



## Appendix B

### Roadway & Traffic Characteristics



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# I-65 New Interchange Feasibility Study

*Southern Warren County, Kentucky*



## Appendix B-1



## Existing Conditions

This section provides details of the existing transportation network within the study area and includes information on roadway systems, geometry, land use, existing traffic conditions, and crash history. Data for this was compiled through the Kentucky Transportation Cabinet's (KYTC) Highway Information System (HIS) database, KYTC's Transportation Enterprise Database (TED)m traffic counts, Streetlight Data, and aerial photography.

### Roadway Systems and Geometric Characteristics

KYTC's HIS data base was queried during May 2020 in order to obtain roadway systems information and geometric characteristics of the existing study routes. Characteristics from the HIS database that were included in the study consists of:

- Number of Lanes and Lane Widths
- Speed Limits
- Shoulder Widths
- Segment Lengths
- Functional Classifications

### Functional Classification

Functional Classification is the process of grouping streets and highways according to the type of travel service they provide. This classification system recognizing travel involves movement through a hierarchical system of facilities that progress from lower classifications handling local trips to higher classifications facilitating long trips and interstate travel. Functional classification includes expectations about roadway design such as speed, capacity, demand, and relationship to regional development. Federal legislation uses classification in determining eligibility for funding under the Federal-aid program. Transportation agencies often describe roadway system performance, benchmarks, and goals by functional classification.

The following are short definitions of major functional classes:

- Freeways and Interstates provide high speed, high mobility links for long distance trips.
- Principal Arterials serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas.
- Minor Arterials provide service for trips of moderate length, serve geographic areas smaller than their higher arterial counterparts, and offer connectivity to the higher arterial system. The primary difference is usually multiple arterial routes serve a particular urban area, radiating from the urban center to serve the surrounding region. In contrast, an expanse of a rural areas of equal size would often be served by a single arterial.
- Local Roads are no intended for use in long distance travel, except at the organ or destination end of the trip, due to their direct access to abutting land. They are often designed to discourage through traffic.

**CR 1241 Neal Howell Road** within the project study area is a two-lane undivided Urban Minor Collector with a 35mph speed limit. It has 10-foot lanes and 3-foot usable shoulders throughout. There are zero bridges and zero at-grade railroad crossings on the stretch of roadway. There are zero commercial driveways and zero residential/farm driveways. There is one intersection with a state-maintained road and one intersection with a local road. There are zero horizontal curve deficiencies and zero lane width deficiencies on the road. Vertical grade and curve information is not available in the database and therefore vertical deficiencies could not be determined. There are no truck routes or truck weight class ratings on this road.

**CR 1243 Matlock Road** within the project study area is a two-lane undivided Rural Minor Collector with a 35mph speed limit. It has 10-foot lanes and 3-foot usable shoulders throughout. There are zero bridges and zero at-grade railroad crossings on the stretch of roadway. There are zero commercial driveways and zero residential/farm driveways. There are zero intersections with state-maintained roads and two intersections with local roads. There are zero horizontal curve deficiencies, but the lane width is less than the required 11-foot minimum width. Vertical grade and curve

information is not available in the database and therefore vertical deficiencies could not be determined. There are no truck routes or truck weight class ratings on this road.

**CR 1244 Carter-Sims Road** within the project study area is a two-lane undivided Rural Minor Collector with a 35mph speed limit. It has 9-foot lanes and 3-foot usable shoulders throughout. There is one non-deficient bridge with a 29.9-foot curb-to-curb width and zero at-grade railroad crossings on the stretch of roadway. There are approximately two commercial driveways and approximately forty-three residential/farm driveways. There are zero intersections with state-maintained roads and three intersections with local roads. There are zero horizontal curve deficiencies, but the lane width is less than the required 11-foot minimum width. Vertical grade and curve information is not available in the database and therefore vertical deficiencies could not be determined. There are no truck routes or truck weight class ratings on this road.

**CR 1265 Long Road** within the project study area is a two-lane undivided Urban Minor Collector with a 35mph speed limit. It has 9-foot lanes and 3-foot usable shoulders throughout. There are zero bridges and zero at-grade railroad crossings on the stretch of roadway. There are zero commercial driveways and approximately fourteen residential/farm driveways. There is one intersection with a state-maintained road and three intersections with local roads. There is one horizontal curve deficiency and the lane width is less than the required 10-foot minimum width. Vertical grade and curve information is not available in the database and therefore vertical deficiencies could not be determined. There are no truck routes or truck weight class ratings on this road.

**CR 1266 Dillard Road** within the project study area is a two-lane undivided Urban Minor Collector with a 35mph speed limit. It has 9-foot lanes and 3-foot usable shoulders throughout. There are zero bridges and one at-grade railroad crossing on the stretch of roadway. There are zero commercial driveways and approximately forty-four residential/farm driveways. There is one intersection with a state-maintained road and four intersections with local roads. There is one horizontal curve deficiency and the lane width is less than the required 10-foot minimum width. Vertical grade and curve information is not available in the database and therefore vertical deficiencies could not be determined. There are no truck routes or truck weight class ratings on this road.

**I-65** within the project study area is a six-lane divided Rural Interstate with a 70mph speed limit. It has 12-foot lanes, 14-foot LT usable shoulder, and 10-foot RT usable shoulder throughout. The median width is 31-foot wide. There are zero bridges and zero at-grade railroad crossings on the stretch of roadway. There are zero commercial driveways and zero residential/farm driveways. There are zero intersections with state-maintained roads and zero intersections with local roads. There are zero horizontal curve deficiencies and zero lane width deficiencies on the road. There are zero vertical grade deficiencies. Vertical curve information is not available in the database and therefore vertical curve deficiencies could not be determined. The roadway is a federal designated truck route and the truck weight class rating is 'AAA'.

**KY 0240 Woodburn Allen Springs Road** within the project study area is a two-lane undivided Rural Minor Collector with a variable 35 to 55 mph speed limit. It has variable 9-foot to 11-foot lanes and variable 2-foot to 10-foot usable shoulders. There is one non-deficient bridge with a 40-foot curb-to-curb width and one at-grade railroad crossing on the stretch of roadway. There are approximately three commercial driveways and approximately one-hundred-thirty-eight residential/farm driveways. There are three intersections with state-maintained roads and twelve intersections with local roads. There are eight horizontal curve deficiencies and portions of the roadway contain deficient lane and shoulders widths. Vertical grade and curve information is not available in the database and therefore vertical deficiencies could not be determined. There are no truck routes and the truck weight class rating is 'A'.

**KY 0242 Richpond Road** within the project study area is partly a two-lane undivided Rural Major Collector and partly a two-lane undivided Rural Minor Collector with a variable 35 to 55 mph speed limit. It has variable 8-foot to 11-foot lanes and 3-foot usable shoulders. There is one non-deficient bridge with a 29.9-foot curb-to-curb width and one at-grade railroad crossing on the stretch of roadway. There are approximately four commercial driveways and approximately one-hundred-twenty-three residential/farm driveways. There are three intersections with state-maintained roads and eleven intersections with local roads. There are thirteen horizontal curve deficiencies and the roadway contains deficient lane and shoulders widths throughout. There are zero vertical grade deficiencies. Vertical

curve information is not available in the database and therefore vertical curve deficiencies could not be determined. There are no truck routes and the truck weight class rating is 'A'.

**KY 0884 Three Springs Road** within the project study area is partly a two-lane undivided Rural Major Collector, partly a two-lane undivided Rural Minor Collector, and partly a two-lane undivided Urban Major Collector with a variable 45 to 55 mph speed limit. It has 10-foot lanes and 3-foot usable shoulders. There are zero bridges and one at-grade railroad crossing on the stretch of roadway. There are approximately three commercial driveways and approximately seventy-nine residential/farm driveways. There are two intersections with state-maintained roads and twelve intersections with local roads. There are five horizontal curve deficiencies and the roadway contains deficient lane and shoulders widths throughout. There are zero vertical grade deficiencies. Vertical curve information is not available in the database and therefore vertical curve deficiencies could not be determined. There are no truck routes and the truck weight class rating is variable from 'A' to 'AAA'.

## Crash History

Historical crash data for a five-year period from January 2015 through December 2019 were plotted along study area roadways. A total of 892 crashes were reported in the study area during the analysis period.

**Table 1** tabulates the crash data for each individual study route. Crashes were sorted by severity into one of three categories: fatal, injury, or property damage only (PDO). Where injury crashes include incapacitating, non-incapacitating, and possible injury crashes. Of the 892 reported crashes in the study area, 74-89% were PDO and 11-25% resulted in injuries.

Table 1. Crashes in Study Area

| Route                      | KY 240 |     | KY 242 |     | KY 622 |     | KY 884 |     | I-65 |     | US-31W |     |
|----------------------------|--------|-----|--------|-----|--------|-----|--------|-----|------|-----|--------|-----|
| Length (mi.)               | 7.3    |     | 6.8    |     | 7.3    |     | 7.4    |     | 6.8  |     | 8.9    |     |
| Fatal                      | 0      | 0%  | 0      | 0%  | 1      | 1%  | 1      | 1%  | 2    | 1%  | 3      | 1%  |
| Injury                     | 3      | 11% | 5      | 15% | 29     | 25% | 18     | 23% | 48   | 20% | 88     | 22% |
| PDO                        | 24     | 89% | 29     | 85% | 85     | 74% | 61     | 76% | 189  | 79% | 306    | 77% |
| Angle                      | 6      | 22% | 2      | 6%  | 20     | 17% | 13     | 16% | 16   | 7%  | 91     | 23% |
| Backing                    |        |     |        |     | 1      | 1%  | 1      | 1%  |      |     | 3      | 1%  |
| Head On                    | 1      | 4%  |        |     | 3      | 3%  |        |     | 1    | 0%  | 7      | 2%  |
| Left Turn                  |        |     | 1      | 3%  | 1      | 1%  |        |     |      |     | 6      | 2%  |
| Rear End                   | 2      | 7%  | 16     | 47% | 35     | 30% | 9      | 11% | 28   | 12% | 193    | 49% |
| Rear to Rear               |        |     |        |     |        |     |        |     |      |     | 1      | 0%  |
| Sideswipe-<br>Opposite Dir |        |     | 4      | 12% | 6      | 5%  | 10     | 13% |      |     | 14     | 4%  |
| Sideswipe-Same<br>Dir      |        |     |        |     | 8      | 7%  | 3      | 4%  | 54   | 23% | 26     | 7%  |
| Single                     | 18     | 67% | 11     | 32% | 41     | 36% | 44     | 55% | 140  | 59% | 56     | 14% |
| Total                      | 27     |     | 34     |     | 115    |     | 80     |     | 239  |     | 397    |     |

Single vehicle crashes were the predominant type of crash occurring on four of the six study area routes, which is consistent with expectations of primarily rural roadways. The exceptions to this are KY 242 and US-31W. US-31W provides direct access to downtown Bowling Green; it is classified as a major rural collector through much of the study area and its classification changes to a minor arterial near Bowling Green. US-31W features two major connections with KY 240 and KY 242, and the density of access points on US-31W also increases moving toward Bowling Green. There are six signalized intersections along US-31W and one two-way stop-controlled beacon at the intersection with KY 240 at the southern end of the study area, which are likely contributing factors to these crashes.

Of the 16 rear end crashes that occurred on KY 242, three (19%) occurred at the intersection of KY 242 & US-31W. The remaining rear end crashes occurred in the vicinity of the South Warren Middle/High School property which featured

mostly crashes involving younger drivers on their way to and from school. These crashes are likely attributed to inexperience and sudden stopping/slowing as a result of congestion at the school driveway. Ten (63%) of the 16 rear end crashes on KY 242 involved drivers between 16-18 years old as the driver responsible for causing the crash. Of the seven rear end crashes in the westbound direction, five (71%) occurred between 7:12 AM – 7:32 AM. Of the six rear end crashes in the eastbound direction, five (83%) occurred between 2:38 PM – 2:45 PM. Out of the 34 total crashes that occurred on KY 242, 16 (47%) were caused by drivers between 16-18 years old. The speed limit on KY 242 varies between 35-55-mph and is 25-mph near the South Warren High School when the school zone speed limit is in effect.

Of the 35 total rear end crashes that occurred on KY 622, 13 (37%) occurred due to vehicles turning left from KY 622. These crashes occurred between Journey Drive and Atlantis Way, which is characterized by a high density of crossroads leading to residential neighborhoods and a small radii double curve near the northern border of the study area. The speed limit on KY 622 is 45-mph in the study area.

One fatal crash involving a single vehicle occurred on KY 622. Reckless driving and the influence of alcohol are likely the contributing factors to this crash.

One fatal crash on KY 884 occurred approximately 2000-ft south of I-165. Vehicle two was stopped in the northbound lane attempting to make a left turn when it was rear ended by vehicle one. Impact of the collision caused the stopped vehicle to cross the centerline and impact vehicle three travelling in the southbound direction with the front left bumper. Driving too fast for low visibility conditions is likely the contributing factor to this crash.

Two fatal crashes occurred on I-65. The involved a single motorcycle traveling southbound, attempting to make a lane change, struck a piece of tire debris in the road, lost control of the motorcycle, and slid across the roadway into the median concrete barrier. The second crash involved a truck that departed the cart way and rear ended a disabled passenger car in the right shoulder. Debris in the roadway and distracted driving are likely contributing factors to these two crashes.

Three fatal crashes occurred on US-31W. The first crash involved a vehicle traveling in the southbound direction that drifted into the right shoulder, overcorrected, and crossed the centerline striking a northbound vehicle at an angle. The second crash involved a head on collision where one driver was ejected from their vehicle. The driver of vehicle two had drifted over the centerline and could not correct before the collision. The third crash involved three vehicles. Vehicle three was stopped in the southbound lane attempting to make a left turn, when vehicle one attempted to overtake the stopped vehicle by crossing into the northbound lane, and struck vehicle two traveling in the northbound direction head on. Respectively, oversteering, distracted driving, and reckless driving are likely contributing factors to these three crashes.

## 2020 Existing Traffic Conditions

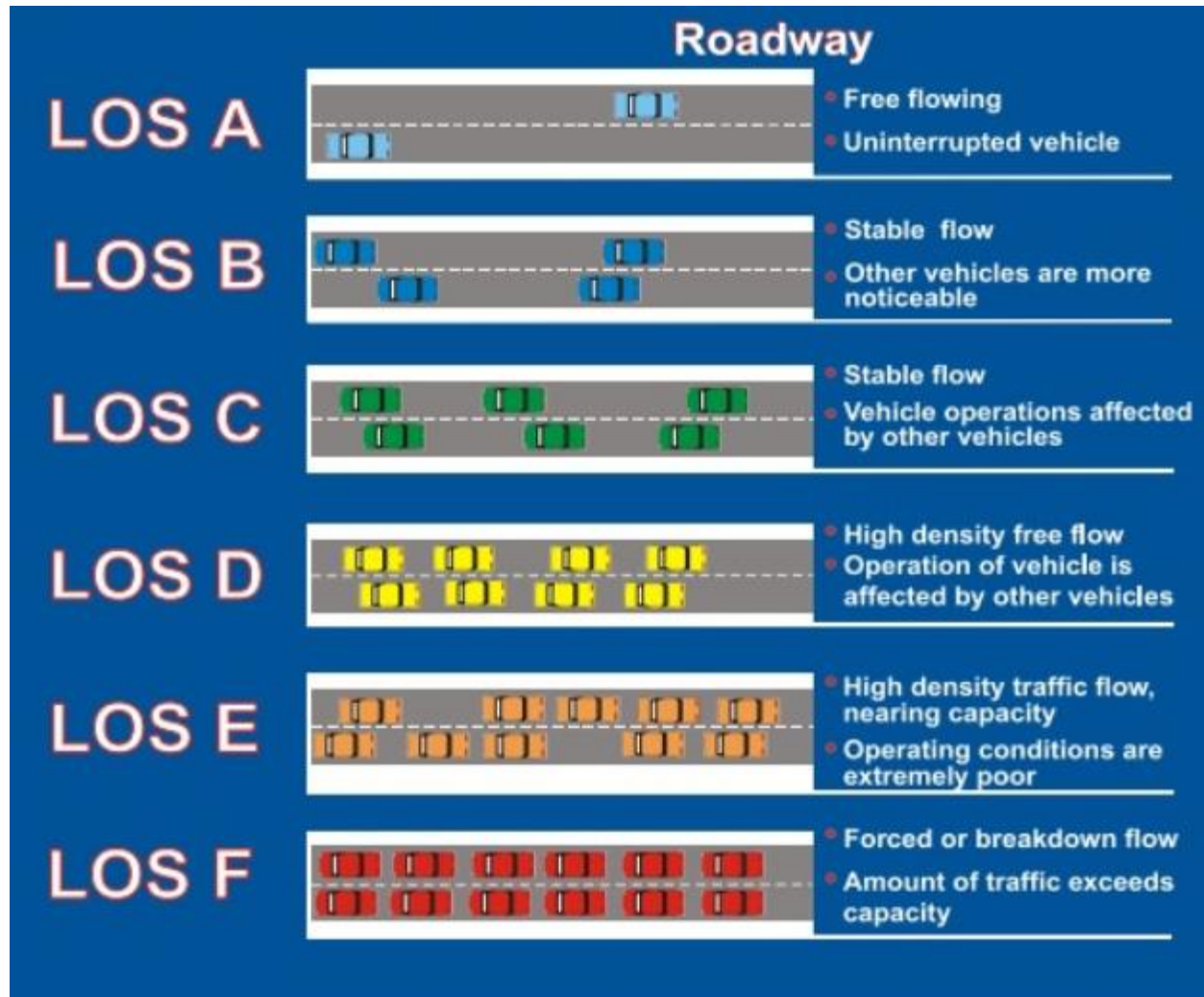
During April and May of 2020 Average Annual Daily Traffic (AADT) and Peak hour traffic volumes were gathered from KYTC Traffic Counts Maps (<https://maps.kytc.ky.gov/trafficcounts/>.) Gaps in the data were filled in with information from the KYTC Traffic Data Repository and Streetlight Data. The most recently available data was used for the study which varies between 2014-2019. The volumes were then compared against the previous count year in order to determine a growth rate. Some growth rates were abnormally high and thus were exchanged for the growth rate provided by the ESAL Report based on functional classification. Various other traffic factors were pulled from this data including K and D factors as well as truck percentages.

