 1.

Crash Records: Section 2 – KY 151: From the Florida Tile Entrance (MP 0.477) to Alton (MP 1.473)

Anderson County

January 1, 2010, and December 31, 2015

Milepoint	Predominant Crash Type	Year	Month	Day	Direction of Travel	Roadway Condition	WEATHER	CMV Indicator	Vehicle Type	Precollision Action	Indicators							*KABCP	KABCP Number	
											Alcohol	Distracted	Drowsy	Drugs	Speeding	Deer	Night			
1	0.479	Rear End	2014	2	8	North	Wet	Cloudy	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	B	3
2	0.494	Angle	2011	10	3	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	B	3
3	0.505	Sideswipe-Opposite Direction	2014	6	28	North	Wet	Raining	No	Passenger Car	Backing	No	No	No	No	No	No	No	P	1
4	0.519	Rear End	2012	3	2	East	Wet	Cloudy	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	Yes	P	1
5	0.565	Angle	2012	2	23	East	Wet	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	P	1
6	0.572	Rear End	2011	3	29	South	Dry	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	C	2
7	0.595	Single Vehicle	2012	10	2	South	Dry	Cloudy	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	A	4
8	0.64	Single Vehicle	2013	11	11	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	Yes	No	No	Yes	C	2
9	0.784	Single Vehicle	2014	4	25	North	Wet	Raining	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
10	0.788	Single Vehicle	2012	11	12	North	Wet	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	C	2
11	0.831	Rear End	2015	4	5	North	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
12	0.837	Sideswipe-Opposite Direction	2014	7	28	North	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	P	1
13	0.856	Rear End	2014	8	5	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
14	0.86	Opposing Left Turn	2010	2	11	North	Dry	Clear	No	Passenger Car	Making Left Turn	No	No	No	No	No	No	No	C	2
15	0.86	Angle	2014	7	3	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	P	1
16	0.86	Opposing Left Turn	2015	7	31	North	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	No	No	No	No	No	No	P	1
17	0.863	Opposing Left Turn	2013	12	15	North	Dry	Clear	No	Passenger Car	Making Left Turn	No	Yes	No	No	No	No	Yes	P	1
18	0.873	Sideswipe-Same Direction	2014	6	2	South	Dry	Clear	Yes	Truck Tractor, Semi-Trailer	Going Straight Ahead	No	Yes	No	No	No	No	No	C	2
19	0.933	Sideswipe-Opposite Direction	2012	3	1	North	Dry	Clear	No	Passenger Car	Avoiding Object in Roadway	No	No	No	No	No	No	No	P	1
20	0.94	Single Vehicle	2013	12	10	North	Snow/Slush	Snowing	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	P	1
21	1.078	Single Vehicle	2011	6	15	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
22	1.265	Rear End	2012	5	1	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
23	1.45	Rear End	2010	9	29	North	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	P	1

\* KABCP

- K = Fatal Injury
- A = Incapacitating Injury
- B = Non-incapacitating Injury
- C = Possible Injury
- P = Property Damage Only

Crash Records: Section 3 – KY 151: The town of Alton (MP 1.473 to MP 1.990)

Anderson County

January 1, 2010, and December 31, 2015

Milepoint	Predominant Crash Type	Year	Month	Day	Direction of Travel	Roadway Condition	WEATHER	CMV Indicator	Vehicle Type	Precollision Action	Indicators							*KABCP	KABCP Number	
											Alcohol	Distracted	Drowsy	Drugs	Speeding	Deer	Night			
1	1.509	Angle	2013	5	4	West	Dry	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	P	1
2	1.547	Opposing Left Turn	2015	8	12	North	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	No	No	No	No	No	No	P	1
3	1.679	Rear End	2013	9	25	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	B	3
4	1.703	Single Vehicle	2010	5	5	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
5	1.705	Angle	2015	1	4	North	Dry	Cloudy	No	Passenger Car	Going Straight Ahead	No	No	Yes	No	No	No	Yes	B	3
6	1.763	Angle	2011	7	24	West	Dry	Clear	No	Passenger Car	Making Left Turn	No	No	No	No	No	No	No	P	1
*	1.765	Rear End	2010	4	28	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
7	1.879	Rear End	2012	8	27	North	Wet	Raining	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
8	1.931	Single Vehicle	2013	5	22	South	Dry	Clear	Yes	Truck Tractor, Semi-Trailer	Going Straight Ahead	No	Yes	No	No	No	No	No	B	3
9	1.947	Rear End	2012	6	11	South	Wet	Raining	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	P	1
10	1.957	Single Vehicle	2015	7	19	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	B	3

\*After reviewing the crash report narratives, it was determined that this crash is located incorrectly. The crash occurred at the intersection of US 127 and KY 151 in Section 1.

