I-265 Programming Study

JEFFERSON COUNTY, KENTUCKY

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Prepared for:

KENTUCKY TRANSPORTATION CABINET

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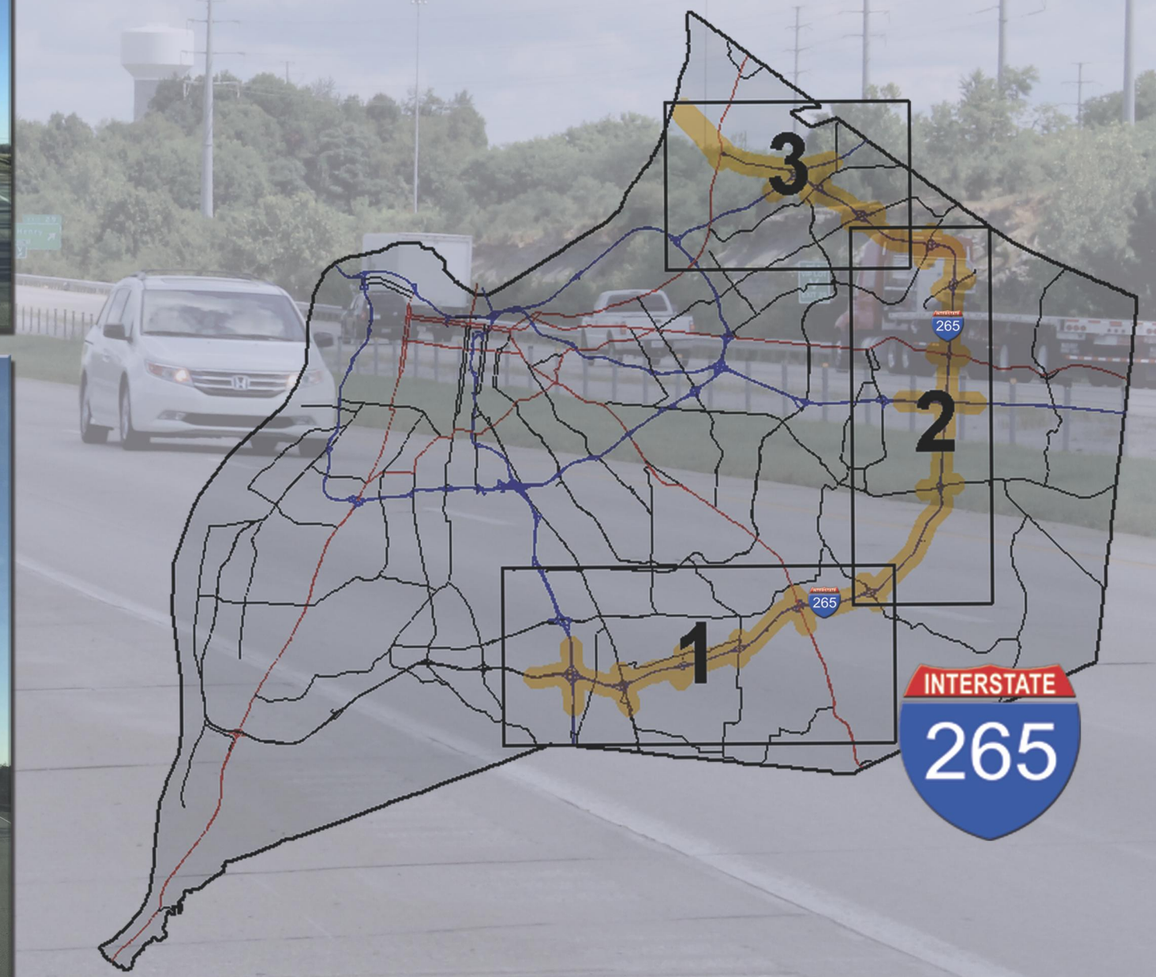
FINAL REPORT



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ACRONYMS

AASHTO	American Association of State Highway Transportation Officials
ADT	Average Daily Traffic
APE	Area of Potential Effect
CCRF	Critical Crash Rate Factor
CCTV	Closed-Caption Television
C-D	Collector-Distributor
DHV	Design Hourly Volume
DMS	Dynamic Message Sign
EMM	Enhanced Mile Markers
FREEVAL	Freeway Evaluation
HAR XMTR	Highway Advisory Radio
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HIS	Highway Information System
KIPDA	Kentuckiana Regional Planning and Development Agency
KTC	Kentucky Transportation Center
KYTC	Kentucky Transportation Cabinet
LOS	Level of Service
LO/S	Local Officials / Stakeholders
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAC	Noise Abatement Criteria
NRHP	National Register of Historic Places
PDT	Project Development Team
PIF	Project Identification Form
STIP	Statewide Transportation Improvement Program
TIP	Transportation Improvement Program
UNL	Unscheduled Needs List
UST	Underground Storage Tank
WBR	Wide Beam Radar

1.0 INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) initiated the I-265 Programming Study in August 2013 to identify and evaluate improvements for I-265 (Gene Snyder Freeway) from I-65 to the new East End Bridge in Louisville, Kentucky. The study focuses on identifying short term improvements that can be quickly and effectively implemented as well as long term solutions by examining the future transportation needs and determining potential options for future improvements.

KYTC contracted with the consulting firm of Parsons Brinckerhoff to perform the study through the Statewide Planning contract. Other members of the Project Development Team (PDT) included: KYTC District 5, KYTC Central Office Division of Planning, and the Kentuckiana Regional Planning and Development Agency (KIPDA), the Louisville region's Metropolitan Planning Organization (MPO).

The KYTC has the ultimate responsibility for constructing and maintaining safe and efficient highways and desires to incorporate public and agency input into the evaluation and decision-making process. Therefore, all five of the study objectives below were incorporated into the study in coordination along with public and agency involvement.

1.1 Study Objectives

Based on the initial direction provided by the KYTC, primary study objectives were developed as summarized below:

1. Examine existing traffic, highway, environmental, and safety conditions along the existing roadway;
2. Determine where there are problems or deficiencies;
3. Define project purpose and need;
4. Develop a list of improvements to satisfy the project purpose and need and address the identified problems; and
5. Evaluate and prioritize the list of improvements, considering public input as well as transportation, community, environmental, and economic benefits and impacts.

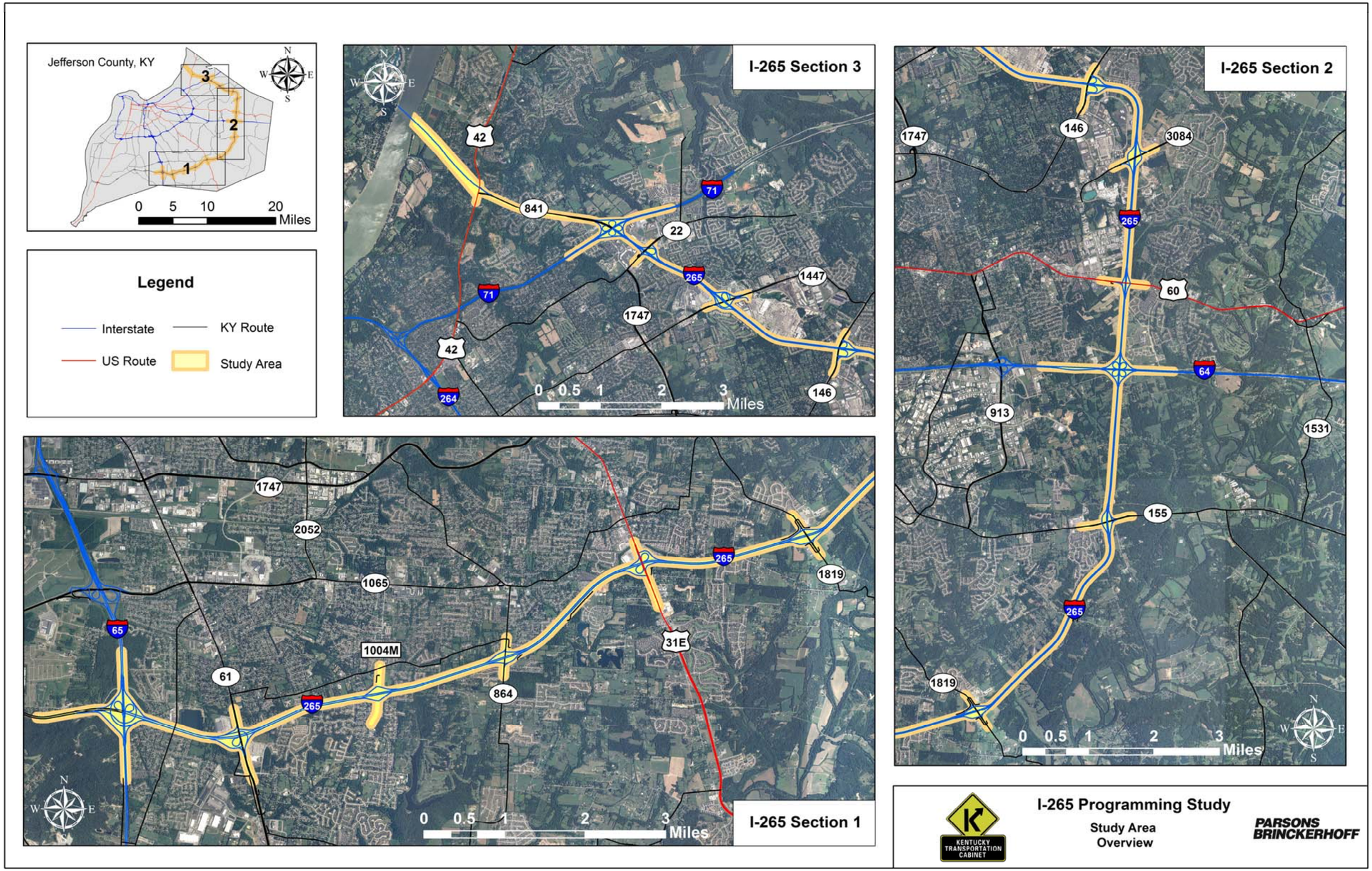
1.2 Project Location and Study Area

The study area comprises I-265 from I-65 to the new East End Bridge (currently under construction) in Louisville, Kentucky. All interchanges located along the corridor are included in the evaluation. This includes the following:

- I-65
- KY 61 (Preston Highway)
- CR 1004M (Smyrna Road)
- KY 864 (Beulah Church Road)
- US 31E (Bardstown Road)
- KY 1819 (Billtown Road)
- KY 155 (Taylorsville Road)
- I-64
- US 60 (Shelbyville Road)
- KY 3084 (Old Henry Road)
- KY 146 (LaGrange Road)
- KY 1447 (Westport Road)
- KY 22 (Brownsboro Road)
- I-71
- US 42

The limits along I-265 and the interchanges included existing right-of-way along the mainline of I-265, expanding out to a 250-foot buffer on each side of the mainline centerline. At the interchange locations, the ramp termini intersections are included along with the next adjacent upstream and downstream intersections. Refer to **Figure 1** for more details.

Figure 1: **Study Area**



2.0 PURPOSE AND NEED

The purpose of the I-265 Programming Study is to evaluate the safety and capacity of the corridor and to identify needed improvements and priorities as a result of the expected increased traffic due to major transportation and development changes in the Louisville Metro area.

As already noted, the study area encompasses both the mainline of I-265 as well as the arterial interchanges along the system. As such, part of the need for this study is driven by not only issues with the operations of the mainline of I-265, but also by traffic operations from intersecting arterials that impact the mainline and vice versa. Study needs include the following:

Safety – Along the mainline of I-265, only one segment was found to have a critical crash rate factor (CCRF) greater than 1.0 – the segment between KY 22 and the I-71 interchange (1.40). However, many arterial segments evaluated on either side of the interchange were found to have a CCRF greater than 1.0. This includes the following:

- KY 61 (Preston Highway) – North and south of I-265 (CCRF = 3.08 and 1.63, respectively)
- KY 864 (Beulah Church Road) – South of I-265 (CCRF = 1.06)
- US 31E (Bardstown Road) – North and south of I-265 (CCRF = 4.16 and 2.24, respectively)
- KY 155 (Taylorsville Road) – East of I-265 (CCRF = 1.15)
- US 60 (Shelbyville Road) – West of I-265 (CCRF = 2.72)
- KY 146 (LaGrange Road) – East and west of I-265 (CCRF = 2.77 and 1.05, respectively)
- KY 1447 (Westport Road) – East and west of I-265 (CCRF = 1.72 and 1.78, respectively)
- KY 22 (Brownsboro Road) – East and west of I-265 (CCRF = 1.74 and 3.34, respectively)

Capacity – An evaluation of volume to capacity (v/c ratio) on the mainline of I-265 shows that of the 31 segments evaluated, 77% in the AM Peak Period and 90% in the PM Peak Period operate over capacity in the future year of 2040.

Congestion – Level of service (LOS) D is typically considered acceptable for traffic operations in an urban area. The level of service analysis shows that 87% of the 31 segments in the AM Peak Period and 100% in the PM Peak Period operate at a LOS E or F in the year 2040.

Access – The public was given the opportunity to rate potential improvement projects for the mainline of I-265 as well as the intersecting arterials and other adjacent interstate facilities. Improvements to the interchanges with I-71 and I-64 were top rated projects. Widening I-265 was also highly rated. Improved access was an overall theme from respondents regardless of which projects they considered to be the most necessary.

Economic Development – Within the vicinity of I-265 (or along the mainline) there are over 40 projects identified through various transportation plans and project identification forms (PIFs) through KYTC and KIPDA. These projects are in various stages of commitment with some having funding (10) in the KYTC 2012 Six-Year Highway Plan. This study provides a means to prioritize these projects along with other identified projects to formulate a plan for investing in transportation projects along I-265.

3.0 REVIEW OF PLANNED PROJECTS / EXISTING STUDIES

3.1 Planned Projects

The Louisville Metro area is a highly-developed area with numerous on-going transportation initiatives, some in the planning and development phase, and others identified in future planning documents. The identification of all relevant projects and studies provided necessary information related to previous, planned, and on-going work within the area to evaluate the impact of these projects on the future transportation system and identify where additional projects may provide safety and traffic operations improvements along the corridor.

Sources used to identify projects currently in the planning process include the following:

- KYTC 2012 Six-Year Highway Plan
- KYTC Statewide Transportation Improvement Program (STIP) FY 2013 - 2016
- KYTC District 5 Unscheduled Projects List
- Project Identification Forms (PIFs) from KYTC and KIPDA
- KIPDA Metropolitan Transportation Plan (MTP)
- KIPDA Transportation Improvement Plan (TIP)
- KYTC Statewide Long Range Transportation Plan (LRTP)

Some notable projects listed in the KYTC 2012 Six-Year Highway Plan include:

  - Sound Barrier Construction Projects
  - I-64 / I-265 Interchange Reconstruction
  - I-71 / I-265 Interchange Reconstruction
  - I-265 / KY 61 Interchange Improvements
  - US 31E (South of I-265) Improvements
  - Old Henry Road Interchange Improvements
  - TRIMARC Improvements
  - New Roadway (Old Henry Road to KY 22)

The specific details of these projects along with a full listing of projects from other planning documents can be found in **Appendix A**.

Projects already identified in the study area were used as a beginning point for developing a complete list of improvements for this study, including those:

- In the study area and in the KYTC 2012 Six-Year Highway Plan;
- In the study area and included in the above sources beyond those in the KYTC 2012 Six-Year Highway Plan; and,
- From the above sources that were not in the study area, but in the vicinity of I-265 that will affect I-265 traffic, and have a direct impact on the traffic forecasting component of this project performed by KIPDA.

3.2 Existing Studies

There are additional planning studies that have been completed that impact this programming study.

One recently completed is the *Alternatives Study for I-71 / I-265* (Final Report August 2010 by URS). The study area includes the I-71 interchange with I-265 as well as the KY 22 interchange with I-265 to the south. The study makes several recommendations that include the following:

- Add an auxiliary lane to I-71 northbound, and then make the ramp to I-265 southbound two lanes, carrying the second lane straight to KY 22 and ending as the second lane of the KY 22 off-ramp.
- Widen I-71 to six lanes and add a 2-lane flyover ramp from I-265 northbound to I-71 southbound.
- Widen both I-71 and I-265 to six lanes, and construct a second flyover ramp from I-265 southbound to I-71 northbound to complement the other flyover ramp.
- Provide a collector-distributor system along I-71 through the I-265 interchange, keeping the cloverleaf and widening I-71 to six lanes.

A second study is the *I-71 Corridor Study*, conducted for KYTC (Final Report March 2014 by QK4). A project update meeting was held in October 2013 with KYTC, Qk4, and Parsons Brinckerhoff, to identify any overlap between the projects. Because other studies have been conducted for the I-71 / I-265 interchange, neither consultant was including this interchange as a primary focal point for improvement in the study area corridor.

Additionally, KIPDA contracted with Parsons Brinckerhoff to conduct the *KIPDA Interchanges Study* that encompassed a portion of the metropolitan region. The study was completed in June 2005, and several interchanges were evaluated that overlap the current study area. They included:

- I-265 / KY 61 (Preston Highway)
- I-265 / US 31E (Bardstown Road)
- I-265 / KY 155 (Taylorsville Road)
- I-265 / KY 3084 (Old Henry Road)
- I-265 / KY 146 (LaGrange Road)

Subsequently, the recommendations for these interchanges (with the exception of Taylorsville Road) were included in the KYTC 2012 Six-Year Highway Plan (FY 2007 – 2012). The improvements recommended for US 31E (Bardstown Road) have been completed. I-265 / KY 61 (Preston Highway) progressed to the construction phase in early 2014, I-265 / KY 3084 (Old Henry Road) is in preliminary design, and I-265 / KY 146 (LaGrange Road) has been constructed.

4.0 EXISTING CONDITIONS INVENTORY

Information was compiled for the existing conditions inventory of the study area to provide a baseline of known information. Areas of focus included:

- Identification of Roadway Characteristics
- Existing Traffic Volumes / Level of Service / Capacity
- Crash Analysis
- Bicycle and Pedestrian Facilities

The following sections provide more detail on each of these areas.