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## Existing Traffic Operations

For this study HCS Traffic Analysis was performed to provide a capacity-based Level of Service (LOS) output. LOS is a qualitative measurement describing traffic conditions based on speed, capacity, freedom to maneuver, and traffic interruptions.

LOS A is associated with free flow conditions, high freedom to maneuver, and little or no delay. LOS E represents conditions at or near capacity. At LOS F, traffic conditions are oversaturated and beyond capacity, with low travel speeds, little or no freedom to maneuver, and high delays. As a rule of thumb, LOS C or better is desirable in urban areas; however, LOS D is generally acceptable.



| Study Area Highway Characteristics Summary |                           |         |        |                 |               |                        |                       |                          |                   |   |   |                  |                     |  |
|--|---------------------------|---------|--------|-----------------|---------------|------------------------|-----------------------|--------------------------|-------------------|---|---|------------------|---------------------|--|
| Route                                      | Local Road Name           | Section | County | Begin Milepoint | End Milepoint | Section Length (miles) | Functional Class      | Facility Type            | Lane Width (feet) | Shoulder Width (feet)                                 |   | Median Type      | Median Width (feet) | Posted Speed Limit (MPH)   |
|  |                           |         |        |                 |               |                        |                       |                          |                   | Stabilized Shoulder                                   | Paved Shoulder  |                  |                     |  |
| CR 1241                                    | Neal Howell Rd            |         | Warren | 0               | 0.615         | 0.615                  | Urban Minor Collector | 2-Lane Undivided Highway | 10                | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 35   |
| CR 1243                                    | Matlock Rd                |         | Warren | 0.995           | 1.072         | 0.077                  | Rural Minor Collector | 2-Lane Undivided Highway | 10                | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 35   |
| CR 1244                                    | Carter-Sims Rd            |         | Warren | 0               | 1.771         | 1.771                  | Rural Minor Collector | 2-Lane Undivided Highway | 9                 | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 35   |
| CR 1265                                    | Long Rd                   |         | Warren | 0               | 1.18          | 1.18                   | Urban Minor Collector | 2-Lane Undivided Highway | 9                 | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 35   |
| CR 1266                                    | Dillard Rd                |         | Warren | 0               | 2.47          | 2.47                   | Urban Minor Collector | 2-Lane Undivided Highway | 9                 | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 35   |
| I-65                                       |                           |         | Warren | 13.711          | 20.522        | 6.811                  | Rural Interstate      | 6-Lane Divided Highway   | 12                | 0 LT&RT   | 14 LT<br>10 RT  | Concrete Barrier | 31                  | 70   |
| KY 240                                     | Woodburn Allen Springs Rd |         | Warren | 5.47            | 9.867         | 4.397                  | Rural Minor Collector | 2-Lane Undivided Highway | 9                 | 0 LT (5.47 to 5.732)<br>3 LT (5.732 to 9.867)<br>3 RT | 2 LT (5.47 to 5.732)<br>1 LT (5.732 to 9.867)<br>1 RT | None             | 0                   | 35 (5.47 to 6.457)<br>45 (6.457 to 6.583)<br>55 (6.583 to 9.867) |
| KY 240                                     | Woodburn Allen Springs Rd |         | Warren | 9.867           | 10.245        | 0.378                  | Rural Minor Collector | 2-Lane Undivided Highway | 11                | 0 LT&RT   | 10 LT&RT  | None             | 0                   | 55   |
| KY 240                                     | Woodburn Allen Springs Rd |         | Warren | 10.245          | 12.733        | 2.488                  | Rural Minor Collector | 2-Lane Undivided Highway | 9                 | 3 LT&RT   | 1 LT&RT   | None             | 0                   | 55   |
| KY 242                                     | Richpond Rd               |         | Warren | 3.463           | 3.883         | 0.42                   | Rural Major Collector | 2-Lane Undivided Highway | 11                | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 35   |
| KY 242                                     | Richpond Rd               |         | Warren | 3.883           | 5.133         | 1.25                   | Rural Major Collector | 2-Lane Undivided Highway | 10                | 3 LT&RT   | 0 LT&RT   | None             | 0                   | 35 (3.883 to 4.109)<br>55 (4.109 to 5.133)                       |
| KY 242                                     | Richpond Rd               |         | Warren | 5.133           | 10.275        | 5.142                  | Rural Minor Collector | 2-Lane Undivided Highway | 8                 | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 55   |
| KY 884                                     | Three Springs Rd          |         | Warren | 0               | 3.616         | 3.616                  | Rural Minor Collector | 2-Lane Undivided Highway | 10                | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 45 (0 to 0.471)<br>55 (0.471 to 3.616)                           |
| KY 884                                     | Three Springs Rd          |         | Warren | 3.616           | 5.516         | 1.9                    | Rural Major Collector | 2-Lane Undivided Highway | 10                | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 55 (3.616 to 5.433)<br>45 (5.433 to 5.516)                       |
| KY 884                                     | Three Springs Rd          |         | Warren | 5.516           | 7.438         | 1.922                  | Urban Major Collector | 2-Lane Undivided Highway | 10                | 2 LT&RT   | 1 LT&RT   | None             | 0                   | 45   |



| CR 1241 Neal Howell Rd      |                          |   |
|-----------------------------|--------------------------|---|
|                             | Value                    | Remarks   |
| Lane Width                  | 10'                      |   |
| Shoulder Width              | 1' LT&RT                 | Asphalt   |
|                             | 2' LT&RT                 | Stabilized  |
| Median Width                | 0'                       |   |
| Horizontal Deficiencies     | None                     |   |
| Vertical Grade Deficiencies |                          | Not available within HIS  |
| Bridge Deficiencies         | No Bridges               |   |
| Grades                      |                          | Not available within HIS  |
| Speed Limits                | 35 mph                   |   |
| Truck Routes                | N/A                      |   |
| Truck Weight Class          | None                     |   |
| Driveway / Access points    | 1                        | Intersection with State-Maintained Road   |
|                             | 1                        | Intersection with Local Road  |
|                             | None                     | Commercial Driveway   |
|                             | None                     | Residential Driveway and Farm   |
| Functional Classification   | Urban Minor Collector    |   |
| State Highway System        | Off State Highway System |   |
| Railroad Crossings          | None                     |   |
| Signage Review              | 10                       | Speed Limit, Stop, Stop Ahead, "Dangerous Intersecton", "Cross Traffic Does Not Stop" |

| CR 1243 Matlock Rd          |                          |   |
|-----------------------------|--------------------------|---|
|                             | Value                    | Remarks                                 |
| Lane Width                  | 10'                      | (11' min required)                      |
| Shoulder Width              | 1' LT&RT                 | Asphalt                                 |
|                             | 2' LT&RT                 | Stabilized                              |
| Median Width                | 0'                       |   |
| Horizontal Deficiencies     | Lane Width               |   |
| Vertical Grade Deficiencies |                          | Not available within HIS                |
| Bridge Deficiencies         | No Bridges               |   |
| Grades                      |                          | Not available within HIS                |
| Speed Limits                | 35 mph                   |   |
| Truck Routes                | N/A                      |   |
| Truck Weight Class          | None                     |   |
| Driveway / Access points    | None                     | Intersection with State-Maintained Road |
|                             | 2                        | Intersections with Local Roads          |
|                             | None                     | Commercial Driveway                     |
|                             | None                     | Residential Driveway and Farm           |
| Functional Classification   | Rural Minor Collector    |   |
| State Highway System        | Off State Highway System |   |
| Railroad Crossings          | None                     |   |
| Signage Review              |                          | Google Street View Unavailable          |

| CR 1244 Carter-Sims Rd      |                          |  |
|-----------------------------|--------------------------|--|
|                             | Value                    | Remarks  |
| Lane Width                  | 9'                       | (11' min required)                                   |
| Shoulder Width              | 1' LT&RT                 | Asphalt  |
|                             | 2' LT&RT                 | Stabilized   |
| Median Width                | 0'                       |  |
| Horizontal Deficiencies     | Lane Width               |  |
| Vertical Grade Deficiencies |                          | Not available within HIS                             |
| Bridge Deficiencies         | Not Deficient            | Structure No. 114B00098N - 5.37 M N JCT 107/114 C.L. |
|                             |                          | 29.9' curb to curb                                   |
| Grades                      |                          | Not available within HIS                             |
| Speed Limits                | 35 mph                   |  |
| Truck Routes                | N/A                      |  |
| Truck Weight Class          | None                     |  |
| Driveway / Access points    | None                     | Intersection with State-Maintained Road              |
|                             | 3                        | Intersections with Local Roads                       |
|                             | 2                        | Commercial Driveways                                 |
|                             | 43                       | Residential Driveways and Farms                      |
| Functional Classification   | Rural Minor Collector    |  |
| State Highway System        | Off State Highway System |  |
| Railroad Crossings          | None                     |  |
| Signage Review              |                          | Google Street View Unavailable                       |

| CR 1265 Long Rd             |                          |   |
|-----------------------------|--------------------------|---|
|                             | Value                    | Remarks   |
| Lane Width                  | 9'                       | (10' min required)  |
| Shoulder Width              | 1' LT&RT                 | Asphalt   |
|                             | 2' LT&RT                 | Stabilized  |
| Median Width                | 0'                       |   |
| Horizontal Deficiencies     | One Curve; Lane Width    | R=253 0.542 to 0.609 (340' min required)  |
| Vertical Grade Deficiencies |                          | Not available within HIS  |
| Bridge Deficiencies         | No Bridges               |   |
| Grades                      |                          | Not available within HIS  |
| Speed Limits                | 35 mph                   |   |
| Truck Routes                | N/A                      |   |
| Truck Weight Class          | None                     |   |
| Driveway / Access points    | 1                        | Intersection with State-Maintained Road   |
|                             | 3                        | Intersections with Local Roads  |
|                             | None                     | Commercial Driveway   |
|                             | 14                       | Residential Driveways and Farms   |
| Functional Classification   | Urban Minor Collector    |   |
| State Highway System        | Off State Highway System |   |
| Railroad Crossings          | None                     |   |
| Signage Review              | 13                       | Speed Limit, Stop Ahead, "Caution", "Dangerous Intersection", Stop, "Cross Traffic Does Not Stop" |

| CR 1266 Dillard Rd          |                          |  |
|-----------------------------|--------------------------|--|
|                             | Value                    | Remarks                                  |
| Lane Width                  | 9'                       | (10' min required)                       |
| Shoulder Width              | 1' LT&RT                 | Asphalt                                  |
|                             | 2' LT&RT                 | Stabilized                               |
| Median Width                | 0'                       |  |
| Horizontal Deficiencies     | One Curve; Lane Width    | R=243 1.329 to 1.429 (340' min required) |
| Vertical Grade Deficiencies |                          | Not available within HIS                 |
| Bridge Deficiencies         | No Bridges               |  |
| Grades                      |                          | Not available within HIS                 |
| Speed Limits                | 35 mph                   |  |
| Truck Routes                | N/A                      |  |
| Truck Weight Class          | None                     |  |
| Driveway / Access points    | 1                        | Intersection with State-Maintained Road  |
|                             | 4                        | Intersections with Local Roads           |
|                             | None                     | Commercial Driveway                      |
|                             | 44                       | Residential Driveways and Farms          |
| Functional Classification   | Urban Minor Collector    |  |
| State Highway System        | Off State Highway System |  |
| Railroad Crossings          | 1                        |  |
| Signage Review              |                          | Google Street View Unavailable           |

| I-65                        |                            |  |
|-----------------------------|----------------------------|--|
|                             | Value                      | Remarks  |
| Lane Width                  | 12'                        |  |
| Shoulder Width              | 14' LT                     |  |
|                             | 10' RT                     |  |
| Median Width                | 31'                        | Concrete Barrier   |
| Horizontal Deficiencies     | None                       |  |
| Vertical Grade Deficiencies | None                       |  |
| Bridge Deficiencies         | No Bridges                 |  |
| Grades                      | 0.5-2.4 Percent Downhill   | 13.711 to 14.145 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 14.145 to 14.609 (3 percent max)   |
|                             | 0.5-2.4 Percent Downhill   | 14.609 to 14.845 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 14.845 to 15.034 (3 percent max)   |
|                             | 0.5-2.4 Percent Downhill   | 15.034 to 15.601 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 15.601 to 16.282 (3 percent max)   |
|                             | 0.5-2.4 Percent Downhill   | 16.282 to 17.284 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 17.284 to 17.695 (3 percent max)   |
|                             | 0.5-2.4 Percent Downhill   | 17.695 to 17.983 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 17.983 to 18.730 (3 percent max)   |
|                             | 0.5-2.4 Percent Downhill   | 18.730 to 19.241 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 19.241 to 19.534 (3 percent max)   |
|                             | 0.5-2.4 Percent Downhill   | 19.534 to 19.855 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 19.855 to 20.167 (3 percent max)   |
|                             | 0.5-2.4 Percent Downhill   | 20.167 to 20.497 (3 percent max)   |
|                             | 0.5-2.4 Percent Uphill     | 20.497 to 20.522 (3 percent max)   |
| Speed Limits                | 70 mph                     |  |
| Truck Routes                | Federal Designated         |  |
| Truck Weight Class          | AAA                        | 80,000 lbs   |
| Driveway / Access points    | None                       | Intersection with State-Maintained Road  |
|                             | None                       | Intersection with Local Road   |
|                             | None                       | Commercial Driveway  |
|                             | None                       | Residential Driveway   |
| Functional Classification   | Rural Interstate           |  |
| State Highway System        | State Primary (Interstate) |  |
| Railroad Crossings          | None                       |  |
| Signage Review              | 79                         | Mile Marker, "A Certified Clean County", "Emergency Stopping Only", No U-Turn, Exit Ahead 2mi, Attractions, Exit Ahead 1mi, Exit Here, "Trucks Use Right 2 Lanes", Distance to |