\* **KABCP**

- K = Fatal Injury
- A = Incapacitating Injury
- B = Non-incapacitating Injury
- C = Possible Injury
- P = Property Damage Only



Crash Records: Section 5 – KY 151: The change in pavement section (MP 4.150, Anderson Co.) to I-64 (MP 2.3, Franklin Co.)  
 Anderson and Franklin County  
 January 1, 2010, and December 31, 2015

\* KABCP: K = Fatal Injury  
 A = Incapacitating Injury  
 B = Non-incapacitating Injury  
 C = Possible Injury  
 P = Property Damage Only

Milepoint	Predominant Crash Type	Year	Month	Day	Direction of Travel	Roadway Condition	WEATHER	CMV Indicator	Vehicle Type	Precollision Action	Indicators							*KABCP	KABCP Number	
											Alcohol	Distracted	Drowsy	Drugs	Speeding	Deer	Night			
1	4.277	Single Vehicle	2013	5	5	South	Wet	Raining	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	Yes	No	Yes	P	1
2	4.297	Angle	2015	11	2	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	Yes	Yes	No	No	No	No	No	P	1
**	4.37	Single Vehicle	2015	10	12	South	Dry	Cloudy	**Yes	Truck Tractor, Semi-Trailer	Going Straight Ahead	No	Yes	No	No	No	No	Yes	P	1
3	4.383	Single Vehicle	2010	7	1	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	Yes	No	No	No	No	P	1
**	4.44	Single Vehicle	2013	4	29	South	Dry	Clear	**Yes	Truck Tractor, Semi-Trailer	Going Straight Ahead	No	No	No	No	No	No	No	P	1
4	0.025	Angle	2014	6	20	South	Wet	Raining	No	Passenger Car	Overtaking	No	Yes	No	No	No	No	No	P	1
5	0.059	Single Vehicle	2012	2	29	South	Wet	Raining	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	B	3
6	0.063	Sideswipe-Same Direction	2015	3	3	East	Dry	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Overtaking	No	Yes	No	No	No	No	No	P	1
7	0.075	Sideswipe-Same Direction	2014	4	28	South	Wet	Raining	No	Light truck (Van/Sports Utility/Pickup)	Leaving Traffic Lane	No	Yes	No	No	No	No	No	C	2
8	0.082	Single Vehicle	2012	10	20	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
9	0.09	Single Vehicle	2014	8	23	South	Wet	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Avoiding Object in Roadway	No	No	No	No	No	No	No	P	1
10	0.092	Rear End	2012	11	27	North	Wet	Cloudy	Yes	Passenger Car	Going Straight Ahead	No	Yes	No	No	Yes	No	No	B	3
11	0.178	Sideswipe-Opposite Direction	2010	1	15	North	Dry	Cloudy	Yes	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	P	1
12	0.306	Opposing Left Turn	2015	6	7	East	Dry	Clear	No	Passenger Car	Making Left Turn	No	Yes	No	No	No	No	No	P	1
13	0.397	Rear End	2015	5	3	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	C	2
14	0.487	Angle	2013	10	8	North	Dry	Clear	No	Passenger Car	Making Left Turn	No	Yes	No	No	No	No	No	P	1
15	0.507	Single Vehicle	2012	12	5	South	Dry	Fog	No	Truck-Single Unit	Going Straight Ahead	No	No	No	No	No	No	No	C	2
16	0.598	Head On	2010	9	5	South	Dry	Clear	No	Passenger Car	Overtaking	No	Yes	No	No	No	No	No	C	2
17	0.599	Sideswipe-Same Direction	2010	11	25	South	Wet	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
18	0.608	Angle	2010	12	9	South	Dry	Cloudy	Yes	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	B	3
19	0.628	Single Vehicle	2013	11	26	North	Wet	Sleet/Hail	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	No	P	1
20	0.629	Single Vehicle	2015	1	28	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
21	0.712	Single Vehicle	2015	12	26	South	Wet	Raining	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	Yes	No	No	P	1
22	0.741	Single Vehicle	2014	4	1	North	Wet	Cloudy	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
23	1.022	Single Vehicle	2011	8	20	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
24	1.118	Single Vehicle	2015	9	28	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
25	1.174	Single Vehicle	2011	12	29	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	No	P	1