4.1 Roadway Characteristics

KYTC's Highway Information System (HIS) online database was used to query the various geometric characteristics of I-265. This information forms the basis for understanding the existing infrastructure and identifying roadway deficiencies or areas not up to current geometric standards. The list of information compiled includes the following:

- Number of lanes, shoulder and median widths
- Cable barrier
- Ramp signalization, acceleration, deceleration
- Curb / guardrail protection
- Horizontal and vertical deficiencies
- Structural deficiencies
- Clear zones
- Grades
- Speed limits
- Truck routes
- Major driveways / access points
- Functional classification

Some of these characteristics were not readily identifiable through database research. A field review was conducted to collect the remaining data as well as to verify the information from HIS. **Appendix B** contains the full spreadsheet compilation of the geometric data. Also included are plan and profile sheets developed for the mainline of I-265 documenting many of the additional roadway geometrics and supplementing the geometric spreadsheet. This includes cable barriers, curb, guardrail, horizontal and vertical alignment, clear zones, and driveways or other access points. Also, the entire corridor of I-265 within the study area is designated as a truck route.

4.2 Existing Traffic Operations

The traffic analysis for this study was as detailed as possible given the large study area and that this is a planning-level analysis. More discussion on traffic volumes and forecasting are provided in later sections of the report. For this existing conditions analysis, an initial review was performed to evaluate current traffic operations based on available traffic counts.

The average daily traffic (ADT) volumes used for this baseline analysis included traffic counts from the KYTC's CTS database as well as updated hourly count data requested from KYTC Central Office. The years for the data ranged from 2010 – 2013.

Using these traffic volumes as well as the gathered geometric and highway information, the Highway Capacity Software 2010 (HCS 2010) was used to determine levels of service (LOS) and volume to capacity (v/c) ratio. LOS is used to provide a rating scale from A to F for congestion and operations of a roadway. LOS A represents a free flowing facility with little time spent following another vehicle and ample opportunity to make desired maneuvers. The opportunity to pass and travel speeds decrease with subsequent levels of service down to LOS F, which represents a congested roadway that is over capacity and where opportunities for vehicle movement are few and very difficult.

The following tables (**Tables 1** and **2**) list the traffic volumes, level of service, and v/c ratio for I-265 in the AM and PM Peak periods utilizing the daily traffic volumes available. At this time the intersecting freeways and arterials were not evaluated. More detailed analysis relying on traffic volumes and other available information is completed for the future traffic year and improvement evaluation.

It should be noted that the traffic analysis is based on daily volumes and may not fully reflect congestion peaks noted during field reviews and stakeholder input. Also, the HCS 2010 module used for the evaluation provided operational analysis on a segment by segment basis and does not fully consider the impact of ramp acceleration and deceleration areas and weaving conditions on the mainline of I-265. Other evaluation tools will be used to model the system operations for future traffic analysis.

As shown, the existing operations of I-265 operate at an acceptable LOS with some locations starting to experience congestion. Only one section in the PM Peak period operates at a poor level of service (LOS E) which is the 2-lane section north of I-64 to south of US 60 where it becomes 3 lanes. The capacity analysis shows adequate capacity on all segments with a few getting close to the threshold of 1.00 which indicates a facility is operating at capacity.

For a graphical representation of traffic operations, refer to **Figures 2** and **3** on the following pages.

Table 1: I-265 Existing AM Peak Period Traffic Operations

Route	Section	Begin	End	ADT	DHV	Flow Rate (pc/h/ln)	LOS	Density (pc/mi/ln)	v/c
I-265	1	I-65	KY 61	83,000	4,710	1786	D	27.1	0.74
	2	KY 61	Smyrna Rd	68,300	3,330	1897	D	29.5	0.79
	3	Smyrna Rd	KY 864	68,200	3,060	1739	D	26.1	0.72
	4	KY 864	US 31E	64,600	3,080	1754	D	26.4	0.73
	5	US 31E	KY 1819	57,500	3,050	1738	D	26.1	0.72
	6	KY 1819	KY 155	56,200	3,240	1842	D	28.2	0.77
	7	KY 155	I-64	59,100	2,980	1695	C	25.2	0.71
	8	I-64	South of US 60	73,400	3,230	1838	D	28.2	0.77
	9	South of US 60	US 60	73,400	3,230	1226	B	17.5	0.51
	10	US 60	KY 3084	62,000	2,630	1496	C	21.7	0.62
	11	KY 3084	KY 146	56,300	2,170	1234	B	17.6	0.51
	12	KY 146	KY 1447	50,600	1,910	1089	B	15.6	0.45
	13	KY 1447	KY 22	55,100	1,970	746	A	10.7	0.31
	14	KY 22	I-71	69,200	3,100	1746	D	26.6	0.73
KY 841	1	KY 1020	I-65	57,500	2,670	1518	C	22.1	0.63
	2	I-71	US 42	18,700	730	417	A	6.0	0.17

Table 2: I-265 Existing PM Peak Period Traffic Operations

Route	Section	Begin	End	ADT	DHV	Flow Rate (pc/h/ln)	LOS	Density (pc/mi/ln)	v/c
I-265	1	I-65	KY 61	83,000	4,260	1616	C	23.8	0.67
	2	KY 61	Smyrna Rd	68,300	2,790	1586	C	23.2	0.66
	3	Smyrna Rd	KY 864	68,200	3,070	1747	D	26.3	0.73
	4	KY 864	US 31E	64,600	2,970	1688	C	25.1	0.70
	5	US 31E	KY 1819	57,500	2,950	1679	C	24.9	0.70
	6	KY 1819	KY 155	56,200	2,930	1670	C	24.8	0.70
	7	KY 155	I-64	59,100	3,350	1907	D	29.7	0.79
	8	I-64	South of US 60	73,400	3,770	2143	E	35.9	0.89
	9	South of US 60	US 60	73,400	3,770	1429	C	20.6	0.60
	10	US 60	KY 3084	62,000	2,900	1652	C	24.4	0.69
	11	KY 3084	KY 146	56,300	2,630	1500	C	21.8	0.63
	12	KY 146	KY 1447	50,600	2,410	1374	C	19.7	0.57
	13	KY 1447	KY 22	55,100	2,680	1016	B	14.5	0.42
	14	KY 22	I-71	69,200	3,180	1808	D	27.5	0.75
KY 841	1	KY 1020	I-65	57,500	2,740	1561	C	22.8	0.65
	2	I-71	US 42	18,700	950	543	A	7.8	0.23

Figure 2: **I-265 Existing AM Peak Period Traffic Operations**

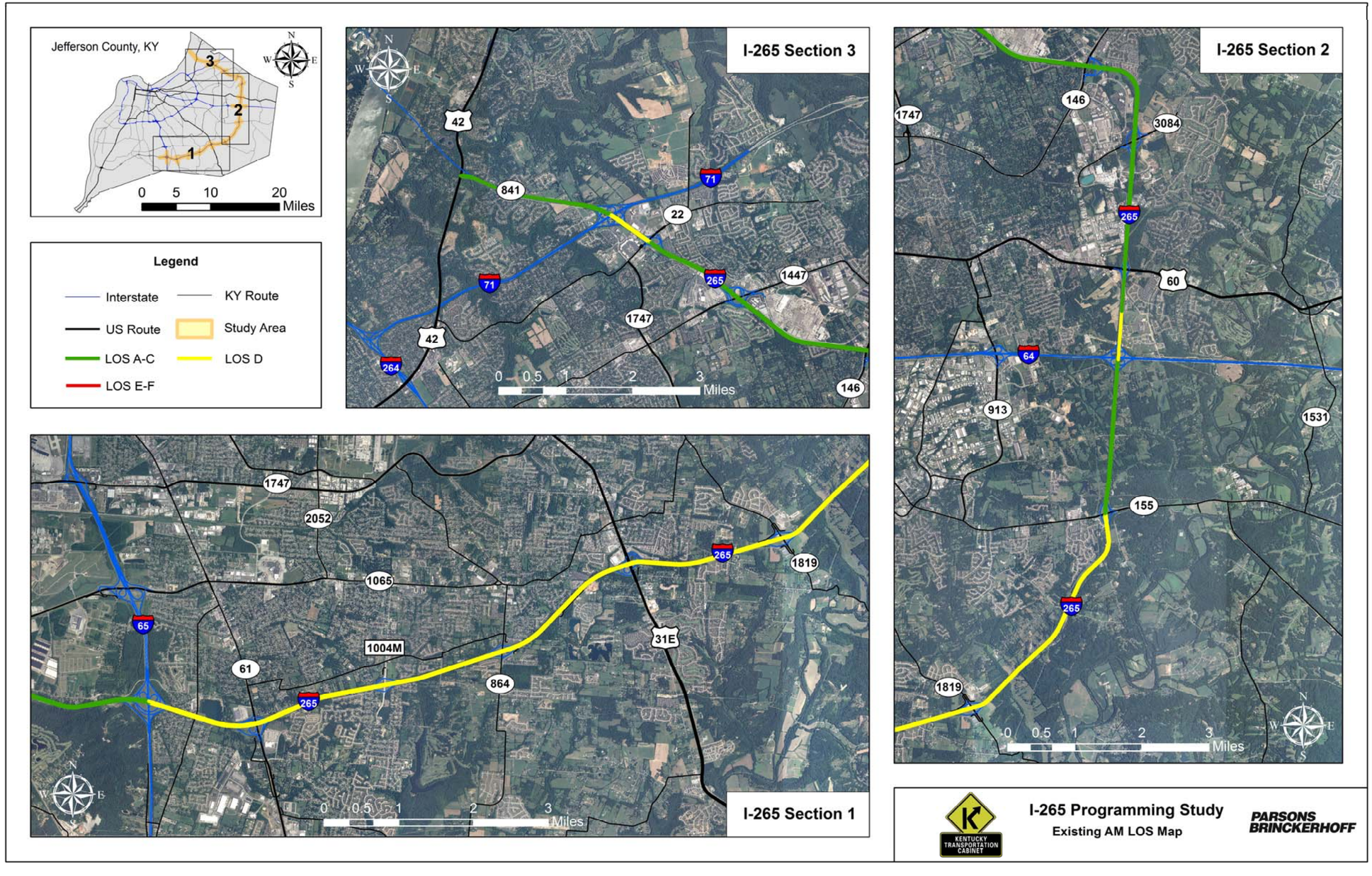
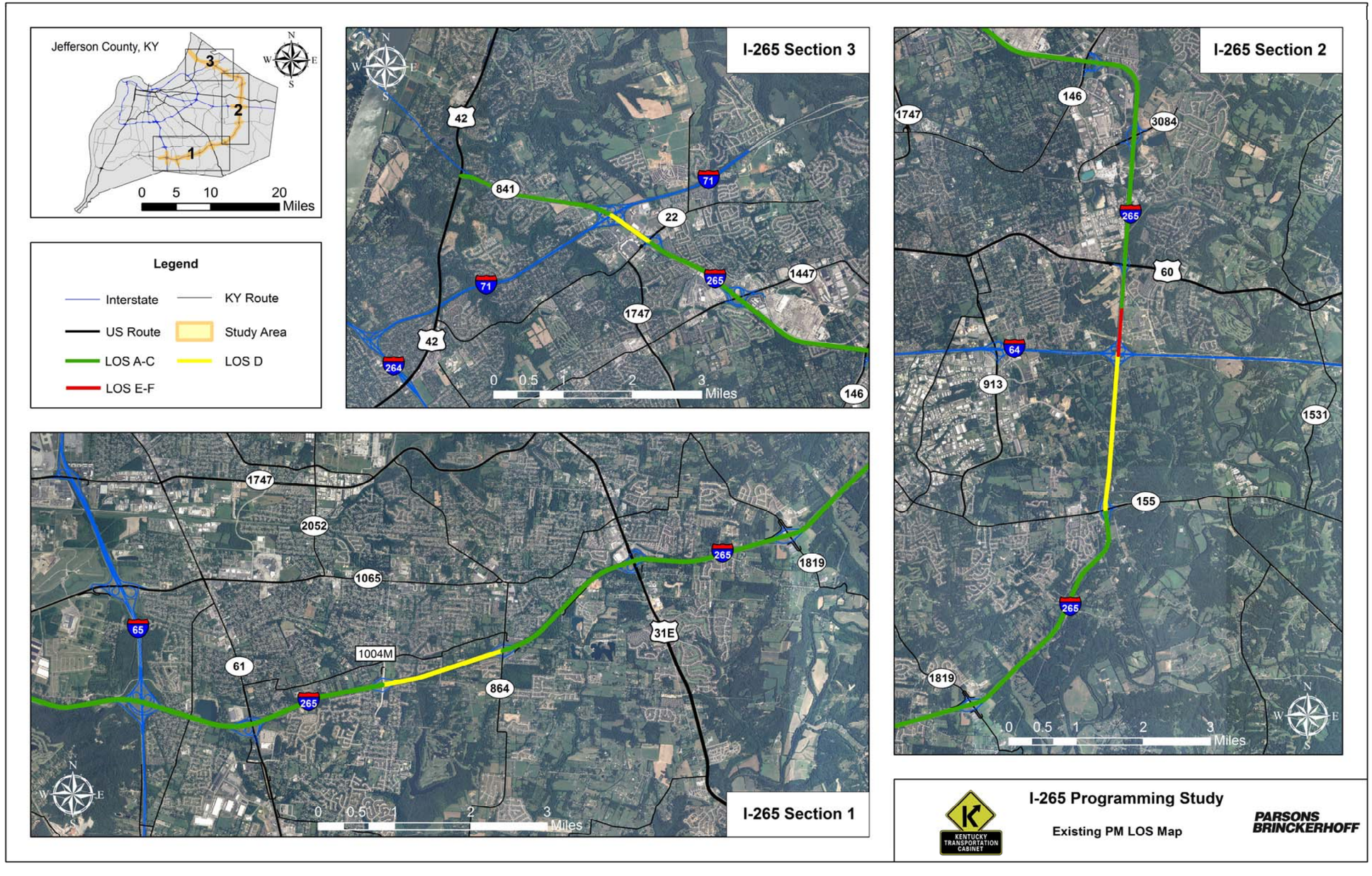


Figure 3: **I-265 Existing PM Peak Period Traffic Operations**



4.3 Crash Analysis

Crash data was obtained from the Kentucky Collision Analysis database maintained by the Kentucky State Police for the past three years (January 1, 2010 through December 31, 2012). The locations of these crashes by crash type (fatality, injury or property damage only) are shown for each roadway in **Figure 4**.

Crash rates were computed for specific segments of I-265 as well as each major intersecting arterial using the methodology provided in the most recent version of the crash analysis report periodically published by the Kentucky Transportation Center (KTC)[1]. The section crash rates are based on the number of crashes on a specified section, the average daily traffic (ADT) on the roadway, the time frame of analysis, and the length of the section. They are expressed in terms of crashes per 100 million vehicle-miles. A section's crash rate was then compared to a statewide critical crash rate[2] derived from critical crash rate tables for highway sections in the KTC crash report (Appendix D of KTC crash report). This comparison is expressed as a ratio of the section crash rate to the critical crash rate and is referred to as the critical crash rate factor. If the factor is greater than one it indicates crashes do not appear to be occurring at random.

The section crash rate is also compared directly to the statewide average crash rate presented in the KTC crash report. The statewide averages consider all crashes for a specified period that are listed in the Collision Report Analysis for Safer Highways (CRASH) database maintained by the Kentucky State Police and stratified by functional classification (Table B-2 in KTC crash report). Section rates that exceed the statewide average rate but not the critical crash rate may be problem areas, but are not statistically proven to be higher crash areas. Therefore, this second comparison is used to identify a second tier of highway sections that may have crash problems and could be considered for safety improvements if warranted based on further analysis.

Appendix C contains the crash rate summary sheets that detail the specific crash rate per section for the interstate segments and intersecting arterial segments, as well as the crash records.

Only one segment on I-265 was identified as having a critical crash rate factor greater than 1.0 – the segment between KY 22 and the I-71 interchange (1.40). Many of the intersecting arterials were calculated to have a critical crash rate factor greater than 1.0 on either side of the interchange ramps.

For I-265, there were a total of 1,179 crashes on I-265 during the three year period. Of these crashes, 202 resulted in an injury (17%) and 5 (less than 1 percent) resulted in a fatality. The majority were rear-end collisions (47%) with a significant portion of crash types also being single vehicle collisions (33%). Most of these collisions also occurred during clear weather (62%) and during the daylight (66%).

Plan and profile sheets detail the locations and distribution of crashes along I-265 and the intersecting arterials in **Appendix B**.

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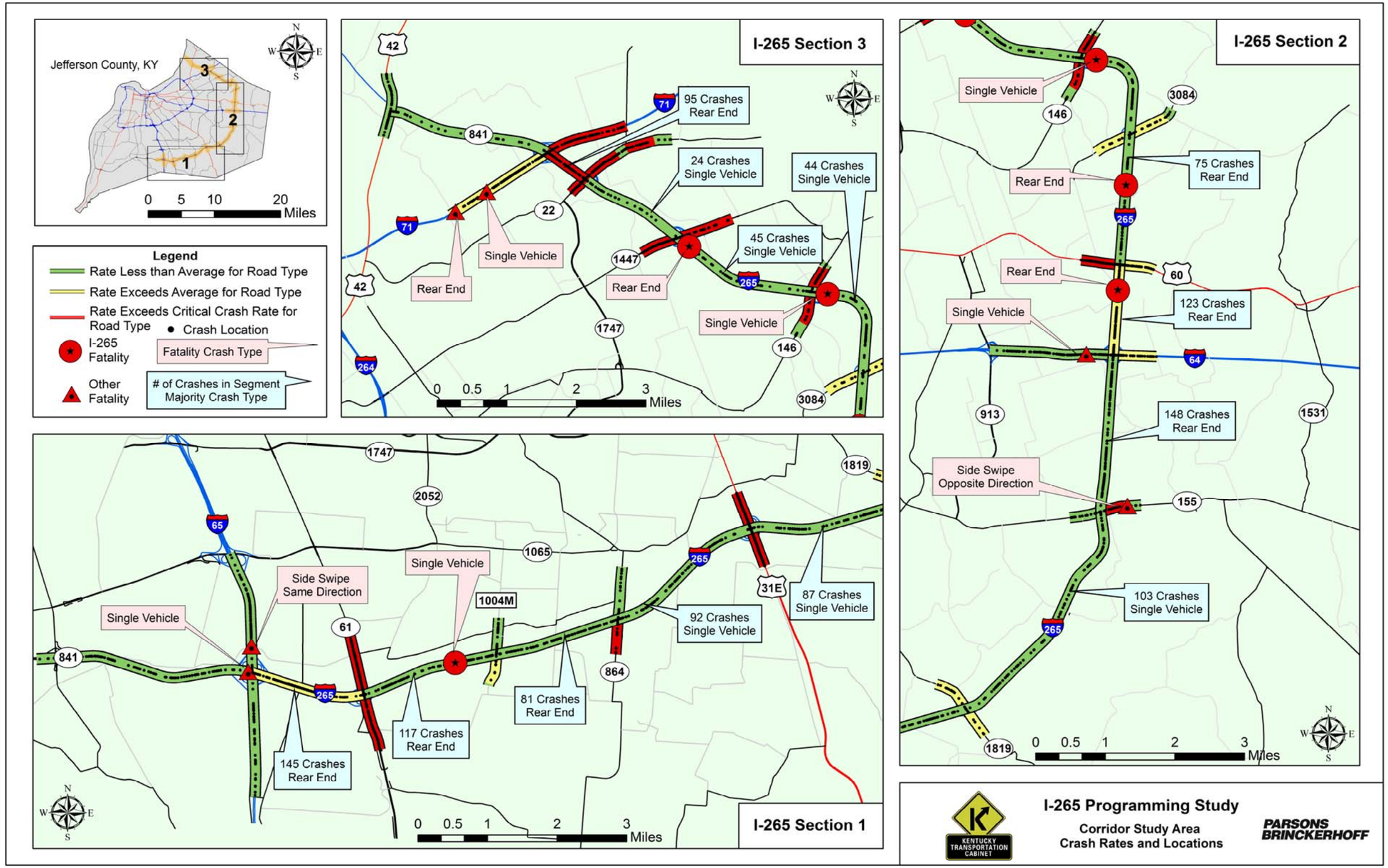
[1] Analysis of Traffic Crash Data in Kentucky (2007 – 2011), Kentucky Transportation Center Research Report KTC-12-13/KSP2-11-1F.