| KY 0240 Woodburn Allen Springs Rd |                                      |   |
|-----------------------------------|--------------------------------------|---|
|                                   | Value                                | Remarks   |
| Lane Width                        | 9'                                   | 5.470 to 9.867 (12'/11' min required)   |
|                                   | 11'                                  | 9.867 to 10.245 (11' min required)  |
|                                   | 9'                                   | 10.245 to 12.733 (11' min required)   |
| Shoulder Width                    | 2' LT                                | Curbed 5.470 to 5.732 (8' usable required)  |
|                                   | 1' LT                                | Asphalt 5.732 to 9.867 (5' usable required)   |
|                                   | 3' LT                                | Stabilized 5.732 to 9.867 (5' usable required)  |
|                                   | 1' RT                                | Asphalt 5.470 to 9.867 (8'/5' usable required)  |
|                                   | 3' RT                                | Stablized 5.470 to 9.867 (5' usable required)   |
|                                   | 10' LT&RT                            | Ashphalt 9.867 to 10.245 (5' usable required)   |
|                                   | 1' LT&RT                             | Asphalt 10.245 to 12.733 (5' usable required)   |
|                                   | 3' LT&RT                             | Stabilized 10.245 to 12.733 (5' usable required)  |
| Median Width                      | 0'                                   |   |
| Horizontal Deficiencies           | 8 Curves; Land Width; Shoulder Width | R=187 7.723 to 7.79 (1060' min required)  |
|                                   |                                      | R= 337 7.881 to 7.943 (1060' min required)  |
|                                   |                                      | R=796 8.277 to 8.387 (1060' min required)   |
|                                   |                                      | R=1042 9.456 to 9.566 (1060' min required)  |
|                                   |                                      | R=1024 10.178 to 10.312 (1060' min required)  |
|                                   |                                      | R=735 10.548 to 10.803 (1060' min required)   |
|                                   |                                      | R=541 12.403 to 12.46 (1060' min required)  |
|                                   |                                      | R=367 12.46 to 12.542 (1060' min required)  |
| Vertical Grade Deficiencies       |                                      | Not available within HIS  |
| Bridge Deficiencies               | Not Deficient                        | Structure No. 114B00096N - 2.7 M W JCT KY 622   |
|                                   |                                      | 40' curb to curb  |
| Grades                            |                                      | Not available within HIS  |
| Speed Limits                      | 35 mph                               | 5.47 to 6.457   |
|                                   | 45 mph                               | 6.457 to 6.583  |
|                                   | 55 mph                               | 6.583 to 12.733   |
| Truck Routes                      | N/A                                  |   |
| Truck Weight Class                | A                                    | 44,000 lbs  |
| Driveway / Access points          | 3                                    | Intersections with State-Maintained Roads   |
|                                   | 12                                   | Intersections with Local Roads  |
|                                   | 3                                    | Commercial Driveways  |
|                                   | 138                                  | Residential Driveways   |
| Functional Classification         | Rural Minor Collector                |   |
| State Highway System              | Rural Secondary                      |   |
| Railroad Crossings                | 1                                    |   |
| Signage Review                    | 116                                  | Speed Limit, East, 240, Jct ,884, Left Arrow, Pedestrian Crossing, Fire Station Ahead, Railroad Crossing Ahead, Railroad Crossing, Right Turn, Speed Advisory, Right Chevron, No Passing Zone, Right then Left Turn Ahead, Left Chevron, Left Turn, 622, Stop, Right Arrow, Double Arrow, Intersection Ahead, Left then Right Turn Ahead, Stop Ahead, 31W, Straight Arrow, "Cross Traffice Does Not Stop" |

| KY 0242 Richpond Rd         |                                       |  |
|-----------------------------|---------------------------------------|--|
|                             | Value                                 | Remarks  |
| Lane Width                  | 11'                                   | 3.463 to 3.883 (12' min required)  |
|                             | 10'                                   | 3.883 to 5.133 (12' min required)  |
|                             | 8'                                    | 5.133 to 10.275 (11' min required)   |
| Shoulder Width              | 1' LT&RT                              | Asphalt 3.463 to 3.883 (8' min required)   |
|                             | 2' LT&RT                              | Stabilized 3.463 to 3.883 (8' min required)  |
|                             | 3' LT&RT                              | Stabilized 3.883 to 5.133 (8' min required)  |
|                             | 1' LT&RT                              | Asphalt 5.133 to 10.275 (5' min required)  |
|                             | 2' LT&RT                              | Stabilized 5.133 to 10.275 (5' min required)   |
| Median Width                | 0'                                    |  |
| Horizontal Deficiencies     | 13 Curves; Lane Width; Shoulder Width | R=200 6.114 to 6.19 (1060' min required)   |
|                             |                                       | R=551 6.262 to 6.297 (1060' min required)  |
|                             |                                       | R=122 6.353 to 6.391 (1060' min required)  |
|                             |                                       | R=390 7.161 to 7.28 (1060' min required)   |
|                             |                                       | R=361 7.28 to 7.343 (1060' min required)   |
|                             |                                       | R=754 8.031 to 8.137 (1060' min required)  |
|                             |                                       | R=415 9.119 to 9.209 (1060' min required)  |
|                             |                                       | R=372 9.209 to 9.267 (1060' min required)  |
|                             |                                       | R=192 9.46 to 9.487 (1190' min required)   |
|                             |                                       | R=145 9.508 to 9.556 (1190' min required)  |
|                             |                                       | R=324 9.594 to 9.674 (1190' min required)  |
|                             |                                       | R=356 10.106 to 10.171 (1190' min required)  |
|                             |                                       | R=459 10.171 to 10.275 (1190' min required)  |
| Vertical Grade Deficiencies | None                                  | 3.463 to 5.133   |
|                             | No Data                               | 5.133 to 10.275  |
| Bridge Deficiencies         | Not Deficient                         | Structure No. 114B00097N - 2.05 M W JCT KY 622   |
|                             |                                       | 29.9' curb to curb   |
| Grades                      | 0.5-2.4 Percent Uphill                | 3.463 to 3.502 (7 percent max)   |
|                             | 0.5-2.4 Percent Uphill                | 3.698 to 3.972 (7 percent max)   |
|                             | 0.5-2.4 Percent Downhill              | 4.227 to 4.237 (6 percent max)   |
|                             | 2.5-4.4 Percent Uphill                | 4.355 to 4.411 (6 percent max)   |
|                             | 0.5-2.4 Percent Downhill              | 4.493 to 4.521 (6 percent max)   |
|                             | 0.5-2.4 Percent Downhill              | 4.584 to 4.710 (6 percent max)   |
|                             | 2.5-4.4 Percent Uphill                | 5.092 to 5.133 (6 percent max)   |
| Speed Limits                | 35 mph                                | 3.463 to 4.109   |
|                             | 55 mph                                | 4.109 to 10.275  |
| Truck Routes                | N/A                                   |  |
| Truck Weight Class          | A                                     | 44,000 lbs   |
| Driveway / Access points    | 3                                     | Intersections with State-Maintained Roads  |
|                             | 11                                    | Intersections with Local Roads   |
|                             | 4                                     | Commercial Driveways   |
|                             | 123                                   | Residential Driveways  |
| Functional Classification   | Rural Major Collector                 | 3.463 to 5.133   |
|                             | Rural Minor Collector                 | 5.133 to 10.275  |
| State Highway System        | State Secondary                       | 3.463 to 5.133   |
|                             | Rural Secondary                       | 5.133 to 10.275  |
| Railroad Crossings          | 1                                     |  |
| Signage Review              | 167                                   | Adopt-a-Highway, School Speed Limit, Speed Limit, 242, Pedestrian Crossing, Here Arrow, End School Zone, Railroad Crossing Warning, Railroad Crossing, Right Turn, Speed Advisory, Stop Ahead, 884, Double Arrow, Stop, All Way, East, Right Arrow, Left Turn, Left Chevron, "Road May Flood", Left then Right Turn, Right Chevron, Right then Left Turn, Jct, 622, Left Arrow, West, No Passing Zone, Traffic Signal Ahead, 31W, Straight Arrow |



| KY 0884 Three Springs Rd    |   |   |
|-----------------------------|---|---|
|                             | Value                                   | Remarks   |
| Lane Width                  | 10'                                     | 0 to 3.616 (11' min required)   |
|                             |   | 3.616 to 7.438 (12' min required)   |
| Shoulder Width              | 1' LT&RT                                | Asphalt 0 to 3.616 (5' min required)<br>3.616 to 7.438 (8' min required)  |
|                             | 2' LT&RT                                | Stabilized 0 to 3.616 (5' min required)<br>3.616 to 7.438 (8' min required)   |
| Median Width                | 0'                                      |   |
| Horizontal Deficiencies     | 5 Curves; Lane Width;<br>Shoulder Width | R=512 0.151 to 0.221 (643' min required)  |
|                             |   | R=363 0.792 to 0.843 (1060' min required)   |
|                             |   | R=831 0.843 to 0.942 (1060' min required)   |
|                             |   | R=843 1.855 to 1.93 (1060' min required)  |
|                             |   | R=754 2.63 to 2.678 (1060' min required)  |
| Vertical Grade Deficiencies | No Data                                 | 0 to 3.616  |
|                             | None                                    | 3.616 to 7.438  |
| Bridge Deficiencies         | No Bridges                              |   |
| Grades                      | 0.5-2.4 Percent Uphill                  | 3.616 to 3.637 (6 percent max)  |
|                             | 0.5-2.4 Percent Downhill                | 3.729 to 3.820 (6 percent max)  |
|                             | 0.5-2.4 Percent Uphill                  | 4.007 to 4.172 (6 percent max)  |
|                             | 2.5-4.4 Percent Uphill                  | 4.347 to 4.373 (6 percent max)  |
|                             | 0.5-2.4 Percent Uphill                  | 4.706 to 5.199 (6 percent max)  |
|                             | 0.5-2.4 Percent Uphill                  | 5.495 to 5.516 (7 percent max)  |
|                             | 0.5-2.4 Percent Downhill                | 5.516 to 5.530 (8 percent max)  |
|                             | 0.5-2.4 Percent Downhill                | 5.785 to 5.951 (8 percent max)  |
|                             | 0.5-2.4 Percent Uphill                  | 6.120 to 6.187 (8 percent max)  |
|                             | 0.5-2.4 Percent Uphill                  | 6.275 to 6.337 (8 percent max)  |
|                             | 0.5-2.4 Percent Uphill                  | 6.503 to 6.772 (8 percent max)  |
|                             | 0.5-2.4 Percent Downhill                | 6.851 to 6.974 (8 percent max)  |
| Speed Limits                | 45 mph                                  | 0 to 0.471  |
|                             | 55 mph                                  | 0.471 to 5.433  |
|                             | 45 mph                                  | 5.433 to 7.438  |
| Truck Routes                | N/A                                     |   |
| Truck Weight Class          | A                                       | 44,000 lbs 0 to 7.407   |
|                             | AAA                                     | 80,000 lbs 7.407 to 7.438   |
| Driveway / Access points    | 2                                       | Intersections with State-Maintained Roads   |
|                             | 12                                      | Intersections with Local Roads  |
|                             | 3                                       | Commercial Driveways  |
|                             | 79                                      | Residential Driveways   |
| Functional Classification   | Rural Minor Collector                   | 0 to 3.616  |
|                             | Rural Major Collector                   | 3.616 to 5.516  |
|                             | Urban Major Collector                   | 5.516 to 7.438  |
| State Highway System        | Rural Secondary                         | 0 to 3.616  |
|                             | State Secondary                         | 3.616 to 7.438  |
| Railroad Crossings          | 1                                       |   |
| Signage Review              | 117                                     | North, 884, Mile Marker, Speed Limit, S-Curve Right, Speed Advisory, No Passing Zone, S-Curve Left, Railroad Crossing Ahead, Left Chevron, Railroad Crossing, Right Chevron, School Bus Stop Ahead, Left Turn, Right Turn, Stop Ahead, 242, Double Arrow, Stop, All-Way, Speed Limit 45 Ahead, 4-way Intersection, School Crossing, School Speed Limit, End School Zone, Weight Limit, Left Intersection, Jct, South, Woodburn, 240 |

# I-65 New Interchange Feasibility Study

*Southern Warren County, Kentucky*



## Appendix B-2



## CRASH DATA

| Route                  | KY 240 |     | KY 242 |     | KY 622 |     | KY 884 |     | I-65 |     | US-31W |     | Study Area |     |
|------------------------|--------|-----|--------|-----|--------|-----|--------|-----|------|-----|--------|-----|------------|-----|
| Length (mi.)           | 7.3    |     | 6.8    |     | 7.3    |     | 7.4    |     | 6.8  |     | 8.9    |     |            |     |
| Fatal                  | 0      | 0%  | 0      | 0%  | 1      | 1%  | 1      | 1%  | 2    | 1%  | 3      | 1%  | 7          | 1%  |
| Injury                 | 3      | 11% | 5      | 15% | 29     | 25% | 18     | 23% | 48   | 20% | 88     | 22% | 191        | 21% |
| PDO                    | 24     | 89% | 29     | 85% | 85     | 74% | 61     | 76% | 189  | 79% | 306    | 77% | 694        | 78% |
| Angle                  | 6      | 22% | 2      | 6%  | 20     | 17% | 13     | 16% | 16   | 7%  | 91     | 23% | 148        | 17% |
| Backing                | 0      | 0%  | 0      | 0%  | 1      | 1%  | 1      | 1%  | 0    | 0%  | 3      | 1%  | 5          | 1%  |
| Head On                | 1      | 4%  | 0      | 0%  | 3      | 3%  | 0      | 0%  | 1    | 0%  | 7      | 2%  | 12         | 1%  |
| Left Turn              | 0      | 0%  | 1      | 3%  | 1      | 1%  | 0      | 0%  | 0    | 0%  | 6      | 2%  | 8          | 1%  |
| Rear End               | 2      | 7%  | 16     | 47% | 35     | 30% | 9      | 11% | 28   | 12% | 193    | 49% | 283        | 32% |
| Rear to Rear           | 0      | 0%  | 0      | 0%  | 0      | 0%  | 0      | 0%  | 0    | 0%  | 1      | 0%  | 1          | 0%  |
| Sideswipe-Opposite Dir | 0      | 0%  | 4      | 12% | 6      | 5%  | 10     | 13% | 0    | 0%  | 14     | 4%  | 34         | 4%  |
| Sideswipe-Same Dir     | 0      | 0%  | 0      | 0%  | 8      | 7%  | 3      | 4%  | 54   | 23% | 26     | 7%  | 91         | 10% |
| Single                 | 18     | 67% | 11     | 32% | 41     | 36% | 44     | 55% | 140  | 59% | 56     | 14% | 310        | 35% |
| Total                  | 27     |     | 34     |     | 115    |     | 80     |     | 239  |     | 397    |     | 892        |     |