26	1.225	Single Vehicle	2014	6	1	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
27	1.455	Single Vehicle	2011	1	16	North	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
28	1.647	Single Vehicle	2011	3	30	North	Dry	Cloudy	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
29	1.649	Single Vehicle	2015	3	20	North	Wet	Raining	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
30	1.673	Single Vehicle	2012	6	23	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
31	1.679	Sideswipe-Opposite Direction	2015	7	18	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Other	No	No	No	No	No	No	No	P	1
32	1.705	Backing	2014	8	6	West	Dry	Clear	Yes	Truck-other Combination	Backing	No	Yes	No	No	No	No	No	P	1
33	1.711	Single Vehicle	2013	12	14	North	Wet	Raining	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	Yes	P	1
34	1.72	Single Vehicle	2013	2	3	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
35	1.761	Sideswipe-Opposite Direction	2012	9	28	North	Wet	Raining	Yes	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	No	No	No	No	No	Yes	B	3
36	1.767	Single Vehicle	2014	12	15	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
37	1.868	Rear End	2013	1	29	South	Wet	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	C	2
38	1.869	Angle	2014	7	5	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	P	1
39	1.875	Angle	2015	8	3	West	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1
40	1.878	Sideswipe-Same Direction	2013	7	4	South	Wet	Raining	No	Light truck (Van/Sports Utility/Pickup)	Entering Parked Position	No	Yes	No	No	No	No	No	P	1
41	1.884	Angle	2010	5	28	East	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Starting from Parking	No	No	No	No	No	No	No	P	1
42	1.889	Opposing Left Turn	2010	5	24	West	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	C	2
43	1.89	Angle	2012	9	23	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Right Turn	No	Yes	No	No	No	No	No	P	1
44	1.897	Angle	2012	6	22	South	Dry	Clear	Yes	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	No	No	No	No	No	No	P	1
45	1.903	Single Vehicle	2012	11	7	West	Wet	Raining	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	Yes	Yes	P	1
46	1.906	Rear End	2010	7	22	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	No	No	P	1
47	1.907	Single Vehicle	2014	3	11	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	No	No	No	No	P	1
48	1.911	Single Vehicle	2012	1	4	North	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Going Straight Ahead	No	No	No	No	No	Yes	No	P	1
49	1.921	Single Vehicle	2013	2	21	North	Wet	Snowing	No	Passenger Car	Making Left Turn	No	No	No	No	No	No	Yes	P	1
50	1.941	Opposing Left Turn	2011	5	29	North	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	C	2
51	1.949	Opposing Left Turn	2015	7	11	East	Dry	Cloudy	No	Passenger Car	Making Left Turn	No	Yes	No	No	No	No	Yes	C	2
52	1.968	Single Vehicle	2014	7	11	South	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	No	Yes	No	No	No	P	1
53	1.999	Angle	2010	4	24	East	Dry	Cloudy	No	Light truck (Van/Sports Utility/Pickup)	Making Left Turn	No	Yes	No	No	No	No	No	P	1
54	2.077	Single Vehicle	2015	12	16	South	Dry	Clear	No	Light truck (Van/Sports Utility/Pickup)	Merging	No	No	No	No	No	No	Yes	P	1
55	2.276	Single Vehicle	2013	10	29	West	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	No	Yes	No	No	No	No	P	1
56	2.277	Rear End	2012	12	7	North	Wet	Raining	No	Passenger Car	Slowing or Stopped	No	Yes	No	No	No	No	Yes	P	1
57	2.284	Angle	2010	10	25	West	Dry	Clear	No	Passenger Car	Going Straight Ahead	No	Yes	No	No	No	No	No	P	1

\*\* After reviewing the crash report narratives, it was determined that these two crashes are located incorrectly. They occurred in Section 4.

