Southern Warren County, Kentucky



# **Appendix B**

Roadway & Traffic Characteristics













Appendix B-1: Existing Conditions Summary

Appendix B-2: Crash Data

Appendix B-3: Level of Service Data

Appendix B-4: Traffic Model Validation Report

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 atgrade 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 statemaintained 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

Tuble 1. Crusiies iii Study Areu												
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-												
Opposite Dir			4	12%	6	5%	10	13%			14	4%
Sideswipe-Same												
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	1	l15		80	239		3	97

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.

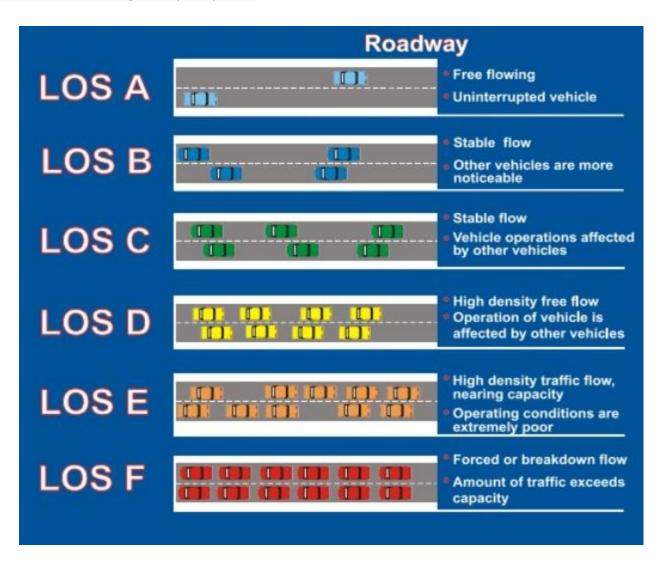
#### 2020 Existing Traffic Conditions

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.

### **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.



						St	udy Area High	nway Characteristics	Summary					
						Section			Lane	Shoulder W	Vidth (feet)		Median	
Route	Local Road Name	Section	County	Begin Milepoint	End Milepoint	Length (miles)	Functional Class	Facility Type	Width (feet)	Stabilized Shoulder	Paved Shoulder	Median Type	Width (feet)	Posted Speed Limit (MPH)
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 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) 3 LT (5.732 to 9.867) 3 RT	2 LT (5.47 to 5.732) 1 LT (5.732 to 9.867) 1 RT	None	0	35 (5.47 to 6.457) 45 (6.457 to 6.583) 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) 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) 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) 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 Howe	ell Rd			
	Value	Remarks			
Lane Width	10'				
Shoulder Width	1' LT&RT	Asphalt			
Shoulder Width	2' LT&RT	Stabilized			
Median Width	0'				
Horizontal Deficiences	None				
Vertical Grade Deficiences		Not available within HIS			
Bridge Deficiences	No Bridges				
Grades		Not available within HIS			
Speed Limits	35 mph				
Truck Routes	N/A				
Truck Weight Class	None				
	1	Intersection with State-Maintained Road			
Drivoway / Access points	1	Intersection with Local Road			
Driveway / Access points	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 R	Rd .
	Value	Remarks
Lane Width	10'	(11' min required)
Shoulder Width	1' LT&RT	Asphalt
Silouidei Widtii	2' LT&RT	Stabilized
Median Width	0'	
Horizontal Deficiences	Lane Width	
Vertical Grade Deficiences		Not available within HIS
Bridge Deficiences	No Bridges	
Grades		Not available within HIS
Speed Limits	35 mph	
Truck Routes	N/A	
Truck Weight Class	None	
	None	Intersection with State-Maintained Road
Driveway / Access points	2	Intersections with Local Roads
Driveway / Access points	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							
Silouidei Widtii	2' LT&RT	Stabilized							
Median Width	0'								
Horizontal Deficiences	Lane Width								
Vertical Grade Deficiences		Not available within HIS							
Pridge Deficiences	Not Deficient	Structure No. 114B00098N - 5.37 M N JCT 107/114 C.L.							
Bridge Deficiences	Not Delicient	29.9' curb to curb							
Grades		Not available within HIS							
Speed Limits	35 mph								
Truck Routes	N/A								
Truck Weight Class	None								
	None	Intersection with State-Maintained Road							
Driveway / Access points	3	Intersections with Local Roads							
Driveway / Access points	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									
Silouidei Widtii	2' LT&RT	Stabilized									
Median Width	0'										
Horizontal Deficiences	One Curve; Lane Width	R=253 0.542 to 0.609 (340' min required)									
Vertical Grade Deficiences		Not available within HIS									
Bridge Deficiences	No Bridges										
Grades		Not available within HIS									
Speed Limits	35 mph										
Truck Routes	N/A										
Truck Weight Class	None										
	1	Intersection with State-Maintained Road									
Driveway / Access points	3	Intersections with Local Roads									
Driveway / Access points	None	Commercial Driveway									
	14	Residential Driveways and Farms									
<b>Functional Classification</b>	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 Traffice Does Not Stop"									

	CR 1266 Dillard	d Rd
	Value	Remarks
Lane Width	9'	(10' min required)
Shoulder Width	1' LT&RT	Asphalt
Silouidei Widtii	2' LT&RT	Stabilized
Median Width	0'	
Horizontal Deficiences	One Curve; Lane Width	R=243 1.329 to 1.429 (340' min required)
Vertical Grade Deficiences		Not available within HIS
Bridge Deficiences	No Bridges	
Grades		Not available within HIS
Speed Limits	35 mph	
Truck Routes	N/A	
Truck Weight Class	None	
	1	Intersection with State-Maintained Road
Driveway / Access points	4	Intersections with Local Roads
Driveway / Access points	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	i
	Value	Remarks
Lane Width	12'	
Charleton MC data	14' LT	
Shoulder Width	10' RT	
Median Width	31'	Concrete Barrier
Horizontal Deficiences	None	
Vertical Grade Deficiences	None	
Bridge Deficiences	No Bridges	
	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)
Condo	0.5-2.4 Percent Uphill	17.284 to 17.695 (3 percent max)
Grades	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
	None	Intersection with State-Maintained Road
Driveway / Access points	None	Intersection with Local Road
Driveway / Access points	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, Atrractions, Exit Ahead 1mi, Exit Here, "Trucks Use Right 2 Lanes", Distance to

	KY 0240 Woodbur							
	Value	Remarks						
	9'	5.470 to 9.867 (12'/11' min required)						
Lane Width	11'	9.867 to 10.245 (11' min required)						
	9'	10.245 to 12.733 (11' min required)						
	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)						
Chauldon Midth	1' RT	Asphalt 5.470 to 9.867 (8'/5' usable required)						
Shoulder Width	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'							
ca.a Triac	<u> </u>	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)						
	8 Curves; Land Width;							
Horizontal Deficiences	· ·	R=1042 9.456 to 9.566 (1060' min required)						
	Shoulder Width	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 Deficiences		Not available within HIS						
Bridge Deficiences	Not Deficient	Structure No. 114B00096N - 2.7 M W JCT KY 622						
Bridge Berielenees	Not Beliefelle	40' curb to curb						
Grades		Not available within HIS						
	35 mph	5.47 to 6.457						
Speed Limits	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						
	3	Intersections with State-Maintained Roads						
	12	Intersections with Local Roads						
Driveway / Access points	3	Commercial Driveways						
	138	Residential Driveways						
Functional Classification	Rural Minor Collector	nesidential briveways						
State Highway System	Rural Secondary							
Railroad Crossings	1							
Railfoad Crossings	1	Conned Limit Foot 240 let 004 Left Arrent Dedoctrie						
		Speed Limit, East, 240, Jct ,884, Left Arrow, Pedestria						
		Crossing, Fire Station Ahead, Railroad Crossing Ahead						
		Railroad Crossing, Right Turn, Speed Advisory, Right						
Signage Review	116	Chevron, No Passing Zone, Right then Left Turn Ahead,						
3.0		Chevron, Left Turn, 622, Stop, Right Arrow, Double Arro						
		Intersection Ahead, Left then Right Turn Ahead, Stop						
		Ahead, 31W, Straight Arrow, "Cross Traffice Does No						
		Stop"						

	KY 0242 Ricl	hpond Rd					
	Value	Remarks					
	11'	3.463 to 3.883 (12' min required)					
Lane Width	10'	3.883 to 5.133 (12' min required)					
	8'	5.133 to 10.275 (11' min required)					
	1' LT&RT	Asphalt 3.463 to 3.883 (8' min required)					
	2' LT&RT	Stabilized 3.463 to 3.883 (8' min required)					
Shoulder Width	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'						
		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)					
Horizontal Deficiences	13 Curves; Lane Width;						
Horizontal Deliciences	Shoulder Width	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 Deficiences	None	3.463 to 5.133					
Vertical Grade Deliciences	No Data	5.133 to 10.275					
Bridge Deficiences	Not Deficient	Structure No. 114B00097N - 2.05 M W JCT KY 622					
Bridge Deficiences	Not Deficient	29.9' curb to curb					
	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)					
Grades	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)					
	35 mph	3.463 to 4.109					
Speed Limits	55 mph	4.109 to 10.275					
Truck Routes	N/A	11203 to 10:273					
Truck Weight Class	A	44,000 lbs					
Truck Weight Class	3	Intersections with State-Maintained Roads					
	11						
Driveway / Access points	4	Intersections with Local Roads					
		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, Railro 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 Lei Turn, Jct, 622, Left Arrow, West, No Passing Zone, Traffic Signal Ahead, 31W, Straight Arrow					

	KY 0884 Three	Springs Rd					
	Value	Remarks					
		0 to 3.616 (11' min required)					
Lane Width	10'	3.616 to 7.438 (12' min required)					
		Asphalt 0 to 3.616 (5' min required)					
Chauldon \\/idth	1' LT&RT	3.616 to 7.438 (8' min required)					
Shoulder Width	21.T0.DT	Stabilized 0 to 3.616 (5' min required)					
	2' LT&RT	3.616 to 7.438 (8' min required)					
Median Width	0'						
		R=512 0.151 to 0.221 (643' min required)					
	5 Curves; Lane Width;	R=363 0.792 to 0.843 (1060' min required)					
Horizontal Deficiences	Shoulder Width	R=831 0.843 to 0.942 (1060' min required)					
	Shoulder Width	R=843 1.855 to 1.93 (1060' min required)					
		R=754 2.63 to 2.678 (1060' min required)					
Vertical Grade Deficiences	No Data	0 to 3.616					
Vertical Grade Deliciences	None	3.616 to 7.438					
Bridge Deficiences	No Bridges						
	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)					
Grades	0.5-2.4 Percent Uphill	5.495 to 5.516 (7 percent max)					
Grades	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)					
	45 mph	0 to 0.471					
Speed Limits	55 mph	0.471 to 5.433					
	45 mph	5.433 to 7.438					
Truck Routes	N/A						
Truck Weight Class	Α	44,000 lbs 0 to 7.407					
Truck Weight Class	AAA	80,000 lbs 7.407 to 7.438					
	2	Intersections with State-Maintained Roads					
Driveway / Access points	12	Intersections with Local Roads					
Driveway / Access points	3	Commercial Driveways					
	79	Residential Driveways					
	Rural Minor Collector	0 to 3.616					
<b>Functional Classification</b>	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 Highway System	State Secondary	3.616 to 7.438					
Railroad Crossings	1						
Signage Review	117	North, 884, Mile Marker, Speed Limit, S-Curve Right, Speed Adivsory, 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, way Intersection, School Crossing, School Speed Limit, En School Zone, Weight Limit, Left Intersection, Jct, South,					