[2] The critical crash rate is the threshold above which an analyst can be statistically certain (at a 99.5% confidence level) that the section crash rate exceeds the average crash rate for a similar roadway and is not mistakenly shown as higher than the average due to randomly occurring crashes.

Figure 4: Segment Crash Rate Analysis



4.4 Bicycle and Pedestrian Facilities

Within Louisville and Jefferson County is the "City of Parks" initiative, led by the City of Louisville which seeks to build new linear and stand-alone parks and open spaces. Linking existing Olmstead Parks and existing communities with these new initiatives requires that bicycle and pedestrian facilities be considered and incorporated into nearly all current transportation projects. The "Louisville Loop", part of the "City of Parks", is a planned 100-mile trail system that will encircle the city. The loop will link existing parks, new parks, and neighborhoods to civic attractions, transportation alternatives, and recreation opportunities. The KYTC anticipates the possibility of several spoke-type connections between the Louisville Loop and the city's urban core. The Parklands of Floyds Fork, currently under construction and scheduled to be completed in 2015, is one of the nation's largest new metropolitan parks projects. As part of this project, 21st Century Parks is building approximately 19 miles of the Louisville Loop through The Parklands of Floyds Fork. **Figure 5** highlights the future planned facilities for bicyclists within Louisville Metro as a whole.

Additional I-265 corridor bicycle and pedestrian conditions are noted below:

- There is an existing bicycle / pedestrian path running along US 60 through the I-265 interchange.
- Future planned facilities are included in the 2014 Louisville Metro Bike Master Plan.
- Adding 5-foot paved shoulders is noted along LaGrange Road (KY 146) through the interchange.
- There is one bicycle club within the Louisville area, the Louisville Bicycle Club.
- Sidewalks can be found adjacent to some of the ramp terminal intersections.
- For further information regarding guidance on accommodating bicyclists and pedestrians through interchanges, Parsons Brinckerhoff prepared a study for KIPDA, the KIPDA Interchange Bicycle and Pedestrian Safety Study[3].

Figure 5: Future Planned Bicycle Facilities

[3] http://www.kipda.org/Transportation/MPO/Documents_and_Studies.aspx

4.5 Geotechnical Overview

A Geotechnical Overview of the study area was performed by KYTC, and can be found in **Appendix D.** As this is a large study area, a high-level review was performed. Evaluation of geotechnical concerns was prepared by section as shown in **Figure 1** in the appendix. Section 1 has bedrock primarily of the Louisville Limestone formation, which has been identified as very suitable for use in road construction and generally makes very durable rock cuts. There is the potential for some karst related issues. Also present in this section is New Albany Shale which may require special treatment if the bedrock is exposed.

Section 2 also contains the Louisville Limestone formation, with an active quarry that mines this material near the interchange of KY 3084. Other formations in the section include non-durable shales. Some of these shales have had the following noted issues:

- Erode badly when exposed to surface runoff
- Warrant a cut slope design on a 2H : 1V slope for new cut slopes
- Waldron shale is notable for past construction related issues

Section 3 is primarily the Louisville Limestone formation and Laurel dolomite. A concern in this area would be that mapping and experience indicates karst problems are more significant in this section and can require remediation.

5.0 ENVIRONMENTAL OVERVIEW / SOCIOECONOMIC STUDY

An environmental overview was performed with respect to the following:

- Cultural Historic Overview (**Appendix E**)
- Archaeological Resources
- Environmental Constraints (**Appendix F**)
- Socioeconomic Study (**Appendix G**)

The northern section of the study area was extensively researched for environmental concerns during the development of the Louisville-Southern Indiana Ohio River Bridges (LSIORB) project and those concerns as well as KYTC commitments were documented in the project's Record of Decision (ROD). A review of the LSIORB ROD would be necessary for any improvements that overlap the LSIORB project's right-of-way.

5.1 Cultural Historic Overview

The Cultural Historic Overview, located in **Appendix E,** found in a search of records maintained by the National Register of Historic Places (NRHP) and the Kentucky Heritage Council (KHC) the following:

- Three NRHP-listed historic districts, with 16 contributing elements of those districts;
- Nine individually listed NRHP properties;
- Eight properties that have been recommended or determined eligible for listing in the NRHP; and,
- 19 previously surveyed properties that have an undetermined status in the KHC database that are located within or immediately adjacent to the study area.

The three historic districts are located in the northernmost section of the study area and overlap one another. Drumanard is both a historic district and an individual property located northwest of the I-265 and US 42 intersection and is composed of a historic landscape, an English garden, and a collection of Tudor Revival-style residential buildings. The Harrods Creek Historic District is approximately 319 acres, divided among five properties: The Theodore Mueller House / Shady Brook Farm, the Bingham-Hillard Estate, the Cochran House, The Ashbourne, and Avish. The properties contain a designed historic landscape, formal gardens, managed agricultural land, and a collection of residential buildings. The third historic district, The Country Estates of River Road Historic District, is a three-mile long corridor along the Ohio River and upper River Road. It consists of country estates, many of which were previously listed either individually or as a part of other historic districts. There are 61 contributing resources and 45 non-contributing resources in the district.

The nine individually listed properties are located throughout the study area and include the Barber House / Rosewell, the Merriwether House, the Omer / Pound House, Belleview, the Fitzhugh House / Drumanard, the Allison-Barrickman House, Cedarbrook Farm, Cooper Memorial Church, and the Fishpool Plantation.

In addition to the NRHP and KHC information, a review of other studies in the project area and a field review were performed. There are eight other properties that are either recommended eligible or potentially significant properties that are within or adjacent to the study area based on previous studies and field observations. Additionally there are 15 previously surveyed properties that are ineligible and 17 previously surveyed properties that no longer exist.

Refer to the maps included in the overview in **Appendix E** for more information about the location of the cultural historic resources.

5.2 Archaeological Resources

The Archaeological Resources review included a search of records maintained by the NRHP and the Office of State Archaeology (OSA) as well as a field overview. Portions of the study area have been previously surveyed and 24 archaeological sites have been identified within or adjacent to the area of potential effect (APE). These include a historic cemetery, fourteen prehistoric open habitations without mounds, three historic farm or residences, one historic farm or residence with an associated cemetery and five multi-component prehistoric and historic occupations. Of these, one site is included in the NRHP (discussed below), two sites are listed as eligible and one site is listed as potentially eligible for inclusion in the NRHP. A field survey was conducted, and found that many of these sites are located in areas that have been heavily disturbed by construction activities associated with I-265, its interchanges, associated utilities, and a variety of residential and commercial developments. These developments are not always destructive, though, and sometimes the earthmoving caps archaeological deposits, and sites may exist along the edges of the project area beneath modern construction elements such as parking lots and driveways and in associated green spaces.

NRHP records indicate that there is one archaeological site listed in the NRHP that is located within the APE, the Levin Bates / Jacob Johnson farmstead. The house has been moved from its original location within the Bardstown Road interchange, to the east along Wingfield Road. The original location of the house has been disturbed by road construction activities. The three NRHP listed historic districts, nine NRHP listed properties, eight recommended eligible properties, and 17 historic properties that are no longer extant (described in the previous section) all have the potential to produce archaeological materials.

Two sections of the study area are considered to be red flag areas. These include the area around Harrods Creek and the area around the I-71 interchange. Any construction activities in these areas should be preceded by archaeological investigations.

A historic map review was performed and a large number of identified map structures were located within or close to the existing right-of-way for I-265. Several of these correspond with previously recorded cultural historic sites. Above ground portions of most of the structures have

likely been destroyed, however, earthmoving often caps archaeological deposits, which may have preserved subsurface remains associated with the structures.

There are still large portions of the study area that have never been surveyed that have the potential for producing additional archaeological sites. It is recommended that construction activities in any portion of the project area that is not occupied by a large modern structure be preceded by an archaeological survey.

5.3 Environmental Constraints

An environmental overview was performed to identify resources related to underground storage tanks, hazardous materials, air quality, traffic noise, and aquatic and terrestrial ecosystems.

5.3.1 Underground Storage Tanks / Hazardous Materials

A database search resulted in the identification of 37 mapped facilities of potential environmental significance, and 169 orphaned, or abandoned, sites located within the study area. Additionally, there are numerous convenience stores and gas stations within the study area that have UST potential.

The Kentucky Geological Survey indicated that at least 18 water wells are potentially located in the study area. There are no permitted waste disposal facilities in the study area.

5.3.2 Air Quality

Jefferson County is an attainment area for 8-hour ozone, a non-attainment area for small particulate matter identified as $PM_{2.5}$, and is in attainment for larger particulate matter identified as PM_{10}. A portion of Jefferson County is in non-attainment for sulfur dioxide, but the study area is not within the non-attainment area for that pollutant. $PM_{2.5}$ will be a project-level concern, and any future work required for this project will include completion of the $PM_{2.5}$ checklist and interagency consultations to determine whether a $PM_{2.5}$ hot-spot analysis is required. At this point it is not feasible to determine if this project will generate meaningful mobile source air toxics (MSATs), however specific projects recommended by this study will require MSAT analysis.

5.3.3 Traffic Noise

Traffic noises caused by vehicle tires, engines and exhaust are measured by decibels in the A-scale, which approximates the way noise is heard by the human ear. Traffic noise impacts occur when the anticipated traffic noise levels exceed the noise abatement criteria (NAC), or significantly exceed the existing noise level. Noise abatement criteria address traffic noise levels that interfere with speech communication, and are broken into seven activity categories (A to G) based on land use and evaluation location (interior or exterior). Activity Category B, C, E, F, and G receptors are located within the study area, with potential for Activity Category D (interior use) receptors.

Category F and G receptors include manufacturing, retail, industry, and other similar facilities, and do not have established noise abatement criteria. Category E receptors include exterior areas of developed land such as hotel pools and restaurant patios, and have higher NAC thresholds. Category B and C receptors are the most abundant and most sensitive receptors in the study area. Category B receptors include exterior areas of frequent human use at single or multifamily homes and mobile home parks where traffic noise would interfere with normal conversation on balconies, patios, or in back yards. Category C receptors include exterior areas of non-residential lands such as schools, parks, hospitals, churches, recreations areas, cemeteries, day cares, and other similar land uses.

Maps of the study area that show clusters of noise receptors in close proximity to the study area are included in the Environmental Overview in **Appendix F**. It is recommended that during any future Phase 1 design, all noise sensitive receptors within 500 feet of the project be assessed to determine whether impacts are predicted and if so whether noise abatement is feasible and reasonable.

5.3.4 Aquatic and Terrestrial Ecosystems

An aquatic and terrestrial field survey, a review of topographic and aerial maps, and a literature review of habitats for federal and state listed species were performed to determine the aquatic and terrestrial resources in the study area.

A total of 333 wetlands, comprising approximately 30.2 acres were found within the study area. Ten stream crossings are present, nine of which occur south of the I-265 and I-64 interchange. There are 34 streams located within the study area; however there are no wild and scenic rivers or special designation lands.

Jefferson County is host to 18 endangered, threatened, proposed and candidate species. These include:

- Gray bat
- Indiana bat
- Clubshell
- Fanshell
- Fat pocketbook
- Orangefoot pimpleback
- Ring pink
- Pink mucket
- Sheepnose
- Rough pigtoe
- Rabbitsfoot
- Spectaclecase
- Running buffalo clover
- Kentucky glade cress
- Interior least tern
- Bald eagle
- American burying beetle
- Louisville cave beetle

The literature review revealed that habitat for the federally endangered gray bat, Indiana bat, running buffalo clover, the proposed threatened northern long-eared bat and Kentucky glade cress, and the candidate species Louisville cave beetle, could potentially exist in the study area. The U.S. Fish and Wildlife Service's mapping of summer habitat polygons found portions of the study area within the five mile radius of "sensitive & maternity" summer habitat polygons. The field survey identified summer roosting habitats for the Indiana bat and northern long-eared bat, with the highest concentrations in the southeastern portion between Billtown Road and I-64. There are also gray bat foraging and travel stream corridors at several stream crossings in the area. Any future Phase 1 design will require assessment for impacts to potential bat hibernacula. In addition to the federally listed species, there are also 27 state threatened and endangered species that may be present within the study area. Coordination with agencies in any future project development phases will be required to determine the presence of these species' habitats.

5.3.5 Socioeconomic Study

KIPDA prepared a socioeconomic study for the study area. The study identified potential environmental justice populations, including low income, minority, older persons, persons with disabilities, zero vehicle households, and limited English proficiency (LEP), in the study area. These populations were identified on a census tract level. An excerpt of the findings is below:

- The highest percentages of minority persons were found at the southern end of the I-265 corridor – near the I-65 and KY 61 (Preston Highway) interchanges. The average minority concentration of one tract in this area was greater than those expected within the general population for the United States, Kentucky, or Jefferson County.
- Similar to the minority population findings, higher concentrations of persons with low-income resided in census tracts near the I-65 and KY 61 (Preston Highway) interchanges. Three tracts in this area had distributions of persons with low-income greater than those found at the national, state, and county levels.
- The tract distribution of older persons was highest at the northern end of the I-265 corridor – near the US 42 interchange / East End Crossing of the Louisville-Southern Indiana Ohio River Bridges Projects and from KY 22 (Brownsboro Road) to KY 146 (LaGrange Road). Almost half of the corridor's tracts have densities of older persons above national, state, and county levels.
- Higher percentages of persons with disabilities were found to exist in the census tracts closest to the I-65 and KY 61 (Preston Highway) interchange areas. Two tracts in these sections had distributions higher than those of the Nation, State, and County.
- Zero vehicle households appear in the highest density in one tract near the I-65 interchange. The percentage of zero vehicle households in this tract exceeds that of the United States, Kentucky, and Jefferson County.
- The highest concentration of persons with limited English proficiency is located in one tract near the I-65 interchange. The area demonstrates a higher average LEP population than is found at national, state, and county levels.[4]

The KIPDA Socioeconomic Study can be found in **Appendix G.**

[4] *I-265 Programming Study Ohio River to I-65 Socioeconomic Study*, KIPDA, 2014.

6.0 PUBLIC INVOLVEMENT AND PROJECT DEVELOPMENT TEAM MEETINGS

Several meetings and coordination activities occurred throughout the course of the study to inform and obtain input from local officials and stakeholders, public agency representatives, and the general public. Coordination activities included four Project Development Team (PDT) meetings, two meetings with local elected officials and stakeholders, two public meetings, and one resource agency mailing.

6.1 Local Official and Stakeholder Coordination

Meetings were held with locally elected officials and stakeholders in Jefferson County. The stakeholders represented a variety of interests in the community including fire, EMS, local and state government, and businesses. The first meeting was held on January 6, 2014. An overview of existing conditions was presented, and those in attendance were able to provide their feedback as well as raise issues that should be addressed by the study.

The second stakeholder meeting was held on September 25, 2014, on the same day as the public meeting. Information shown at the public meeting was given to stakeholders that attended. They were given an opportunity to ask questions and complete comment forms.

Meeting minutes from these meetings are provided in **Appendix H.**

6.2 Public Meetings

Two public meetings were held in September 2014. One was held at the southern end of the study area at the Teamsters Local 783 Hall on Beulah Church Road. The other public meeting was held at Chancey Elementary School on Murphy Lane, near Westport Road. The purpose of these meetings was to provide the public with information on the study, gather public feedback on the projects being considered, and to use the feedback to develop a public prioritization for the projects.

The prioritization results are discussed in Chapters 7 and 8. The public was also given the opportunity to provide information about any missing projects they thought should have been included in the study. Some responses included projects that are located in the study area. Those were discussed with the project team to determine if they were feasible and appropriate to include in this study. If so, they were included in Chapter 7. There were also responses for projects located outside of the study area, thus outside of the scope, which were not prioritized. However, they may need to be included in future planning and operation efforts and have been listed below for information purposes:

- Additional sound walls
- Complete Cooper Chapel Road from Preston Highway to Bardstown Road
- Widen I-71 from I-264 to Exit 22 (both eastbound and westbound travel lanes)
- Add a traffic signal at Nelson Miller Parkway and Old Henry Road
- Improve the KY 155 and Taylorsville Lake Road intersection / signal

A summary of the feedback received at the public meetings can be found in **Appendix I**.

6.3 Resource Agency Mailings

Highway construction, and the resulting changes in travel patterns, may impact an area in a number of ways. Early information detailing possible impacts allows the project development process to take them into consideration and avoid or minimize them. Resource agencies typically have detailed information and can provide input about possible highway construction impacts by identifying existing conditions and providing input on how to minimize disruptions.