| RDWYIDTXT | MANNERCOLL | MANNERCO_1                   | RDWYCHARCD | RDWYCHAR             | RDWYCONDCD | RDWYCOND   | UNITSINVOL | WEATHERCODE | WEATHER        | EVENTCOLLV | EVENTCOL_1                               | INJ_FATAL_ | INJ_INCAP_ | INJ_NONIN_ | INJ_POSS_1 | INJ_NONE_1 | PEDESTRIAN |
|-----------|------------|------------------------------|------------|----------------------|------------|------------|------------|-------------|----------------|------------|--|------------|------------|------------|------------|------------|------------|
| KY0240    | 1          | ANGLE                        | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0240    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0240    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0240    | 1          | ANGLE                        | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0240    | 3          | HEAD ON                      | 4          | STRAIGHT & GRADE     | 5          | WET        | 2          | 6           | RAINING        | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 2          | CURVE & HILLCREST    | 1          | DRY        | 1          | 2           | CLEAR          | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 5          | STRAIGHT & HILLCREST | 1          | DRY        | 2          | 2           | CLEAR          | 7          | RAILROAD TRAIN                           | N          | N          | N          | Y          | N          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 5          | WET        | 1          | 3           | CLOUDY         | 31         | UTILITY POLE                             | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 37         | RAN OFF ROADWAY (ONLY)                   | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 17         | FENCE                                    | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 5          | WET        | 2          | 6           | RAINING        | 3          | DEER                                     | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 1          | DRY        | 1          | 2           | CLEAR          | 37         | RAN OFF ROADWAY (ONLY)                   | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 37         | RAN OFF ROADWAY (ONLY)                   | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 1          | DRY        | 1          | 2           | CLEAR          | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 5          | WET        | 1          | 3           | CLOUDY         | 26         | SIGN POST                                | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 5          | WET        | 1          | 6           | RAINING        | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 1          | DRY        | 1          | 2           | CLEAR          | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 5          | WET        | 1          | 4           | FOG/SMOG/SMOKE | 1          | ANIMAL                                   | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 5          | WET        | 1          | 6           | RAINING        | 3          | DEER                                     | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 3          | DEER                                     | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 22         | MAILBOX                                  | N          | N          | N          | N          | Y          | N          |
| KY0240    | 1          | ANGLE                        | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | Y          | N          | N          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 5          | WET        | 1          | 3           | CLOUDY         | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0240    | 1          | ANGLE                        | 2          | CURVE & HILLCREST    | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0240    | 9          | SINGLE VEHICLE               | 2          | CURVE & HILLCREST    | 5          | WET        | 1          | 6           | RAINING        | 30         | TREE                                     | N          | N          | N          | Y          | N          | N          |
| KY0240    | 1          | ANGLE                        | 4          | STRAIGHT & GRADE     | 5          | WET        | 2          | 6           | RAINING        | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0240    | 1          | ANGLE                        | 6          | STRAIGHT & LEVEL     | 5          | WET        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 5          | WET        | 2          | 6           | RAINING        | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | Y          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 1          | DRY        | 3          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 31         | UTILITY POLE                             | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 29         | TRAFFIC SIGNAL SUPPORT                   | N          | N          | N          | Y          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 30         | TREE                                     | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 1          | DRY        | 1          | 2           | CLEAR          | 26         | SIGN POST                                | N          | N          | N          | N          | Y          | N          |
| KY0242    | 1          | ANGLE                        | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 5          | WET        | 1          | 3           | CLOUDY         | 26         | SIGN POST                                | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 7          | SIDESWIPE-OPPOSITE DIRECTION | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 5          | WET        | 3          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | Y          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 3          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 4          | OPPOSING LEFT TURN           | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 4          | MOTOR VEHICLE IN TRANSPORT OTHER ROADWAY | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | Y          | Y          | N          |
| KY0242    | 5          | REAR END                     | 4          | STRAIGHT & GRADE     | 1          | DRY        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 5          | WET        | 2          | 6           | RAINING        | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 5          | WET        | 1          | 6           | RAINING        | 17         | FENCE                                    | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 4           | FOG/SMOG/SMOKE | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 5          | REAR END                     | 6          | STRAIGHT & LEVEL     | 5          | WET        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 1          | ANGLE                        | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | Y          | N          | N          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 5          | WET        | 1          | 6           | RAINING        | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0242    | 7          | SIDESWIPE-OPPOSITE DIRECTION | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 47         |  | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 5          | WET        | 1          | 6           | RAINING        | 24         | OTHER POST/POLE/SUPPORT                  | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 6          | WATER (STA | 1          | 2           | CLEAR          | 38         | SUBMERSION                               | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 1          | DRY        | 1          | 3           | CLOUDY         | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0242    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 1          | DRY        | 1          | 2           | CLEAR          | 26         | SIGN POST                                | N          | N          | N          | N          | Y          | N          |
| KY0242    | 7          | SIDESWIPE-OPPOSITE DIRECTION | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0242    | 7          | SIDESWIPE-OPPOSITE DIRECTION | 6          | STRAIGHT & LEVEL     | 5          | WET        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 5          | WET        | 1          | 6           | RAINING        | 1          | ANIMAL                                   | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 26         | SIGN POST                                | N          | N          | N          | N          | Y          | N          |
| KY0622    | 8          | SIDESWIPE-SAME DIRECTION     | 6          | STRAIGHT & LEVEL     | 5          | WET        | 2          | 6           | RAINING        | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 3          | DEER                                     | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 3           | CLOUDY         | 3          | DEER                                     | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 4          | SNOW/SLUS  | 1          | 3           | CLOUDY         | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 22         | MAILBOX                                  | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 6          | WATER (STA | 1          | 5           | FOG WITH RAIN  | 37         | RAN OFF ROADWAY (ONLY)                   | N          | N          | N          | Y          | N          | N          |
| KY0622    | 7          | SIDESWIPE-OPPOSITE DIRECTION | 3          | CURVE & LEVEL        | 6          | WATER (STA | 2          | 6           | RAINING        | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0622    | 7          | SIDESWIPE-OPPOSITE DIRECTION | 6          | STRAIGHT & LEVEL     | 4          | SNOW/SLUS  | 2          | 9           | SNOWING        | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 5          | WET        | 1          | 3           | CLOUDY         | 36         | OVERTURNED                               | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 5          | WET        | 1          | 6           | RAINING        | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | N          | Y          | N          |
| KY0622    | 2          | BACKING                      | 4          | STRAIGHT & GRADE     | 1          | DRY        | 2          | 2           | CLEAR          | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 5          | WET        | 1          | 3           | CLOUDY         | 41         | CONCRETE BARRIER                         | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 30         | TREE                                     | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 3          | CURVE & LEVEL        | 5          | WET        | 1          | 6           | RAINING        | 17         | FENCE                                    | N          | N          | N          | Y          | N          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 24         | OTHER POST/POLE/SUPPORT                  | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 1          | DRY        | 1          | 2           | CLEAR          | 1          | ANIMAL                                   | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 1          | ANIMAL                                   | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 6          | STRAIGHT & LEVEL     | 1          | DRY        | 1          | 2           | CLEAR          | 3          | DEER                                     | N          | N          | N          | N          | Y          | N          |
| KY0622    | 8          | SIDESWIPE-SAME DIRECTION     | 1          | CURVE & GRADE        | 1          | DRY        | 2          | 3           | CLOUDY         | 5          | OTHER MOTOR VEHICLE                      | N          | N          | N          | N          | Y          | N          |
| KY0622    | 1          | ANGLE                        | 4          | STRAIGHT & GRADE     | 5          | WET        | 2          | 6           | RAINING        | 16         | EARTH EMBANKMENT/ROCKCUT/DITCH           | N          | N          | N          | Y          | N          | N          |
| KY0622    | 3          | HEAD ON                      | 1          | CURVE & GRADE        | 5          | WET        | 2          | 5           | FOG WITH RAIN  | 22         | MAILBOX                                  | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 4          | STRAIGHT & GRADE     | 1          | DRY        | 1          | 2           | CLEAR          | 37         | RAN OFF ROADWAY (ONLY)                   | N          | N          | N          | Y          | N          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 26         | SIGN POST                                | N          | N          | N          | N          | Y          | N          |
| KY0622    | 9          | SINGLE VEHICLE               | 1          | CURVE & GRADE        | 1          | DRY        | 1          | 2           | CLEAR          | 37         | RAN OFF ROADWAY (ONLY)                   | N          | N          | N          | Y          | N          | N          |

|        |   |                              |   |                   |   |           |   |   |         |    |                                |   |   |   |   |   |   |   |   |
|--------|---|------------------------------|---|-------------------|---|-----------|---|---|---------|----|--------------------------------|---|---|---|---|---|---|---|---|
| KY0622 | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL     | 5 | WET       | 1 | 6 | RAINING | 31 | UTILITY POLE                   | Y | Y | N | N | N | N | N | N |
| KY0622 | 5 | REAR END                     | 1 | CURVE & GRADE     | 1 | DRY       | 2 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N | N |
| KY0622 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE     | 5 | WET       | 1 | 6 | RAINING | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | Y | N | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 1 | 2 | CLEAR   | 3  | DEER                           | N | N | N | N | Y | N | N | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 1 | 3 | CLOUDY  | 3  | DEER                           | N | N | N | N | N | Y | N | N |
| KY0622 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE     | 1 | DRY       | 1 | 2 | CLEAR   | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | N | Y | N |
| KY0622 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 1 | 3 | CLOUDY  | 47 |                                | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 4 | SNOW/SLUS | 1 | 9 | SNOWING | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 3 | CURVE & LEVEL     | 4 | SNOW/SLUS | 2 | 9 | SNOWING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 5 | WET       | 1 | 2 | CLEAR   | 14 | CULVERT/HEAD WALL              | N | N | N | N | Y | N | N | N |
| KY0622 | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE  | 1 | DRY       | 1 | 2 | CLEAR   | 3  | DEER                           | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | Y | N | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | Y | N | N |
| KY0622 | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | N | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 5 | WET       | 1 | 2 | CLEAR   | 30 | TREE                           | N | N | N | N | Y | N | N | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 1 | 2 | CLEAR   | 17 | FENCE                          | N | Y | N | N | N | N | N | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 5 | WET       | 3 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 4 | STRAIGHT & GRADE  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 4 | OPPOSING LEFT TURN           | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 5 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | Y | N | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 2 | ICE       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 5 | WET       | 3 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 8 | SIDESWIPE-SAME DIRECTION     | 4 | STRAIGHT & GRADE  | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 1 | 2 | CLEAR   | 37 | RAN OFF ROADWAY (ONLY)         | N | Y | N | N | N | N | Y | N |
| KY0622 | 8 | SIDESWIPE-SAME DIRECTION     | 3 | CURVE & LEVEL     | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 1 | CURVE & GRADE     | 5 | WET       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE     | 5 | WET       | 1 | 6 | RAINING | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL     | 3 | WET       | 3 | 3 | CLOUDY  | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 1 | CURVE & GRADE     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 1 | CURVE & GRADE     | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 3 | CURVE & LEVEL     | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 3 | CURVE & LEVEL     | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | Y | N | N |
| KY0622 | 5 | REAR END                     | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL     | 5 | WET       | 1 | 3 | CLOUDY  | 30 | TREE                           | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | Y | N | N |
| KY0622 | 9 | SINGLE VEHICLE               | 2 | CURVE & HILLCREST | 5 | WET       | 1 | 6 | RAINING | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL     | 5 | WET       | 1 | 6 | RAINING | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL     | 5 | WET       | 1 | 6 | RAINING | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 3 | CURVE & LEVEL     | 5 | WET       | 2 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE     | 1 | DRY       | 1 | 2 | CLEAR   | 26 | SIGN POST                      | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 5 | WET       | 3 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 4 | STRAIGHT & GRADE  | 5 | WET       | 2 | 3 | CLOUDY  | 47 |                                | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 3 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 3 | CURVE & LEVEL     | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | Y | N | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | N | N |
| KY0622 | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL     | 5 | WET       | 1 | 6 | RAINING | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL     | 1 | DRY       | 1 | 2 | CLEAR   | 24 | OTHER POST/POLE/SUPPORT        | N | N | N | N | N | N | Y | N |
| KY0622 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 1 | 2 | CLEAR   | 3  | DEER                           | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | Y | N | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 3 | CURVE & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 3 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | Y | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 1 | ANGLE                        | 4 | STRAIGHT & GRADE  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 5 | WET       | 2 | 6 | RAINING | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |
| KY0622 | 5 | REAR END                     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 2 | CLEAR   | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N | Y | N |
| KY0622 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL  | 1 | DRY       | 2 | 3 | CLOUDY  | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | N | Y | N |

|        |   |                              |   |                  |   |           |   |   |                |    |                                |   |   |   |   |   |   |
|--------|---|------------------------------|---|------------------|---|-----------|---|---|----------------|----|--------------------------------|---|---|---|---|---|---|
|        | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 5 | WET       | 1 | 6 | RAINING        | 36 | OVERTURNED                     | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE    | 5 | WET       | 1 | 3 | CLOUDY         | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 1 | CURVE & GRADE    | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE | 5 | WET       | 1 | 6 | RAINING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE    | 5 | WET       | 1 | 3 | CLOUDY         | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
|        | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
|        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 5 | WET       | 1 | 3 | CLOUDY         | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 5 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE    | 1 | DRY       | 1 | 3 | CLOUDY         | 22 | MAILBOX                        | N | N | N | N | Y | N |
|        | 9 | SINGLE VEHICLE               | 2 | CURVE & GRADE    | 5 | WET       | 1 | 3 | CLOUDY         | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | Y | N | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 5 | WET       | 1 | 4 | FOG/SMOG/SMOKE | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | Y | N | N | N | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 3 | CLOUDY         | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 4 | FOG/SMOG/SMOKE | 30 | TREE                           | N | N | N | N | Y | N |
|        | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 5 | WET       | 1 | 2 | CLEAR          | 8  | OTHR OBJECT NOT FIXED          | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 36 | OVERTURNED                     | N | N | Y | N | N | N |
| KY0884 | 5 | REAR END                     | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|        | 5 | REAR END                     | 3 | CURVE & GRADE    | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 5 | REAR END                     | 4 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 5 | WET       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 17 | FENCE                          | N | N | N | N | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 5 | FOG WITH RAIN  |    |                                | N | N | N | N | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 3 | CURVE & GRADE    | 1 | DRY       | 2 | 3 | CLOUDY         | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 3 | CLOUDY         | 17 | FENCE                          | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 5 | WET       | 1 | 6 | RAINING        | 17 | FENCE                          | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 5 | STRAIGHT & GRADE | 4 | SNOW/SLUS | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 17 | FENCE                          | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 8  | OTHR OBJECT NOT FIXED          | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 22 | MAILBOX                        | N | Y | N | N | N | N |
| KY0884 | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE | 4 | SNOW/SLUS | 1 | 9 | SNOWING        | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
|        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 1  | ANIMAL                         | N | N | N | N | Y | N |
|        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 17 | FENCE                          | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | Y | N | N |
|        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | Y | Y | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
|        | 1 | ANGLE                        | 4 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 5 | REAR END                     | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 6 | ANGLE                        | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 5 | WET       | 1 | 6 | RAINING        | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | Y | Y | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | Y | N | Y | N |
|        | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 5 | WET       | 1 | 3 | CLOUDY         | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 1 | 2 | CLEAR          | 31 | UTILITY POLE                   | N | N | N | N | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 5 | WET       | 1 | 6 | RAINING        | 26 | SIGN POST                      | N | N | N | N | Y | N |
| KY0884 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 5 | WET       | 1 | 3 | CLOUDY         | 14 | CULVERT/HEAD WALL              | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 24 | OTHER POST/POLE/SUPPORT        | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 5 | WET       | 1 | 6 | RAINING        | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 3 | CLOUDY         | 17 | FENCE                          | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE    | 5 | WET       | 1 | 6 | RAINING        | 17 | FENCE                          | N | N | Y | N | N | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| KY0884 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & GRADE | 5 | WET       | 3 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 9 | SINGLE VEHICLE               | 3 | CURVE & GRADE    | 1 | DRY       | 1 | 2 | CLEAR          | 17 | FENCE                          | N | N | Y | N | N | N |
| KY0884 | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 6  | PEDESTRIAN                     | N | N | Y | N | Y | Y |
| KY0884 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 2  | BICYCLE                        | N | N | N | N | Y | N |
| KY0884 | 2 | BACKING                      | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 5 | REAR END                     | 3 | CURVE & GRADE    | 1 | DRY       | 3 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | Y | N | N | Y | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 3 | CURVE & GRADE    | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 7 | SIDESWIPE-OPPOSITE DIRECTION | 3 | CURVE & GRADE    | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 5 | REAR END                     | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 5 | REAR END                     | 1 | CURVE & GRADE    | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 5 | REAR END                     | 3 | CURVE & GRADE    | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| KY0884 | 5 | REAR END                     | 1 | CURVE & GRADE    | 1 | DRY       | 3 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | Y | N | Y | N |
| KY0884 | 1 | ANGLE                        | 4 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I 0065 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I 0065 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 4 | SNOW/SLUS | 1 | 9 | SNOWING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| I 0065 | 5 | REAR END                     | 3 | CURVE & GRADE    | 4 | SNOW/SLUS | 2 | 9 | SNOWING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I 0065 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I 0065 | 8 | SIDESWIPE-SAME DIRECTION     | 1 | CURVE & GRADE    | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| I 0065 | 8 | SIDESWIPE-SAME DIRECTION     | 4 | STRAIGHT & GRADE | 4 | SNOW/SLUS | 2 | 9 | SNOWING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I 0065 | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & GRADE | 5 | WET       | 1 | 4 | FOG/SMOG/SMOKE | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| I 0065 | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I 0065 | 1 | ANGLE                        | 6 | STRAIGHT & GRADE | 5 | WET       | 2 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | Y | N | Y | N |

|       |   |                          |   |                  |    |            |   |   |                |    |                                |   |   |   |   |   |   |   |
|-------|---|--------------------------|---|------------------|----|------------|---|---|----------------|----|--------------------------------|---|---|---|---|---|---|---|
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 3 | CURVE & LEVEL    | 5  | WET        | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 1  | ANIMAL                         | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 1 | CURVE & GRADE    | 5  | WET        | 1 | 6 | RAINING        | 23 | MEDIAN SUPPORT                 | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 2 | CURVE & LEVEL    | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 5 | FOG WITH RAIN  | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & GRADE | 5  | WET        | 1 | 6 | RAINING        | 23 | MEDIAN SUPPORT                 | N | N | N | Y | N | N | N |
| 10065 | 9 | SINGLE VEHICLE           | 4 | STRAIGHT & LEVEL | 5  | WET        | 1 | 3 | CLOUDY         | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 4  | SNOW/SLUS  | 1 | 9 | SNOWING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 5  | WET        | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 17 | FENCE                          | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 6  | WATER (STA | 1 | 6 | RAINING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | Y | N |
| 10065 | 1 | ANGLE                    | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 36 | OVERTURNED                     | N | Y | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 37 | RAN OFF ROADWAY (ONLY)         | N | Y | N | N | N | N | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 5 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 1 | ANGLE                    | 6 | STRAIGHT & LEVEL | 5  | WET        | 2 | 5 | FOG WITH RAIN  | 23 | MEDIAN SUPPORT                 | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 5 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 4 | STRAIGHT & GRADE | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 17 | FENCE                          | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 6  | WATER (STA | 1 | 6 | RAINING        | 37 | CONCRETE BARRIER               | N | N | N | N | Y | N | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 5  | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | Y | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 5  | WET        | 2 | 4 | FOG/SMOG/SMOKE | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 5  | WET        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 1 | ANGLE                    | 6 | STRAIGHT & LEVEL | 5  | WET        | 2 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | Y | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 97 | OTHER      | 1 | 2 | CLEAR          | 47 |                                | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 3 | CURVE & LEVEL    | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 34 | FIRE/EXPLOSION                 | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 4  | SNOW/SLUS  | 1 | 6 | RAINING        | 45 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | Y | N | Y | N |
| 10065 | 1 | ANGLE                    | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLOUDY         | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 3 | CLOUDY         | 8  | OTHR OBJECT NOT FIXED          | N | N | N | N | N | Y | N |
| 10065 | 1 | ANGLE                    | 6 | STRAIGHT & LEVEL | 5  | WET        | 3 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 37 | RAN OFF ROADWAY (ONLY)         | N | Y | N | N | N | N | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 5  | WET        | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 1 | CURVE & GRADE    | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | Y | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 1 | CURVE & GRADE    | 6  | WATER (STA | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 4 | STRAIGHT & LEVEL | 4  | SNOW/SLUS  | 1 | 9 | SNOWING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 4 | STRAIGHT & GRADE | 6  | WATER (STA | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 3 | CLOUDY         | 39 | OTHER NON-COLLISION            | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | Y | N | N | N |
| 10065 | 9 | SINGLE VEHICLE           | 5 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 36 | OVERTURNED                     | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 6  | WATER (STA | 1 | 6 | RAINING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 5  | WET        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 6  | WATER (STA | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 1 | CURVE & GRADE    | 2  | ICE        | 1 | 9 | SNOWING        | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 8 | SIDESWIPE-SAME DIRECTION | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 5 | REAR END                 | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 2 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 5  | WET        | 1 | 6 | RAINING        | 30 | TREE                           | N | N | N | Y | N | N | N |
| 10065 | 9 | SINGLE VEHICLE           | 6 | STRAIGHT & LEVEL | 1  | DRY        | 1 | 2 | CLEAR          | 41 | CONCRETE BARRIER               | N | N | N | N | N | Y | N |