Southern Warren County, Kentucky



Appendix B-2

### **CRASH DATA**

Route	KY	240	KY	242	KY	622	KY	884	I-0	65	US-3	31W	Ctud	Area
Length (mi.)	7	.3	6	.8	7	.3	7	.4	6	.8	8	.9	Study	Alea
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	2	.7	3	34	1:	15	8	30	23	39	3!	97	89	92

RDWYIDTXT	MANNERCOLL MANNERCO_1	RDWYCI	HARCD RDWYCHAR	RDWYCONDC	D RDWYCOND	UNITSINVOL WI	ATHERCI	DE WEATHER	EVENTCOLL	W EVENTCOL_1	INJ_FATAL_	INJ_INCAP_	INJ_NONIN_	INJ_POSS_I	INJ_NONE_I	PEDESTRIAN
KY0240	1 ANGLE	-	STRAIGHT & amp; LEVEL	-	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N		N.
KY0240 KY0240	5 REAR END	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE OTHER MOTOR VEHICLE	N N	N N	N N	N	Y V	IN N
KY0240	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N N	N N	N N	v	N N
KY0240	1 ANGLE	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Ý	N
KY0240	3 HEAD ON	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0240	9 SINGLE VEHICLE	2	CURVE & amp; HILLCREST	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
KY0240	9 SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	1	DRY	2	2	CLEAR	7	RAILROAD TRAIN	N	N	N	Υ	N	N
KY0240	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	3	CLOUDY	31	UTILITY POLE	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	17	FENCE	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	6	RAINING	3	DEER	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
	9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	3	CLOUDY	26	SIGN POST	N	N	N	N	Y	N
KY0240	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	4	FOG/SMOG/SMOKE	1	ANIMAL	N	N	N	N	Υ	N
	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	3	DEER	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	3	DEER	N	N	N	N	Υ	N
KY0240	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	22	MAILBOX	N	N	N	N	Υ	N
KY0240	1 ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	N	N
KY0240	9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	3	CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0240	1 ANGLE	2	CURVE & amp; HILLCREST	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0240	9 SINGLE VEHICLE	2	CURVE & amp; HILLCREST	5	WET	1	6	RAINING	30	TREE	N	N	Y	N	N	N
KY0240	1 ANGLE	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0240	1 ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	Y	Y	N
10/03/43	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5 31	OTHER MOTOR VEHICLE	N 	N	N	N	Y	N
KY0242	9 SINGLE VEHICLE 9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR		UTILITY POLE	N 	N •	N	N 	Y	N
		6	STRAIGHT & amp; LEVEL	1		1	-		29	TRAFFIC SIGNAL SUPPORT	N	N	Y	Y	Y	N
KY0242	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	30	TREE	N	N	N	N	Y	N
KY0242	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	26	SIGN POST	N 	N .	N	N	Υ	N
	1 ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5 26	OTHER MOTOR VEHICLE	N 	N .	N	N	Υ	N
KY0242	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET DRY	1	3	CLOUDY	5	SIGN POST OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0242 KY0242	5 REAR END 5 REAR END	6	STRAIGHT & amp; LEVEL STRAIGHT & amp; LEVEL	1	DRY	2	3 2	CLOUDY CLEAR	5	OTHER MOTOR VEHICLE OTHER MOTOR VEHICLE	N N	N N	N N	N N	Y	N N
KY0242 KY0242	7 SIDESWIPE-OPPOSITE DIREC	TION 6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N N	N N	N	Y V	N N
KY0242	5 REAR END	.TION 6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N N	N N	N N	ı V	N N
K10242	5 REAR END	6	STRAIGHT & LEVEL	1	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N N	N N	N V	N	ı V	IN N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEGODT	5	OTHER MOTOR VEHICLE	N N	N N	N N	N N	v	N N
KY0242	4 OPPOSING LEFT TURN	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	4	MOTOR VEHICLE IN TRANSPORT OTHER ROADWAY	N	N	N	N	v	N N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	v	v	N
K10242	5 REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N.	v	N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N N	N	N	v	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 & amp; LEVEL	5	WET	1	6	RAINING	17	FENCE	N	N	N	N	Y	N
KY0242	5 REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	4	FOG/SMOG/SMOKE	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5 REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0242	1 ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	N	N
KY0242	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0242	7 SIDESWIPE-OPPOSITE DIREC	TION 6	STRAIGHT & amp: LEVEL	1	DRY	2	2	CLEAR	47	, , .	N	N	N	N	Υ	N
KY0242	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	6	RAINING	24	OTHER POST/POLE/SUPPORT	N	N	N	N	Υ	N
KY0242	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	6	WATER (STA	1	2	CLEAR	38	SUBMERSION	N	N	N	N	Y	N
KY0242	9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	3	CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
KY0242	9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	26	SIGN POST	N	N	N	N	Y	N
KY0242	7 SIDESWIPE-OPPOSITE DIREC	TION 6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0242	7 SIDESWIPE-OPPOSITE DIREC		STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	1	ANIMAL	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	26	SIGN POST	N	N	N	N	Υ	N
KY0622	8 SIDESWIPE-SAME DIRECTION	N 6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	3	DEER	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	3	DEER	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	4	SNOW/SLUS	1	3	CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	22	MAILBOX	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	6	WATER (STA	1	5	FOG WITH RAIN	37	RAN OFF ROADWAY (ONLY)	N	N	N	Υ	N	N
KY0622	7 SIDESWIPE-OPPOSITE DIRECT		CURVE & amp; LEVEL	6	WATER (STA	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	7 SIDESWIPE-OPPOSITE DIRECT		STRAIGHT & amp; LEVEL	4	SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	3	CLOUDY	36	OVERTURNED	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0622	2 BACKING	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	3	CLOUDY	41	CONCRETE BARRIER	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	30	TREE	N	N	N	Υ	N	N
KY0622	9 SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	6	RAINING	17	FENCE	N	N	Y	N	N	N
KY0622	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	24	OTHER POST/POLE/SUPPORT	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
KY0622	9 SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
	9 SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	3	DEER	N	N	N	N	Y	N
	8 SIDESWIPE-SAME DIRECTION	N 1	CURVE & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	1 ANGLE	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	Y	N	N	N
KY0622	3 HEAD ON	1	CURVE & amp; GRADE	5	WET	2	5	FOG WITH RAIN	22	MAILBOX	N	N	Y	N	N	N
KY0622	9 SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	Y	N	N	N
KY0622	9 SINGLE VEHICLE	1	CURVE & DE GRADE CURVE & DE GRADE	1	DRY	1	2	CLEAR	26	SIGN POST	N	N	N	N	Y	N
	9 SINGLE VEHICLE						2	CLEAR	37	RAN OFF ROADWAY (ONLY)						

KY0622	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	6	RAINING	31	UTILITY POLE	Y	Y	N	N	N	N
KY0622	5	REAR END	1	CURVE & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
KY0622	0	SINGLE VEHICLE	1	CURVE & amp; GRADE	Ė	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N.	N	N	NI.	·	NI NI
KYU622	9		1		5		1	-		10		IN			IN	, , , , , , , , , , , , , , , , , , ,	IN
	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	3	DEER	N	N	N	Υ	N	N
KY0622	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	Y	N	Υ	N
KY0622	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	3	DEER	N	N	N	N	Υ	N
	-	SIDESWIPE-OPPOSITE DIRECTION	ć		1		-			-	OTHER MOTOR VEHICLE		N	N			
KY0622	/		ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR			N	N	IN	IN	4	IN.
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Y	N	Y	N
KY0622	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
KY0622		SIDESWIPE-SAME DIRECTION	-	STRAIGHT & amp: LEVEL	5	WET	2	3	CLOUDY		OTHER MOTOR VEHICLE	N.	N	N	NI.	v	N
	۰		0		3		2	3		-	OTHER WIGTOR VEHICLE	IN		IN	IN	,	14
KY0622	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	47		N	N	N	N	Y	N
KY0622	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	9	SNOWING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0622		REAR END	2	CURVE & amp; LEVEL	4	SNOW/SLUS	2	0	SNOWING	5	OTHER MOTOR VEHICLE	N	M	N	N	v	N
	,	SIDESWIPE-SAME DIRECTION			7		2			-							
KY0622	8		ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	2	CLEAR	14	CULVERT/HEAD WALL	N	N	N	Υ	N	N
KY0622	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	3	DEER	N	N	N	N	Υ	N
KY0622	-	REAR END	·	STRAIGHT & amp: LEVEL		DRY	-	2	CLEAR		OTHER MOTOR VEHICLE		N			v	
	5		ь		1		2	-				N		IN	IN	4	IN.
KY0622	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	M	N	v	v	N
KIOUZZ	-	ANGLE			-	DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE						
	1		ь	STRAIGHT & amp; LEVEL	1		2	2		5		N	N	N	N	Y	N
KY0622	1	ANGLE	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
KY0622	2	HEAD ON	6	STRAIGHT & amp: LEVEL	1	DRY	2	2	CLEAR		OTHER MOTOR VEHICLE	N.	N	v	NI.	N.	N
	,		0		-		2	2				14			14	14	14
KY0622	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	2	CLEAR	30	TREE	N	N	N	Y	N	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	17	FENCE	N	v	N	N	N	N
			ć		÷	WFT	-	-	RAINING	5			N.				
KY0622	1	ANGLE	ь	STRAIGHT & amp; LEVEL	5		2	ь		5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	3	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	-	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N.
					1		-	_		,		IN	14	14	IN .		IN
KY0622	4	OPPOSING LEFT TURN	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	1	ANGLE	5	STRAIGHT & amp; HILLCREST	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Y	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
KY0622	-	REAR END				DRY	-	2	CLEAR	· ·		::					
	5		ь	STRAIGHT & amp; LEVEL	1		2			3	OTHER MOTOR VEHICLE	IN .	IN	IN	IN	7	IN
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	5	REAR END	6	STRAIGHT & amp: LEVEL	2	ICE	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
		REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	,			STRAIGHT WAITIP, LEVEL	-		-	2		-		IN	IN	IN	IN		IN
KY0622	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	3	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622		SIDESWIPE-SAME DIRECTION	4	STRAIGHT & amp; GRADE		WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	M	N	N	v	N
KY0622		SINGLE VEHICLE		STRAIGHT & LEVEL		DRY	-	2	CLEAR	37	RAN OFF ROADWAY (ONLY)		· ·				
	9				-		1			57		IN		IN	IN		IN
KY0622	8	SIDESWIPE-SAME DIRECTION	3	CURVE & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	1	ANGLE	1	CURVE & amp; GRADE	5	WET	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	v	N
	,	SINGLE VEHICLE	2		-			2		16	EARTH EMBANKMENT/ROCKCUT/DITCH						
	9		3	CURVE & amp; LEVEL	5	WET	1	3	CLOUDY	10		N	N	IN	IN	4	IN.
KY0622	5	REAR END	1	CURVE & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5	REAR END	1	CURVE & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	1	ANGLE	-	CURVE &: LEVEL	-	WET	2	6	RAINING		OTHER MOTOR VEHICLE	N.	N	N	NI.	v	N
	1				3		-	-		-		IN		IN	IN		IN
KY0622	5	REAR END	3	CURVE & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	1	ANGLE	3	CURVE & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Y	N
KY0622	5	REAR END	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Y	Υ	N	N
KY0622		SINGLE VEHICLE	2	CURVE & amp; LEVEL	-	WFT	1	3	CLOUDY	30	TREE	N.	N	NI.	NI.	v	N
	9				3		1	-				IN	IN	IN	IN		IN
KY0622	1	ANGLE	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Y	N
KY0622	9	SINGLE VEHICLE	2	CURVE & amp; HILLCREST	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
KY0622	9	SINGLE VEHICLE	3	CURVE & amp: LEVEL	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0622		SINGLE VEHICLE	2		-	WFT	1	c	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N.	N	NI.	NI.	v	N
	9			CURVE & amp; LEVEL	3		1			-		IN	IN	IN	IN		IN
KY0622	5	REAR END	3	CURVE & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	26	SIGN POST	N	N	N	N	Y	N
KY0622	5	REAR END	6	STRAIGHT & amp: LEVEL	5	WET	3	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	7	SIDESWIPE-OPPOSITE DIRECTION	2	CURVE & amp; LEVEL	1	DRY	,	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N.	N.	v	N.
K10022	_						2			47	OTHER MOTOR VEHICLE	14		14		· ·	IN
	5	REAR END	4	STRAIGHT & amp; GRADE	5	WET	2	3	CLOUDY	4/		N	N	N	N	Y	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	5	REAR END	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622		REAR END	6	STRAIGHT & LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	M
	3				-			-		-		19		14			IN
KY0622	5	REAR END	3	CURVE & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	Y	N	Y	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	1	ANGLE	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
KY0622	1	ANGLE	6	STRAIGHT & LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	v	N	N	N.
					-		-			27							IN
KY0622	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	6	RAINING	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
KY0622	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	24	OTHER POST/POLE/SUPPORT	N	N	N	N	Υ	N
	q	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	3	DEER	N	N	N	N	Υ	N
10/0522	5	REAR END				DRY	2		CLEAR	-	OTHER MOTOR VEHICLE			.4	14	· ·	
KY0622	5		ь	STRAIGHT & amp; LEVEL	1		2	2		5		N	N	Y	Υ	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	7	SIDESWIPE-OPPOSITE DIRECTION	3	CURVE & amp: LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	,		,		1		4			-		IN		IN .	IN .		IN
KY0622	5	REAR END	б	STRAIGHT & amp; LEVEL	5	WET	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
KY0622	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	2	HEAD ON	6	STRAIGHT & LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N.	N	v	N.	v	N.
K10022			5				2	2		-		14				· ·	IN
	1	ANGLE	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	Υ	N	N	Υ	N
KY0622	1	ANGLE	6	STRAIGHT & amp: LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	-	REAR END	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N.	N.	v	N.
							2	2		-		14		14		· ·	IN
KY0622	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Y	N	Y	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0622	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
KY0622	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
N10022	0	E SAME DIRECTION	-		-		-	-	0.0001	-	I I TOTAL TERROLE						14