Regulatory agencies, stakeholders, and interested agencies received project information with a request to review the project scope and provide comments. The packet of information mailed to resource agencies included a letter describing the study with a draft statement of the purpose and need, a project study area map and existing roadway information, average daily traffic and level of service, crash analysis, and an environmental overview. The list of agency respondents included:

- Christian Academy School System
- City of Jeffersonville
- Federal Aviation Administration, Memphis Airports District
- Kentucky Cabinet for Economic Development
- Kentucky Education and Workforce Development Cabinet, Department of Education
- Kentucky Energy and Environment Cabinet
- Department for Natural Resources
- Department for Environmental Protection
    - Combined Division of Water, Division for Air Quality, Kentucky Heritage Council
    - Division for Air Quality
    - Division of Water
    - Division of Mine Reclamation and Enforcement
- Kentucky State Police
- Kentucky Tourism, Arts and Heritage Cabinet, Kentucky Department of Fish & Wildlife Resources
- Louisville Metro Emergency Management Agency, MetroSafe
- United States Department of Agriculture, National Resources Conservation Service

Overall, the comments received did not indicate any major issues with any of the proposed projects. The comments received are summarized below:

- The northbound I-65 to eastbound I-265 ramp has experienced repeated episodes of semi trucks losing their loads at the top curve of the ramp. This area is especially prone to heavy congestion.
- A recommendation to contact the superintendent of the Jefferson County School District. Information was provided electronically, with no response.

- Specific to the I-265 major widening to 3 lanes project's adjacent right-of-way: avoid any potential impact to the access road or athletic fields east of I-265 near US 60.
- Minimize impacts to commuting time in the I-265 / US 60 interchange area.
- Notice of several air quality regulations that must be met.
- Farmland classification and brief descriptions of soil map units on potential farmland in the study area.
- Avoid impacting wetlands, streams, endangered species, wells, and water lines in the study area.
- A recommendation that erosion control measures be implemented.
- A notice that if impacts to streams and wetlands exceed General Certification conditions, then an Individual Water Quality Certification may be required.
- Ensure the protection of tributaries in and near the study area.
- Consideration of water and sewer lines with a recommendation to contact local water and wastewater utilities.
- Support for the project to expand the number of lanes from two to three to help assist with traffic congestion.
- Consider making the inside shoulder as wide as the outer shoulder.
- Over 600 crashes have occurred throughout project limits, with more than half reported as "rear-end" collisions, likely caused by traffic backup.
- A review of traffic signal operations and timing may be helpful to address major backups on LaGrange Road and Chamberlain Lane, including the possibility of providing an alternate access point for the Ford Motor Plant.
- The operation of cloverleaf interchanges is impacted by traffic congestion, and those interchanges should be minimized.
- The project should increase the ease and safety of industrial traffic by providing existing and future industries with better connection to shipping routes and the UPS World Port.
- The Rehl Road Interchange project on I-265 will help reduce the congestion and traffic circulation around Bluegrass Commerce Park.
- There may be opportunities to provide a bicycle and pedestrian movement east-west along Taylorsville Road and through the interchange, as the project moves forward.
- Bridge abutments over Harrods Creek where I-265 meets the new East End Bridge should not be located within the stream channel.
- Ensure compliance with relevant regulations regarding cultural resources.

Appendix J includes a copy of the materials distributed, the recipient list, and complete responses from agencies.

6.4 Project Development Team (PDT) Meetings

Four meetings were held with the PDT to discuss project issues including study progress, local officials and stakeholders meetings, public meetings, issues and goals, development of improvements, improvements evaluation and prioritization, and the conclusions of the study. The meeting minutes are included in **Appendix K**.

6.5 TRIMARC Meeting

A meeting with KYTC and TRIMARC was held on July 16, 2014 to discuss the use of intelligent transportation systems (ITS) on this project. Existing ITS infrastructure in the study area was discussed as well as anticipated future needs. After this meeting, TRIMARC provided the project team with a list of all of the desired ITS devices throughout the study area, along with costs. Meeting minutes and the subsequent information obtained from TRIMARC are included in **Appendix L**.

7.0 IMPROVEMENT OPTIONS DEVELOPMENT

The purpose and need of this project required consideration of both short and long term project types. Short term improvement considerations included operational improvements such as new or replacement signs, pavement markings, lighting, expansion of the TRIMARC ITS system, high priority capacity enhancements, interchange improvements, safety improvements to ramp lengths, and other similar projects that could be implemented by the interim year of 2020. Long term improvements included larger-scale or lower priority capacity improvements, collector-distributor roadways, new interchanges, and other similar projects. It should be noted that short and long term projects were not categorized exclusively by cost. Short term projects may include higher cost, high priority improvements, in addition to lower cost, easy to implement solutions. Lower cost, easy to implement improvements may be categorized as long term projects, if they were determined to be low priority. The goal of the improvements development phase of the study was to provide a list of projects that could be ranked by priority by the public. The process used to develop this list of projects that was taken to the public is described in the following sections.

7.1 Previously Identified Projects

The first step in developing the list of projects to be ranked was to compile a list of previously identified projects in the study area from reviews of the following:

- KYTC 2012 Six-Year Highway Plan
- KYTC Statewide Transportation Improvement Program (STIP) FY 2013 - 2016
- KYTC District 5 Unscheduled Projects List
- Project Identification Forms (PIFs) from KYTC and KIPDA
- KIPDA Metropolitan Transportation Plan (MTP)
- KIPDA Transportation Improvement Plan (TIP)
- KYTC Statewide Long Range Transportation Plan (LRTP)

After this list of projects had been compiled, the project team removed projects that had already been constructed or were currently under construction in the study area. The list of previously identified projects is included in **Appendix A**.

7.2 Initial Improvements Development

After the compilation of the previously identified projects list, an initial attempt was made to develop alternatives for the widening of the I-265 mainline. Six alternatives were developed and discussed in a memorandum to KYTC in February 2014. These encompassed various widening options, for both interim and the ultimate analysis years of 2020 and 2040. The six alternatives included:

Alternative 1: Existing Baseline Condition: I-265 as it operates today (complete).

Alternative 2: 2020 No Build: This includes identified KYTC 2012 Six-Year Highway Plan and TIP projects to aid operations and safety and / or increase capacity that would be in place by 2020.

Alternative 3: 2020 Build: This includes all projects that are identified to be in place by 2020 (all projects from Alternative 2 and other small projects to address any identified 'hot spots').

Alternative 4: 2040 No Build: This includes all projects in place by 2040. This will include projects assumed in the modeling effort, most notably an extra lane in each direction from I-65 to I-71.

Alternative 5: 2040 + Collector-Distributor (C-D) Road: This includes all projects from Alternative 4, plus a C-D Road beginning just north of Old Henry Road and running through US 60 and I-64, and terminating between I-64 and the KY 155 interchange.

Alternative 6: 2040 + 2 Capacity Lanes: This includes everything from Alternative 4, plus an additional capacity lane from I-65 to I-71 for a total of two additional lanes per direction.

All six alternatives were not shown to the public. Instead, a simple "Widening of I-265" was placed on the list of projects. This allowed the public to rank the importance of adding capacity to I-265, while allowing for a more thorough traffic analysis to determine the best alternative to carry forward. The memorandum describing these alternatives is included in **Appendix M.**

7.3 New Project Identification

In addition to previously identified projects and the widening of I-265, additional projects that would improve system performance were also identified. Several methods were undertaken to identify additional potential future projects, including meetings with KYTC, field reviews, and a variety of analyses such as safety / crash, and traffic.

The crash analysis presented in Section 3.3 discussed the existing safety concerns in the corridor. High crash segments and areas where fatalities have occurred were explored in further detail to determine if any roadway improvements could improve safety. The only segment of I-265 with a critical crash rate issue is the segment between KY 22 and I-71, which is already part of the I-71 interchange improvement recommendations. There were five fatalities along I-265 during the analysis period; however, further analysis found there are no geometric deficiencies at any of the reported locations of those fatalities.

Existing traffic operations, discussed in Section 3.2, and future traffic operations need to be considered when determining potential projects. The determination of future traffic operations began with KIPDA providing average daily traffic (ADT) volumes within the study area for the years 2020 and 2040. The ADTs were converted to peak hour volumes. The hourly volumes were then balanced over the entire system to establish final 2020 and 2040 traffic volumes. The HCS 2010 software was then used to determine future levels of service (LOS) along I-265, at the ramp merge, diverge and weave sections, and at the interchange intersections. The estimated traffic volumes and the HCS 2010 LOS results are shown in **Figures 6** through **11.** Recommended improvements to deficient study area intersections were developed based on the HCS analysis. These improvements were analyzed for system feasibility. System feasible improvements were projects that improved system performance without requiring additional adjacent infrastructure, utility relocation, or right-of-way acquisition. Feasible improvements were included in the list of projects to rank for the public.

Figure 6: 2020 Traffic Volumes and LOS (I-65 to KY 1819)

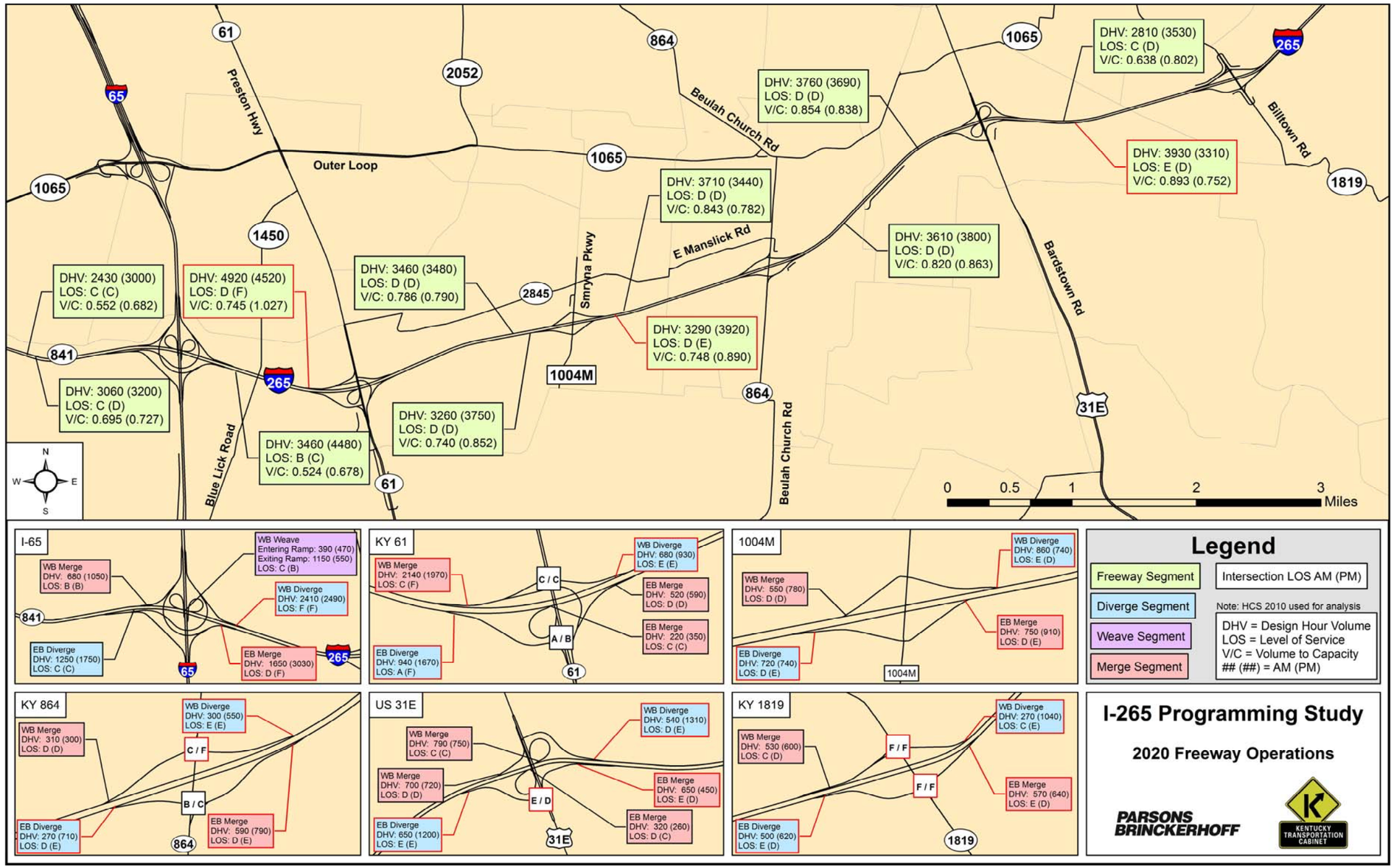


Figure 7: 2040 Traffic Volumes and LOS (I-65 to KY 1819)

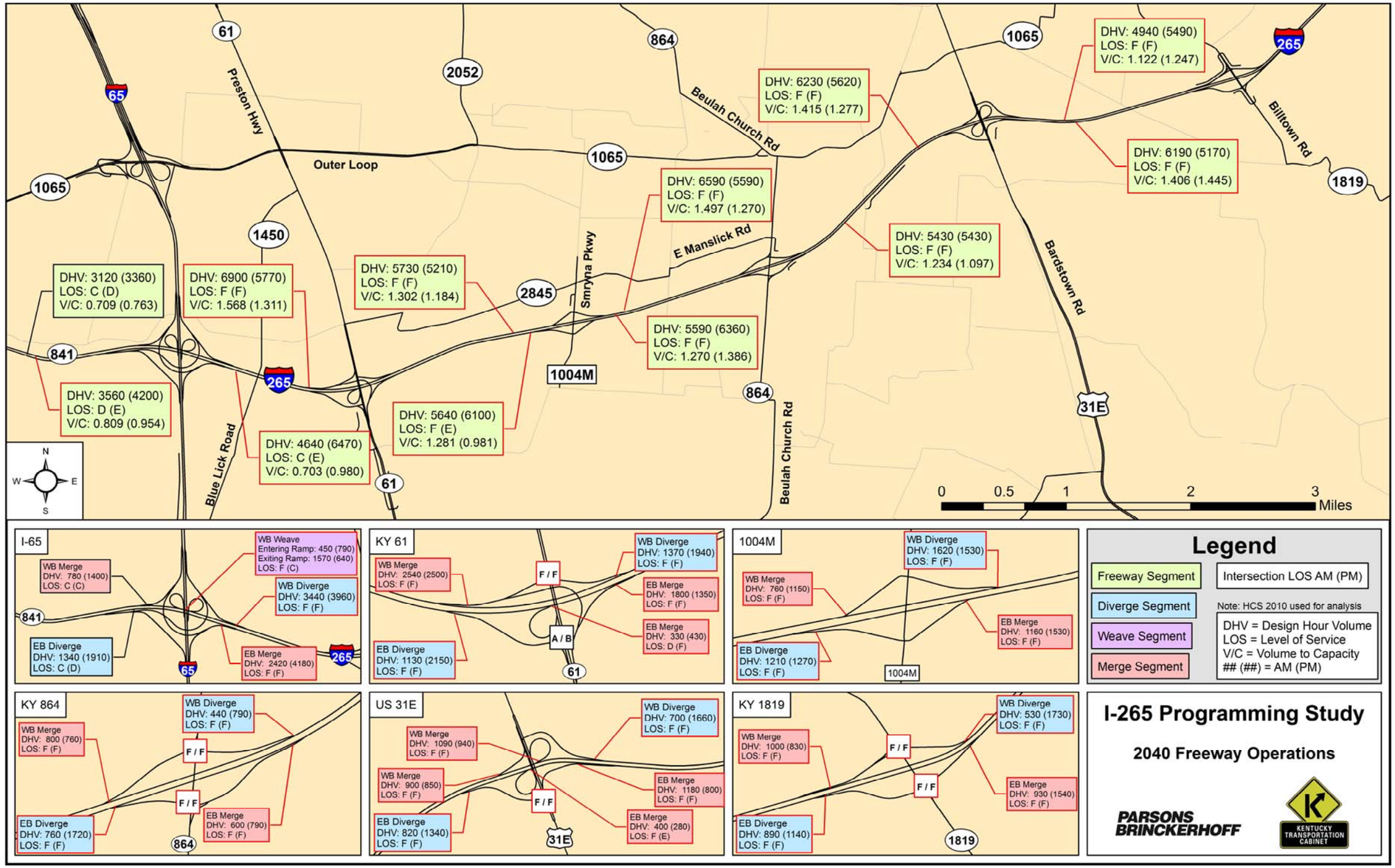


Figure 8: 2020 Traffic Volumes and LOS (KY 1819 to KY 3084)