### 0.1 Mile Spot Crash Analysis

County	Beginning Milepoint	Ending Milepoint	Length (miles)	AADT (vpd)	Number of lanes	Rural/Urban	Functional Class Rate	Crashes				Critical Crash		Total Crash	
								Fatal	Injury	PDO	Total	MV	Rate (RC)	Rate	CCRF
Anderson County	0.0	0.1	0.1	7,153	2	Urban	0.51	0	5	28	33	15.67	1.01	2.11	2.09
	0.1	0.2	0.1	7,153	2	Urban	0.51	0	1	8	9	15.67	1.01	0.57	0.57
	0.2	0.3	0.1	7,153	2	Urban	0.51	0	1	2	3	15.67	1.01	0.19	0.19
	0.3	0.4	0.1	7,153	2	Urban	0.51	0	1	0	1	15.67	1.01	0.06	0.06
	0.4	0.5	0.1	7,153	2	Urban	0.51	0	2	1	3	15.67	1.01	0.19	0.19
	0.5	0.6	0.1	7,153	2	Urban	0.51	0	2	3	5	15.67	1.01	0.32	0.32
	0.6	0.7	0.1	7,153	2	Urban	0.51	0	1	0	1	15.67	1.01	0.06	0.06
	0.7	0.8	0.1	7,153	2	Urban	0.51	0	1	1	2	15.67	1.01	0.13	0.13
	0.8	0.9	0.1	7,153	2	Urban	0.51	0	2	6	8	15.67	1.01	0.51	0.51
	0.9	1.0	0.1	7,153	2	Urban	0.51	0	0	2	2	15.67	1.01	0.13	0.13
	1.0	1.1	0.1	7,153	2	Urban	0.51	0	0	1	1	15.67	1.01	0.06	0.06
	1.1	1.2	0.1	7,153	2	Urban	0.51	0	0	0	0	15.67	1.01	0.00	0.00
	1.2	1.3	0.1	7,153	2	Urban	0.51	0	0	1	1	15.67	1.01	0.06	0.06
	1.3	1.4	0.1	7,153	2	Urban	0.51	0	0	0	0	15.67	1.01	0.00	0.00
	1.4	1.5	0.1	7,153	2	Urban	0.51	0	0	1	1	15.67	1.01	0.06	0.06
	1.5	1.6	0.1	7,153	2	Rural	0.26	0	0	2	2	15.67	0.62	0.13	0.20
	1.6	1.7	0.1	7,153	2	Rural	0.26	0	1	0	1	15.67	0.62	0.06	0.10
	1.7	1.8	0.1	7,153	2	Rural	0.26	0	1	3	4	15.67	0.62	0.26	0.41
	1.8	1.9	0.1	4,588	2	Rural	0.26	0	0	1	1	10.05	0.72	0.10	0.14
	1.9	2.0	0.1	4,588	2	Rural	0.26	0	2	1	3	10.05	0.72	0.30	0.41
	2.0	2.1	0.1	4,588	2	Rural	0.26	0	2	2	4	10.05	0.72	0.40	0.55
	2.1	2.2	0.1	4,588	2	Rural	0.26	0	0	1	1	10.05	0.72	0.10	0.14
	2.2	2.3	0.1	4,588	2	Rural	0.26	0	0	2	2	10.05	0.72	0.20	0.27
	2.3	2.4	0.1	4,588	2	Rural	0.26	0	1	1	2	10.05	0.72	0.20	0.27
	2.4	2.5	0.1	4,588	2	Rural	0.26	0	0	0	0	10.05	0.72	0.00	0.00
	2.5	2.6	0.1	4,588	2	Rural	0.26	0	1	2	3	10.05	0.72	0.30	0.41
	2.6	2.7	0.1	4,588	2	Rural	0.26	0	0	1	1	10.05	0.72	0.10	0.14
	2.7	2.8	0.1	4,588	2	Rural	0.26	0	0	2	2	10.05	0.72	0.20	0.27
	2.8	2.9	0.1	4,588	2	Rural	0.26	0	0	2	2	10.05	0.72	0.20	0.27
	2.9	3.0	0.1	4,588	2	Rural	0.26	0	0	0	0	10.05	0.72	0.00	0.00
	3.0	3.1	0.1	4,588	2	Rural	0.26	0	0	2	2	10.05	0.72	0.20	0.27
	3.1	3.2	0.1	4,588	2	Rural	0.26	0	0	1	1	10.05	0.72	0.10	0.14
	3.2	3.3	0.1	4,588	2	Rural	0.26	0	0	2	2	10.05	0.72	0.20	0.27