	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	6	RAINING	36	OVERTURNED	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	3	CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0884	7	SIDESWIPE-OPPOSITE DIRECTION	1	CURVE & GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	v	v	N
KY0884	,		-		-	WET	-	-	RAINING	37							
	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5		1	ь			RAN OFF ROADWAY (ONLY)	N	N	N	N	Y	N
KY0884	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	3	CLOUDY	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	Υ	N	N
	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	3	CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0884	1	ANGLE	5	STRAIGHT & amp; HILLCREST	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	0	SINGLE VEHICLE	1	CURVE & amp; GRADE	1	DRY	1	3	CLOUDY	22	MAILBOX	N.	N	N	N	v	N
K10004	,	SINGLE VEHICLE	-		-	WFT			CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH			N			N
	9		2	CURVE & amp; HILLCREST	5		1	3				IN .	N	IN	IN	Ť	IN
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	Υ	Υ	N	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	4	FOG/SMOG/SMOKE	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	Υ	N	N	N	N
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	4	FOG/SMOG/SMOKE	30	TRFF	N	N	N	N	Υ	N
	0	SINGLE VEHICLE	2	CURVE & amp; LEVEL		WET	1	2	CLEAR	0	OTHR OBJECT NOT FIXED	N	N.	N	NI.	v	N
	9		5				1	2		36		IN	IN .	IN	IN .		IV.
KY0884	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	36	OVERTURNED	N	N	Y	N	N	N
KY0884	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	5	REAR END	4	STRAIGHT & amp: GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WFT	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N.	N	N	N	v	N
KY0884	,		6			DRY		2		17						V	
	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1		1	2	CLEAR	1/	FENCE	IN	IN .	N	IN	, T	IN
KY0884	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	5	FOG WITH RAIN			N	N	N	N	Υ	N
KY0884	7	SIDESWIPE-OPPOSITE DIRECTION	3	CURVE & amp; LEVEL	1	DRY	2	3	CLOUDY	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	17	FENCE	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	17	FENCE	N	N	N	N	Υ	N
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N
KY0884	-		5			SNOW/SLUS	2	2	CLOUDY	-						V	
	/	SIDESWIPE-OPPOSITE DIRECTION	5	STRAIGHT & amp; HILLCREST	4		2	3		3	OTHER MOTOR VEHICLE	IN .	N	IN	IN	Ť	IN
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	17	FENCE	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	1	DRY	1	2	CLEAR	8	OTHR OBJECT NOT FIXED	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	1	DRY	1	2	CLEAR	22	MAILBOX	N	Υ	N	N	N	N
KY0884	q	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	4	SNOW/SLUS	1	q	SNOWING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	v	N
KY0884	0	SINGLE VEHICLE	c	STRAIGHT & amp; LEVEL	4	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N.	N	NI.	v	N
K10004	9						1	2				IN	IN .	IN	IN .		IN .
	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Y	N
	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	17	FENCE	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	Υ	N	N
	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	Υ	Υ	Υ	N
KY0884	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N.	N	N	NI .	v	N
KY0884	,	ANGLE	6			DRY	2	2	CLEAR	-					N	V	
K10884	1		6	STRAIGHT & amp; LEVEL	1		2	2		5	OTHER MOTOR VEHICLE	IN	IN .	N	Y	, T	IN
	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Y	N	Υ	N
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	v	v	N
KY0884	_		2			DRY	-	2	CLEAR	37						V	
	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1		1			5/	RAN OFF ROADWAY (ONLY)	IN	N	N	N	*	IN
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	Υ	Υ	N
KY0884	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	v	N	v	N
1110004	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL		WET	2	3	CLOUDY		OTHER MOTOR VEHICLE	N.	N.	N.	N.	·	N
KY0884	,				-		2	3		37		IN	IN .	IN	IN .		
	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	3	CLOUDY		RAN OFF ROADWAY (ONLY)	N	N	N	N	Y	N
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	31	UTILITY POLE	N	N	N	N	Υ	N
KY0884	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	q	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	26	SIGN POST	N	N	N	N	v	N
KY0884	,	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL		DRY	-	2	CLEAR	-	OTHER MOTOR VEHICLE			N		V	N
					1		2	-		5		IN	IN .		IN .		
KY0884	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	3	CLOUDY	14	CULVERT/HEAD WALL	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	24	OTHER POST/POLE/SUPPORT	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	3	CLOUDY	17	FENCE	N	N	N	N	Υ	N
KY0884	9	SINGLE VEHICLE	1	CURVE & GRADE	5	WET	1	6	RAINING	17	FENCE	N.	N.	v	N	N.	N
KY0884	0	SINGLE VEHICLE	2	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N.	N.	N	N.	v	N
	9				1		2	2		57		IN .	IN .	IN .	IN .	1	IN.
KY0884	8	SIDESWIPE-SAME DIRECTION	0	STRAIGHT & amp; LEVEL	5	WET	3	2	CLEAR	-	OTHER MOTOR VEHICLE	N	N	IN	N	Ť	N
KY0884	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	17	FENCE	N	N	Υ	N	N	N
KY0884	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	6	PEDESTRIAN	N	N	Υ	N	Υ	Y
KY0884	9	SINGLE VEHICLE	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	2	BICYCLE	N	N	Υ	N	Υ	N
KY0884	2	BACKING	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
KY0884	-	REAR END	2	CURVE & DEVEL	1	DRY	2	2	CLEAR		OTHER MOTOR VEHICLE	· ·	N.	N.	V	·	N
	-		3				3	-		5			IN .	IN			IN .
KY0884	/	SIDESWIPE-OPPOSITE DIRECTION	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE	N	N	IN	N	Ť	N
KY0884	7	SIDESWIPE-OPPOSITE DIRECTION	3	CURVE & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	5	REAR END	1	CURVE & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	5	REAR END	3	CURVE & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
KY0884	5	REAR END	1	CURVE & amp; GRADE	1	DRY	3	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
KY0884	1	ANGLE	-		1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N.	N N	N.	· v	N
	1		-	STRAIGHT & amp; GRADE	1		2	2		-		IN .	IN .	IN .	IN .	1	IN.
1 0065	8	SIDESWIPE-SAME DIRECTION	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	9	SNOWING	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
10065	5	REAR END	3	CURVE & amp; LEVEL	4	SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	1	CURVE & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
10065	0	SIDESWIPE-SAME DIRECTION	4	STRAIGHT & amp; GRADE	4	SNOW/SLUS	-	9	SNOWING	5	OTHER MOTOR VEHICLE	N.	N.	N	N	V	N
	0		-		4		4	9		16		IN .	IN .		IN .	1	
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	4	FOG/SMOG/SMOKE	10	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065		ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	41	CONCRETE BARRIER	N	N	Y	N	Υ	N
10065	1	ANGLE															