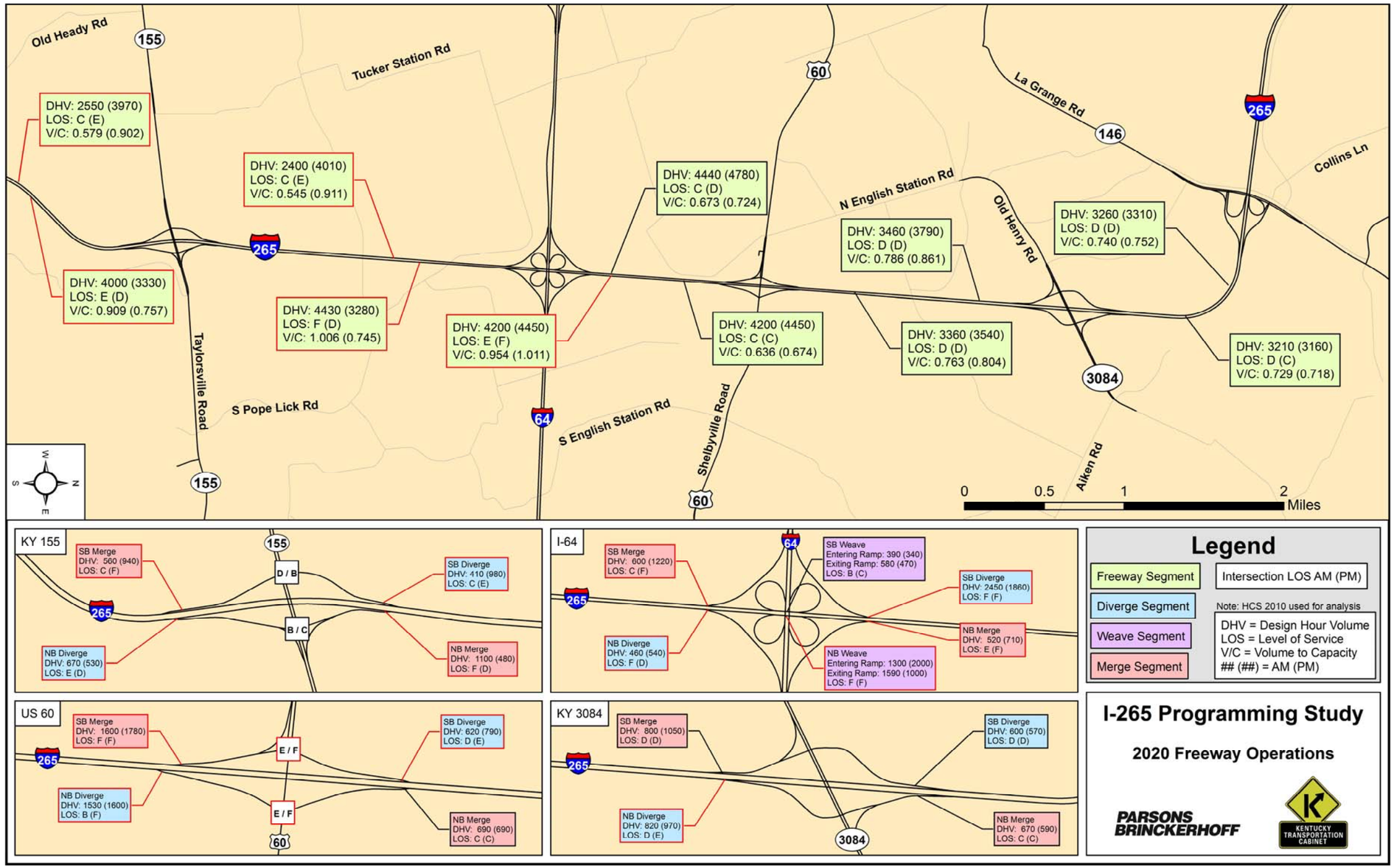


Figure 9: 2040 Traffic Volumes and LOS (KY 1819 to KY 3084)

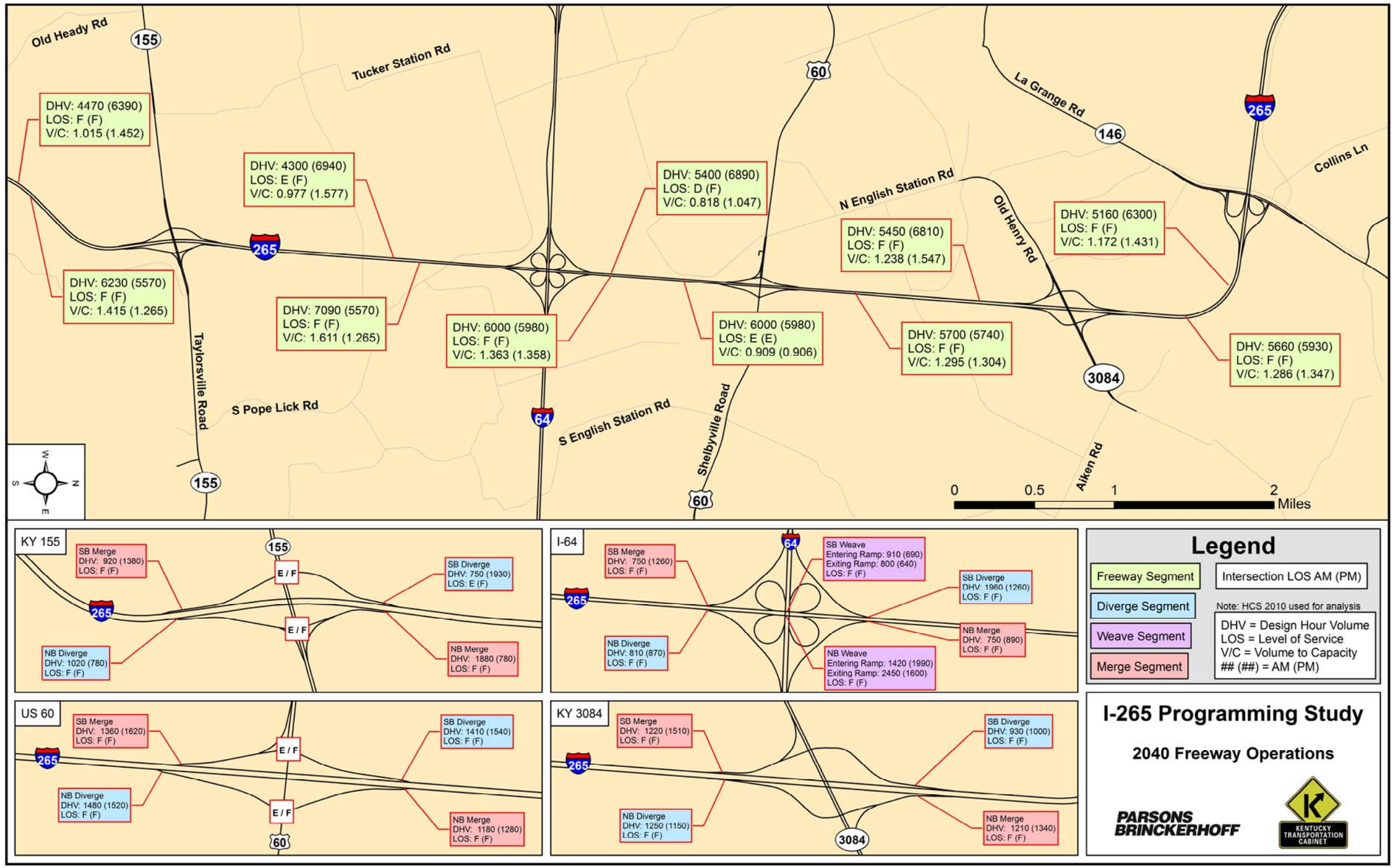


Figure 10: 2020 Traffic Volumes and LOS (KY 3084 to I-71)

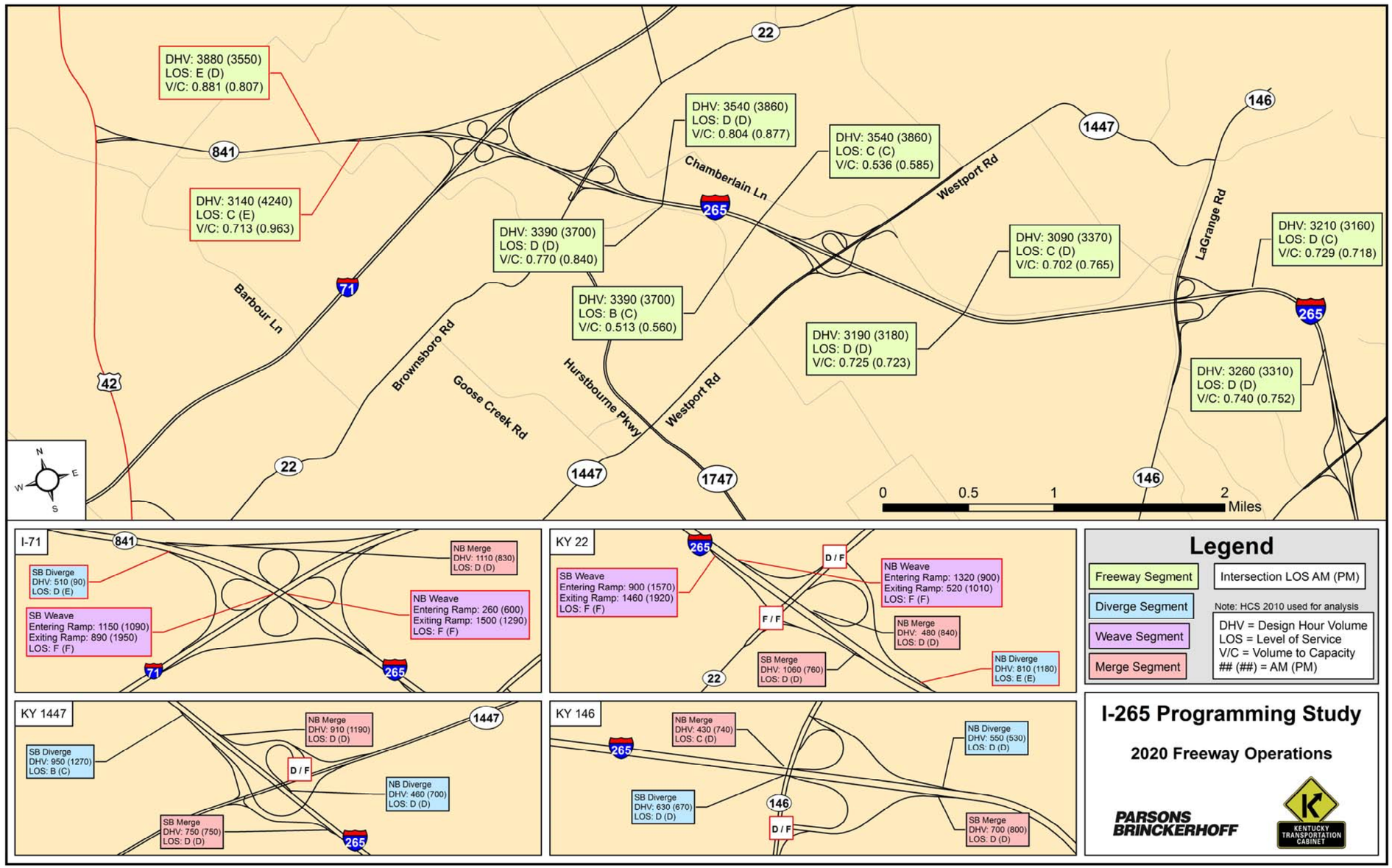
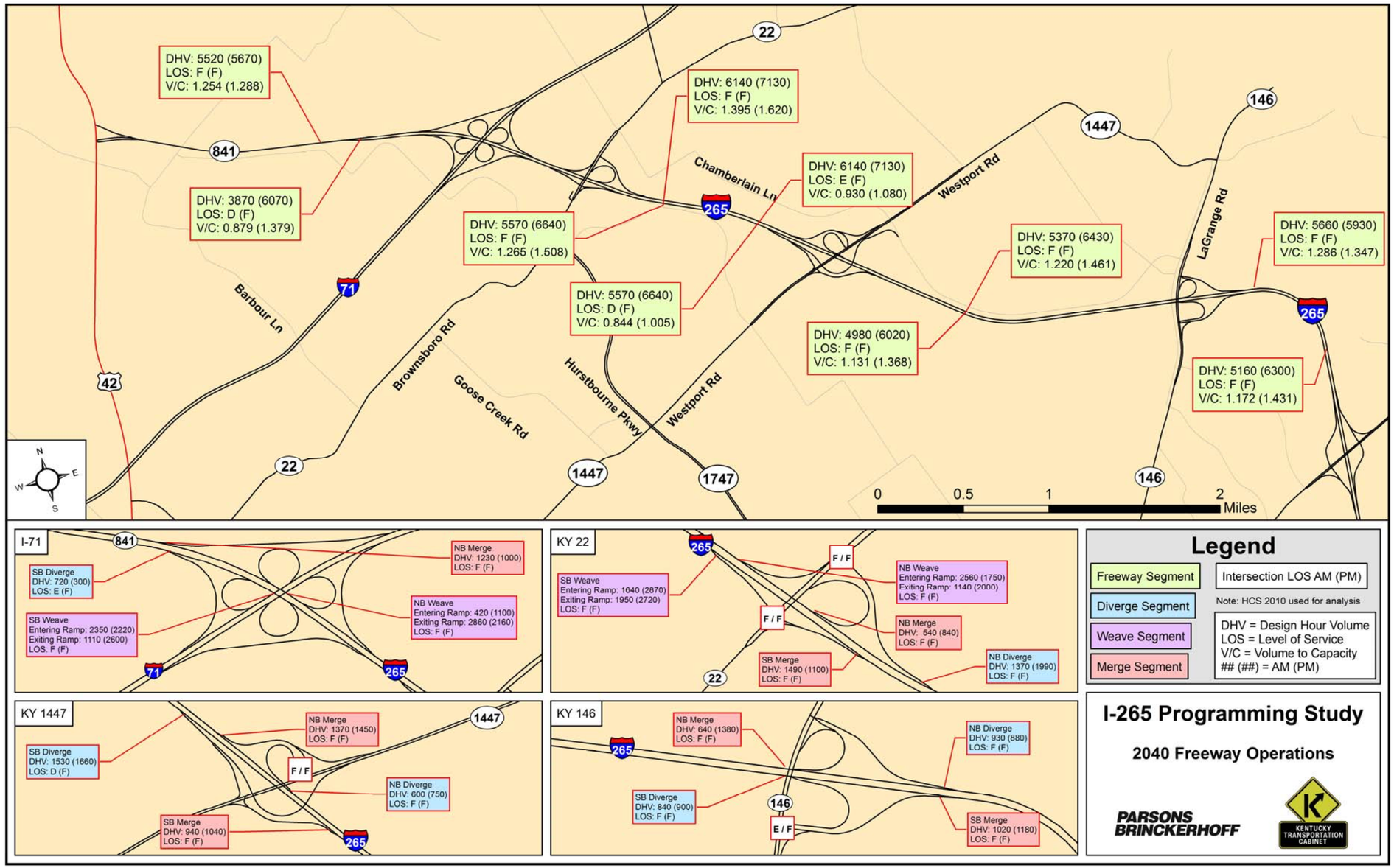


Figure 11: 2040 Traffic Volumes and LOS (KY 3084 to I-71)



7.4 Public Ranking of Projects

Based on the analyses described in Sections 6.1 through 6.3, the list of potential projects was compiled. Each project was displayed on a map at the public meetings to collect feedback on prioritization. Construction cost estimates (in 2014 dollars) were developed for each project and included on the ranking sheet. The ranking sheets are included in **Appendix I**.

Table 3 includes a listing of all of the projects on the ranking sheets. The projects were divided into three sections, which corresponded with the three maps. The maps divided the study area into sections as depicted in **Figure 1**, the study area map. This was done to make it easier for the public to focus on a smaller number of projects in each section, rather than all projects throughout the entire study area. The study area sections were given colors to help match the projects with the study area sections. Section 1 was orange and included projects from I-65 to KY 1819. Section 2 was blue and included projects from KY 155 to KY 3084. Section 3 was green and included projects from KY 146 to I-71.

Figures 12, 13 and **14** show the locations of the projects on study area maps. Results from the public ranking effort were used as part of the evaluation criteria in the overall study prioritization. Chapters 8 and 9 summarize the results of the public input and other evaluation criteria used for the I-265 widening alternatives and system improvements.

Table 3: Projects Ranked at Public Meeting

Section	Project Description	Cost
1 - Orange	Capacity Added: At the Beulah Church Road and I-265 EB Ramp intersection, add SB left turn onto I-265 EB entrance ramp and additional EB left turn lane on I-265 EB exit ramp; add NB thru lane through the I-265 interseciton.	$1,200,000
1 - Orange	Signalize the Beulah Church Road and I-265 WB Ramp intersection.	$100,000
1 - Orange	Roadway Widening I-265	$91,800,000
1 - Orange	Signalize Billtown Road and I-265 WB Ramp intersection	$100,000
1 - Orange	Signalize and add SB and EB left turn capacity, and a NB thru lane at the Billtown Road and I-265 EB Ramp intersection	$1,500,000
2 - Blue	Capacity Added: Add EB thru and NB left turn at KY 155 and I-265 NB Ramp intersection	$2,100,000
2 - Blue	Interchange Reconstruction: 5-21.00 - Reconstruct I-265 interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp and auxiliary lane; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Parkway	$60,300,000
2 - Blue	New Interchange: Rehl Road	$31,600,000
2 - Blue	Roadway Widening I-265	$115,000,000
2 - Blue	Interchange Improvement: 5-474.00 - Reduce congestion and improve safety at the Old Henry Road interchange	$3,250,000
2 - Blue	Roadway Improvements: 5-367.00 - Construct a new 4-lane route from Old Henry Road interchange at I-265 to KY 22 in the vicinity of KY 329B	$45,600,000
3 - Green	ITS Projects: 5-48.9 - TRIMARC improvements on I-71 from near the Kennedy Interchange to I-265	$6,730,000
3 - Green	Interchange Reconstruction: 5-48.3 - Reconstruction of the I-71 / I-265 interchange including a possible flyover ramp from I-265 NB to I-71 SB	$19,300,000
3 - Green	Capacity Added: Add EB left turn at Westport Road and I-265 NB Ramp intersection	$200,000
3 - Green	Roadway Widening I-265	$66,700,000
3 - Green	Capacity Added: At the I-265 SB Ramp and LaGrange Road intersection, add a second SB left turn lane onto I-265 entrance ramp, a second WB right turn lane on the I-265 exit ramp, and a third NB thru lane from Nelson Miller Pkwy through the intersection	$1,200,000

Figure 12: Projects Located in Section 1 (Orange)

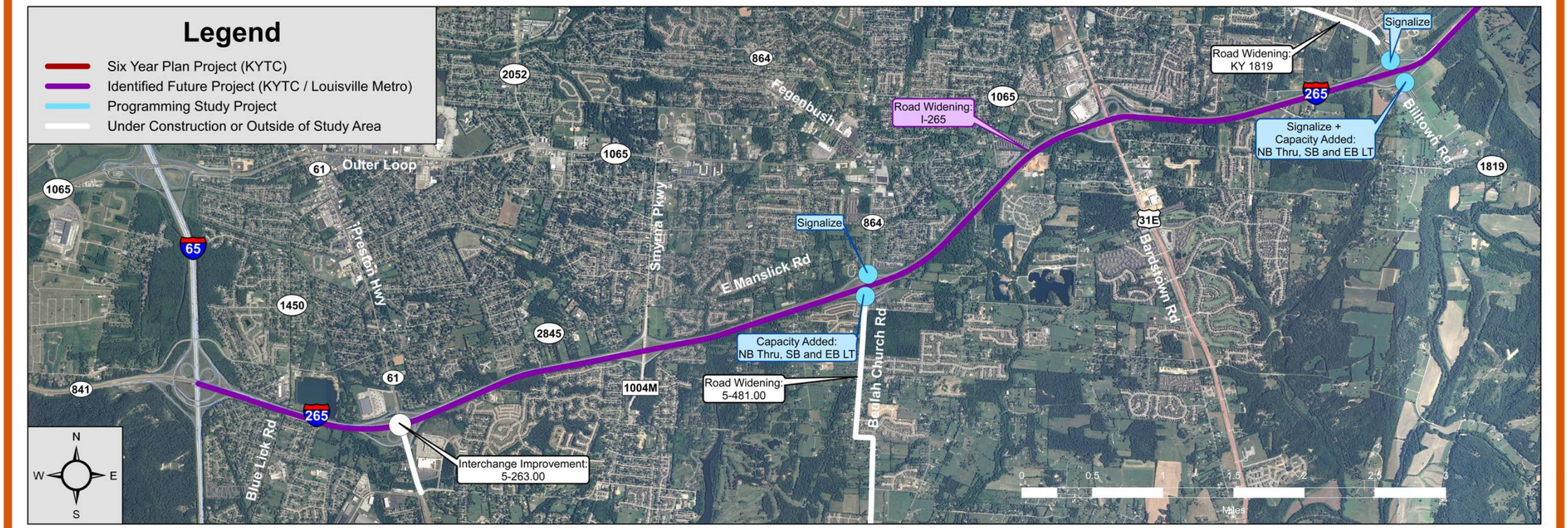


Figure 13: Projects Located in Section 2 (Blue)