	3.3	3.4	0.1	4,588	2	Rural	0.26	0	0	0	0	10.05	0.72	0.00	0.00
	3.4	3.5	0.1	4,588	2	Rural	0.26	0	1	0	1	10.05	0.72	0.10	0.14
	3.5	3.6	0.1	4,588	2	Rural	0.26	0	0	0	0	10.05	0.72	0.00	0.00
	3.6	3.7	0.1	4,588	2	Rural	0.26	0	0	3	3	10.05	0.72	0.30	0.41
	3.7	3.8	0.1	4,588	2	Rural	0.26	0	0	3	3	10.05	0.72	0.30	0.41
	3.8	3.9	0.1	4,588	2	Rural	0.26	0	0	3	3	10.05	0.72	0.30	0.41
	3.9	4.0	0.1	4,588	2	Rural	0.26	0	0	2	2	10.05	0.72	0.20	0.27
	4.0	4.1	0.1	4,588	2	Rural	0.26	0	0	1	1	10.05	0.72	0.10	0.14
	4.1	4.2	0.1	4,588	2	Rural	0.26	0	2	2	4	10.05	0.72	0.40	0.55
	4.2	4.3	0.1	4,588	2	Rural	0.26	0	0	2	2	10.05	0.72	0.20	0.27
	4.3	4.4	0.1	4,588	2	Rural	0.26	0	0	1	1	10.05	0.72	0.10	0.14
	4.4	4.5	0.1	4,588	2	Rural	0.26	0	0	0	0	10.05	0.72	0.00	0.00
4.5	0.022	0.1	4,588	2	Rural	0.26	0	0	0	0	10.05	0.72	0.00	0.00	
Franklin County	0.022	0.122	0.1	5,215	2	Rural	0.26	0	3	4	7	11.42	0.69	0.61	0.89
	0.122	0.222	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	0.222	0.322	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	0.322	0.422	0.1	5,215	2	Rural	0.26	0	1	0	1	11.42	0.69	0.09	0.13
	0.422	0.522	0.1	5,215	2	Rural	0.26	0	1	1	2	11.42	0.69	0.18	0.25
	0.522	0.622	0.1	5,215	2	Rural	0.26	0	2	1	3	11.42	0.69	0.26	0.38
	0.622	0.722	0.1	5,215	2	Rural	0.26	0	0	3	3	11.42	0.69	0.26	0.38
	0.722	0.822	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	0.822	0.922	0.1	5,215	2	Rural	0.26	0	0	0	0	11.42	0.69	0.00	0.00
	0.922	1.022	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	1.022	1.122	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	1.122	1.222	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	1.222	1.322	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	1.322	1.422	0.1	5,215	2	Rural	0.26	0	0	0	0	11.42	0.69	0.00	0.00
	1.422	1.522	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	1.522	1.622	0.1	5,215	2	Rural	0.26	0	0	0	0	11.42	0.69	0.00	0.00
	1.622	1.722	0.1	5,215	2	Rural	0.26	0	0	7	7	11.42	0.69	0.61	0.89
	1.722	1.822	0.1	5,215	2	Rural	0.26	0	1	1	2	11.42	0.69	0.18	0.25
	1.822	1.922	0.1	5,215	2	Rural	0.26	0	2	11	13	11.42	0.69	1.14	1.64
	1.922	2.022	0.1	5,215	2	Rural	0.26	0	2	7	9	11.42	0.69	0.79	1.14
	2.022	2.122	0.1	5,215	2	Rural	0.26	0	0	1	1	11.42	0.69	0.09	0.13
	2.122	2.222	0.1	5,215	2	Rural	0.26	0	2	2	4	11.42	0.69	0.35	0.51
2.222	2.322	0.1	5,215	2	Rural	0.26	0	0	4	4	11.42	0.69	0.35	0.51	