1 0065	8	SIDESWIPE-SAME DIRECTION	3	CURVE & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6		5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
10065		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N
			0				2	3		5		IN	IN .	IN	IN		14
1 0065	8	SIDESWIPE-SAME DIRECTION	ь	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY		OTHER MOTOR VEHICLE	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	6	RAINING	23	MEDIAN SUPPORT	N	N	N	N	Υ	N
1 0065	q	SINGLE VEHICLE	2	CURVE & amp; HILLCREST	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	v	N
1 0065	-			STRAIGHT &: LEVEL			2	2			OTHER MOTOR VEHICLE					· ·	
	5	REAR END	ь		1	DRY	2	2	CLEAR	3		IN .	N	IN	IN	Ť	IN
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	5	FOG WITH RAIN	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	6	RAINING	23	MEDIAN SUPPORT	N	N	Υ	N	N	N
10065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	3	CLOUDY	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
10065		SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	0	SNOWING	41	CONCRETE BARRIER	M	N	N	N	v	N
	,				7					37							
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	ь	RAINING		RAN OFF ROADWAY (ONLY)	IN .	N	IN	IN	Ť	IN
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	17	FENCE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	6	WATER (STA	1	6	RAINING	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
1 0065	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	36	OVERTURNED	N	v	N	N	v	N
10065		SINGLE VEHICLE	6	STRAIGHT & LEVEL	1	DRY	1	-	CLEAR	37	RAN OFF ROADWAY (ONLY)	N.	·	N	NI.	N.	NI.
	9						1	2				IN		IN	IN	IN	14
1 0065	8	SIDESWIPE-SAME DIRECTION	5	STRAIGHT & amp; HILLCREST	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WFT	2	5	FOG WITH RAIN	23	MEDIAN SUPPORT	N	N	N	N	Υ	N
1 0065	-	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR		OTHER MOTOR VEHICLE	N.	NI.	N	NI.	v	N
					1		2	2		-		IN	IN	IN	IN		IN
1 0065	8	SIDESWIPE-SAME DIRECTION	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	17	FENCE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	6	WATER (STA	1	c	RAINING	41	CONCRETE BARRIER	NI.	M	NI.	v	NI.	N
	9		0		-		1			41		IN	IN .	IN .	1	IN	14
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING		CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	3	CLOUDY	23	MEDIAN SUPPORT	N	N	N	Υ	Υ	N
10065	q	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	v	N
1 0065	-	REAR END	6	STRAIGHT & amp; LEVEL		WET	2	4	FOG/SMOG/SMOKE	5	OTHER MOTOR VEHICLE	N.	NI.	N	NI.		NI.
	3		0		-		2	*		37		IN	IN .	IN .	IN		14
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	ь	RAINING		RAN OFF ROADWAY (ONLY)	N	N	N	N	Y	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	41	CONCRETE BARRIER	N	N	Υ	N	Υ	N
1 0065	q	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	v	N
10065	,	SINGLE VEHICLE	0		97	OTHER		2	CLEAR	47	CONCRETE BARRIER					·	
	9				97		1	2				IN .	N	IN	N	, T	IN
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	34	FIRE/EXPLOSION	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
10065	0	SINGLE VEHICLE	c	STRAIGHT & amp; LEVEL		SNOW/SLUS	4		RAINING	45	OTHER MOTOR VEHICLE					· ·	
	9		ь		4		1	ь				IN .	N	IN	N	*	IN
1 0065	9	SINGLE VEHICLE	6	Strongth damp, ceree	1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	Υ	N	N	N
10065	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	Υ	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp: LEVEL	1	DRY	1	3	CLOUDY	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065		SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLOUDY	8	OTHR OBJECT NOT FIXED	N.	N	N	N	v	N
	9		0		1		1	3				IN	IN .	IN	IN		14
1 0065	1	ANGLE	ь	STRAIGHT & amp; LEVEL	5	WET	3	ь	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	Υ	N	N	N	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
10065		REAR END	6	STRAIGHT & LEVEL	Ē	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N.	NI.	N	NI.		NI.
	3		0		2		2			-		IN	IN	IN	IN		IN
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	q	SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	v	N
10065	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N.	NI.	v	NI.		NI.
	9		0		-		1					IN	IN .		IN		14
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	ь	RAINING	41	CONCRETE BARRIER	N	N	N	N	Y	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Y	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	6	WATER (STA	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	9	SNOWING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	0	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	c	WATER (STA	1	c	RAINING	41	CONCRETE BARRIER	NI.	M	NI.	N	v	N
10065	9	SINGLE VEHICLE	-	STRAIGHT & amp; GRADE STRAIGHT & amp; LEVEL		DRY (SIA	-	2	CLOUDY	39	OTHER NON-COLLISION	14			.4	· ·	14
10065	9		ь		1		1	3				IN .	N	IN	IN	Ť	IN
	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	Υ	N	N	N
1 0065	9	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	5	WET	1	6	RAINING	36	OVERTURNED	N	N	N	N	Υ	N
		SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	6	WATER (STA	1	6	RAINING	37	RAN OFF ROADWAY (ONLY)	N.	N	N	N	v	N
LOOSE			6		-		2	2		5		N N	NI.	NI.	NI.		N
1 0065	8	SIDESWIPE-SAME DIRECTION	0	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY		OTHER MOTOR VEHICLE	IN	N .	N.	IN .	T	IN.
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	6	WATER (STA	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	2	ICE	1	9	SNOWING	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	-	2	CLOUDY	5	OTHER MOTOR VEHICLE	N.	N.	N	··	V	NI.
	5		0		1		4	3		,	OTHER WICHUK VEHICLE	IN	IN .	IN .			IN
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR			N	N	N	N	Y	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp: LEVEL	1	DRY	1	2	CLEAR	3	DEER	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	47		N.	N.	N.	N.	V	N.
	3				-		-	2			CONCRETE BARRIER	IN .		14		· ·	IN
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	ь	RAINING	41	CONCRETE BARRIER	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	30	TREE	N	N	Υ	N	N	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & LEVEL	1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	N	N	Υ	N
	-			, ,													

1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	Υ	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	2	CLEAR	34	FIRE/EXPLOSION	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	4	STRAIGHT & amp: GRADE	6	WATER (STA	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6		1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	N	N	v	N
	,				-			_		3	CONCRETE DANNIER						
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	3			DEEK	IN	N	T	IN	N	IN
1 0065	1	ANGLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	23	MEDIAN SUPPORT	N	N	N	N	Υ	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLOUDY	43		N	N	N	N	v	N
10065	-	REAR END			-	WFT		,		5							
	5		ь	STRAIGHT & amp; LEVEL	5		4	ь			OTHER MOTOR VEHICLE	N	Y	N	N	Y	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	47		N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	2	ICE	1	3	CLOUDY	17	FENCE	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp: LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	q	SINGLE VEHICLE	3	CURVE & amp; LEVEL	4	SNOW/SLUS	1	q	SNOWING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	v	N
1 0065	0	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	NI.	N.	NI.	v	N.	N
	9		4		-		1	2		41		IN .	IN .	IN	1	IN	IN
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING		CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	q	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	v	N
1 0065		SIDESWIPE-SAME DIRECTION	6		1	DRY	2	2		5	OTHER MOTOR VEHICLE	NI.	N.	NI.	NI.		N
				STRAIGHT & amp; LEVEL	1		-			37		IN	IN	IN	IN		IN
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	3/	RAN OFF ROADWAY (ONLY)	N	N	Y	N	N	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	1	BLOWING SAND/SOIL/	137	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
10065	3	HEAD ON	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	q	SINGLE VEHICLE	6	STRAIGHT & amp: LEVEL	5	WET	1	6	RAINING	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	v	N
1 0065	,	SINGLE VEHICLE		STRAIGHT &		DRY		2	CLOUDY	47	KAN OTT KOADWAT (ONET)						
	9		4		1		1	3				IN	IN .	IN	N	*	IN
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	41	CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	45		N	N	N	N	Υ	N
10065	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	Ē	WET	1	- -	RAINING	23	MEDIAN SUPPORT	NI.	N.	NI.	NI.		N
	9						1	0		39		IN .	IN .	IN	IN		IN
1 0065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	2	CLEAR		OTHER NON-COLLISION	N	N	N	N	Y	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2		5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	36	OVERTURNED	N	N	Υ	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
10065	q	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	v	N
1 0065		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	-	WET	2	6		5	OTHER MOTOR VEHICLE	NI.	N.	NI.	NI.		N
			0				2	0		,	OTHER MOTOR VEHICLE	IN .	IN .	IN	IN		IN
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR			N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	17	FENCE	N	N	N	Υ	N	N
1 0065	q	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	2	ICE	1	6	RAINING	23	MEDIAN SUPPORT	N	N	N	N	v	N
		SIDESWIPE-SAME DIRECTION		STRAIGHT &	-		-	2			OTHER MOTOR VEHICLE						
1 0065	8		ь		1	DRY	2	2	CLEAR	5		IN	IN .	IN	N	*	IN
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	47		N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp: LEVEL	1	DRY	1	3	CLOUDY	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
10065	q	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	23	MEDIAN SUPPORT	N	N	N	N	v	N
1 0065	,	SINGLE VEHICLE	c	STRAIGHT &		DRY		3	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH		V				
	9		ь		1		1	-				IN	Y	IN	N	*	IN
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	4	2		5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	47		N	N	N	N	Υ	N
1.0065	1	ANGLE	6	STRAIGHT & amp: LEVEL	1	DRY	2	2		5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
1 0065	-	REAR END	6	STRAIGHT & amp; LEVEL	-	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
1 0065	,	SINGLE VEHICLE	c	STRAIGHT &	,	WATER (STA	-	2	CLEAR	30	TREE						
	9		0				1	2				IN .	IN .	IN	IN		IN
1 0065	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	Y	N	N	N
1 0065	9	SINGLE VEHICLE	2	CURVE & amp; HILLCREST	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	41	CONCRETE BARRIER	N	N	N	Υ	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10065	8	SIDESWIPE-SAME DIRECTION	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	23	MEDIAN SUPPORT	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	Υ	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	4	STRAIGHT &	1	DRY	2	3	CLOUDY	41	CONCRETE BARRIER	N.	N.	N	v	v	N
		SIDESWIPE-SAME DIRECTION	-	STRAIGHT & amp; LEVEL	1		2	2		5	OTHER MOTOR VEHICLE	N.	N.	N.	N		NI.
1 0065	8		0		1	DRY	4	-	CLEAR			IN	N	rN	IN .	r	IN.
1 0065	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	Υ	N	N	Y	N
1 0065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	2	ICE	2		SLEET/HAIL	5	OTHER MOTOR VEHICLE	N.	N.	N.	N.	v	N.
	0		0		_		2	0				IN .	in .	14	iv.	r V	IN.
1 0065	5	REAR END	ь	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	6	RAINING	23	MEDIAN SUPPORT	N	N	N	N	Y	N
1 0065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	Υ	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	41	CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
1 0065		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	-	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N.	v	N.	v	NI.
	0		0		07		4	2		16		IN .	in .		iv.	r V	IN.
1 0065	9	SINGLE VEHICLE	0		97	OTHER	1	2	CLEAR		EARTH EMBANKMENT/ROCKCUT/DITCH	IN	iN	rN	IN .	f	N
1 0065	9	SINGLE VEHICLE	6	Strongth damp, ELVEL	1	DRY	1	2	CLEAR	39	OTHER NON-COLLISION	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	36	OVERTURNED	N	N	N	Υ	N	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6		17	FENCE	N	N	N	N	v	N
10065	0	SINGLE VEHICLE	6		5	WET	1	6	RAINING	24		N	N.	N.	N	·	NI NI
	9			STRAIGHT & amp; LEVEL				0			OTHER POST/POLE/SUPPORT	IN .	iN .	14	IN		IN.
1 0065	8	SIDESWIPE-SAME DIRECTION	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Y	N
1 0065	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	36	OVERTURNED	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	36	OVERTURNED	N	N	N	N	Υ	N
1 0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
1 0065	5	REAR END	6	STRAIGHT &	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N.	N.	N.	v	NI NI
1 0000	5	NEAN END	v	JINNIGHT WHILE, LEVEL	,	***!	-	٥	CLOUDI	-	OTTLEN WIGTOR VEHICLE	14	14	14	14		IN