[illegible]



|              |   |                              |   |                      |   |            |   |   |                    |    |                                |   |   |   |   |   |   |
|--------------|---|------------------------------|---|----------------------|---|------------|---|---|--------------------|----|--------------------------------|---|---|---|---|---|---|
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 4 | SNOW/SLUS  | 1 | 1 | BLOWING SAND/SOIL/ | 23 | MEDIAN SUPPORT                 | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE     | 1 | DRY        | 1 | 2 | CLEAR              | 47 |                                | N | N | N | N | Y | N |
| I0065        | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 2 | CURVE & HILLCREST    | 5 | WET        | 1 | 6 | RAINING            | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
|              | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 30 | TREE                           | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 30 | TREE                           | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 8  | OTHR OBJECT NOT FIXED          | N | N | N | Y | N | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 6 | WATER (STA | 1 | 6 | RAINING            | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 4 | SNOW/SLUS  | 2 | 9 | SNOWING            | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 3  | DEER                           | N | N | N | N | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 6 | RAINING            | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 43 |                                | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | Y | N | N | N | Y | N |
| I0065        | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 3 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 26 | SIGN POST                      | N | N | N | N | Y | N |
|              | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| I0065        | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & HILLCREST | 5 | WET        | 1 | 2 | CLEAR              | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 6 | WATER (STA | 1 | 6 | RAINING            | 30 | TREE                           | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 30 | TREE                           | N | N | N | N | Y | N |
| I0065        | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 3 | CLOUDY             | 47 |                                | Y | N | N | N | N | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 2 | ICE        | 1 | 3 | CLOUDY             | 26 | SIGN POST                      | N | N | N | N | Y | N |
| I0065        | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | Y | N | Y | N |
| I0065        | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 2 | ICE        | 3 | 6 | RAINING            | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 3 | CLOUDY             | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE     | 4 | SNOW/SLUS  | 1 | 6 | RAINING            | 20 | GUARDRAIL FACE                 | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 20 | GUARDRAIL FACE                 | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE     | 2 | ICE        | 2 | 3 | CLOUDY             | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 3 | CLOUDY             | 47 |                                | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 3 | CLOUDY             | 8  | OTHR OBJECT NOT FIXED          | N | N | N | N | Y | N |
| I0065        | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 3 | CLOUDY             | 17 | FENCE                          | N | N | N | N | Y | N |
| I0065        | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 6 | RAINING            | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| I0065        | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 3 | CLOUDY             | 45 |                                | N | N | N | N | Y | N |
| I0065        | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 3 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|              | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 6 | WATER (STA | 1 | 6 | RAINING            | 41 | CONCRETE BARRIER               | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 26 | SIGN POST                      | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 4 | SNOW/SLUS  | 1 | 9 | SNOWING            | 17 | FENCE                          | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 1 | DRY        | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE     | 5 | WET        | 1 | 2 | CLEAR              | 3  | DEER                           | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE     | 1 | DRY        | 1 | 3 | CLOUDY             | 1  | ANIMAL                         | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL        | 1 | DRY        | 1 | 2 | CLEAR              | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| US0031W      | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 37 | RAN OFF ROADWAY (ONLY)         | N | Y | N | N | N | N |
| US0031W      | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 4 | SNOW/SLUS  | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 4 | SNOW/SLUS  | 1 | 9 | SNOWING            | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| US0031W      | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 6 | RAINING            | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 1  | ANIMAL                         | N | N | N | N | Y | N |
| US0031W      | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | Y | Y | N | N |
| US0031W      | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 6 | RAINING            | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET        | 1 | 6 | RAINING            | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| NASHVILLE RD | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & HILLCREST | 1 | DRY        | 1 | 2 | CLEAR              | 15 | CURBING                        | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 2 | CLEAR              | 1  | ANIMAL                         | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | Y | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 4 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | Y | N | N | Y | N |
|              | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 1 | 3 | CLOUDY             | 26 | SIGN POST                      | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 6 | RAINING            | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 2 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY        | 3 | 2 | CLEAR              | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| US0031W      | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 5 | WET        | 2 | 3 | CLOUDY             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |

|         |   |                              |   |                  |   |           |   |   |                     |    |                                |   |   |   |   |   |   |
|---------|---|------------------------------|---|------------------|---|-----------|---|---|---------------------|----|--------------------------------|---|---|---|---|---|---|
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 43 |                                | N | N | N | N | Y | N |
|         | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 3 | CLOUDY              | 1  | ANIMAL                         | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 1 | DRY       | 4 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | Y | Y | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 6 | REAR TO REAR                 | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 3 | CLOUDY              | 22 | MAILBOX                        | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 3 | CURVE & LEVEL    | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 37 | RAN OFF ROADWAY (ONLY)         | Y | Y | N | N | N | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 4 | SNOW/SLUS | 2 | 9 | SNOWING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | Y | N | Y | N | N | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 37 | RAN OFF ROADWAY (ONLY)         | N | Y | N | N | N | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 39 | OTHER NON-COLLISION            | N | Y | N | N | N | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 2 | ICE       | 2 | 2 | CLEAR               | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 30 | TREE                           | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 1  | ANIMAL                         | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 22 | MAILBOX                        | N | N | N | Y | N | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 4 | SNOW/SLUS | 1 | 9 | SNOWING             | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 4 | OPPOSING LEFT TURN           | 6 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | Y | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | Y | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 22 | MAILBOX                        | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 1  | ANIMAL                         | N | N | N | N | Y | N |
| US0031W | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 39 | OTHER NON-COLLISION            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 2 | ICE       | 1 | 3 | CLOUDY              | 30 | TREE                           | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 33 | FELL FROM VEHICLE              | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | Y | N | N | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | Y | N | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | Y | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 3 | CURVE & LEVEL    | 5 | WET       | 2 | 1 | BLOWING SAND/SOIL/5 | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |

|         |   |                              |   |                  |   |           |   |   |                     |    |                                |   |   |   |   |   |   |
|---------|---|------------------------------|---|------------------|---|-----------|---|---|---------------------|----|--------------------------------|---|---|---|---|---|---|
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 4 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
|         | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 4 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | Y | N | Y | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 4 | SNOW/SLUS | 2 | 1 | BLOWING SAND/SOIL/5 | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 6 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 48 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 2 | CLEAR               | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 4 | SNOW/SLUS | 1 | 9 | SNOWING             | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL    | 1 | DRY       | 1 | 2 | CLEAR               | 30 | TREE                           | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 1 | DRY       | 1 | 3 | CLOUDY              | 1  | ANIMAL                         | N | N | N | N | Y | N |
|         | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | Y | N | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL    | 1 | DRY       | 1 | 2 | CLEAR               | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL    | 5 | WET       | 1 | 6 | RAINING             | 39 | OTHER NON-COLLISION            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 3 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 5 | WET       | 1 | 6 | RAINING             | 30 | TREE                           | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL    | 1 | DRY       | 1 | 2 | CLEAR               | 37 | RAN OFF ROADWAY (ONLY)         | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 3 | CURVE & LEVEL    | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL | 5 | WET       | 1 | 6 | RAINING             | 17 | FENCE                          | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL    | 5 | WET       | 1 | 6 | RAINING             | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 3 | CURVE & LEVEL    | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 3 | HEAD ON                      | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | Y | 4                            | 6 | STRAIGHT & LEVEL | 1 | DRY       | 3 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 6 | RAINING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 4 | FOG/SMOG/SMOKE      | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 2 | BACKING                      | 4 | STRAIGHT & GRADE | 4 | SNOW/SLUS | 2 | 9 | SNOWING             | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 2 | CLEAR               | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY       | 2 | 3 | CLOUDY              | 5  | OTHER MOTOR VEHICLE            | N | N | N | N | Y | N |

|         |   |                              |   |                      |   |           |   |   |                |    |                                 |   |   |   |   |   |   |
|---------|---|------------------------------|---|----------------------|---|-----------|---|---|----------------|----|---------------------------------|---|---|---|---|---|---|
| US0031W | 9 | SINGLE VEHICLE               | 3 | CURVE & LEVEL        | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH  | N | N | N | Y | N | N |
|         | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | Y | N | N | N | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 1 | 3 | CLOUDY         | 14 | CULVERT/HEAD WALL               | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 3 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 1 | 2 | CLEAR          | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH  | N | N | Y | N | N | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET       | 1 | 3 | CLOUDY         | 3  | DEER                            | N | N | N | N | Y | N |
|         | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 1 | 2 | CLEAR          | 14 | CULVERT/HEAD WALL               | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 5 | WET       | 1 | 3 | CLOUDY         | 16 | EARTH EMBANKMENT/ROCKCUT/DITCH  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | Y | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | Y | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 4 | FOG/SMOG/SMOKE | 5  | OTHER MOTOR VEHICLE             | N | N | Y | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 1 | DRY       | 3 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 1 | 3 | CLOUDY         | 47 | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 3 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 5 | STRAIGHT & HILLCREST | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | Y | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 5 | STRAIGHT & HILLCREST | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 3 | HEAD ON                      | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | Y | N | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 4 | OPPOSING LEFT TURN           | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 4 | SNOW/SLUS | 2 | 9 | SNOWING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE     | 5 | WET       | 1 | 6 | RAINING        | 21 | LIGHT/LUMINAIRE SUPPORT         | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 1 | CURVE & GRADE        | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 1 | CURVE & GRADE        | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | Y | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 5 | STRAIGHT & HILLCREST | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 1 | CURVE & GRADE        | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 1 | CURVE & GRADE        | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & HILLCREST | 1 | DRY       | 1 | 2 | CLEAR          | 24 | OTHER POST/POLE/SUPPORT         | N | Y | N | N | N | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 5 | WET       | 2 | 6 | RAINING        | 32 | OTHER FIXED OBJECT              | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 5 | WET       | 3 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 5 | STRAIGHT & HILLCREST | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 2 | BACKING                      | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 5 | STRAIGHT & HILLCREST | 5 | WET       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 5 | WET       | 3 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 1 | CURVE & GRADE        | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL     | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & HILLCREST | 2 | ICE       | 1 | 9 | SNOWING        | 20 | GUARDRAIL FACE                  | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & HILLCREST | 1 | DRY       | 1 | 2 | CLEAR          | 47 | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 1 | CURVE & GRADE        | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 4 | STRAIGHT & GRADE     | 2 | ICE       | 4 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 5 | STRAIGHT & HILLCREST | 4 | SNOW/SLUS | 1 | 2 | CLEAR          | 13 | CRASH CUSHION/IMPACT ATTENUATOR | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 5 | STRAIGHT & HILLCREST | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 2 | CURVE & HILLCREST    | 1 | DRY       | 1 | 2 | CLEAR          | 1  | ANIMAL                          | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 5 | STRAIGHT & HILLCREST | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 2 | CURVE & HILLCREST    | 1 | DRY       | 2 | 3 | CLOUDY         | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE        | 5 | WET       | 1 | 6 | RAINING        | 19 | GUARDRAIL END                   | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 1 | 2 | CLEAR          | 1  | ANIMAL                          | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 2 | CURVE & HILLCREST    | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 1 | CURVE & GRADE        | 5 | WET       | 1 | 6 | RAINING        | 39 | OTHER NON-COLLISION             | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 1 | CURVE & GRADE        | 5 | WET       | 2 | 9 | SNOWING        | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL     | 1 | DRY       | 2 | 2 | CLEAR          | 5  | OTHER MOTOR VEHICLE             | N | N | N | N | Y | N |
| US0031W | 9 | SINGLE VEHICLE               | 4 | STRAIGHT & GRADE     | 1 | DRY       | 1 | 3 | CLOUDY         | 32 | OTHER FIXED OBJECT              | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 1 | CURVE & GRADE        | 5 | WET       | 2 | 6 | RAINING        | 5  | OTHER MOTOR VEHICLE             | N | N | Y | N | Y | N |

|         |   |                              |   |                  |   |            |   |   |   |         |     |  |   |   |   |   |   |   |
|---------|---|------------------------------|---|------------------|---|------------|---|---|---|---------|-----|--|---|---|---|---|---|---|
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 4 | STRAIGHT & GRADE | 5 | WET        | 2 | 2 | 6 | RAINING | 5   |  | N | N | N | N | Y | N |
| US0031W | 7 | SIDESWIPE-OPPOSITE DIRECTION | 1 | CURVE & GRADE    | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET        | 2 | 2 | 6 | RAINING | 5   |  | N | N | N | N | Y | N |
| US0031W | 8 | SIDESWIPE-SAME DIRECTION     | 1 | CURVE & GRADE    | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET        | 2 | 3 | 3 | CLOUDY  | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET        | 2 | 3 | 3 | CLOUDY  | 5   |  | N | N | N | N | Y | N |
| US0031W | 1 | ANGLE                        | 6 | STRAIGHT & LEVEL | 5 | WET        | 2 | 2 | 6 | RAINING | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 6 | WATER (STA | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 4 | STRAIGHT & GRADE | 1 | DRY        | 2 | 3 | 3 | CLOUDY  | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 3 | 3 | CLOUDY  | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 5 | WET        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 3 | 3 | CLOUDY  | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5   |  | N | N | N | N | Y | N |
| US0031W | 5 | REAR END                     | 6 | STRAIGHT & LEVEL | 1 | DRY        | 2 | 2 | 2 | CLEAR   | 5</ |  |   |   |   |   |   |   |

|         |   |          |   |                  |   |     |   |   |         |   |                     |   |   |   |   |   |   |
|---------|---|----------|---|------------------|---|-----|---|---|---------|---|---------------------|---|---|---|---|---|---|
| US0031W | 1 | ANGLE    | 6 | STRAIGHT & LEVEL | 5 | WET | 2 | 6 | RAINING | 5 | OTHER MOTOR VEHICLE | N | N | Y | N | Y | N |
| US0031W | 1 | ANGLE    | 4 | STRAIGHT & GRADE | 1 | DRY | 2 | 2 | CLEAR   | 5 | OTHER MOTOR VEHICLE | N | N | N | N | Y | N |
| US0031W | 5 | REAR END | 6 | STRAIGHT & LEVEL | 5 | WET | 2 | 6 | RAINING | 5 | OTHER MOTOR VEHICLE | N | N | N | N | Y | N |
| US0031W | 5 | REAR END | 6 | STRAIGHT & LEVEL | 1 | DRY | 2 | 2 | CLEAR   | 5 | OTHER MOTOR VEHICLE | N | N | N | N | Y | N |

# I-65 New Interchange Feasibility Study

*Southern Warren County, Kentucky*



## Appendix B-3







# I-65 New Interchange Feasibility Study

*Southern Warren County, Kentucky*



Appendix B-4



# Technical Memorandum

**To:** Kentucky Transportation Cabinet  
**From:** Michael Baker International, Inc.  
**Date:** August 5, 2020  
**Re:** I-65 New Interchange Feasibility Study: Travel Model Validation  
Item No. 03-402  
Warren County, Kentucky

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## ***Background***

As part of the I-65 New Interchange Feasibility Study, Michael Baker International (MBI) was tasked with evaluating the validation of the Bowling Green / Warren County Traffic Model within a subarea surrounding the project corridor. The model subarea encompasses an area between Bowling Green and Franklin and is defined as extending from US 31W in the west and Cave Mill Road in the north, to KY 100 in the south and KY 622 in the east. The latest Warren County Model: Version 20200629 will serve as the basis for developing travel demand forecasts in the subarea shown as the yellow shaded area in **Figure 1** on the following page.