CCRF exceeds or approaches 1.0 which indicates crashes may be occurring more often than what can be attributed to random occurrence

The following data was used for the CRF calculations:

\*Crash data: January 1, 2010 through December 31, 2015, 6 years

\*3-year crash rate (2012-2014, crashes per million vehicle miles per 0.1-mile spot)

\*Most current, pre-STAA ban AADT; either 2013 or 2014 AADT

\* the pre STAA ban data was used to maintain consistency with the available crash records and most recent crash rates

MV: Million vehicles

RC: Kentucky Transportation Center, *The Analysis of Traffic Crash Data in Kentucky (2010-2014)*

CCRF: Critical Crash Rate Factor

### 0.3 Mile Spot Crash Analysis

County	Beginning Milepoint	Ending Milepoint	Length (miles)	AADT (vpd)	Number of lanes	Rural/Urban	Functional Class Rate	Crashes				Critical Crash Rate (RC)	Actual Crash Rate	CCRF	
								Fatal	Injury	PDO	Total				
Anderson County	0.0	0.3	0.3	7,153	2	Urban	1.53	0	7	38	45	15.67	2.37	2.87	1.21
	0.1	0.4	0.3	7,153	2	Urban	1.53	0	4	10	14	15.67	2.37	0.89	0.38
	0.2	0.5	0.3	7,153	2	Urban	1.53	0	4	3	7	15.67	2.37	0.45	0.19
	0.3	0.6	0.3	7,153	2	Urban	1.53	0	5	4	9	15.67	2.37	0.57	0.24
	0.4	0.7	0.3	7,153	2	Urban	1.53	0	5	4	9	15.67	2.37	0.57	0.24
	0.5	0.8	0.3	7,153	2	Urban	1.53	0	4	4	8	15.67	2.37	0.51	0.22
	0.6	0.9	0.3	7,153	2	Urban	1.53	0	4	7	11	15.67	2.37	0.70	0.30
	0.7	1.0	0.3	7,153	2	Urban	1.53	0	3	9	12	15.67	2.37	0.77	0.32
	0.8	1.1	0.3	7,153	2	Urban	1.53	0	2	9	11	15.67	2.37	0.70	0.30
	0.9	1.2	0.3	7,153	2	Urban	1.53	0	0	3	3	15.67	2.37	0.19	0.08
	1.0	1.3	0.3	7,153	2	Urban	1.53	0	0	2	2	15.67	2.37	0.13	0.05
	1.1	1.4	0.3	7,153	2	Urban	1.53	0	0	1	1	15.67	2.37	0.06	0.03
	1.2	1.5	0.3	7,153	2	Urban	1.53	0	0	2	2	15.67	2.37	0.13	0.05
	1.3	1.6	0.3	7,153	2	Urban	1.53	0	0	3	3	15.67	2.37	0.19	0.08
	1.4	1.7	0.3	7,153	2	Rural	0.78	0	1	3	4	15.67	1.39	0.26	0.18
	1.5	1.8	0.3	7,153	2	Rural	0.78	0	2	5	7	15.67	1.39	0.45	0.32
	1.6	1.9	0.3	7,153	2	Rural	0.78	0	2	4	6	15.67	1.39	0.38	0.28
	1.7	2.0	0.3	7,153	2	Rural	0.78	0	3	5	8	15.67	1.39	0.51	0.37
	1.8	2.1	0.3	4,588	2	Rural	0.78	0	4	4	8	10.05	1.55	0.80	0.51
	1.9	2.2	0.3	4,588	2	Rural	0.78	0	4	4	8	10.05	1.55	0.80	0.51
	2.0	2.3	0.3	4,588	2	Rural	0.78	0	2	5	7	10.05	1.55	0.70	0.45
	2.1	2.4	0.3	4,588	2	Rural	0.78	0	1	4	5	10.05	1.55	0.50	0.32
	2.2	2.5	0.3	4,588	2	Rural	0.78	0	1	3	4	10.05	1.55	0.40	0.26
	2.3	2.6	0.3	4,588	2	Rural	0.78	0	2	3	5	10.05	1.55	0.50	0.32
	2.4	2.7	0.3	4,588	2	Rural	0.78	0	1	3	4	10.05	1.55	0.40	0.26
	2.5	2.8	0.3	4,588	2	Rural	0.78	0	1	5	6	10.05	1.55	0.60	0.39
	2.6	2.9	0.3	4,588	2	Rural	0.78	0	0	5	5	10.05	1.55	0.50	0.32