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	0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	_	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		SNOW/SLUS	1	1	BLOWING SAND/SOIL/		MEDIAN SUPPORT	N	N	N	N	Y	N
	0065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE		DRY	1	2		47		N		N	N	Y	N
	0065	5	REAR END	6	STRAIGHT & amp; LEVEL		DRY	2	2	CLLYIII	5	OTHER MOTOR VEHICLE	N		N	N	Y	N
- 11	0065	9	SINGLE VEHICLE	2	CURVE & amp; HILLCREST	5	WET	1	6		41	CONCRETE BARRIER	N	N	N	N	Υ	N
		9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6		30	TREE	N	N	N	Υ	N	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		WET	1	6		30	TREE	N		N	N	Υ	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLLAN	8	OTHR OBJECT NOT FIXED	N	N	Y	N	Y	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	6	WATER (STA	1	6		41	CONCRETE BARRIER	N	N	N	Υ	Y	N
	0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL		SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
- 10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	N	Υ	N
10	0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
		9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	3	DEER	N	N	N	N	Υ	N
10	0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	41	CONCRETE BARRIER	N	N	N	Υ	N	N
- 10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	43		N	N	N	N	Υ	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6		41	CONCRETE BARRIER	N	N	N	N	Υ	N
	0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL		DRY	2	2		5	OTHER MOTOR VEHICLE	N	N	N	v	v	N
11	0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	v	N	N	N	v	N
	0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N	v v	N
	0065		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N	N	N	v	N
	0065		REAR END	6	STRAIGHT & amp; LEVEL		DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N	N.	V	N	NI NI
	0065	2	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		DRY	3	2		37	RAN OFF ROADWAY (ONLY)	IN .	N .	N .		IN .	IN.
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		WET	1			26		IN .	N .	N .	N .	1	IN.
- 11	JU65	9		ь				1	6		26 16	SIGN POST	IN	N	N	N	Ť	IN
		9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6		16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
	0065	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
- 10	0065	9	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST		WET	1	2		16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
		9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6		41	CONCRETE BARRIER	N	N	N	N	Y	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2		41	CONCRETE BARRIER	N	N	N	Υ	N	N
- 10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	6	WATER (STA	1	6		30	TREE	N	N	N	Υ	N	N
10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	30	TREE	N	N	N	N	Υ	N
10	0065	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
- 10	0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp: LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
- 10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp: LEVEL	5	WET	1	6	RAINING	37	RAN OFF ROADWAY (ONLY)	N	N	N	Υ	N	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		DRY	1	3		47	(4.12.)	v	N	N	N	N	N
11	0065	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3		5	OTHER MOTOR VEHICLE	N	N	N	N	ν	N
	0065	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	2	ICE	1	2		26	SIGN POST	N N	N	N	N	v	N
	0065	1	ANGLE	6		2	WET	2	3		5	OTHER MOTOR VEHICLE	N N	N N	V	N N	· ·	N N
	0065	1	ANGLE	6	STRAIGHT & amp; LEVEL		ICE	2	5	RAINING	5	OTHER MOTOR VEHICLE	N N	N	1	N	Y	IN .
	0065	1		4	STRAIGHT & amp; GRADE	2	DRY	3	ь	CLEAR	-	OTHER MOTOR VEHICLE	IN	N	IN	Y	¥	IN .
		8	SIDESWIPE-SAME DIRECTION	ь	STRAIGHT & amp; LEVEL	1		2	2				N	N	N	N	Y	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		DRY	1	3		41	CONCRETE BARRIER	N	N	N	N	Y	N
	0065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE		SNOW/SLUS	1	6		20	GUARDRAIL FACE	N	N	N	N	Υ	N
	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2		20	GUARDRAIL FACE	N	N	Υ	N	N	N
- 10	0065	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	2	ICE	1	3		41	CONCRETE BARRIER	N	N	N	N	Y	N
		9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3		47		N	N	N	N	Υ	N
10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3		8	OTHR OBJECT NOT FIXED	N	N	N	N	Υ	N
10	0065	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	17	FENCE	N	N	N	N	Υ	N
- 10	0065	1	ANGLE	6	STRAIGHT & amp: LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
- 11	0065	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	0065	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	45		N	N	N	N	v	N
	0065		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2		5	OTHER MOTOR VEHICLE	N N	N	N	N	v	N
	5005	0	SINGLE VEHICLE	6			WATER (STA	1	c		41	CONCRETE BARRIER	N N	N	N.	N	v	NI NI
	S0031W	9		6	STRAIGHT & amp; LEVEL			1	6		26		IN .	N .	N .	N .	1	IN.
		9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	ь		-	SIGN POST	IN	N	IN	N .	¥	IN .
	S0031W	1	ANGLE	ь	STRAIGHT & amp; LEVEL		DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	S0031W	5	REAR END	ь	STRAIGHT & amp; LEVEL		DRY	2	2	CLLYIII	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	S0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	9	3110111110	17	FENCE	N	N	N	N	Υ	N
	S0031W	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	S0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		DRY	1	2		37	RAN OFF ROADWAY (ONLY)	N		N	N	Y	N
	S0031W	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	2	CLEAR	3	DEER	N	N	N	N	Υ	N
	S0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
U	S0031W	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	3	CLOUDY	1	ANIMAL	N	N	N	N	Υ	N
	S0031W	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
U	S0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Y	N
U	S0031W	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
U	S0031W	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
U	S0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	Υ	N	N	N	N
U	S0031W	5	REAR END	4	STRAIGHT & amp; GRADE	4	SNOW/SLUS	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	S0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		SNOW/SLUS	1	9		16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	Υ	N	N
	S0031W	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL		WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	ν	N
	S0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v v	N
	S0031W	0	SINGLE VEHICLE	6	STRAIGHT & LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N.	NI.	N.	N		NI NI
	S0031W	5	REAR END	6	STRAIGHT & amp; LEVEL		DRY	1	2	CLEAR	-	OTHER MOTOR VEHICLE	IN .	N N	N .	N .	1	IN .
		5		6			DRY	2	2		5		IN .	N .	IN .	N V		IN .
	S0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1		2	2	CLEAR	-	OTHER MOTOR VEHICLE	IN	N	Y	Y	N	IN .
	S0031W	5	REAR END	b	STRAIGHT & amp; LEVEL	5	WET	2	ь	RAINING		OTHER MOTOR VEHICLE	N	N	IN	rN	Y	N
	S0031W	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL		WET	1	6		16	EARTH EMBANKMENT/ROCKCUT/DITCH	N		N	N	Y	N
	ASHVILLE RD	9	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	1	DRY	1	2	CLLYIII	15	CURBING	N	N	N	N	Y	N
	S0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
	S0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL		DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N		N	N	Υ	N
	S0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	S0031W	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
U	S0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
	S0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
		1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	4	2	CLEAR	5	OTHER MOTOR VEHICLE	N	Υ	N	N	Υ	N
		1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	N	N
	S0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL		DRY	1	3		26	SIGN POST	N	N	N	N	Υ	N
		1	ANGLE	6	STRAIGHT & amp; LEVEL		WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N N	N	N	N	Y	N
	S0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL		DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N		N	· ·	N	N.
		1	ANGLE	6	STRAIGHT & amp; LEVEL		DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N.	· v	ν	N.
		1	ANGLE	6	STRAIGHT & amp; LEVEL		WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N.	N	N.		N
U	20021AA	1	ANGLE	o .	31 KAIGHT & BMP; LEVEL	5	WEI	4	3	CLUUDY	,	OTHER WIGTOR VEHICLE	IN	IN	IN	IN	•	IN

						WET	_			-	OTHER MOTOR VEHICLE						
US0031W	1	ANGLE	ь	STRAIGHT & amp; LEVEL	5		2	3	CLOUDY	5		N	N	N	N	Y	N
	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	43		N	N	N	N	Y	N
	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	1	ANIMAL	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	4	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	v	v	v	N
US0031W	,	REAR END	6	STRAIGHT & amp; LEVEL	1		2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N	N.	N.	v	NI.
	5		6		1	DRY	2	_		5		IN	N	IN	IN	¥	IN
US0031W	6	REAR TO REAR	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	22	MAILBOX	N	N	N	N	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	2	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	v	N.	N
			3		1		2	2		-		IN .	IN .	IN .	1	IN	IN.
US0031W	/	SIDESWIPE-OPPOSITE DIRECTION	ь	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	Y	Υ	N	N	N	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	3	HEAD ON	6	STRAIGHT & amp: LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	Y	N	Υ	N	N	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	v	v	N
US0031W	1		6	STRAIGHT & amp; LEVEL		DRY	4	2		37	RAN OFF ROADWAY (ONLY)		· ·				
	9	SINGLE VEHICLE	ь		1		1	2	CLEAR			IN	T.	IN	N	IN	IN
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	39	OTHER NON-COLLISION	N	Y	N	N	N	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	2	ICE	2	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	30	TREE	N	N	N	N.	v	N
US0031W	•	ANGLE	6	STRAIGHT & LEVEL	5	WET	2	6	RAINING	50	OTHER MOTOR VEHICLE			N		, V	
	1		0				2	0		4		IN .	IN .	IN .	IN .		IN.
US0031W	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Y	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	22	MAILBOX	N	N	N	Υ	N	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	9	SNOWING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W		REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W	,	OPPOSING LEFT TURN		STRAIGHT & amp; GRADE		DRY	2	3	CLEAR		OTHER MOTOR VEHICLE			W		, V	
	4		4		1		2	2		3		IN	N	Y	N	Y.	IN
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
US0031W	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	22	MAILBOX	N	N	N	N	Υ	N
US0031W		REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W	,	SIDESWIPE-SAME DIRECTION	6	CTRAIGHT & LEVEL		DRY	2	2	CLEAR							, V	
	8		ь	STRAIGHT & amp; LEVEL	1		2	2			OTHER MOTOR VEHICLE	IN	N	IN	N	Y.	IN
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
US0031W	3	HEAD ON	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	39	OTHER NON-COLLISION	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp: LEVEL	2	ICE	1	3	CLOUDY	30	TREE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W	,	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL		DRY	2	3	CLEAR		OTHER MOTOR VEHICLE					, V	
	۰		0				2	2		33		IN .	IN .	IN .	IN .		14
US0031W	8	SIDESWIPE-SAME DIRECTION	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	33	FELL FROM VEHICLE	N	N	N	N	Y	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp: LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	Υ	N	N
		REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	NI.	N.	v	N
	5		0				2	3		-		IN .	IN .	IN .	IN .		14
US0031W	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	3	OTHER MOTOR VEHICLE	IN	N	IN	N	Y.	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W	-	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	NI NI	N.	N.	N.	v	NI.
	5		ь		1		2	3		3		IN	N	IN	N	Y.	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	-	REAR END	c	STRAIGHT & LEVEL	÷	WET	-	6	RAINING	-	OTHER MOTOR VEHICLE	.,				·	
US0031W US0031W	5	REAR END				DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE OTHER MOTOR VEHICLE	IN .	N N	iv.	1	1	N
	5		ь	STRAIGHT & amp; LEVEL	1		3	2		5		N	N	N	Y	Y	N
US0031W	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	NI.	N	N	v	v	NI.
US0031W		ANGLE	6		1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N N	N N	N N	N.	· ·	in .
	1		ь	STRAIGHT & amp; LEVEL	1		2	3		3		IN	N	IN	N	Y.	IN
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	N	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	Υ	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6		1	DRY	-	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N.	· v	NI NI
	1		0	STRAIGHT & amp; LEVEL	1		4	_		-		IN	IN .	IN .	IN .	Ť	IN
US0031W	5	REAR END	в	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	IN	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W		REAR END	6	STRAIGHT & amp; LEVEL		WET	-	6	RAINING	5	OTHER MOTOR VEHICLE	N.	N.	N	N	· v	NI NI
	5				5		2	0		-		IN .	N	iv.	IN .	1	N
US0031W	5	REAR END	в	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	IN	N	Y	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	3	CURVE & amp; LEVEL	5	WET	2	1	BLOWING SAND/SOIL	/i 5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
				**					. ,								