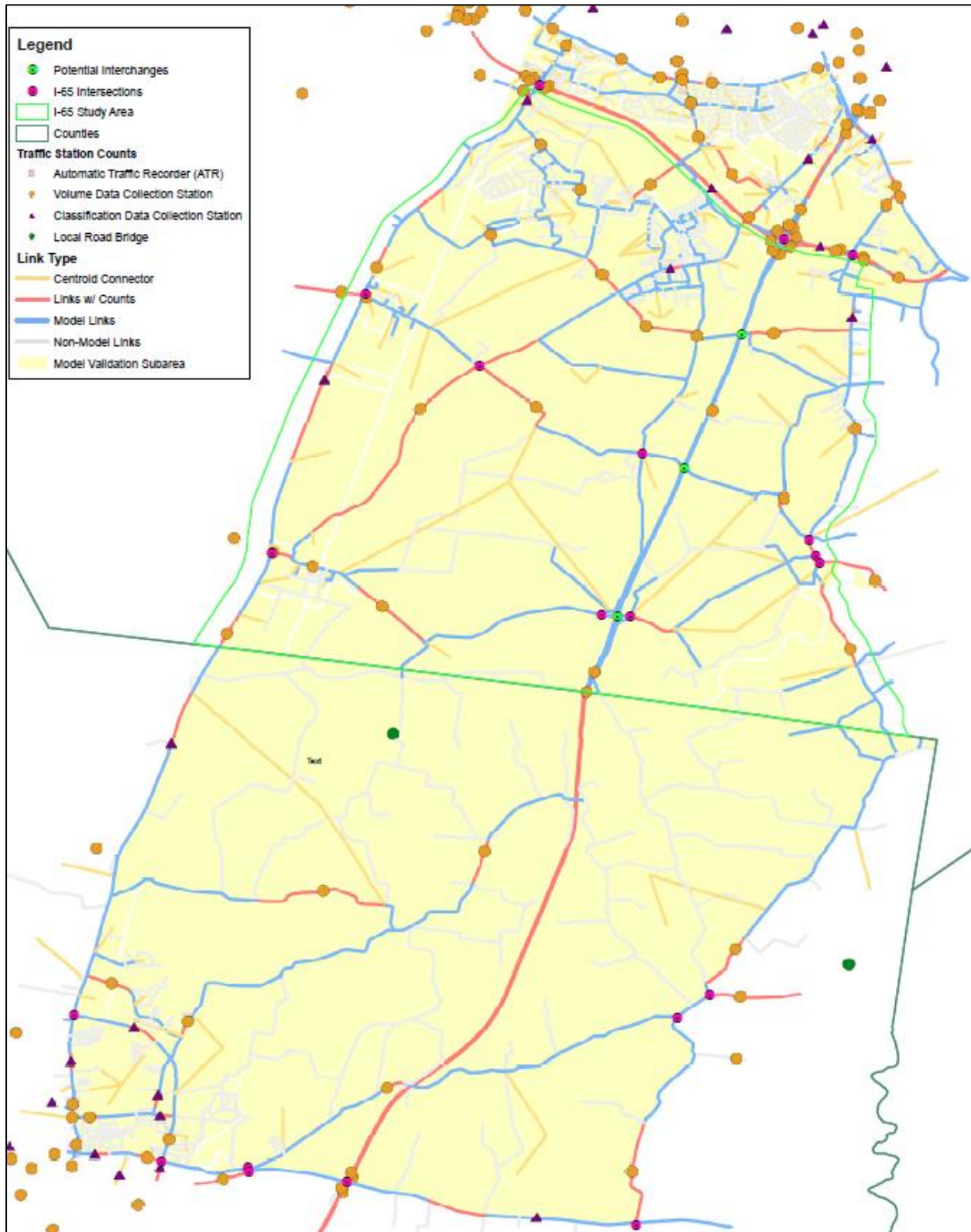
Model networks were provided by the Kentucky Transportation Cabinet (KYTC) which represent the base year (2018) and horizon year (2045) conditions. A review of the model networks indicated that the level of roadway detail and centroid connector locations were appropriate for this study.

## ***Model Validation***

After executing the base year model, several validation metrics were calculated to evaluate the performance of the model in the study area. The initial review of model performance indicated that the model underestimates daily travel on minor arterials and major collectors. A review of the model network attributes indicated that the speeds coded on many of the roadways with lower facility types had a calculated free flow speed around 50 mph due to the model speed calculations and a posted speed of 55 mph. For many of these roadways the calculated free flow speed was notably higher than the average observed speeds coded on the network. The reason for the discrepancy between the estimated and observed speeds can be explained by the unposted statutory 55 mph speed limit for many two-lane roads in Kentucky. Because these roads are not designed for a speed of 55 mph, many have advisory speed cautions which encourage traffic to operate at a lower speed.

In the Warren County Model, the free flow speeds are calculated based on guidance from the 2010 Highway Capacity Manual (HCM), which estimates the speed based on the class of roadway and the posted speed limit, along with other factors such as roadway geometry and access-point density. For two-lane roadways, HCM provides options of +10, +5, and 0 mph over the posted

Figure 1  
Study Corridor Map



speed limit. To better represent speeds on two-lane roadways in Warren County, KYTC modified the speed calculation process to allow for speed adjustments as much as 25 mph below the posted speed. Speed adjustments are based on average observed speeds for each roadway segment. Additional changes to the model setup made by KYTC, included a correction to an external station traffic count, and modifications to the zonal data file. MBI modified the model highway network by adding additional traffic count data to locations of interest for the study using data from the KYTC traffic count reporting system.

As part of MBI's evaluation of the model, results were summarized for Warren and Simpson Counties combined, as well as for the I-65 subarea, as shown in **Tables 1-4** below. This comparison allows us to verify that the model performance in the subarea is comparable to, or better than, the performance for the surrounding counties. Based on the ratios of estimated to observed volumes and the respective percent root mean square error (%RMSE), the model performs within acceptable targets for many facility types, if not within preferable targets. Exceptions with respect to the volume ratios are "other freeways" at the county level and "total" roadways for both summaries. Total ratios are influenced to some extent by the local facilities and ramps, and when excluded show improvement. While the total ratios are not within tolerance as a result of the cumulative under assignment of traffic for most facility types, the %RMSE shows that the model still does a very good job of matching estimated volumes to counts on a link by link basis.

*Table 1  
Warren and Simpson County Validation - Estimated to Observed Volume Deviation by Facility Type<sup>1</sup>*

| RMSE BY FACILITY TYPE<br>Facility Type | #Links | % RMSE | Observed<br>Count | Estimated<br>Volume | Vol/Cnt<br>Ratio | Target Ratio (+/- %) |             |
|--|--------|--------|-------------------|---------------------|------------------|----------------------|-------------|
|  |        |        |                   |                     |                  | Acceptable           | Preferable  |
| Interstate (1)                         | 51     | 15.3   | 599,736           | 556,895             | -7%              | 7%                   | 6%          |
| Other fwy xway (2)                     | 20     | 27.8   | 123,116           | 106,874             | -13%             | 7%                   | 6%          |
| Other Principal arterial (3)           | 31     | 18.8   | 337,970           | 351,182             | 4%               | 15%                  | 10%         |
| Minor arterial (4)                     | 71     | 23.5   | 929,260           | 875,378             | -6%              | 15%                  | 10%         |
| Major collector (5)                    | 86     | 36.1   | 453,587           | 412,015             | -9%              | 25%                  | 20%         |
| Minor collector (6)                    | 77     | 62.5   | 64,271            | 57,578              | -10%             | 25%                  | 20%         |
| Local (7)                              | 26     | 55.9   | 71,603            | 55,301              | -23%             | 25%                  | 20%         |
| Ramps (8)                              | -      | -      | -                 | -                   |                  | No Guidance          | No Guidance |
| TOTAL                                  | 362    | 27.8   | 2,579,543         | 2,415,223           | -6%              | 5%                   | 5%          |
| TOTAL (minus local and ramps)          | 336    | 26.9   | 2,507,940         | 2,359,922           | -6%              | 5%                   | 5%          |

For the I-65 Study, traffic forecast will be developed for key locations in the subarea. **Table 5** provides a summary of the 2018 model performance at these locations. In general, travel models will show a greater deviation from observed counts for low volume roadways, and that is the case for this model. Higher volume facilities such as I-65 and US 31W show a better match with observed counts. For all the forecast locations combined, the %RMSE is 15.4% which is acceptable for this study. An additional measure of model validation is the square of the correlation coefficient (R),

<sup>1</sup> Targets based on Table 2.9, Model Calibration and Validation Standards, FSUTMS-Cube Framework Phase II, Florida Department of Transportation, October 2008.

which shows a high degree of correlation between the model volumes and the counts **Figure 2** shows that the Warren County model meets this criterion for the forecast locations as well.

*Table 2*  
*Subarea Validation - Estimated to Observed Volume Deviation by Facility Type*

| RMSE BY FACILITY TYPE<br>Facility Type | #Links | % RMSE | Observed<br>Count | Estimated<br>Volume | Vol/Cnt<br>Ratio | Target Ratio (+/- %) |             |
|--|--------|--------|-------------------|---------------------|------------------|----------------------|-------------|
|  |        |        |                   |                     |                  | Acceptable           | Preferable  |
| Interstate (1)                         | 6      | 6.1    | 155,784           | 147,045             | -6%              | 7%                   | 6%          |
| Other fwy xway (2)                     | 7      | 19.1   | 55,771            | 51,616              | -7%              | 7%                   | 6%          |
| Other Principal arterial (3)           | 4      | 14.9   | 58,110            | 63,269              | 9%               | 15%                  | 10%         |
| Minor arterial (4)                     | 14     | 22.9   | 185,162           | 163,377             | -12%             | 15%                  | 10%         |
| Major collector (5)                    | 25     | 29.1   | 165,652           | 144,445             | -13%             | 25%                  | 20%         |
| Minor collector (6)                    | 18     | 57.6   | 17,551            | 15,927              | -9%              | 25%                  | 20%         |
| Local (7)                              | 11     | 43.8   | 43,366            | 28,167              | -35%             | 25%                  | 20%         |
| Ramps (8)                              | 22     | 51.93  | 79,473            | 56,010              | -30%             | No Guidance          | No Guidance |
| TOTAL                                  | 107    | 26.8   | 760,869           | 669,856             | -12%             | 5%                   | 5%          |
| TOTAL (minus local and ramps)          | 74     | 22.5   | 638,030           | 585,679             | -8%              | 5%                   | 5%          |

*Table 3*  
*Warren and Simpson County Validation - %RMSE by Volume Group<sup>2</sup>*

| RMSE BY VOLUME GROUP<br>Count Range | #Links | % RMSE | Observed<br>Count | Estimated<br>Volume | Vol/Cnt<br>Ratio | Target RMSE (%) |            |
|-------------------------------------|--------|--------|-------------------|---------------------|------------------|-----------------|------------|
|                                     |        |        |                   |                     |                  | Acceptable      | Preferable |
| 0-2000                              | 116    | 81.6   | 97,666            | 93,520              | -4%              | 100%            | 45%        |
| 2000-5000                           | 77     | 45.9   | 256,395           | 223,437             | -13%             | 100%            | 45%        |
| 5000-10000                          | 83     | 31.7   | 608,591           | 585,133             | -4%              | 45%             | 35%        |
| 10000-20000                         | 49     | 20.1   | 669,985           | 629,472             | -6%              | 30%             | 25%        |
| 20000-30000                         | 33     | 11.9   | 821,204           | 773,189             | -6%              | 27%             | 15%        |
| 30000-40000                         | 4      | 14.0   | 125,702           | 110,472             | -12%             | 25%             | 15%        |
| TOTAL                               | 362    | 27.8   | 2,579,543         | 2,415,223           | -6%              | 45%             | 35%        |

*Table 4*  
*Subarea Validation - %RMSE by Volume Group*

| RMSE BY VOLUME GROUP<br>Count Range | #Links | % RMSE | Observed<br>Count | Estimated<br>Volume | Vol/Cnt<br>Ratio | Target RMSE (%) |            |
|-------------------------------------|--------|--------|-------------------|---------------------|------------------|-----------------|------------|
|                                     |        |        |                   |                     |                  | Acceptable      | Preferable |
| 0-2000                              | 32     | 86.5   | 31,011            | 28,486              | -8%              | 100%            | 45%        |
| 2000-5000                           | 28     | 51.0   | 94,793            | 70,068              | -26%             | 100%            | 45%        |
| 5000-10000                          | 21     | 31.1   | 161,097           | 129,854             | -19%             | 45%             | 35%        |
| 10000-20000                         | 16     | 17.5   | 215,718           | 197,669             | -8%              | 30%             | 25%        |
| 20000-30000                         | 10     | 10.5   | 258,250           | 243,779             | -6%              | 27%             | 15%        |
| 30000-40000                         | -      | -      | -                 | -                   | -                | 25%             | 15%        |
| TOTAL                               | 107    | 26.8   | 760,869           | 669,856             | -12%             | 45%             | 35%        |

<sup>2</sup> Targets based on Table 2.11, Model Calibration and Validation Standards, FSUTMS-Cube Framework Phase II, Florida Department of Transportation, October 2008.

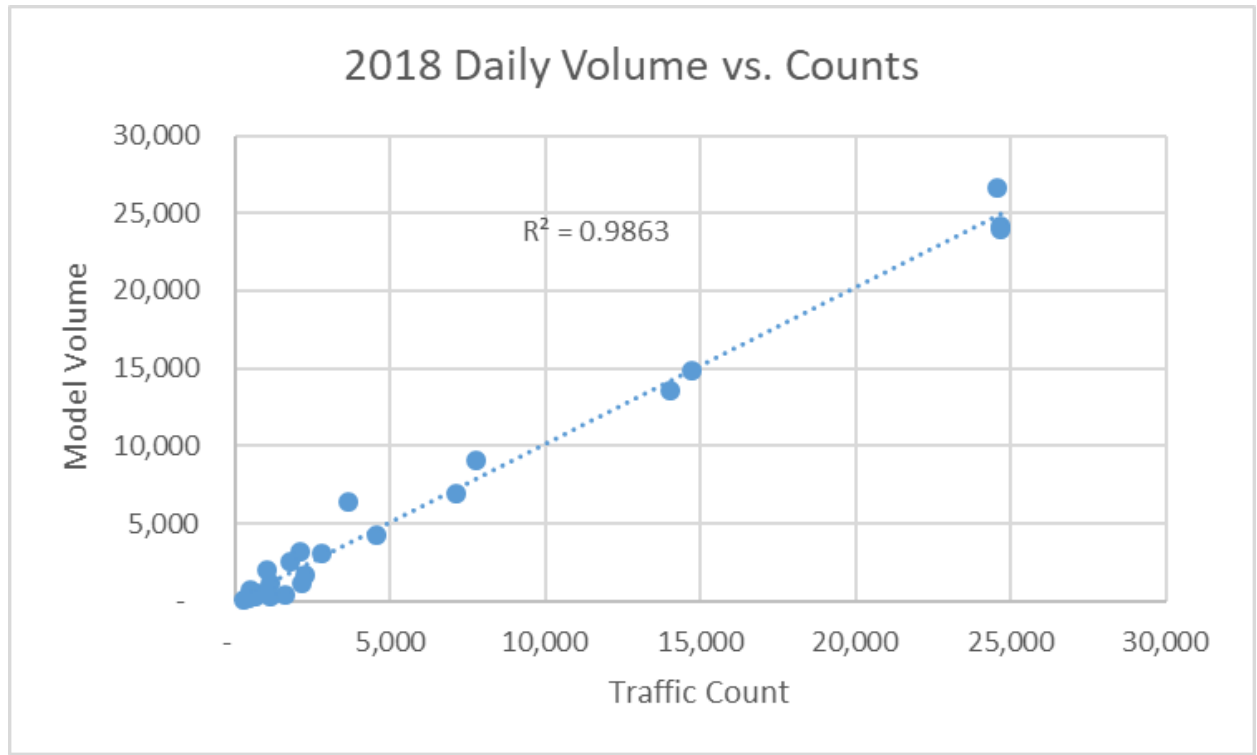


Based on the performance summaries above, the %RMSE and volume ratios, for the freeways and arterials and for the higher volume groups in the subarea, are comparable to or better than the same measures for the two counties. While the volume ratios are outside of tolerance for a few facility types, this is counter-balanced by the very good %RMSE statistics. Furthermore, when looking at the key forecast locations, the  $R^2$  and %RMSE indicate the model does an acceptable job of estimating traffic volumes on roadways that are of interest to this study, particularly on I-65 and US 31W. MBI recommends moving forward with this model to facilitate the development of future year traffic forecasts.