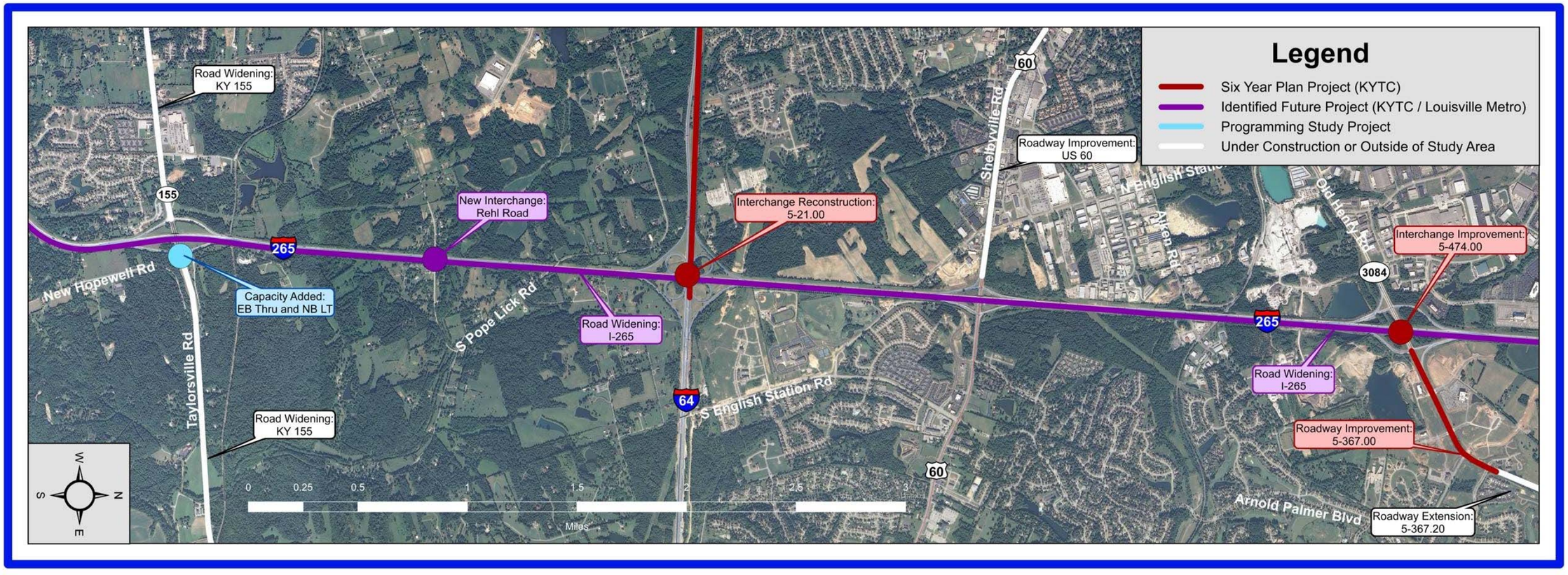
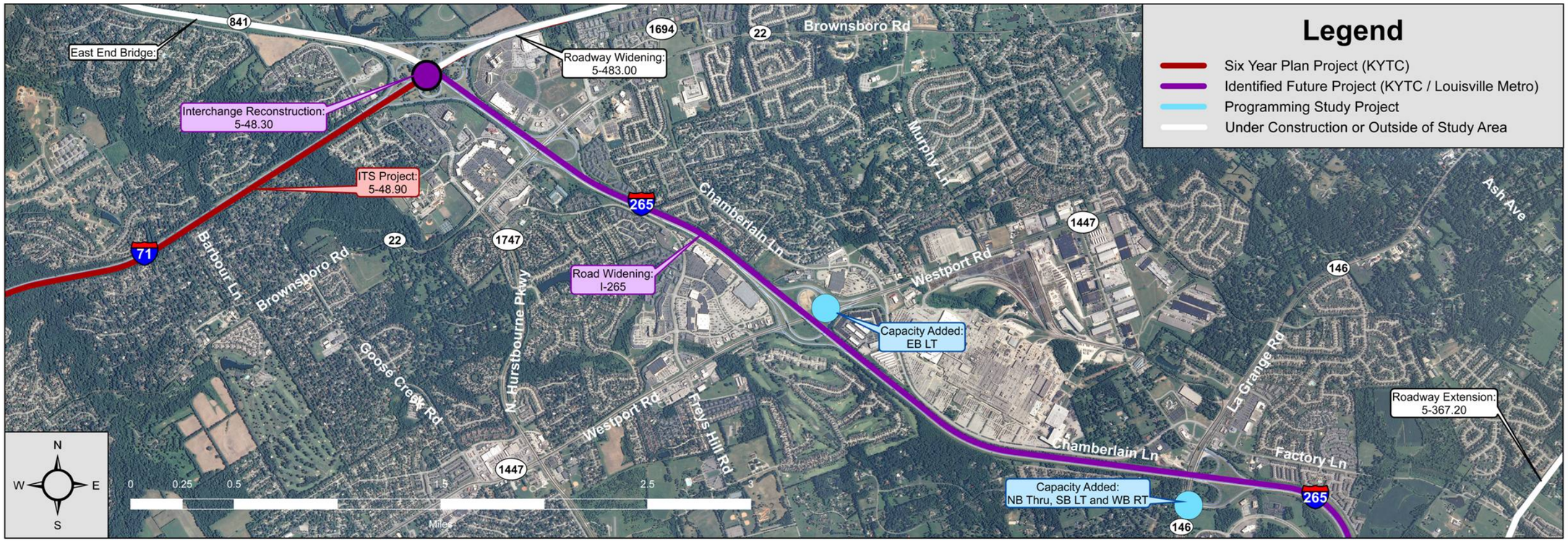


Figure 14: Projects Located in Section 3 (Green)



7.5 Additional Project Considerations

Several additional improvements were not included on the ranking sheet brought to the public meeting. These improvements are described in the following sections.

7.5.1 Intelligent Transportation Systems (ITS)

The purpose of TRIMARC is to improve the performance of the existing freeway system in the metropolitan Louisville and Southern Indiana area. This is accomplished by implementing services and systems that facilitate the efficient flow of traffic. A key to this concept is the dissemination of information to the public as well as the officials who are responsible for managing and maintaining the transportation infrastructure.

Through the use of the USDOT ITS (United States Department of Transportation Intelligent Transportation Systems) Deployment Analysis System (IDAS), the Assessment Team has found the benefit-to-cost ratio for current TRIMARC operations to be 14.24:1, which indicates that for every dollar that has been invested in TRIMARC, $14.24 is the estimated returned benefit to TRIMARC's customers.

The installation of ITS assets prior to any corridor projects will assist with the maintenance of traffic throughout the project period.

Following the ITS meeting with TRIMARC and KYTC, TRIMARC provided a list of proposed improvements for the ITS system along I-265, including specific devices and estimated costs. A brief description of recommended devices is given below:

- Closed-Circuit Television (CCTV) Cameras – These devices used for surveillance provide maintenance, operations, and emergency management personnel the ability to monitor traffic and weather conditions, confirm / identify incidents, verify incident location before emergency personnel deployment for improved response and verification of messages or warnings displayed by other ITS devices.
- Dynamic Message Signs (DMS) – These boards used for information dissemination allow the operating agency the ability to display messages based on current conditions ahead. These messages could include estimated or actual travel time to an upcoming location, alternative route options, warning of incidents or construction activities ahead, safety / advisory / public service messages, and route information during an emergency which requires an evacuation.
- Communication Hut – Part of the communications infrastructure, a communication hut allows for future expansion of the system and a secure remote location for maintenance and for technicians to troubleshoot problems within the system. These huts simplify the operations and maintenance of the ITS architecture by establishing a point to point network which significantly improves the network reliability and recovery when the system goes down.
- Highway Advisory Radio (HAR XMTR) – These devices provide audible public service messages to those in range. Messages range from weather warnings to emergency evacuation information.
- Wide Beam Radar Detector – These devices are used for data collection are mounted along the roadside to collect flow rate, speed and lane occupancy data. This information can be used to update expected travel times in the area or as a measure to monitor the congestion throughout the day and during the peaks. This data can be used as a performance measure to determine system operations and how future roadway improvements impact congestion.
- Fiber Optic Cable – Fiber is the preferred medium for transmitting large amounts of data from field devices to a central server. This is the interstate equivalent of the road network and is essential to any advanced traffic management system.
- Enhanced Mile Markers – Enhanced mile markers are mile post signs placed every 1/10 of a mile used to assist drivers when identifying their location along a corridor.

The list of the locations and costs of the desired devices is included in **Appendix L**. These ITS projects were not presented to the public for prioritization, because they are of a different scope than traditional construction projects. Instead, all of the desired ITS improvements were included in the system improvement section to be evaluated, as discussed in Chapter 8.

7.5.2 Freeway Ramp Acceleration and Deceleration Length Improvements

At the beginning of the study, a field review was performed to visually check for areas that may require improvement. One concern noted was the length of the acceleration and deceleration lanes at the interchanges. These lengths were compared to the current requirements of the American Associations of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets (2011), also known as the "Green Book", a design reference with recommended standards for the design of highways. **Table 4** shows a comparison of actual length and recommended length for all deficient ramps in the study area.

Table 4: Comparison of Acceleration and Deceleration Lengths

Segment	Merge / Diverge	Actual Length	Required Length
Smyrna Parkway to I-265 WB	Merge	270	600
Smyrna Parkway to I-265 EB	Merge	350	770
Taylorsville Road to I-265 EB	Merge	200	800
I-265 EB to I-64 EB	Diverge	220	340
I-64 WB to I-265 EB	Merge	400	800
LaGrange Road to I-265 WB	Merge	400	600

These improvements were also not included with the public ranking sheets because I-265 will be widened in sections (to be discussed in Chapter 8), and some of these improvements will occur when that takes place. However a large portion of the study area may not receive freeway capacity improvements for many years. Lengthening the deficient acceleration and deceleration lanes is a lower cost, short term solution that will provide safety and capacity benefits at the merge and diverge areas of the sections that are not the highest priority for widening. Based on prioritization of the I-265 mainline widening, acceleration and deceleration length improvements on sections that will not be widened in the near future will be recommended.

There are four acceleration and deceleration lanes that currently do not meet standards, but could be restriped to meet current standards. These include Bardstown Road to I-265 eastbound, Billtown Road to I-265 eastbound, Billtown Road to I-265 westbound, and Taylorsville Road to I-265 westbound. These low cost improvements will be included with the other system improvements in Chapter 8.

8.0 IMPROVEMENTS EVALUATION

8.1 Mainline Improvements

The project to widen I-265 received a medium – high priority ranking from the public, with an average score of 2.58 out of 3. Projects that were considered low priority received a score of 1 and projects that were considered high priority received a score of 3.

The specific details pertaining to widening I-265 (Collector-Distributor (C-D) Road, 3 lane, 4 lane, etc.) were not ranked by the public. Instead, several tools were used to evaluate the six alternatives discussed in Section 7.2. Further details about the evaluation of the six alternatives are found in **Appendix M**. Freeway Evaluation (FREEVAL), a highway capacity software tool that can be used to evaluate an entire freeway, was used to analyze the operations along the mainline, while Highway Capacity Software (HCS 2010) was used to analyze the acceleration and deceleration areas along the freeway. FREEVAL can be used to evaluate the effects of segments that are operating over capacity, and how they impact the segments before and after. HCS and FREEVAL were useful in determining areas where future capacity would be required, thus identifying additional potential projects to be considered. Maps showing the 2020 and 2040 No Build AM and PM peak analyses in FREEVAL and HCS are included in **Appendix M.**

While FREEVAL and HCS were useful in identifying areas where capacity failures may have spillback impacts to the system, a basic capacity analysis was also performed to determine the future year in which the traffic volumes on each segment would result in unacceptable levels of congestion. **Table 5** shows the minimum year in which a three or four lane section would be required to accommodate expected traffic volumes. This planning-level analysis assumed a 2,400 passenger car per hour per lane (pcphpl) capacity, a typical freeway capacity value. This analysis helped divide I-265 into phases for widening based on estimated dates that the existing capacity would no longer support the expected traffic. It also assisted in identifying segments where additional widening beyond three lanes or the addition of a C-D Road would be useful.

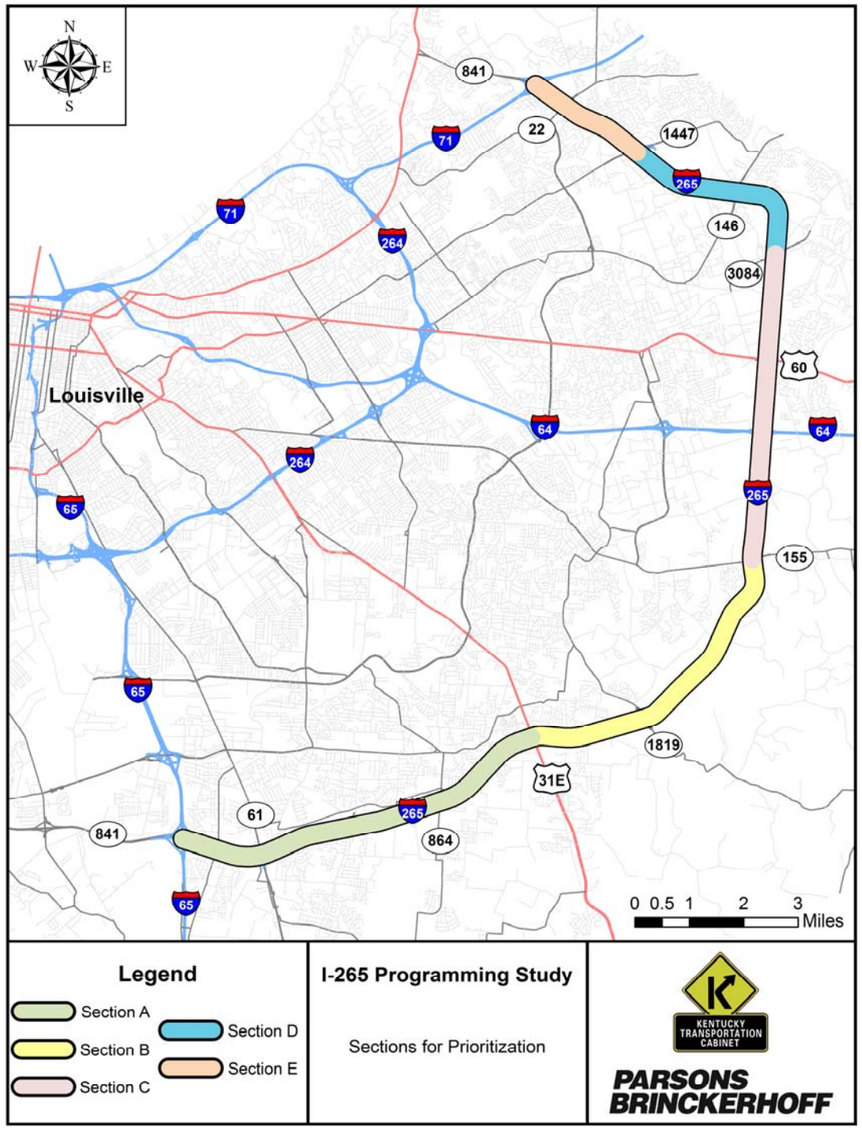
The initial decision to identify and apply only one of the widening alternatives to the entire study area was revised based on the information in **Table 5.** The study area was divided into different phases for construction based on year of traffic congestion failure. Then, the appropriate alternative between three lanes, four lanes, and/or additional C-D Roads would be required by 2040. **Figure 15** shows I-265 divided into five sections for widening. The study area was divided into segments based on logical break points and grouping of similar failure years together. Recommendations for each of the I-265 divisions are identified in the following sections.

Table 5: Mainline Capacity Analysis by Year

Segment	Minimum Year	
	3 Lane	4 Lane
I-265 between I-65 and KY 61 EB	2022	2040
I-265 between KY 61 and Smyrna Pkwy. EB	2027	--
I-265 between Smyrna Pkwy. and KY 864 EB	2025	--
I-265 between KY 864 and US 31E EB	2027	--
I-265 between US 31E and KY 1819 EB	2026	--
I-265 between KY 1819 and KY 155 NB	2025	--
I-265 between KY 155 and I-64 NB	2021	2037
I-265 between I-64 and US 60 NB	2021	2037
I-265 between US 60 and KY 3084 NB	2025	2039
I-265 between KY 3084 and KY 146 NB	2028	--
I-265 between KY 146 and KY 1447 NB	2027	--
I-265 between KY 1447 and KY 22 NB	2025	2038
I-265 between KY 22 and I-71 NB	2021	2032
KY 841 between I-71 and US 42 NB	2024	--

2021-2025
2026-2030
2031-2035
2036-2040

Figure 15: I-265 Widening Phasing



8.1.1 Section A

Section A widening encompasses the section of I-265 from I-65 to US 31E. The section between KY 61 and US 31E would be widened to three lanes. The section between I-65 and KY 61 is already a three lane section; however, the capacity analysis shows that this segment will need four lanes to accommodate traffic by the year 2040. According to public feedback, the section between I-65 and KY 61 is already experiencing significant delays and heavy congestion. A scoping study of the I-65 and I-265 interchange is recommended, and is discussed further in Section 8.2. It is advised that the widening of the I-65 to KY 61 section be performed with the recommended improvements that result from that scoping study.