	_				_					_							
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	4	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	V	N	N
US0031W		SINGLE VEHICLE	c	STRAIGHT & amp; LEVEL	-	DRY	-	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH			N		· ·	N
US0031W	9		ь		1		1			10		IN	N	N	N	7	
	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	-		c				2	2									
US0031W	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	-	REAR END			-			-		-							
US0031W	5		ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	2	HEAD ON	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	v	N	N
	,				-		-			_		14	14	14		14	14
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp: LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	Υ	N	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	M	N	N	v	N
	-				-	Ditti	-			_		14	14	14	14		14
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	M	N	v	v	N
	-				-			-		-							
US0031W	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	4	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WFT	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	-				-		-	-		-							
US0031W	3	HEAD ON	ь	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	3	OTHER MOTOR VEHICLE	Y	N	Ť	IN	Ť	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	2	1	BLOWING SAND/SOIL/	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	٧	N
US0031W	2	HEAD ON	c			DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE				· ·		
USUU31W	3		ь	STRAIGHT & amp; LEVEL	1		2	2		3		IN	N	IN	Y	Ť	IN
	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	-		c		-		3	-		-							
	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	٧	٧	N
	-		c				2	2		-				· ·			
US0031W	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Y	Y	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	6	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	٧	N
	-				-	WET		-		-							
US0031W	1	ANGLE	ь	STRAIGHT & amp; LEVEL	5		2	ь	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	٧	N
US0031W	-	REAR END	c		-	DRY	2	-	CLOUDY	-	OTHER MOTOR VEHICLE			· ·			N
	5		ь	STRAIGHT & amp; LEVEL	1	Ditti	3	3		5		N	N	Y	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp: LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	N	N
	-	REAR END			-	DRY	-	2	CLEAR	F	OTHER MOTOR VEHICLE			N		v	N
	5		ь	STRAIGHT & amp; LEVEL	1		2	2		3		IN	N	IN	IN	Ť	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp: LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W		REAR END	6	STRAIGHT & amp; LEVEL	5	WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	v	v	N
	3		0		3		3			_		IN	IN	IN	1		IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	Υ	Y	N	N	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	4	2	CLEAR	5	OTHER MOTOR VEHICLE	N	M	N	N	v	N
					-			-		_							14
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp: LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W		REAR END	6	STRAIGHT & amp; LEVEL	5	WFT	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	,				,			,		_		14	14	14	14		14
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	48		N	M	N	N	v	N
	,							-		16							
	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR		EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	1	9	SNOWING	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	٧	N
UCOCCAIN		CINCLEMENT	2		-	DRY	-	2	CLEAR	30	TREE				· ·		
US0031W	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1		1	2		30		IN	N	IN	Y	IN	IN
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	1	ANIMAL	N	N	N	N	Υ	N
	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	Y	N	γ	N
US0031W	-	REAR END	·		-	DRY	-		CLEAR							·	
	5		ь	STRAIGHT & amp; LEVEL	1		3	2		3	OTHER MOTOR VEHICLE	IN	N	N	N	7	IN
US0031W	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	9	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Υ	N
US0031W	0	SINGLE VEHICLE	2	CURVE & amp; LEVEL	5	WFT	1	6	RAINING	39	OTHER NON-COLLISION	N	v	N	N	N	N
	-		,	CONVE MAINP, LEVEE	-		-			5.5							
US0031W	5	REAR END	ь	STRAIGHT & amp; LEVEL	5	WET	3	ь	RAINING	5	OTHER MOTOR VEHICLE	N	N	Y	Y	Y	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	٧	N
			c		-		-	-		30	TREE				· ·		
	9	SINGLE VEHICLE	ь	STRAIGHT & amp; LEVEL	5	WET	1	ь	RAINING	30		N	N	N	Y	N	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	q	SINGLE VEHICLE	3	CURVE & amp; LEVEL	1	DRY	1	2	CLEAR	37	RAN OFF ROADWAY (ONLY)	N	N	N	N	٧	N
US0031W	-	REAR END	2		-	DRY	-	-	CLEAR	F	OTHER MOTOR VEHICLE					·	
	5		3	CURVE & amp; LEVEL	1		2	2		3		IN	N	N	N	7	IN
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	6	RAINING	17	FENCE	N	N	N	N	Υ	N
US0031W	q	SINGLE VEHICLE	3	CURVE & amp; LEVEL	5	WFT	1	6	RAINING	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	٧	N
	-						2	2									
US0031W	5	REAR END	U	STRAIGHT & amp; LEVEL	1	DRY	4	4	CLEAR	-	OTHER MOTOR VEHICLE	14	IN	IN	IN	1	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Y	Y	N
US0031W	7	SIDESWIPE-OPPOSITE DIRECTION	3	CURVE & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W		REAR END	6		5	WET	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	5			STRAIGHT & amp; LEVEL	3		4	3		-		14	14	19	IV.	1	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	3	HEAD ON	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	· ·	REAR END	6	STRAIGHT & LEVEL	1	DRY	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
	5		0		1		4	3		-		14	IV	IN	IN	1	IN
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	N	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	-				1	DRY	2	2		5		NI.	M	v	N	v	NI.
US0031W	*	OPPOSING LEFT TURN		STRAIGHT & amp; LEVEL	1			4	CLEAR	-	OTHER MOTOR VEHICLE	14	14		IN	1	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	4	FOG/SMOG/SMOKE	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6			WET	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N.	N	v	N	N	N
	1		0	STRAIGHT & amp; LEVEL	3		4	3		-		IN	IN		IN	IN	IN
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	2	BACKING	4	STRAIGHT & amp: GRADE	4	SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	-	REAR END	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N
	5		0		1		4	4		-		14	IV	IN	IN	1	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N

US0031W 9		SINGLE VEHICLE	2	CURVE & amp; LEVEL		DRY		2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH				v		
U20031W	9		3		1		1	2		10		IN	N	N	Y	IN	IN
	5	REAR END	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 8	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	Y	N	N	N	N
US0031W	-	REAR END	6	STRAIGHT &: LEVEL		WET	-	c	RAINING	5	OTHER MOTOR VEHICLE	N	N.	NI.	NI.	v	NI.
	-		0				2			-		IN	IN	IN	IN	1	IN
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	3	CLOUDY	14	CUI VERT/HEAD WALL	N	N	N	v	N	N
	-						-	,									
US0031W 5	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 9	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	Υ	N	N	N
	0	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	2	CLOUDY	3	DEER	N	N	N	N	v	N
	-					DRY	-	,		-							
3	5	REAR END	ь	STRAIGHT & amp; LEVEL	1		2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 9	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	14	CULVERT/HEAD WALL	N	N	N	Υ	N	N
US0031W 9	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	5	WET	1	3	CLOUDY	16	EARTH EMBANKMENT/ROCKCUT/DITCH	N	N	N	N	Y	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	v	N	v	N
	-						-	-		-							
US0031W 5	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W 1	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
03003144			6			DRY	2	2					14 V			· ·	
1	1	ANGLE	ь	STRAIGHT & amp; LEVEL	1		2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	Y	N	N	Y	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	4	FOG/SMOG/SMOKE	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
US0031W 5	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	v	v	N
US0031W 9		SINGLE VEHICLE	-			DRY		,		47	OTHER WOTOR VEHICLE						
	9		ь	STRAIGHT & amp; LEVEL	1		1	3	CLOUDY	47		N	N	N	IN	Ť	IN.
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W 5	-	REAR END				DRY	-	-	CLOUDY	-	OTHER MOTOR VEHICLE						
	5		4	STRAIGHT & amp; GRADE	1		2	3		3		N	N	N	IN	Ť	IN.
US0031W 5	5	REAR END	5	STRAIGHT & amp; HILLCREST	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 5	5	REAR END	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Y	N
US0031W 8	0	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W 5	-						-	,		-							
	5	REAR END	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 5	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 5	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
03003144	-					DRY	-	-		-							
3	5	REAR END	ь	STRAIGHT & amp; LEVEL	1		2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
7	7	SIDESWIPE-OPPOSITE DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
1	1	ANGLE	5	STRAIGHT & amp; HILLCREST	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	5	WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
03003111	-		7				2	2			OTHER MOTOR VEHICLE			· ·			
-	3	HEAD ON	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	3		N	N	Y	IN	Ť	N
1	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 4	4	OPPOSING LEFT TURN	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
			7				2										
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	4	SNOW/SLUS	2	9	SNOWING	3	OTHER MOTOR VEHICLE	N	N	N	IN	Ť	IN.
9	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	5	WET	1	6	RAINING	21	LIGHT/LUMINAIRE SUPPORT	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 5	5	REAR END	6	STRAIGHT & amp: LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
							2	2		-		IN	IN	IN .	IN .	1	IN.
US0031W 1	1	ANGLE	1	CURVE & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	1	CURVE & amp: GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
US0031W	1	ANGLE	4		1	DRY	-	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N.	NI.	NI.	v	NI.
U30U31W	1		*	STRAIGHT & amp; GRADE	1		2	-		-		IN	IN	IN	IN	1	IN
1	1	ANGLE	5	STRAIGHT & amp; HILLCREST	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	5	WFT	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE		STRAIGHT & amp; HILLCREST		WET	-	c	RAINING	5	OTHER MOTOR VEHICLE	N	N.	NI.	NI.	v	NI.
	1				-		2			-		IN	IN	IN	IN	1	IN
US0031W 5	5	REAR END	1	CURVE & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 8	0	SIDESWIPE-SAME DIRECTION	1	CURVE & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
			-				-			24							
US0031W 9	9	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	1	DRY	1	2	CLEAR		OTHER POST/POLE/SUPPORT	IN	T	IN	IN	IN	N
5	5	REAR END	4	STRAIGHT & amp; GRADE	5	WET	2	6	RAINING	32	OTHER FIXED OBJECT	N	N	N	N	Y	N
US0031W 5	5	REAR END	4	STRAIGHT & amp; GRADE	5	WET	3	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	5	STRAIGHT & amp: HILLCREST	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W 2	2	BACKING	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N.
USUU31W 4	2		4		1		2	2		3		N	N	N	IN	Ť	IN.
5	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	5	STRAIGHT & amp; HILLCREST	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	4	STRAIGHT & amp; GRADE	5	WFT	3	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W 5	-	REAR END				DRY	3	2	CLOUDY		OTHER MOTOR VEHICLE						
	5		1	CURVE & amp; GRADE	1		2	3		2		N	N	N	IN	Ť	IN.
US0031W 5	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 9	9	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	2	ICE	1	9	SNOWING	20	GUARDRAIL FACE	N	N	N	N	Y	N
US0031W 9	0	SINGLE VEHICLE		STRAIGHT & amp; HILLCREST	1	DRY	1	2	CLEAR	47		N	N	N	N	v	N
	-				:		2	2			OTHER MOTOR VEHICLE						
US0031W 5	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W 8	8	SIDESWIPE-SAME DIRECTION	1	CURVE & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	4	STRAIGHT & amp; GRADE	2	ICE	4	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 9	٥	SINGLE VEHICLE	5	STRAIGHT & amp; HILLCREST	4	SNOW/SLUS	1	2	CLEAR	13	CRASH CUSHION/IMPACT ATTENUATOR	N	N	N	N	v	N
030031W	-		-				-	_		-		14		19			IN
5	5	REAR END	5	STRAIGHT & amp; HILLCREST	1	DRY	2	2	CLEAR	3	OTHER MOTOR VEHICLE	N	N	N	IN	T	N
US0031W 9	9	SINGLE VEHICLE	2	CURVE & amp; HILLCREST	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
	5	REAR END	5	STRAIGHT & amp; HILLCREST	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	2	CURVE & amp; HILLCREST	1	DRY	2	2	CLOUDY	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N.
	-		-				-			19		.4					
US0031W 9	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	ь	RAINING	13	GUARDRAIL END	IN	N	IN	Y	IN	N
US0031W 9	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	1	ANIMAL	N	N	N	N	Υ	N
US0031W 1	1	ANGLE	2	CURVE & amp; HILLCREST	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 9	9	SINGLE VEHICLE	1	CURVE & amp; GRADE	5	WET	1	6	RAINING	39	OTHER NON-COLLISION	N	N	N	N	Υ	N
	-		-		-		-	0		5		NI.	NI.	NI.	N.		N.
US0031W 5		REAR END	1	CURVE & amp; GRADE	3	WET	4	9	SNOWING	-	OTHER MOTOR VEHICLE	14	IN	rN .	IN		IN
1	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W 9	9	SINGLE VEHICLE	4	STRAIGHT & amp; GRADE	1	DRY	1	3	CLOUDY	32	OTHER FIXED OBJECT	N	N	N	N	Υ	N
	1	ANGLE	1	CURVE & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
					-			-				•					