*Table 5*  
*Subarea Validation - Estimated to Observed Volume Deviation by Forecast Location*

| ID | Route                    | Location                        | Count  | Volume | Vol/Cnt |
|----|--------------------------|---------------------------------|--------|--------|---------|
| 1  | I-65 NB                  | between Exit 6 and Exits 20A-B  | 24,694 | 23,916 | 0.97    |
| 2  | I-65 SB                  | between Exits 20A-B and Exit 6  | 24,694 | 24,125 | 0.98    |
| 3  | Ramps at Exit 20A-B      | NB to EB                        | 445    | 220    | 0.49    |
| 4  | Ramps at Exit 20A-B      | EB to NB                        | 1,815  | 3,425  | 1.89    |
| 5  | Ramps at Exit 20A-B      | NB to WB                        | 1,815  | 2,996  | 1.65    |
| 6  | Ramps at Exit 20A-B      | WB to NB                        | 4,109  | 2,309  | 0.56    |
| 7  | Ramps at Exit 20A-B      | SB to WB                        | 7,729  | 5,245  | 0.68    |
| 8  | Ramps at Exit 20A-B      | WB to SB                        | 327    | 199    | 0.61    |
| 9  | Ramps at Exit 20A-B      | SB to EB                        | 4,264  | 2,547  | 0.60    |
| 10 | Ramps at Exit 20A-B      | EB to SB                        | 1,853  | 657    | 0.35    |
| 11 | Ramps at Exit 6 Intrchng | NB Off                          | 4,041  | 940    | 0.23    |
| 12 | Ramps at Exit 6 Intrchng | NB On                           | 4,786  | 2,910  | 0.61    |
| 13 | Ramps at Exit 6 Intrchng | SB Off                          | 5,645  | 3,112  | 0.55    |
| 14 | Ramps at Exit 6 Intrchng | SB On                           | 4,183  | 955    | 0.23    |
| 15 | Dillard Road             | Between 31W and 884             | 2,144  | 1,123  | 0.52    |
| 16 | Long Road                | Between 884 and Matlock         | 463    | 153    | 0.33    |
| 17 | Carter Sims              | Between I-65 and 622            | 1,620  | 397    | 0.25    |
| 18 | KY-242                   | Between 31W and 884             | 3,674  | 6,412  | 1.75    |
| 19 | KY-242                   | Between 884 and I-65            | 524    | 691    | 1.32    |
| 20 | KY-242                   | Between I-65 and 622            | 306    | 52     | 0.17    |
| 21 | KY-240                   | Between 31W and 884             | 2,295  | 1,653  | 0.72    |
| 22 | KY-240                   | Between 884 and I-65            | 759    | 498    | 0.66    |
| 23 | KY-240                   | Between I-65 and 622            | 678    | 241    | 0.36    |
| 24 | US 31W                   | Between I-165 and Elrod Rd      | 24,555 | 26,630 | 1.08    |
| 25 | US 31W                   | Between Elrod Rd and Dillard Rd | 14,740 | 14,897 | 1.01    |
| 26 | US 31W                   | Between Dillard and 242         | 14,047 | 13,545 | 0.96    |
| 27 | US 31W                   | Between 242 and 240             | 7,774  | 9,076  | 1.17    |
| 28 | KY-884                   | Between I-165 and Long          | 4,554  | 4,244  | 0.93    |
| 29 | KY-884                   | Between Long and 242            | 1,166  | 1,134  | 0.97    |
| 30 | KY-884                   | Between 242 and 240             | 1,166  | 329    | 0.28    |
| 31 | KY-622                   | Between I-165 and Carter Sims   | 7,134  | 6,886  | 0.97    |
| 32 | KY-622                   | Between Carter Sims and 242     | 2,803  | 3,116  | 1.11    |
| 33 | KY-622                   | Between 242 and 240             | 2,108  | 3,200  | 1.52    |
| 34 | KY-622                   | and overlap with 240            | 1,779  | 2,565  | 1.44    |
| 35 | KY-622                   | Between 240 and County Line     | 1,035  | 1,957  | 1.89    |

Figure 2  
2018 Forecast Location Correlation



# Technical Memorandum

**To:** Kentucky Transportation Cabinet  
**From:** Michael Baker International, Inc.  
**Date:** June 28, 2021  
**Re:** I-65 New Interchange Feasibility Study: Travel Model Forecasts  
Item No. 03-402  
Warren County, Kentucky

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## ***Year 2045 Model Development***

For the development of 2045 traffic forecasts, MBI used an enhanced version of the Bowling Green / Warren County Traffic Model: Version 20200629<sup>1</sup> to evaluate growth in traffic based on future improvements to the roadway network and anticipated growth in population, households, and jobs within the modeled region. The Kentucky Transportation Cabinet (KYTC) provided 2045 land use forecasts reflecting anticipated growth in socio-economic activity as well as the zonal adjustments made to the base year land use as a result of model validation. Section 2 of the report provides a narrative of current and future land use.

The 2045 horizon year network provided by KYTC was used to reflect the future No-Build condition. Three 2045 build networks were developed reflecting the three different interchange alternatives being evaluated for this study and included new interchanges on I-65 at Carter Sims Road, Richpond Road (KY 242), and Woodburn Allen Springs Road (KY 240). Section 4 of the report provides an overview of the interchange alternatives. Listed below are the features describing the Traffic Model network coding changes made to the No-Build condition:

### New Connector and Coincidental Alignment Assumptions

- HPMS Functional Class = Major collector.
- HCM Type = Two-lane highway.
- HCM Two-Lane class = 1, primary connectors, higher speeds, longer trips.
- Number of lanes in each direction = 1.
- Lane Width = 11 ft.
- Shoulder Width = 3 ft.
- Median Type = None.
- Area Type = Rural.
- Posted Speed = 55 mph.
- New I-65 interchange will be a diamond interchange; ramps will have 1 lane.

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<sup>1</sup> Detailed in the Travel Model Validation Memo, dated June 25, 2021.



#### Alternative - Carter Sims Road

- New Connector alignment from US 31W to Neal Howell Road.
- Coincidental alignment with the western half of Long Road.
- New alignment from Long Road to I-65 interchange.
- New alignment from I-65 interchange to Plano Road.
- KY 884, between Richpond Road and Neal Howell Road: updated lane width (9 to 11 ft), shoulder width = 3 ft.

#### Alternative - KY 242/Richpond Road

- New Connector alignment from US 31W to Meng Road.
- Coincidental alignment with Richpond Road from Meng Road to I-65 Interchange.
- Coincidental alignment from I-65 Interchange to Southern Hills Court.
- New alignment from Southern Hills Court to Plano Road.
- KY 884, between Richpond Road and Neal Howell Road: updated lane width (9 to 11 ft), shoulder width = 3 ft.

#### Alternative - KY 240/Woodburn Allen Springs Road

- New Connector alignment from US 31W to Woodburn Allen Springs Road 0.4 miles west of Meng Road.
- Coincidental alignment with Woodburn Allen Springs Road from New Connector to I-65 interchange.
- Coincidental alignment with Woodburn Allen Springs Road from I-65 interchange to Plano Road.

### ***Forecast Methodology***

Forecasts were developed by applying growth estimated by the Traffic Model to existing counts followed by adjustments and balancing of traffic to arrive at final forecasts. During April and May of 2020, existing peak hour traffic volumes were gathered from KYTC Traffic Counts Maps. Gaps in the data were filled in with information from the KYTC Traffic Data Repository and data from Streetlight. Growth rates were calculated from observed AADT data ranging from 2014 to 2019, depending on the availability of data, and used to develop the 2020 traffic conditions peak hour volumes. Subsequently, volume estimates from the Traffic Model for years 2018 and 2045 were used to develop the growth applied to the 2020 peak hour traffic volumes. Peak hour factors from the Traffic Model time-of-day assignments were used to convert the peak period volumes estimated by the model to peak hour volumes. Peak periods for the Traffic Model are three hours in the AM from 6:30-9:30 and three hours in the PM from 4:00-7:00. For the peak hour volume percentages, it was estimated that 40.0% of the AM peak period traffic occurred during the AM peak hour and 34.5% of the PM peak period traffic occurred during the PM peak hour.

Estimated peak hour traffic volumes from the Traffic Model were used to measure traffic growth based on guidance provided in publications NCHRP 255<sup>2</sup> and NCHRP 765<sup>3</sup>. The difference between the 2045 and 2018 peak hour estimated volumes, as well as the ratio between the 2045 and 2018 estimated volumes, were calculated for each roadway section and applied to the 2020 traffic volumes. Generally, the average of the two methods was used to produce the traffic forecasts. In cases where the difference method would yield a negative number, only the ratio method was applied. In cases where the ratio of estimated volumes was greater than 3, only the difference method was applied. Final adjustments were made to the forecasts to ensure that volumes balanced between the interchanges and adjacent intersections.

## **Results**

Peak hour traffic forecasts were developed for 35 locations within the I-65 study corridor for the AM and PM peak hours. Table 1 on the following pages shows the results for the 2045 No-build alternative, along with the results for each of new interchange alternatives. Forecast locations are comprised of one location on I-65 between exits 6 and 20; the ramps for the interchange at I-65 and William H. Natcher Parkway; and various other highways and local roads throughout the study area. As part of the development of the 2020 traffic conditions analysis, linear growth rates were calculated based on historical AADT data from the range of years 2014 to 2019 depending on the availability of data. The historical average annual growth rates range from -9.7% per year to 121.2% per year. The locations with negative growth and annual growth rates exceeding 15% were considered outliers and occur primarily on the interchange ramps which are subject to wider variation in growth due to changes in travel patterns. Historical annual growth on I-65 is 1.9%. In general, the bulk of historical growth rates on other roadways fall in the range of 2% to 11% per year. This seems reasonable for low volume and low congestion roadways and reflects the increased development in the southern portion of Warren County.

The 2045 No-build alternative AM and PM peak hour forecasts shown in Table 1 have modest implied average annual growth in the range of 0.1% to 4%. There are a few locations where annual growth exceeds 4%, however these are low volume ramps and roadways where a relatively small change in volume can yield a larger than normal change in growth rate. For each of the build alternatives, average annual growth rates fall in the same range for most locations in the study corridor. The exceptions occur at locations where the new interchanges add new traffic to roadways which result in higher growth rates. The other exceptions occur where a new connector roadway causes a drop in traffic on existing roadways and therefore result in a negative average annual growth rate. Compared to the historical growth from 2014 to 2019, the Traffic Model indicates that planned development in the area from 2020 to 2045 will lead to a lower rate of growth in future traffic. Overall, the growth rates in the study corridor seem reasonable given the magnitude of the traffic and the changes in travel patterns caused by the new interchanges.

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<sup>2</sup> Pedersen, N.J. and Samdahl, D.R., "NCHRP Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design." *National Cooperative Highway Research Program Report*, Washington DC. (1982).

<sup>3</sup> CDM Smith, Horowitz, A., Creasey, T., Pendyala, R., and Chen, M., "NCHRP Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design." *National Cooperative Highway Research Program Report*, Washington DC. (2014).

Table 1 – I-65 Study Area Peak Hour Traffic Volume Forecasts

| I-65 Count Locations |           |                                     |                      |                                      | Existing (2020)<br>Pk Hr Traffic |       | 2045 Forecast No-Build<br>Pk Hr Traffic |       |                                     |                                     | 2045 Forecast Carter Sims Rd<br>Pk Hr Traffic |       |                                     |                                     | 2045 Forecast Richpond Rd<br>Pk Hr Traffic |       |                                     |                                     | 2045 Forecast Woodburn Allen<br>Pk Hr Traffic |       |                                     |                                     |
|----------------------|-----------|-------------------------------------|----------------------|--------------------------------------|----------------------------------|-------|---|-------|-------------------------------------|-------------------------------------|---|-------|-------------------------------------|-------------------------------------|--|-------|-------------------------------------|-------------------------------------|---|-------|-------------------------------------|-------------------------------------|
| Station<br>(KYTC)    | Direction | Description                         | Roadway Type         | Historical<br>AADT<br>Growth<br>Rate | AM                               | PM    | AM                                      | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate | AM  | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate | AM   | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate | AM  | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate |
| 114573               | NB        | I-65 b/w Exit 6 & Exit 20           | Segment - highway    | 1.9%                                 | 1,501                            | 1,802 | 1,935                                   | 2,185 | 1.2%                                | 0.9%                                | 1,945   | 2,200 | 1.2%                                | 0.9%                                | 1,945                                      | 2,200 | 1.2%                                | 0.9%                                | 1,955   | 2,210 | 1.2%                                | 0.9%                                |
|                      | SB        |                                     |                      |                                      | 1,711                            | 1,920 | 2,115                                   | 2,365 | 0.9%                                | 0.9%                                | 2,140   | 2,385 | 1.0%                                | 1.0%                                | 2,130                                      | 2,375 | 1.0%                                | 0.9%                                | 2,145   | 2,390 | 1.0%                                | 1.0%                                |
| 114606               |           | I-65 NB to WHN Expy EB (Exit 20)    | Ramp                 | 7.6%                                 | 36                               | 65    | 60                                      | 80    | 2.7%                                | 0.9%                                | 65  | 105   | 3.3%                                | 2.4%                                | 65   | 75    | 3.3%                                | 0.6%                                | 65  | 80    | 3.3%                                | 0.9%                                |
| 114585               |           | WHN Expy EB to I-65 NB (Exit 20)    | Ramp                 | 12.2%                                | 1,038                            | 1,039 | 1,325                                   | 1,175 | 1.1%                                | 0.5%                                | 1,230   | 1,090 | 0.7%                                | 0.2%                                | 1,260                                      | 1,105 | 0.9%                                | 0.3%                                | 1,295   | 1,130 | 1.0%                                | 0.4%                                |
| 114586               |           | I-65 NB to WHN Expy WB (Exit 20)    | Ramp                 | 5.6%                                 | 394                              | 355   | 570                                     | 490   | 1.8%                                | 1.5%                                | 565   | 490   | 1.7%                                | 1.5%                                | 585  | 505   | 1.9%                                | 1.7%                                | 580   | 500   | 1.9%                                | 1.6%                                |
| 114607               |           | WHN Expy WB to I-65 NB (Exit 20)    | Ramp                 | 8.0%                                 | 382                              | 177   | 895                                     | 415   | 5.4%                                | 5.4%                                | 605   | 290   | 2.3%                                | 2.5%                                | 810  | 380   | 4.5%                                | 4.6%                                | 855   | 405   | 5.0%                                | 5.1%                                |
| 114588               |           | I-65 SB to WHN Expy WB (Exit 20)    | Ramp                 | 121.2%                               | 722                              | 689   | 730                                     | 695   | 0.0%                                | 0.0%                                | 695   | 575   | -0.1%                               | -0.7%                               | 710  | 570   | -0.1%                               | -0.7%                               | 720   | 590   | 0.0%                                | -0.6%                               |
| 114608               |           | WHN Expy WB to I-65 SB (Exit 20)    | Ramp                 | --                                   | 55                               | 25    | 75                                      | 45    | 1.4%                                | 3.1%                                | 80  | 60    | 1.8%                                | 5.4%                                | 65   | 45    | 0.7%                                | 3.1%                                | 65  | 40    | 0.7%                                | 2.3%                                |
| 114609               |           | I-65 SB to WHN Expy EB (Exit 20)    | Ramp                 | 6.5%                                 | 108                              | 453   | 280                                     | 885   | 6.4%                                | 3.8%                                | 195   | 660   | 3.3%                                | 1.8%                                | 265  | 820   | 5.9%                                | 3.2%                                | 275   | 860   | 6.2%                                | 3.6%                                |
| 114587               |           | WHN Expy EB to I-65 SB (Exit 20)    | Ramp                 | 6.0%                                 | 371                              | 414   | 505                                     | 560   | 1.4%                                | 1.4%                                | 500   | 560   | 1.4%                                | 1.4%                                | 510  | 580   | 1.5%                                | 1.6%                                | 510   | 570   | 1.5%                                | 1.5%                                |
| 107299               |           | I-65 NB Off-Ramp (Exit 6)           | Ramp                 | --                                   | 286                              | 335   | 380                                     | 395   | 1.3%                                | 0.7%                                | 375   | 395   | 1.3%                                | 0.7%                                | 375  | 395   | 1.3%                                | 0.7%                                | 375   | 395   | 1.3%                                | 0.7%                                |
| 107298               |           | I-65 NB On-Ramp (Exit 6)            | Ramp                 | 31.0%                                | 430                              | 460   | 555                                     | 530   | 1.2%                                | 0.6%                                | 560   | 540   | 1.2%                                | 0.7%                                | 560  | 540   | 1.2%                                | 0.7%                                | 570   | 555   | 1.3%                                | 0.8%                                |
| 107300               |           | I-65 SB Off-Ramp (Exit 6)           | Ramp                 | 23.2%                                | 436                              | 519   | 485                                     | 650   | 0.5%                                | 1.0%                                | 520   | 670   | 0.8%                                | 1.2%                                | 505  | 645   | 0.6%                                | 1.0%                                | 520   | 670   | 0.8%                                | 1.2%                                |
| 107301               |           | I-65 SB On Ramp (Exit 6)            | Ramp                 | -1.1%                                | 321                              | 312   | 385                                     | 395   | 0.8%                                | 1.1%                                | 385   | 395   | 0.8%                                | 1.1%                                | 380  | 395   | 0.7%                                | 1.1%                                | 380   | 395   | 0.7%                                | 1.1%                                |
| 114502               | EB        | Dillard Road (Between 31W and 884)  | Segment - local road | 13.1%                                | 158                              | 142   | 265                                     | 275   | 2.7%                                | 3.8%                                | 355   | 360   | 5.0%                                | 6.2%                                | 265  | 270   | 2.7%                                | 3.6%                                | 265   | 270   | 2.7%                                | 3.6%                                |
|                      | WB        |                                     |                      |                                      | 124                              | 181   | 255                                     | 295   | 4.2%                                | 2.5%                                | 370   | 405   | 7.9%                                | 5.0%                                | 255  | 295   | 4.2%                                | 2.5%                                | 255   | 300   | 4.2%                                | 2.6%                                |
| 114611               | EB        | Long Road (Between 884 and Matlock) | Segment - local road | 13.0%                                | 60                               | 63    | 115                                     | 95    | 3.6%                                | 2.0%                                | 100   | 115   | 2.6%                                | 3.3%                                | 120  | 90    | 4.0%                                | 1.7%                                | 120   | 90    | 4.0%                                | 1.7%                                |
|                      | WB        |                                     |                      |                                      | 77                               | 50    | 100                                     | 100   | 1.2%                                | 4.0%                                | 95  | 65    | 1.0%                                | 1.2%                                | 105  | 100   | 1.5%                                | 4.0%                                | 105   | 100   | 1.5%                                | 4.0%                                |
| 114554               | EB        | Carter Sims (Between I-65 and 622)  | Segment - local road | 15.0%                                | 133                              | 93    | 275                                     | 155   | 4.3%                                | 2.7%                                | 260   | 125   | 3.8%                                | 1.4%                                | 255  | 145   | 3.7%                                | 2.2%                                | 255   | 145   | 3.7%                                | 2.2%                                |
|                      | WB        |                                     |                      |                                      | 104                              | 119   | 150                                     | 230   | 1.8%                                | 3.8%                                | 145   | 165   | 1.6%                                | 1.6%                                | 150  | 210   | 1.8%                                | 3.1%                                | 150   | 215   | 1.8%                                | 3.3%                                |
| 114532               | EB        | 242 (Between 31W and 884)           | Segment - highway    | 12.4%                                | 320                              | 364   | 370                                     | 470   | 0.6%                                | 1.2%                                | 400   | 435   | 1.0%                                | 0.8%                                | 350  | 420   | 0.4%                                | 0.6%                                | 365   | 465   | 0.6%                                | 1.1%                                |
|                      | WB        |                                     |                      |                                      | 407                              | 286   | 555                                     | 330   | 1.5%                                | 0.6%                                | 505   | 325   | 1.0%                                | 0.6%                                | 500  | 310   | 0.9%                                | 0.3%                                | 555   | 330   | 1.5%                                | 0.6%                                |
| 114549               | EB        | 242 (Between 884 and I-65)          | Segment - highway    | -9.7%                                | 19                               | 33    | 30                                      | 50    | 2.2%                                | 2.1%                                | 25  | 40    | 1.2%                                | 0.9%                                | 10   | 5     | -1.9%                               | -3.4%                               | 35  | 50    | 3.3%                                | 2.1%                                |
|                      | WB        |                                     |                      |                                      | 27                               | 24    | 40                                      | 35    | 2.0%                                | 1.9%                                | 30  | 30    | 0.5%                                | 1.1%                                | 5  | 5     | -3.2%                               | -3.2%                               | 45  | 35    | 2.8%                                | 1.9%                                |
| 114576               | EB        | 242 (Between I-65 and 622)          | Segment - highway    | 8.3%                                 | 15                               | 15    | 25                                      | 35    | 2.8%                                | 5.6%                                | 25  | 30    | 2.8%                                | 4.3%                                | 60   | 110   | 12.4%                               | 26.3%                               | 25  | 30    | 2.8%                                | 4.3%                                |
|                      | WB        |                                     |                      |                                      | 11                               | 19    | 25                                      | 35    | 5.1%                                | 3.3%                                | 25  | 30    | 5.1%                                | 2.2%                                | 95   | 80    | 30.5%                               | 12.6%                               | 25  | 30    | 5.1%                                | 2.2%                                |
| 114518               | EB        | 240 (Beween 31W and 884)            | Segment - highway    | 1.2%                                 | 86                               | 129   | 150                                     | 190   | 2.9%                                | 1.9%                                | 185   | 190   | 4.6%                                | 1.9%                                | 165  | 180   | 3.6%                                | 1.6%                                | 50  | 75    | -1.7%                               | -1.7%                               |
|                      | WB        |                                     |                      |                                      | 114                              | 97    | 170                                     | 175   | 1.9%                                | 3.2%                                | 170   | 220   | 1.9%                                | 5.0%                                | 155  | 205   | 1.4%                                | 4.4%                                | 65  | 55    | -1.7%                               | -1.7%                               |
| 114509               | EB        | 240 (Between 884 and I-65)          | Segment - highway    | -0.7%                                | 28                               | 50    | 40                                      | 60    | 1.7%                                | 0.8%                                | 45  | 60    | 2.5%                                | 0.8%                                | 40   | 55    | 1.7%                                | 0.4%                                | 90  | 110   | 8.9%                                | 4.9%                                |
|                      | WB        |                                     |                      |                                      | 38                               | 36    | 45                                      | 50    | 0.7%                                | 1.6%                                | 45  | 55    | 0.7%                                | 2.1%                                | 40   | 50    | 0.2%                                | 1.6%                                | 90  | 125   | 5.4%                                | 9.9%                                |
| *SL                  | EB        | 240 (Beween I-65 and 622)           | Segment - highway    | --                                   | 40                               | 27    | 70                                      | 40    | 2.9%                                | 1.9%                                | 65  | 45    | 2.4%                                | 2.7%                                | 65   | 45    | 2.4%                                | 2.7%                                | 65  | 60    | 2.4%                                | 4.9%                                |
|                      | WB        |                                     |                      |                                      | 30                               | 36    | 45                                      | 65    | 2.0%                                | 3.1%                                | 55  | 60    | 3.4%                                | 2.6%                                | 50   | 55    | 2.7%                                | 2.0%                                | 75  | 80    | 6.0%                                | 4.8%                                |