8.1.2 Section B

Section B widening encompasses the section of I-265 from US 31E to KY 155. Based on the capacity analysis, this section should be widened to three lanes.

8.1.3 Section C

Section C widening begins at KY 155 and extends to KY 3084. Capacity analysis showed that all three segments being widened in this phase would require a minimum of four lanes before 2040.

The interchange with I-64 is located in this segment. Design funding has been authorized for the I-64 interchange reconstruction (Item No. 5-21.00) in the KYTC 2012 Six-Year Highway Plan. The ultimate build includes a C-D Road through I-64. Due to the failure of three lanes to address expected traffic volumes by 2040 between KY 155 and KY 3084, it is recommended that the C-D Road be extended in both directions to KY 3084 in the north and KY 155 in the south. Plan and profile sheets for the recommended C-D Roads are included in **Appendix M**. It should be noted that these sheets show the existing I-64 ramp configuration, but the C-D Road should tie in with the ultimate build of the I-64 interchange improvements.

8.1.4 Section D

Section D widening includes the section of I-265 between KY 3084 and KY 1447. The capacity analysis indicates that a three lane section will be sufficient for this phase of widening.

8.1.5 Section E

Section E widening begins at the KY 1447 interchange and extends through the end of the study area at the I-71 interchange.

Similar to the I-64 interchange, the I-71 interchange has also been studied, and the first phases of improvements are included in the KYTC 2012 Six-Year Highway Plan for Item No. 5-48.30. The ultimate build of the I-71 interchange includes flyover ramps from I-265 northbound to I-71 southbound and from I-265 southbound to I-71 northbound, as well as additional auxiliary lanes between KY 22 and I-265, which would bring the total number of lanes on that segment of I-265 to four. The recommendation for Phase 2 is to widen the section between KY 22 and KY 1447 to four lanes (it is already three lanes just north of KY 1447), and tie into the ultimate build of the I-71 interchange improvements.

8.2 System Improvements

Several new projects were added to the list of projects that had been distributed to the public. These new projects included the ITS improvements recommended by TRIMARC (as discussed in Chapter 7), acceleration and deceleration lane improvements (also discussed in Chapter 7), reconstruction of the US 31E and KY 155 interchanges, and a scoping study to analyze the I-65 and I-265 interchange,

Based on feedback from the public meeting, the I-65 and I-265 interchange is an area that experiences significant congestion on a daily basis. To properly evaluate this interchange and recommend a solution would be a major undertaking; therefore, it is recommended that KYTC complete a scoping study on the interchange as a short term solution, with recommendations from the study implemented with widening of that section of I-265, which was recommended in Section 8.1.1. Reconstruction of the US 31E and KY 155 interchanges were also added based on public feedback. There were additional public comments regarding the US 31E (Bardstown Road) and KY 155 (Taylorsville Road) interchanges, which resulted in these projects being added to the evaluation matrix.

Potential I-265 improvements, including the widening of the mainline were divided into five mainline sections as discussed in the previous section. The projects located at the interchanges between the sections were listed with the section that had fewer projects, to balance the number of projects in each section. A technical analysis was completed for every project to evaluate impacts to right-of-way, traffic operations, the environment, project cost, purpose and need, and the structural sufficiency of the study area bridges.

Safety, capacity, congestion, access, and economic development were identified as needs by the purpose and need statement for the study. Every project was evaluated as to whether or not it met those needs.

Each project was also evaluated with respect to the potential impact that it would have on right-of-way, traffic operations, and the environment. Project right-of-way impacts were ranked by the severity of impact with no impacts expected listed as “none”, minimal impacts expected listed as “low”, moderate impacts expected listed as “medium”, and major impacts expected listed as “high”. Traffic operations impacts were similarly ranked “low” if the project is expected to make minor improvements to traffic operations, moderate improvements were ranked “medium”, and “high” ranks were given to those projects expected to significantly improve traffic operations. The environmental impacts were also ranked on the same scale of “low” to “high”. Many of the projects had been previously analyzed for traffic and safety impacts. Projects that did not have a previous analysis completed were evaluated based on qualitative effects estimated from similar types of projects, as it was outside the scope of this study to complete the separate analysis for each project.

Bridges that would be affected by any proposed improvements were evaluated for structural sufficiency, as structurally deficient or functionally obsolete bridges may impact the prioritization of a particular project.

Cost estimates were developed using several methods. The I-265 mainline widening cost was estimated using the average cost per mile from the KYTC Statewide Long Range Transportation Plan. System improvement projects that are listed in the KYTC 2012 Six-Year Highway Plan used the costs listed in the Highway Plan. Similarly, projects identified in the KYTC or KIPDA PIFs used the cost listed in the PIF. An example would be the cost estimate for the Rehl Road interchange with I-265 (as listed in the KIPDA PIF). It should be noted that given the scale of a new interchange construction, the cost estimate is not detailed enough at this point to provide a breakdown of construction costs or the determination of any other project costs associated with the interchange. This includes any additional costs such as the cost of a collector-distributor system to facilitate traffic flow if this interchange is constructed.

Interchange improvements were given an estimate based on the cost for similar-sized urban interchanges. Acceleration and deceleration lane lengths were assumed to cost $500,000 each, based on similar projects. Spot improvement projects were given a general estimate based on similar projects, and ITS project cost estimates came from TRIMARC. All costs are shown are in 2014 constant dollars.

Design, right-of-way, and utilities costs were included if they had been developed by a previous study or plan. Spot improvements and acceleration and deceleration lane improvements all occur within existing right-of-way. Design, right-of-way and utilities costs were not estimated for the I-265 widening segments, or for the interchange reconstruction projects that have not yet been studied as the scope of these projects is not yet known.

Tables 6, 7 and **8** show the complete evaluation matrices. **Table 6** shows the matrix for the mainline widening sections, **Table 7** shows the matrix for the system improvements, and **Table 8** shows the matrix for ITS improvements. The complete evaluation matrices were sent to KYTC to prioritize the projects. KYTC sent the ITS matrix to TRIMARC to prioritize. KYTC took into account the complete technical analysis as well as the public input to determine its final ranking of projects, which is shown in Chapter 9.

Table 6: Mainline Widening Evaluation Matrix

Group	Project	Description	Milepoint(s)	KYTC Item Number	Cost				Meets Purpose and Need					Technical Analysis			
					Design	Right-of-Way	Utilities	Construction	Safety	Capacity	Congestion	Access	Economic Development	Right-of-Way Impacts[1]	Traffic Operations Impacts[2]	Environmental Impacts[3]	Structural Status[4]
Section A: I-65 to US 31E	I-265 Widening	I-265 Widening: I-65 to US 31E (Bardstown Road)	MP 10.25 - MP 17.30	--	*	*	*	$65,000,000	--	X	X	--	--	Low	High	Medium	2 Bridges Identified as Functionally Obsolete
Section B: US 31E to KY	I-265 Widening	I-265 Widening: US 31E (Bardstown Road) to KY 155 (Taylorsville Road)	MP 17.30 - MP 23.10	--	*	*	*	$75,000,000	--	X	X	--	--	Low	High	Medium	--
Section C: KY 155 to KY	I-265 Widening	I-265 Widening: KY 155 (Taylorsville Road to KY 3084 (Old Henry Road)[5]	MP 23.10 - MP 28.78	--	*	*	*	$70,000,000	--	X	X	--	--	Low	High	Medium	1 Bridge Identified as Functionally Obsolete
Section D: KY 3084 to KY	I-265 Widening	I-265 Widening: KY 3084 (Old Henry Road) to KY 1447 (Westport Road)	MP 28.78 - MP 32.50	--	*	*	*	$45,000,000	--	X	X	--	--	Medium	High	Medium	--
Section E: KY 1447 to I-	I-265 Widening	I-265 Widening: KY 1447 (Westport Road) to I-71[6]	MP 32.50 - MP 34.73	--	*	*	*	$25,000,000	--	X	X	--	--	Medium	High	Medium	1 Bridge Identified as Functionally Obsolete

Notes:
1) "None" indicates no right-of-way impacts; "Low" indicates minimal right-of-way impacts; “Medium” indicates moderate right-of-way impacts; "High" indicates major right-of-way impacts
2) "Low indicates minor improvement to traffic operations; "High" indicates high improvement to traffic operations.
3) “Medium" indicates moderate environmental impact.
4) The number of functionally obsolete or structurally deficient bridges that would be impacted by each project is listed in this column
5) Cost based on traditional widening and does not include extension of C/D Road which has been recommended
6) Cost based on ultimate 6-lane facility but consideration should be given to 8-lane facility
* Denotes a long range project, and design, right-of-way and utilities costs have not been estimated.

Table 7: System Improvements Evaluation Matrix

Project	Description	Milepoint(s)	KYTC Item Number	Cost				Meets Purpose and Need					Technical Analysis				Public Meeting Rankings[5]	
				Design	Right-of-Way	Utilities	Construction	Safety	Capacity	Congestion	Access	Economic Development	Right-of-Way Impacts[1]	Traffic Operations Impacts[2]	Environmental Impacts[3]	Structural Status[4]	# of Responses	Rank
Improve Traffic Control @ KY 864	If warrants are met, signalize the KY 864 (Beulah Church Road) and I-265 WB Ramp interchange.	MP 3.37	--	n/a	n/a	n/a	$100,000	--	X	X	--	--	None	Medium	None	--	62	8
Scoping Study for Interchange Improvement @ I-65	Interchange Reconstruction: Scoping study to analyze improvements to the I-265 / I-65 interchange.	MP 9.60 - MP 10.75	--	n/a	n/a	n/a	$500,000	X	X	X	--	--	N/A	High	High	1 Bridge Identified as Functionally Obsolete	--	--
Ramp Improvement @ Smyrna Parkway	Increase Acceleration Lane Length from Smyrna Parkway to I-265 WB[6]	MP 13.54	--	n/a	n/a	n/a	$500,000	--	--	X	--	--	Low	High	Low	--	--	--
Ramp Improvement @ Smyrna Parkway	Increase Acceleration Lane Length from Smyrna Parkway to I-265 EB[6]	MP 13.54	--	n/a	n/a	n/a	$500,000	--	--	X	--	--	Low	High	Low	--	--	--
Add Capacity @ KY 864	Add SB left turn onto I-265 EB entrance ramp and additional EB left turn lane on I-265 EB exit ramp at the KY 864 (Beulah Church Road) and I-265 EB Ramp intersection, add NB through lane through the I-265 intersection	MP 3.37	--	$120,000	n/a	n/a	$1,200,000	--	X	X	--	--	Medium	Medium	Low	--	62	7
Interchange Improvement @ I-65	Improvements to I-265 / I-65 interchange (pending results of Interchange Scoping Study)	MP 9.60 - MP 10.75	--	*	*	*	$90,000,000	X	X	X	--	--	N/A	High	High	--	--	--
Improve Traffic Control @ KY 1819	If warrants are met, signalize KY 1819 (Billtown Road) at I-265 WB and EB Ramp intersections.	MP 5.18	--	n/a	n/a	n/a	$200,000	--	X	X	--	--	None	Medium	None	--	62	10
Interchange Improvement @ KY 155	Add lighting at the I-265 and KY 155 (Taylorsville Road) Interchange	MP 23.10	--	n/a	n/a	n/a	$200,000	X	--	--	--	--	None	Low	Low	--	--	--
Scoping Study for Improvements	Scoping Study to analyze spot improvements to I-265 from US 31E (Bardstown Road) to KY 1819 (Billtown Road)	MP 16.90 - MP 19.90	--	n/a	n/a	n/a	$250,000	X	X	X	--	--	N/A	Medium	Medium	--		
Add Capacity @ KY 1819	Add SB and EB left turn capacity, and a NB thru lane at the KY 1819 (Billtown Road) and I-265 EB Ramp intersection	MP 5.18	--	$150,000	n/a	n/a	$1,500,000	--	X	X	--	--	Low	Medium	Low	--	63	9
Add Capacity @ KY 155	Add EB thru and NB left turn at KY 155 (Taylorsville Road) and I-265 NB Ramp intersection	MP 6.06	--	$210,000	$100,000	n/a	$2,100,000	--	X	X	--	--	Medium	Medium	Low	--	58	6
Interchange Improvement @ KY 155	Reconstruction of the I-265 and KY 155 (Taylorsville Road) Interchange	MP 22.72 - MP 23.45	--	*	*	*	$25,000,000	--	X	X	--	--	Medium	High	Medium	--	--	--
Interchange Improvement @ US 31E	Reconstruction of the I-265 / US 31E (Bardstown Road) Interchange	MP 16.30 - MP 17.65	--	*	*	*	$40,000,000	--	X	X	--	--	Medium	High	Medium	--	--	--
Ramp Improvement @ I-64	Increase Deceleration Lane Length from I-265 EB to I-64 EB[6]	MP 25.45	--	n/a	n/a	n/a	$500,000	--	--	X	--	--	Low	High	Low	--	--	--
Ramp Improvement @ I-64	Increase Acceleration Lane Length from I-64 WB to I-265 EB[6]	MP 25.45	--	n/a	n/a	n/a	$500,000	--	--	X	--	--	Low	High	Low	--	--	--
New Interchange @ Rehl Road	New Interchange: Rehl Road	MP 24.30	--	*	*	*	$31,600,000	--	X	X	X	X	High	Medium	High	--	57	11
Interchange Improvement @ I-64 (Phase 1)	Interchange Reconstruction: Reconstruct I-265 interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp and auxiliary lane; also includes WB auxiliary lane on I-65 from I-265 to Blankenbaker Parkway	MP 25.30 - MP 25.60	Item 5-21.00	n/a	$6,510,000	$2,080,000	$51,750,000	X	X	X	--	--	Medium	High	High	--	60	1
Interchange Improvement @ I-64 (Phase 2)	Phased completion of I-265 / I-64 Interchange Improvements	MP 25.30 - MP 25.60	Item 5-21.10	$1,450,000	$6,290,000	$9,870,000	$48,040,000	X	X	X	--	--	Medium	High	High	--	--	--
Interchange Improvement @ I-64 (Phase 3)	Complete construction of the I-265 / I-64 Interchange with fully directional ramps.	MP 25.30 - MP 25.60	Item 5-21.20	$1,830,000	$9,390,000	$3,950,000	$92,520,000	X	X	X	--	--	Medium	High	High	--		
Ramp Improvement @ KY 146	Increase Acceleration Lane Length from KY 146 (LaGrange Road) to I-265 WB[6]	MP 30.42	--	n/a	n/a	n/a	$500,000	--	--	X	--	--	Low	High	Low	--	--	--
Add Capacity @ KY 146	At the I-265 SB Ramp and KY 146 (LaGrange Road) intersection, add a second SB left turn lane onto I-265 entrance ramp, a second WB right turn lane on the I-265 exit ramp, and a third NB thru lane from Nelson Miller Pkwy through the intersection	MP 7.28	--	$120,000	$100,000	n/a	$1,200,000	--	X	X	--	--	Medium	High	Low	--	58	4
Interchange Improvement @ KY 3084	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) interchange	MP 28.28 - MP 29.10	Item 5-474.00	n/a	$300,000	$700,000	$5,090,000	X	X	X	--	--	Medium	High	Medium	--	60	5
Add Capacity @ KY 1447	Add EB left turn at KY 1447 (Westport Road) and I-265 NB Ramp intersection	MP 6.93	--	$20,000	n/a	n/a	$200,000	--	X	X	--	--	Low	Medium	Low	--	58	3
Interchange Improvement @ I-71 (Phase 1)	Reconstruction of the I-265 / I-71 interchange including a possible flyover ramp from I-265 NB to I-71 SB	I-265: MP 34.30 - MP 35.20 I-71: MP 7.50 - MP 9.80	Item 5-48.3	n/a	$4,440,000	$1,370,000	$13,500,000	X	X	X	--	--	High	High	Medium	--	59	2
Interchange Improvements @ I-71 (Additional Phases)	Phased completion of I-265 / I-71 Interchange Improvements - Revisit recommendations from the 5-68.00 Study.	I-265: MP 34.30 - MP 35.20 I-71: MP 7.50 - MP 9.80	Item 5-68.00	*	*	*	Alt. 5A - $70,000,000 Alt. 8A - $100,000,000 Alt. 10A - $65,000,000	X	X	X	--	--	High	High	Medium	--	--	--

Notes:
1) "None" indicates no right-of-way impacts; "Low" indicates minimal right-of-way impacts; “Medium” indicates moderate right-of-way impacts; "High" indicates major right-of-way impacts
2) "Low indicates minor improvement to traffic operations; “Medium” indicates moderate improvement to traffic operations; "High" indicates high improvement to traffic operations.
3) "None" indicates no environmental impact; "Low" indicates minimal environmental impact; “Medium” indicates moderate environmental impact; "High" indicates major environmental impact.
4) The number of functionally obsolete or structurally deficient bridges that would be impacted by each project is listed in this column
5) Public ranking based on summary of all projects presented at public meeting. A null value indicates project was not shown at the public meeting.
6) Ramp improvements may be dropped from the list if the prioritization and schedule of the I-265 mainline widening is higher than the ramp improvements.
* Denotes a long range project, and design, right-of-way and utilities costs have not been estimated.