US0031W		SIDESWIPE-SAME DIRECTION	4	STRAIGHT & amp; GRADE		WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	v	NI.
US0031W	•		4				2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N .	IN .	IN .	1	IN.
	_	SIDESWIPE-OPPOSITE DIRECTION	1	CURVE & amp; GRADE	1	DRY	2	2		5		IN	N .	IN	N	¥	IN .
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	ь	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	1	CURVE & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	6	WATER (STA	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp: LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
03003111	5	REAR END	6	STRAIGHT & LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	v	N
US0031W		REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N.
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N.
030031W	-	REAR END	6	STRAIGHT & amp; LEVEL		DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE	IN .	N .	IN .	N .	1	IN .
	5		6			DRY	2	2		-		IN .	N .	IN .	N .	1	IN .
	5	REAR END	6	STRAIGHT & amp; LEVEL	1		2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	1	ANGLE	4	STRAIGHT & amp; GRADE	ь	WATER (STA	2	ь	RAINING	5	OTHER MOTOR VEHICLE	N	N	Y	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	4	FOG/SMOG/SMOKE	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	48		N	N	N	N	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	4	OPPOSING LEFT TURN	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
	1	ANGLE	4	STRAIGHT & amp; GRADE	5	WET	2	7	SEVERE CROSSWINDS	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	1	ANGLE	1	CURVE & amp; GRADE	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	v	v	N
03003111	5	REAR END	6	STRAIGHT & amp; LEVEL	Ē	WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N.	v	N
		REAR END	6	STRAIGHT & amp; LEVEL		WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N.
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL		DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE	IN .	N .	N	N .	1	IN .
	5		ь		1		2	2		5		IN	N .	Y	N .	¥	IN
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	4	OPPOSING LEFT TURN	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
03003111	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N	N	N	·	N.
US0031W	5	REAR END	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N	N N	N V	v	N N
	5	REAR END	6		1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N N	N	N N	Y	Y V	IN .
US0031W	5		6	STRAIGHT & amp; LEVEL	1		2	2		5		N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	4	OPPOSING LEFT TURN	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Y	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	4	STRAIGHT & amp; GRADE	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp: LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	1	ANGLE	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N.	Y	Υ	N.	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N.	N.	v	N
US0031W	1	ANGLE	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N.
US0031W		SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	-	WFT	2	6	RAINING	5	OTHER MOTOR VEHICLE	N.	N	N	N	v	N.
US0031W	•	SIDESWIPE-OPPOSITE DIRECTION		STRAIGHT & amp; GRADE		DRY	2	2	CLEAR	-	OTHER MOTOR VEHICLE	IN .	N .	IN .	N .	1	IN .
030031W			*				2	2		-		IN .	IN .	IN .	IN .		14
	1	ANGLE	6	STRAIGHT & amp; LEVEL	4	SNOW/SLUS	2	9	SNOWING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	32	OTHER FIXED OBJECT	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	3	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	Υ	N	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	1	ANGLE	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	9	SINGLE VEHICLE	6	STRAIGHT & amp; LEVEL	1	DRY	1	2	CLEAR	26	SIGN POST	N.	N.	N	N.	Ý	N
US0031W	8	SIDESWIPE-SAME DIRECTION	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	-		N.	N.	N	N.	Ý	N
US0031W	1	ANGLE	6	STRAIGHT & LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N.	N	N	N.	·	NI NI
US0031W	1	ANGLE	6		1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	v	Ý	NI NI
	1		6	STRAIGHT & amp; LEVEL	1		2	2		5		IN N	IN .	IN NI	T N	r v	IN .
US0031W	8	SIDESWIPE-SAME DIRECTION	ь	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	IN .	IN .	IN	Y	N
US0031W	5	REAR END	b	STRAIGHT & amp; LEVEL	5	WET	2	ь	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Y	N
US0031W	2	BACKING	ь	STRAIGHT & amp; LEVEL	1	DRY	2	3	CLOUDY	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	ti .	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N

US0031W	1	ANGLE	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	Υ	N	Υ	N
US0031W	1	ANGLE	4	STRAIGHT & amp; GRADE	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
US0031W	5	REAR END	6	STRAIGHT & amp; LEVEL	5	WET	2	6	RAINING	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N
	5	REAR END	6	STRAIGHT & amp; LEVEL	1	DRY	2	2	CLEAR	5	OTHER MOTOR VEHICLE	N	N	N	N	Υ	N

Southern Warren County, Kentucky



Appendix B-3

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### **LEVEL OF SERVICE ANALYSIS**

Baker							Existing	Existing	Future No	Future No	Future	Future	Future	Future	Future	Future
HCS Count	Station						No Build	No Build	Build LOS	Build LOS	Build - Alt					
Segment Segment	(KYTC)	Direction	HCS Description	HCS analysis type	Latitude	Longitude	LOS AM	LOS PM	AM	PM	1 AM	1 PM	2 AM	2 PM	3 AM	3 PM
36		NB	I-65 NB (south of proposed interchange)	Freeway							Α	А	Α	Α	Α	А
37		NB	I-65 NB (proposed NB diverge)	Freeway							Α	А	А	Α	А	А
38		NB	I-65 NB (between proposed ramps)	Freeway							В	В	В	В	В	В
39		NB	I-65 NB (proposed NB merge)	Freeway							А	Α	Α	Α	Α	Α
1 1	114573	NB	I-65 NB b/w Exit 6 & Exit 20	Freeway	36.82001	-86.47150	Α	В	В	В	В	В	В	В	В	В
2		NB	I-65 NB exit 20 diverge	Freeway			Α	Α	Α	Α	В	В	Α	Α	Α	Α
3		NB	I-65 NB exit 20 b/w ramps	Freeway			Α	Α	Α	Α	В	В	Α	Α	Α	Α
4		NB	I-65 NB exit 20 merge	Freeway			Α	Α	В	В	В	В	В	В	В	В
5		NB	I-65 NB - north of I-165 interchange	Freeway			В	В	В	В	В	В	В	В	В	В
6		NB	NB C-D weave	Freeway			В	В	С	С	С	В	С	В	С	В
12		_	SB C-D weave	Freeway			Α	Α	Α	В	Α	Α	Α	В	Α	В
7 2	114573	SB	I-65 SB - north of I-165 interchange	Freeway	36.82011	-86.47177	Α	Α	В	В	В	С	В	С	В	В
8		SB	I-65 SB exit 20 diverge	Freeway			Α	Α	В	В	В	В	В	В	В	В
9		SB	I-65 SB exit 20 b/w ramps	Freeway			Α	Α	Α	В	Α	В	Α	В	Α	В
10		SB	I-65 SB exit 20 merge	Freeway			Α	Α	Α	Α	Α	В	А	В	Α	В
11		SB	I-65 SB b/w exit 6 & exit 20	Freeway			Α	Α	В	В	В	С	В	В	В	В
40		SB	I-65 SB (proposed SB diverge)	Freeway							Α	Α	А	А	Α	Α
41		SB	I-65 SB (between proposed ramps)	Freeway							Α	В	А	В	Α	В
42		SB	I-65 SB (proposed SB merge)	Freeway							А	В	Α	В	Α	В
43		SB	I-65 SB (south of proposed interchange)	Freeway							Α	В	Α	В	А	В
13																4
14							-	_								
15 15			Dillard Road (Between 31W and 884)	Two Lane	36.90302	-86.46959	Α	В	В	С	В	С	В	С	В	С
16 16	114611		Long Road (Between 884 and Matlock)	Two Lane	36.89233	-86.46038	A	A	Α	Α	Α	Α	Α	Α	Α	Α
17 17			Carter Sims (Between I-65 and 622)	Two Lane	36.89106	-86.43396	A	A	В	В	В	Α	В	В	В	В
18 18	114532		242 (Between 31W and 884)	Two Lane	36.89823	-86.51750	С	В	D	С	D	С	С	В	С	С
19 19	114549		242 (Between 884 and I-65)	Two Lane	36.87547	-86.48276	A	A	Α	Α	Α	Α	Α	Α	Α	Α
20 20			242 (Between I-65 and 622)	Two Lane	36.85688	-86.43197	Α .	A	Α	Α	Α	A	Α	A	Α	Α
21 21			240 (Beween 31W and 884)	Two Lane	36.84566	-86.53704	Α .	A	Α	A	A	В	Α	В	A	A
22 22			240 (Between 884 and I-65)	Two Lane	36.83465	-86.51458	A	A	A	A	A	A	A	A	A	A
23 23			240 (Beween I-65 and 622)	Two Lane	36.83800	-86.44340	Α	A	A	A	A	A	A	A	A	A
24 24			31W (Between I-165 and Elrod Rd)	Multilane	36.93862	-86.48489	С		D	D	D	D	D	D	D	D
25 25			31W (Between Elrod Rd and Dillard Rd)	Multilane	36.92800	-86.49678	A	A	A	A	A	A	A	A	A	A
26 26			31W (Between Dillard and 242)	Two Lane	36.90257	-86.51668	E	D	E	E	E	E	E	D	E	E
27 27			31W (Between 242 and 240)	Two Lane	36.88183	-86.52635	R R	C	С	С	С	С	С	C	С	С
28 28			884 (Between I-165 and Long)	Two Lane	36.90441	-86.45420	В	^	С	C	С	C	С	C	С	С
29 29			884 (Between Long and 242)	Two Lane	36.89206	-86.47861	В	Α	C	A	В	A	В	Α	В	В
30 30	114579		884 (Between 242 and 240)	Two Lane	36.87501	-86.50732	A	A	A	A	A	A	A	A	A	A
31 31 32 32			622 (Between I-165 and Carter Sims) 622 (Between Carter Sims and 242)	Two Lane	36.89351 36.87110	-86.41819 -86.41746	D	D	E	E	C	С	D	E ^	E	E
33 33			622 (Between Carter Sims and 242)	Two Lane Two Lane	36.87110	-86.41746 -86.42603	A	Α	Α Λ	Α	Α	A	Α	Α	A	Α Λ
33 33 34			622 (and overlap with 240)			-86.42603 -86.42481	Α	Α	A	A	A	A	A	Α	A	A
35 35			622 (Between 240 and County Line	Two Lane Two Lane	36.84381 36.82611	-86.42481 -86.41851	Α	A A	Α Λ	A A	A	A	A	Α	A	Α Λ
72 22	1143//	טאו	1022 (Detween 240 and County Line	I WO LAITE	30.02011	-00.41031	^	^	А	A	А	Α	А	А	А	A