	2.7	3.0	0.3	4,588	2	Rural	0.78	0	0	4	4	10.05	1.55	0.40	0.26
	2.8	3.1	0.3	4,588	2	Rural	0.78	0	0	4	4	10.05	1.55	0.40	0.26
	2.9	3.2	0.3	4,588	2	Rural	0.78	0	0	3	3	10.05	1.55	0.30	0.19
	3.0	3.3	0.3	4,588	2	Rural	0.78	0	0	5	5	10.05	1.55	0.50	0.32
	3.1	3.4	0.3	4,588	2	Rural	0.78	0	0	3	3	10.05	1.55	0.30	0.19
	3.2	3.5	0.3	4,588	2	Rural	0.78	0	1	2	3	10.05	1.55	0.30	0.19
	3.3	3.6	0.3	4,588	2	Rural	0.78	0	1	0	1	10.05	1.55	0.10	0.06
	3.4	3.7	0.3	4,588	2	Rural	0.78	0	1	3	4	10.05	1.55	0.40	0.26
	3.5	3.8	0.3	4,588	2	Rural	0.78	0	0	6	6	10.05	1.55	0.60	0.39
	3.6	3.9	0.3	4,588	2	Rural	0.78	0	0	9	9	10.05	1.55	0.90	0.58
	3.7	4.0	0.3	4,588	2	Rural	0.78	0	0	8	8	10.05	1.55	0.80	0.51
	3.8	4.1	0.3	4,588	2	Rural	0.78	0	0	6	6	10.05	1.55	0.60	0.39
	3.9	4.2	0.3	4,588	2	Rural	0.78	0	2	5	7	10.05	1.55	0.70	0.45
	4.0	4.3	0.3	4,588	2	Rural	0.78	0	2	5	7	10.05	1.55	0.70	0.45
	4.1	4.4	0.3	4,588	2	Rural	0.78	0	2	5	7	10.05	1.55	0.70	0.45
	4.2	4.5	0.3	4,588	2	Rural	0.78	0	0	5	5	10.05	1.55	0.50	0.32
4.3	0.013	0.3	4,588	2	Rural	0.78	0	0	3	3	10.05	1.55	0.30	0.19	
4.4	0.113	0.3	5,215	2	Rural	0.78	0	3	5	8	11.42	1.50	0.70	0.47	
4.5	0.213	0.3	5,215	2	Rural	0.78	0	3	5	8	11.42	1.50	0.70	0.47	
0.013	0.313	0.3	5,215	2	Rural	0.78	0	3	6	9	11.42	1.50	0.79	0.53	
0.113	0.413	0.3	5,215	2	Rural	0.78	0	1	2	3	11.42	1.50	0.26	0.18	
0.213	0.513	0.3	5,215	2	Rural	0.78	0	2	2	4	11.42	1.50	0.35	0.23	
0.313	0.613	0.3	5,215	2	Rural	0.78	0	4	2	6	11.42	1.50	0.53	0.35	
0.413	0.713	0.3	5,215	2	Rural	0.78	0	3	5	8	11.42	1.50	0.70	0.47	
0.513	0.813	0.3	5,215	2	Rural	0.78	0	2	5	7	11.42	1.50	0.61	0.41	
0.613	0.913	0.3	5,215	2	Rural	0.78	0	0	4	4	11.42	1.50	0.35	0.23	
0.713	1.013	0.3	5,215	2	Rural	0.78	0	0	2	2	11.42	1.50	0.18	0.12	
0.813	1.113	0.3	5,215	2	Rural	0.78	0	0	1	1	11.42	1.50	0.09	0.06	
0.913	1.213	0.3	5,215	2	Rural	0.78	0	0	3	3	11.42	1.50	0.26	0.18	
1.013	1.313	0.3	5,215	2	Rural	0.78	0	0	4	4	11.42	1.50	0.35	0.23	
1.113	1.413	0.3	5,215	2	Rural	0.78	0	0	3	3	11.42	1.50	0.26	0.18	
1.213	1.513	0.3	5,215	2	Rural	0.78	0	0	2	2	11.42	1.50	0.18	0.12	
1.313	1.613	0.3	5,215	2	Rural	0.78	0	0	1	1	11.42	1.50	0.09	0.06	
1.413	1.713	0.3	5,215	2	Rural	0.78	0	1	7	7	11.42	1.50	0.61	0.41	
1.513	1.813	0.3	5,215	2	Rural	0.78	0	1	8	9	11.42	1.50	0.79	0.53	
1.613	1.913	0.3	5,215	2	Rural	0.78	0	3	18	21	11.42	1.50	1.84	1.23	
1.713	2.013	0.3	5,215	2	Rural	0.78	0	5	16	21	11.42	1.50	1.84	1.23	
1.813	2.113	0.3	5,215	2	Rural	0.78	0	4	14	18	11.42	1.50	1.58	1.05	
1.913	2.213	0.3	5,215	2	Rural	0.78	0	2	4	6	11.42	1.50	0.53	0.35	
2.013	2.313	0.3	5,215	2	Rural	0.78	0	0	4	4	11.42	1.50	0.35	0.23	