Notes: \*SL = Streetlight Data. Growth rates reflect linear growth.

Table 1 Continued - I-65 Study Area Peak Hour Traffic Volume Forecasts

| I-65 Count Locations |           |                                       |                   |                                      | Existing (2020)<br>Pk Hr Traffic |       | 2045 Forecast No-Build<br>Pk Hr Traffic |       |                                     |                                     | 2045 Forecast Carter Sims Rd<br>Pk Hr Traffic |       |                                     |                                     | 2045 Forecast Richpond Rd<br>Pk Hr Traffic |       |                                     |                                     | 2045 Forecast Woodburn Allen<br>Pk Hr Traffic |       |                                     |                                     |
|----------------------|-----------|---------------------------------------|-------------------|--------------------------------------|----------------------------------|-------|---|-------|-------------------------------------|-------------------------------------|---|-------|-------------------------------------|-------------------------------------|--|-------|-------------------------------------|-------------------------------------|---|-------|-------------------------------------|-------------------------------------|
| Station<br>(KYTC)    | Direction | Description                           | Roadway Type      | Historical<br>AADT<br>Growth<br>Rate | AM                               | PM    | AM                                      | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate | AM  | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate | AM   | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate | AM  | PM    | AM Avg.<br>Annual<br>Growth<br>Rate | PM Avg.<br>Annual<br>Growth<br>Rate |
| 114C23               | NB        | 31W (Between I-165 and Elrod Rd)      | Segment - highway | 3.8%                                 | 1,260                            | 1,213 | 1,980                                   | 1,315 | 2.3%                                | 0.3%                                | 1,935   | 1,275 | 2.1%                                | 0.2%                                | 1,950                                      | 1,285 | 2.2%                                | 0.2%                                | 1,965   | 1,300 | 2.2%                                | 0.3%                                |
|                      | SB        |                                       |                   |                                      | 965                              | 1,337 | 1,015                                   | 1,955 | 0.2%                                | 1.9%                                | 980   | 1,880 | 0.1%                                | 1.6%                                | 995  | 1,880 | 0.1%                                | 1.6%                                | 1,010   | 1,920 | 0.2%                                | 1.7%                                |
| *SL                  | NB        | 31W (Between Elrod Rd and Dillard Rd) | Segment - highway | --                                   | 575                              | 490   | 815                                     | 535   | 1.7%                                | 0.4%                                | 785   | 530   | 1.5%                                | 0.3%                                | 780  | 525   | 1.4%                                | 0.3%                                | 790   | 530   | 1.5%                                | 0.3%                                |
|                      | SB        |                                       |                   |                                      | 465                              | 606   | 505                                     | 830   | 0.3%                                | 1.5%                                | 490   | 805   | 0.2%                                | 1.3%                                | 490  | 775   | 0.2%                                | 1.1%                                | 495   | 800   | 0.3%                                | 1.3%                                |
| 114567               | NB        | 31W (Between Dillard and 242)         | Segment - highway | 2.5%                                 | 887                              | 581   | 1,075                                   | 625   | 0.8%                                | 0.3%                                | 1,010   | 640   | 0.6%                                | 0.4%                                | 1,020                                      | 605   | 0.6%                                | 0.2%                                | 1,035   | 615   | 0.7%                                | 0.2%                                |
|                      | SB        |                                       |                   |                                      | 697                              | 740   | 750                                     | 885   | 0.3%                                | 0.8%                                | 790   | 850   | 0.5%                                | 0.6%                                | 735  | 815   | 0.2%                                | 0.4%                                | 740   | 850   | 0.2%                                | 0.6%                                |
| 114508               | NB        | 31W (Between 242 and 240)             | Segment - highway | 2.1%                                 | 366                              | 334   | 445                                     | 345   | 0.9%                                | 0.1%                                | 420   | 335   | 0.6%                                | 0.0%                                | 430  | 345   | 0.7%                                | 0.1%                                | 410   | 330   | 0.5%                                | 0.0%                                |
|                      | SB        |                                       |                   |                                      | 267                              | 394   | 285                                     | 470   | 0.3%                                | 0.8%                                | 270   | 435   | 0.0%                                | 0.4%                                | 280  | 450   | 0.2%                                | 0.6%                                | 270   | 430   | 0.0%                                | 0.4%                                |
| 114550               | NB        | 884 (Between I-165 and Long)          | Segment - highway | 12.5%                                | 330                              | 249   | 475                                     | 380   | 1.8%                                | 2.1%                                | 455   | 335   | 1.5%                                | 1.4%                                | 460  | 385   | 1.6%                                | 2.2%                                | 460   | 350   | 1.6%                                | 1.6%                                |
|                      | SB        |                                       |                   |                                      | 188                              | 399   | 310                                     | 580   | 2.6%                                | 1.8%                                | 275   | 545   | 1.8%                                | 1.5%                                | 300  | 545   | 2.4%                                | 1.5%                                | 295   | 550   | 2.3%                                | 1.5%                                |
| *SL                  | NB        | 884 (Between Long and 242)            | Segment - highway | --                                   | 300                              | 122   | 365                                     | 245   | 0.9%                                | 4.0%                                | 405   | 215   | 1.4%                                | 3.0%                                | 335  | 230   | 0.5%                                | 3.5%                                | 340   | 205   | 0.5%                                | 2.7%                                |
|                      | SB        |                                       |                   |                                      | 241                              | 152   | 435                                     | 235   | 3.2%                                | 2.2%                                | 325   | 260   | 1.4%                                | 2.8%                                | 400  | 260   | 2.6%                                | 2.8%                                | 400   | 275   | 2.6%                                | 3.2%                                |
| 114579               | NB        | 884 (Between 242 and 240)             | Segment - highway | 2.4%                                 | 73                               | 52    | 115                                     | 90    | 2.3%                                | 2.9%                                | 140   | 95    | 3.7%                                | 3.3%                                | 125  | 90    | 2.9%                                | 2.9%                                | 135   | 90    | 3.4%                                | 2.9%                                |
|                      | SB        |                                       |                   |                                      | 53                               | 72    | 90                                      | 125   | 2.8%                                | 3.0%                                | 90  | 155   | 2.8%                                | 4.6%                                | 85   | 145   | 2.4%                                | 4.1%                                | 75  | 140   | 1.7%                                | 3.8%                                |
| 114501               | NB        | 622 (Between I-165 and Carter Sims)   | Segment - highway | 5.3%                                 | 601                              | 305   | 845                                     | 440   | 1.6%                                | 1.8%                                | 400   | 255   | -1.3%                               | -0.7%                               | 695  | 370   | 0.6%                                | 0.8%                                | 765   | 410   | 1.1%                                | 1.4%                                |
|                      | SB        |                                       |                   |                                      | 234                              | 625   | 385                                     | 990   | 2.6%                                | 2.3%                                | 255   | 535   | 0.4%                                | -0.6%                               | 345  | 820   | 1.9%                                | 1.2%                                | 370   | 910   | 2.3%                                | 1.8%                                |
| 114512               | NB        | 622 (Between Carter Sims and 242)     | Segment - highway | 3.5%                                 | 138                              | 149   | 145                                     | 155   | 0.2%                                | 0.2%                                | 120   | 145   | -0.5%                               | -0.1%                               | 70   | 100   | -2.0%                               | -1.3%                               | 120   | 145   | -0.5%                               | -0.1%                               |
|                      | SB        |                                       |                   |                                      | 113                              | 182   | 145                                     | 240   | 1.1%                                | 1.3%                                | 130   | 200   | 0.6%                                | 0.4%                                | 100  | 125   | -0.5%                               | -1.3%                               | 150   | 210   | 1.3%                                | 0.6%                                |
| *SL                  | NB        | 622 (Between 242 and 240)             | Segment - highway | --                                   | 78                               | 95    | 80                                      | 100   | 0.1%                                | 0.2%                                | 60  | 85    | -0.9%                               | -0.4%                               | 60   | 95    | -0.9%                               | 0.0%                                | 55  | 90    | -1.2%                               | -0.2%                               |
|                      | SB        |                                       |                   |                                      | 60                               | 122   | 95                                      | 190   | 2.3%                                | 2.2%                                | 85  | 155   | 1.7%                                | 1.1%                                | 100  | 170   | 2.6%                                | 1.6%                                | 95  | 160   | 2.3%                                | 1.2%                                |
| *SL                  | NB        | 622 (and overlap with 240)            | Segment - highway | --                                   | 75                               | 79    | 80                                      | 85    | 0.3%                                | 0.3%                                | 80  | 85    | 0.3%                                | 0.3%                                | 90   | 95    | 0.8%                                | 0.8%                                | 90  | 95    | 0.8%                                | 0.8%                                |
|                      | SB        |                                       |                   |                                      | 58                               | 102   | 110                                     | 155   | 3.6%                                | 2.1%                                | 105   | 145   | 3.2%                                | 1.7%                                | 125  | 180   | 4.6%                                | 3.1%                                | 110   | 155   | 3.6%                                | 2.1%                                |
| 114577               | NB        | 622 (Between 240 and County Line)     | Segment - highway | 4.5%                                 | 44                               | 43    | 45                                      | 45    | 0.1%                                | 0.1%                                | 45  | 45    | 0.1%                                | 0.1%                                | 50   | 50    | 0.6%                                | 0.6%                                | 45  | 40    | 0.1%                                | -0.3%                               |
|                      | SB        |                                       |                   |                                      | 32                               | 60    | 55                                      | 80    | 3.0%                                | 1.3%                                | 45  | 70    | 1.7%                                | 0.7%                                | 60   | 85    | 3.6%                                | 1.7%                                | 45  | 70    | 1.7%                                | 0.7%                                |
|                      | NB        | I-65 NB Off-Ramp (New Exit)           | Ramp              |                                      |                                  |       |   |       |                                     |                                     | 45  | 40    |                                     |                                     | 45   | 40    |                                     |                                     | 40  | 45    |                                     |                                     |
|                      | NB        | I-65 NB On-Ramp (New Exit)            | Ramp              |                                      |                                  |       |   |       |                                     |                                     | 540   | 260   |                                     |                                     | 230  | 115   |                                     |                                     | 115   | 65    |                                     |                                     |
|                      | SB        | I-65 SB Off-Ramp (New Exit)           | Ramp              |                                      |                                  |       |   |       |                                     |                                     | 200   | 515   |                                     |                                     | 90   | 290   |                                     |                                     | 40  | 125   |                                     |                                     |
|                      | SB        | I-65 SB On Ramp (New Exit)            | Ramp              |                                      |                                  |       |   |       |                                     |                                     | 50  | 50    |                                     |                                     | 45   | 45    |                                     |                                     | 50  | 45    |                                     |                                     |

Notes: \*SL = Streetlight Data. Growth rates reflect linear growth.