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

### 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.

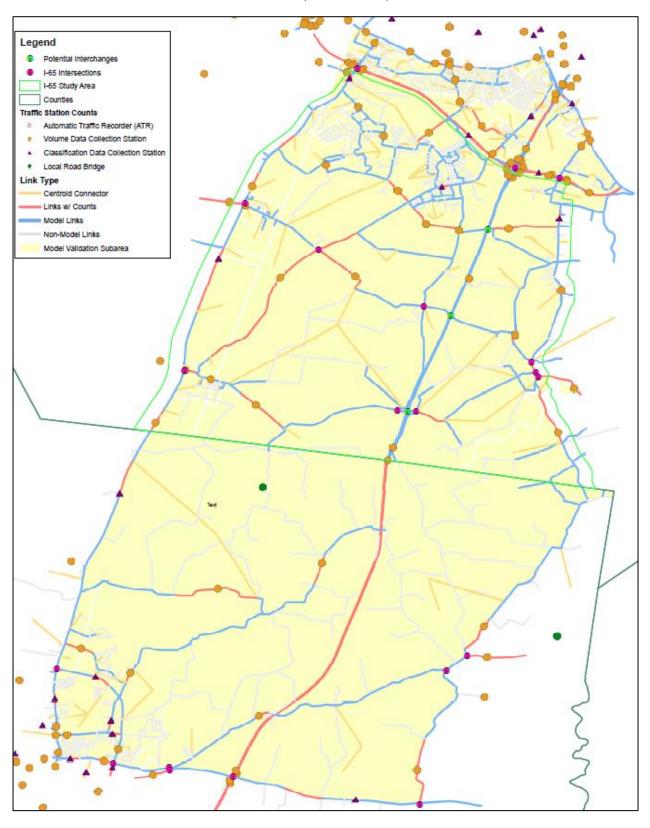
Model networks were provided by the Kentucky Transportation Cabinet (KYTC) which represent the base year (2018) and horizon year (2045) conditions. A review of the model networks indicated that the level of roadway detail and centroid connector locations were appropriate for this study.

### 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						Target Ra	tio (+/- %)
Facility Type	#Links	% RMSE	Observed	Estimated	Vol/Cnt	Acceptable	Preferable
			Count	Volume	Ratio		
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),

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<sup>&</sup>lt;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						Target Ratio (+/- %)				
Facility Type	#Links	% RMSE	Observed	Estimated	Vol/Cnt	Acceptable	Preferable			
			Count	Volume	Ratio					
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						Target R	MSE (%)
Count Range	#Links	% RMSE	Observed	Estimated	Vol/Cnt	Acceptable	Preferable
			Count	Volume	Ratio		
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						Target R	MSE (%)
Count Range	#Links	% RMSE	Observed	Estimated	Vol/Cnt	Acceptable	Preferable
			Count	Volume	Ratio		
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%

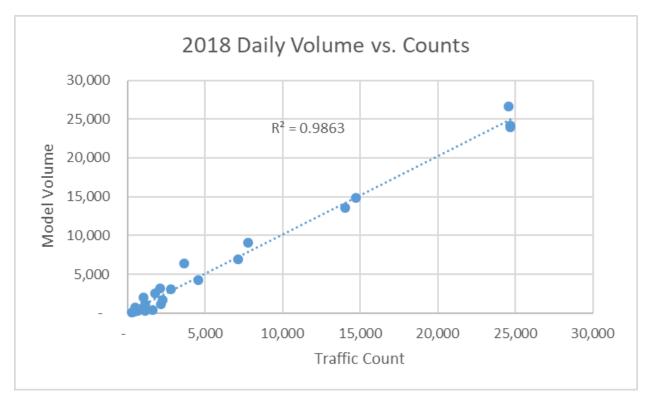
<sup>&</sup>lt;sup>2</sup> Targets based on Table 2.11, Model Calibration and Validation Standards, FSUTMS-Cube Framework Phase II, Florida Department of Transportation, October 2008.

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 R² 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
	I-65 NB	between Exit 6 and Exits 20A-B	24,694	23,916	0.97
	I-65 SB	between Exits 20A-B and Exit 6	24,694	24,125	0.98
		NB to EB	445	24,123	0.49
	Ramps at Exit 20A-B Ramps at Exit 20A-B	EB to NB	1,815	3,425	1.89
5	†	NB to WB	1,815	2,996	1.65
6	Ramps at Exit 20A-B 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	0.23
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	2,144 463	1,123	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	Beween 31W and 884	2,295	1,653	0.72
22	KY-240	Between 884 and I-65	759	498	0.66
	KY-240	Beween I-65 and 622	678	241	0.36
	US 31W	Between I-165 and Elrod Rd	24,555	26,630	1.08
	US 31W	Between Elrod Rd and Dillard Rd	14,740	14,897	1.01
	US 31W	Between Dillard and 242	14,740	13,545	0.96
	US 31W	Between 242 and 240	7,774	9,076	1.17
	KY-884		4,554	4,244	0.93
	KY-884	Between I-165 and Long  Between Long and 242	1,166	1,134	0.97
30	KY-884	Between 242 and 240		329	0.28
	KY-622	Between I-165 and Carter Sims	1,166 7,134	6,886	
32	KY-622	Between Carter Sims and 242	2,803	3,116	0.97 1.11
33	KY-622	Between Carter Sims and 242		3,200	1.11
34	KY-622		2,108		1.32
		and overlap with 240	1,779	2,565	
35	KY-622	Between 240 and County Line	1,035	1,957	1.89





## **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

### 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 20200629¹ 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.

<sup>&</sup>lt;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.

Estimated peak hour traffic volumes from the Traffic Model were used to measure traffic growth based on guidance provided in publications NCHRP 255² and NCHPR 765³. 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 or 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 is 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.

<sup>&</sup>lt;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>&</sup>lt;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 CE Count l'acations					Existing (2020)  Pk Hr Traffic			2045 Forecast No-Build Pk Hr Traffic			204		Carter Sims	s Rd	204		t Richpond	Rd	2045 Forecast Woodburn Allen Pk Hr Traffic			
		I-65 Count Locations		Historical	PKHI	гаттіс		PK HI		PM Avg.		PK Hr	Traffic AM Avg.	PM Avg.		PK Hr	Traffic	PM Avg.	T	PK Hr	AM Avg.	PM Avg.
Station (KYTC)	Direction	Description	Roadway Type	AADT Growth	AM	PM	АМ	PM	Annual Growth	Annual Growth	AM	PM	Annual Growth	Annual Growth	АМ	PM	AM Avg. Annual Growth Rate	Annual Growth	АМ	PM	Annual Growth Rate	Annual Growth
	NB				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%
114573	SB	I-65 b/w Exit 6 & Exit 20	Segment - highway	1.9%	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%
114302	WB	Diliaid Road (Betweell 31W alld 884)	Segment - local road	15.1/0	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	Segment - local road		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%
114011	WB	Matlock)	Segment - local road	13.0%	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		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%
114334	WB	Carter Sims (Between 1-05 and 022)	Segment - local road	15.0%	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%
114332	WB	242 (Between 31W and 664)	Jeginent - mgnway	12.470	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%
114343	WB	242 (Between 864 and 1-05)	Jeginent - mgnway	-5.770	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		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%
114370	WB	242 (Between 1-03 and 022)	Jeginent - mgnway	8.3%	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%
114510	WB	2-10 (Beween 31W and 30-1)	Jeginene ingilway	1.2/0	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%
114303	WB	2-10 (50000011100-101101105)	Jeginene ingilway	0.770	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%
JL	WB	2-10 (Deweell 1 05 dild 022)	Jeginent - ingnway		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

							Existing (2020) 2045 Forecast No-Build			204	5 Forecast		s Rd	204	5 Forecast	Richpond	Rd	2045 Forecast Woodburn Allen				
		I-65 Count Locations		_	Pk Hr Traffic			Pk Hr	Traffic			Pk Hr	,		,	Pk Hr				Pk Hr	Traffic	
Station (KYTC)	Direction	Description	Roadway Type	Historical AADT Growth Rate	AM	PM	AM	PM	AM Avg. Annual Growth Rate	PM Avg. Annual Growth Rate	AM	PM	AM Avg. Annual Growth Rate	PM Avg. Annual Growth Rate	AM	PM	AM Avg. Annual Growth Rate	PM Avg. Annual Growth Rate	АМ	РМ	AM Avg. Annual Growth Rate	PM Avg. Annual Growth 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%
114023	SB	31W (Between 1-103 and Enound)	Segment - mgnway	3.676	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	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%	
31	SB	Rd)		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%	
11.507	SB	STIV (Between Binara and 2 12)		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	- (		. Iligilway 2.170	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 SB	884 (Between I-165 and Long)	Segment - highway	12.5%	330 188	249 399	475 310	380 580	1.8% 2.6%	2.1% 1.8%	455 275	335 545	1.5% 1.8%	1.4% 1.5%	460 300	385 545	1.6% 2.4%	2.2% 1.5%	460 295	350 550	1.6% 2.3%	1.6% 1.5%
	NB				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%
*SL	SB	884 (Between Long and 242)	Segment - highway		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%
	NB				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%
114579	SB	884 (Between 242 and 240)	Segment - highway	2.4%	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%
	NB				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%
114501	SB	622 (Between I-165 and Carter Sims)	Segment - highway	5.3%	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%
444542	NB	C22 (Patrice on Carter Circe and 242)	Comment Highway	2.50/	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%
114512	SB	622 (Between Carter Sims and 242)	Segment - highway	3.5%	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	(22 (Patruson 242 and 240)	Cogmont 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%
- SL	SB	622 (Between 242 and 240)	Segment - highway		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%
JL	SB	022 (and overlap with 240)	Segment - mgnway		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.