CCRF exceeds or approaches 1.0 which indicates crashes may be occurring more often than what can be attributed to random occurrence

The following data was used for the CRF calculations:

\*Crash data: January 1, 2010 through December 31, 2015, 6 years

\*3-year crash rate (2012-2014, crashes per million vehicle miles per 0.3-mile spot)

\*Most current, pre-STAA ban AADT; either 2013 or 2014 AADT

\* the pre STAA ban data was used to maintain consistency with the available crash records and most recent crash rates

MV: Million vehicles

RC: Kentucky Transportation Center, *The Analysis of Traffic Crash Data in Kentucky (2010-2014)*

CCRF: Critical Crash Rate Factor



## Section/Segment Crash Analysis

County	Section	Beginning Milepoint	Ending Milepoint	Length (miles)	AADT (vpd)	Number of lanes	Rural/Urban	Functional Class	Crashes				HMVM	Critical Crash Rate (RC)	Actual Crash Rate	CCRF
									Fatal	Injury	PDO	Total				
Anderson	1	0.000	0.477	0.477	7,153	2	Urban	408	0	8	40	48	0.07	605	642.4	1.06
Anderson	2	0.477	1.473	0.996	7,153	2	Urban	408	0	8	15	23	0.16	543	147.4	0.27
Anderson/Franklin	3	1.473	1.990	0.517	4,588	2	Rural	280	0	4	6	10	0.05	479	192.5	0.40
Franklin	4	1.990	4.150	2.16	4,588	2	Rural	280	0	7	32	39	0.22	375	179.7	0.48
Franklin	5	4.150	2.300	2.737	5,215	2	Rural	280	0	12	45	57	0.31	359	182.3	0.51
Anderson	Urban	0.000	1.473	1.473	7,153	2	Urban	408	0	16	55	71	0.23	518	307.7	0.59
Anderson/Franklin	Rural	1.473	2.300	5.421	4,588	2	Rural	280	0	23	83	106	0.54	339	194.6	0.57
Full corridor	n/a	0.000 Anderson	2.300 Franklin	6.894	5,459	2	both	323		39	138	177	0.82	375	214.8	0.57

CCRF exceeds or approaches 1.0 which indicates crashes may be occurring more often than what can be attributed to random occurrence

The following data was used for the CRF calculations:

\*Crash data: January 1, 2010 through December 31, 2015, 6 years

\*4-year crash rate (2011-2014)

\*Most current, pre-STAA ban AADT; either 2013 or 2014 AADT

\* the pre-STAA ban data was used to maintain consistency with the available crash records and most recent crash rates

Full corridor calculations used weighted averages for AADT and Functional Class Rate

HMVM: Hundred Million Vehicle Miles traveled

RC: Kentucky Transportation Center, *The Analysis of Traffic Crash Data in Kentucky (2010-2014)*

CCRF: Critical Crash Rate Factor