Table 8: ITS Improvements Evaluation Matrix

Type	TRIMARC Project ID	Project Description	Roadway	Milepoint(s)	Location Description	Total Cost
CCTV	C1	Proposed CCTV	KY 841	8.0	KY 841 at KY 1020 (National Turnpike)	$75,000
	C2	Proposed CCTV	KY 841	10.0	KY 841 at I-65	$75,000
	C3	Proposed CCTV	I-265	15.0	I-265 at KY 864 (Beulah Church Road)	$75,000
	C4	Proposed CCTV	I-265	19.0	I-265 at KY 1819 (Billtown Road)	$75,000
	C5	Proposed CCTV	I-265	21.6	I-265 at Old Heady Road	$75,000
	C6	Proposed CCTV	I-265	22.8	I-265 South of KY 155 (Taylorsville Rd)	$75,000
	C7	Proposed CCTV	I-265	24.5	I-265 at S Pope Lick Road East of I-64	$75,000
	C8	Proposed CCTV	I-265	34.4	I-265 at KY 22 (Brownsboro Road)	$75,000
DMS	DMS022[3]	Proposed DMS	I-265	6.8	KY 841 (EB) East of KY 1020 (National Turnpike)	$250,000
	D1	Proposed DMS	I-65	12.5	I-65 (SB) North of Fern Valley Road	$250,000
	DMS021[3]	Proposed DMS	I-265	12.8	I-265 (WB) West of Smyrna Parkway	$250,000
	D3	Proposed DMS	I-64	16.0	I-64 (EB) East of KY 1747 (S Hurstbourne Parkway)	$250,000
	DMS020[3]	Proposed DMS	I-265	24.3	I-265 (EB) East of I-64	$250,000
	DMS019[3]	Proposed DMS	I-265	27.9	I-265 (SB) South of KY 3084 (Old Henry Road)	$250,000
	D2	Proposed DMS	I-65	120.7	I-65 (NB) South of KY 1526 (John Harper Highway / Exit 121)	$250,000
Communication Hut	H1	Proposed Communication Hut	KY 841	10.0	I-265 at I-65	$250,000
	H2	Proposed Communication Hut	I-265	25.0	I-265 at I-64	$250,000
EMM	--	Proposed Enhanced Mile Markers	I-265	10.2 - 34.7	I-265 from I-71 to I-65 (25 miles)	$40,000
HAR	HX1	Proposed HAR XMTR	US 31E	--	Fern Creek Fire Dept. #4 off Billtown Road	$60,000
WBR[1]	--	Wide Beam Radar detectors placed approximately every 1/2 mile	I-265	10.2 - 25.5	Every 1/2 mile along the 15 mile corridor from I-64 to I-65	$525,000
	--	Wide Beam Radar detectors placed approximately every 1/2 mile	I-265	25.5 - 34.7	Every 1/2 mile along the 10 mile corridor from I-71 to I-64	$350,000
Fiber	--	Fiber optic cable, conduit and infrastructure (96 strand, minimum)	I-265	10.2 - 25.5	Approximately 15 road miles of fiber optic cable along the 15 mile corridor from I-64 to I-65	$1,500,000
	--	Fiber optic cable, conduit and infrastructure (96 strand, minimum)	I-265	25.5 - 34.7	Approximately 10 road miles between I-71 and I-64	$1,000,000
Misc	--	TRIMARC improvements on I-71 (Item 5-48.9)	I-71	--	I-71 from near Kennedy Interchange to I-265	$6,730,000
Arterial DMS[2]	--	Arterial DMS	KY 1447	--	KY 1447 (Westport) Road Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 1447	--	KY 1747 (Westport Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	US 60	--	US 60 (Shelbyville Road) Westbound approaching I-265	$110,000
	--	Arterial DMS	US 60	--	US 60 (Shelbyville Road) Eastbound approaching I-265	$110,000
	--	Arterial DMS	US 31E	--	US 31E (Bardstown Road) Southbound approaching I-265	$110,000
	--	Arterial DMS	US 31E	--	US 31E (Bardstown Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 146	--	KY 146 (LaGrange Road) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 146	--	KY 146 (LaGrange Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 3084	--	KY 3084 (Old Henry Road) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 3084	--	KY 3084 (Old Henry Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 61	--	KY 61 (Preston Highway) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 61	--	KY 61 (Preston Highway) Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 155	--	KY 155 (Taylorsville Road) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 155	--	KY 155 (Taylorsville Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 1819	--	KY 1819 (Billtown Road) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 1819	--	KY 1819 (Billtown Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 2030	--	KY 1020 (National Turnpike) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 2030	--	KY 1020 (National Turnpike) Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 864	--	KY 864 (Beulah Church Road) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 864	--	KY 864 (Beulah Church Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	--	--	Smyrna Parkway Southbound approaching I-265	$110,000
	--	Arterial DMS	--	--	Smyrna Parkway Northbound approaching I-265	$110,000
	--	Arterial DMS	KY 1865	--	KY 1865 (New Cut Road) Southbound approaching I-265	$110,000
	--	Arterial DMS	KY 1865	--	KY 1865 (New Cut Road) Northbound approaching I-265	$110,000
	--	Arterial DMS	--	--	Stonestreet Road Southbound approaching I-265	$110,000
	--	Arterial DMS	--	--	Stonestreet Road Northbound approaching I-265	$110,000
	--	Arterial DMS	US 60	--	US 60 (Dixie Highway) Westbound approaching I-265	$110,000
	--	Arterial DMS	US 60	--	US 60 (Dixie Highway) Eastbound approaching I-265	$110,000

Notes:
1) Placement of detectors will affect the cost. The detectors can be co-located on camera poles or other devices for $5,000. Stand alone detectors with a pole $30,000. A detector can span 250 feet and provide information for both directions when properly located. Cost is based on half pole mounted and half stand alone.
2) The costs for the Arterial Digital Message Sign (ADMS) include a verification camera.
3) Replacing existing roadside DMS with an Overhead DMS due to lane expansions.

9.0 I-265 PROJECT PRIORITIZATION

The evaluation matrices were provided to KYTC for use in determining the final I-265 project prioritization. KYTC held a meeting including KIPDA representatives to review and discuss the evaluation matrices and reach a consensus on the final prioritization of projects. The mainline widening prioritization was based on the evaluation matrix (cost, meets purpose and need, and technical analysis), the mainline capacity analysis table from Chapter 8 (**Table 5**), and KYTC staff knowledge of the mainline sections. The system improvements prioritization was based on the evaluation matrix (cost, meets purpose and need, technical analysis, and public rankings) and KYTC staff knowledge of the project locations. The ITS ranking sheet was sent to TRIMARC to prioritize.

- **Table 9** shows the final prioritization of the mainline widening segments, including the milepoints for each section, cost, and KYTC ranking.
- **Table 10** shows the final prioritization of the system improvements, including project milepoints, cost, and KYTC ranking.
- **Table 11** shows the final prioritization of the ITS improvements, including milepoints, cost, and TRIMARC ranking.

Detailed maps of each of the five sections are shown in **Figures 16** through **20**. Each map identifies the locations of the system improvements, the mainline widening improvements, and includes details such as the project milepoints, costs, and KYTC ranking.

Table 9: Prioritization of I-265 Mainline Widening

Group	Project	Description	Milepoint(s)	KYTC Item Number	Construction Cost	KYTC Ranking
Section A: I-65 to US 31E	I-265 Widening	I-265 Widening: I-65 to US 31E (Bardstown Road)	MP 10.25 - MP 17.30	--	$65,000,000	3
Section B: US 31E to KY 155	I-265 Widening	I-265 Widening: US 31E (Bardstown) to KY 155 (Taylorsville Road)	MP 17.30 - MP 23.10	--	$75,000,000	5
Section C: KY 155 to KY 3084	I-265 Widening	I-265 Widening: KY 155 (Taylorsville) to KY 3084 (Old Henry Road)	MP 23.10 - MP 28.78	--	$70,000,000	1
Section D: KY 3084 to KY 1447	I-265 Widening	I-265 Widening: KY 3084 (Old Henry Road) to KY 1447 (Westport Road)	MP 28.78 - MP 32.50	--	$45,000,000	4
Section E: KY 1447 to I-71	I-265 Widening	I-265 Widening: KY 1447 (Westport Road) to I-71	MP 32.50 - MP 34.73	--	$25,000,000	2

Table 10: Prioritization of System Improvements

Group	Project	Description	Milepoint(s)	KYTC Item Number	Construction Cost	KYTC Ranking (per section)
Section A: I-65 to US 31E	Scoping Study for Interchange Improvement @ I-65	Interchange Reconstruction: Scoping study to analyze improvements to the I-265 / I-65 interchange.	MP 9.60 - MP 10.75	--	$500,000	1
	Interchange Improvement @ I-65	Improvements to I-265 / I-65 interchange (pending results of Interchange Scoping Study)	MP 9.60 - MP 10.75	--	$90,000,000	2
	Add Capacity @ KY 864	Add SB left turn onto I-265 EB entrance ramp and additional EB left turn lane on I-265 EB exit ramp at the KY 864 (Beulah Church Road) and I-265 EB Ramp intersection, add NB through lane through the I-265 intersection	MP 3.37	--	$1,200,000	3
	Ramp Improvement @ Smyrna Parkway	Increase Acceleration Lane Length from Smyrna Parkway to I-265 WB	MP 13.54	--	$500,000	4
	Ramp Improvement @ Smyrna Parkway	Increase Acceleration Lane Length from Smyrna Parkway to I-265 EB	MP 13.54	--	$500,000	5
	Improve Traffic Control @ KY 864	If warrants are met, signalize the KY 864 (Beulah Church Road) and I-265 WB Ramp interchange.	MP 3.37	--	$100,000	6
Section B: US 31E to KY 155	Scoping Study for Spot Improvements	Scoping Study to analyze spot improvements to I-265 from US 31E (Bardstown Road)	MP 16.90 - MP 19.90	--	$250,000	1
	Interchange Improvement @ US 31E	Reconstruction of the I-265 / US 31E (Bardstown Road) Interchange	MP 16.30 - MP 17.65	--	$40,000,000	2
	Add Capacity @ KY 1819	Add SB and EB left turn capacity, and a NB thru lane at the KY 1819 (Billtown Road) and I-265 EB Ramp intersection	MP 5.18	--	$1,500,000	3
	Add Capacity @ KY 155	Add EB thru and NB left turn at KY 155 (Taylorsville Road) and I-265 NB Ramp intersection	MP 6.06	--	$2,410,000	4
	Interchange Improvement @ KY 155	Reconstruction of the I-265 and KY 155 (Taylorsville Road) Interchange	MP 22.72 - MP 23.45	--	$25,000,000	5
	Improve Traffic Control @ KY 1819	If warrants are met, signalize KY 1819 (Billtown Road) at I-265 WB and EB Ramp intersections.	MP 5.18	--	$200,000	6
	Interchange Improvement @ KY 155	Add lighting at the I-265 and KY 155 (Taylorsville Road) Interchange	MP 23.10	--	$200,000	7
Section C: KY 155 to KY 3084	Interchange Improvement @ I-64 (Phase 1)	Interchange Reconstruction: Reconstruct I-265 interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp and auxiliary lane; also includes WB auxiliary lane on I-65 from I-265 to Blankenbaker Parkway	MP 25.30 - MP 25.60	Item 5-21.00	$51,750,000	1
	Interchange Improvement @ I-64 (Phase 2)	Phased completion of I-265 / I-64 Interchange Improvements	MP 25.30 - MP 25.60	Item 5-21.10	$48,040,000	2
	Interchange Improvement @ I-64 (Phase 3)	Complete construction of the I-265 / I-64 Interchange with fully directional ramps.	MP 25.30 - MP 25.60	Item 5-21.20	$92,520,000	3
	Ramp Improvement @ I-64	Increase Deceleration Lane Length from I-265 EB to I-64 EB	MP 25.45	--	$500,000	4
	Ramp Improvement @ I-64	Increase Acceleration Lane Length from I-64 WB to I-265 EB	MP 25.45	--	$500,000	5
	New Interchange @ Rehl Road	New Interchange: Rehl Road	MP 24.30	--	$31,600,000	6
Section D: KY 3084 to KY 1447	Interchange Improvement @ KY 3084	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) interchange	MP 28.28 - MP 29.10	Item 5-474.00	$5,090,000	1
	Add Capacity @ KY 146	At the I-265 SB Ramp and KY 146 (LaGrange Road) intersection, add a second SB left turn lane onto I-265 entrance ramp, a second WB right turn lane on the I-265 exit ramp, and a third NB thru lane from Nelson Miller Pkwy through the intersection	MP 7.28	--	$1,200,000	2
	Ramp Improvement @ KY 146	Increase Acceleration Lane Length from KY 146 (LaGrange Road) to I-265 WB	MP 30.42	--	$500,000	3
Section E: KY 1447 to I-71	Interchange Improvement @ I-71 (Phase 1)	Reconstruction of the I-265 / I-71 interchange including a possible flyover ramp from I-265 NB to I-71 SB	I-265: MP 34.30 - MP 35.20 I-71: MP 7.50 - MP 9.80	Item 5-48.3	$13,500,000	1
	Interchange Improvements @ I-71 (Additional Phases)	Phased completion of I-265 / I-71 Interchange Improvements - Revisit recommendations from the 5-68.00 Study.	I-265: MP 34.30 - MP 35.20 I-71: MP 7.50 - MP 9.80	Item 5-68.00	Alt. 5A - $70,000,000 Alt. 8A - $100,000,000 Alt. 10A - $65,000,000	2
	Add Capacity @ KY 1447	Add EB left turn at KY 1447 (Westport Road) and I-265 NB Ramp intersection	MP 6.93	--	$200,000	3

Table 11: Prioritization of ITS Improvements

Type	TRIMARC Project ID	Project Description	Roadway	Milepoint(s)	Location Description	Total Cost	Ranking
CCTV	C4	Proposed CCTV	I-265	19.0	I-265 at KY 1819 (Billtown Road)	$75,000	1
	C8	Proposed CCTV	I-265	34.4	I-265 at KY 22 (Brownsboro Road)	$75,000	1
	C3	Proposed CCTV	I-265	15.0	I-265 at KY 864 (Beulah Church Road)	$75,000	2
	C5	Proposed CCTV	I-265	21.6	I-265 at Old Heady Road	$75,000	2
	C6	Proposed CCTV	I-265	22.8	I-265 South of KY 155 (Taylorsville Rd)	$75,000	2
	C7	Proposed CCTV	I-265	24.5	I-265 at S Pope Lick Road East of I-64	$75,000	2
	C1	Proposed CCTV	KY 841	8.0	KY 841 at KY 1020 (National Turnpike)	$75,000	3
	C2	Proposed CCTV	KY 841	10.0	KY 841 at I-65	$75,000	3
DMS	D1	Proposed DMS	I-65	12.5	I-65 (SB) North of Fern Valley Road	$250,000	1
	D2	Proposed DMS	I-65	120.7	I-65 (NB) South of KY 1526 (John Harper Highway / Exit 121)	$250,000	1
	D3	Proposed DMS	I-64	16.0	I-64 (EB) East of KY 1747 (S Hurstbourne Parkway)	$250,000	1
	DMS019[3]	Proposed DMS	I-265	27.9	I-265 (SB) South of KY 3084 (Old Henry Road)	$250,000	N/A[4]
	DMS020[3]	Proposed DMS	I-265	24.3	I-265 (EB) East of I-64	$250,000	N/A[4]
	DMS021[3]	Proposed DMS	I-265	12.8	I-265 (WB) West of Smyrna Parkway	$250,000	N/A[4]
	DMS022[3]	Proposed DMS	I-265	6.8	KY 841 (EB) East of KY 1020 (National Turnpike)	$250,000	N/A[4]
Communication Hut	H2	Proposed Communication Hut	I-265	25.0	I-265 at I-64	$250,000	2
	H1	Proposed Communication Hut	KY 841	10.0	I-265 at I-65	$250,000	3
EMM	--	Proposed Enhanced Mile Markers	I-265	10.2 - 34.7	I-265 from I-71 to I-65 (25 miles)	$40,000	1
HAR	HX1	Proposed HAR XMTR	US 31E	--	Fern Creek Fire Dept. #4 off Billtown Road	$60,000	1
WBR[1]	--	Wide Beam Radar detectors placed approximately every 1/2 mile	I-265	25.5 - 34.7	Every 1/2 mile along the 10 mile corridor from I-71 to I-64	$350,000	2
	--	Wide Beam Radar detectors placed approximately every 1/2 mile	I-265	10.2 - 25.5	Every 1/2 mile along the 15 mile corridor from I-64 to I-65	$525,000	3
Fiber	--	Fiber optic cable, conduit and infrastructure (96 strand, minimum)	I-265	25.5 - 34.7	Approximately 10 road miles between I-71 and I-64	$1,000,000	2
	--	Fiber optic cable, conduit and infrastructure (96 strand, minimum)	I-265	10.2 - 25.5	Approximately 15 road miles of fiber optic cable along the 15 mile corridor from I-64 to I-65	$1,500,000	3
Misc	--	TRIMARC improvements on I-71 (Item 5-48.9)	I-71	--	I-71 from near Kennedy Interchange to I-265	$6,730,000	1
Arterial DMS[2]	--	Arterial DMS	KY 1447	--	KY 1447 (Westport) Road Southbound approaching I-265	$110,000	1
	--	Arterial DMS	KY 1447	--	KY 1747 (Westport Road) Northbound approaching I-265	$110,000	1
	--	Arterial DMS	US 60	--	US 60 (Shelbyville Road) Westbound approaching I-265	$110,000	1
	--	Arterial DMS	US 60	--	US 60 (Shelbyville Road) Eastbound approaching I-265	$110,000	1
	--	Arterial DMS	US 31E	--	US 31E (Bardstown Road) Southbound approaching I-265	$110,000	1
	--	Arterial DMS	US 31E	--	US 31E (Bardstown Road) Northbound approaching I-265	$110,000	1
	--	Arterial DMS	KY 146	--	KY 146 (LaGrange Road) Southbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 146	--	KY 146 (LaGrange Road) Northbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 3084	--	KY 3084 (Old Henry Road) Southbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 3084	--	KY 3084 (Old Henry Road) Northbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 61	--	KY 61 (Preston Highway) Southbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 61	--	KY 61 (Preston Highway) Northbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 155	--	KY 155 (Taylorsville Road) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 155	--	KY 155 (Taylorsville Road) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 1819	--	KY 1819 (Billtown Road) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 1819	--	KY 1819 (Billtown Road) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 2030	--	KY 1020 (National Turnpike) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 2030	--	KY 1020 (National Turnpike) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 864	--	KY 864 (Beulah Church Road) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 864	--	KY 864 (Beulah Church Road) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	--	--	Smyrna Parkway Southbound approaching I-265	$110,000	3
	--	Arterial DMS	--	--	Smyrna Parkway Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 1865	--	KY 1865 (New Cut Road) Southbound approaching I-265	$110,000	4
	--	Arterial DMS	KY 1865	--	KY 1865 (New Cut Road) Northbound approaching I-265	$110,000	4
	--	Arterial DMS	--	--	Stonestreet Road Southbound approaching I-265	$110,000	4
	--	Arterial DMS	--	--	Stonestreet Road Northbound approaching I-265	$110,000	4
	--	Arterial DMS	US 60	--	US 60 (Dixie Highway) Westbound approaching I-265	$110,000	4
	--	Arterial DMS	US 60	--	US 60 (Dixie Highway) Eastbound approaching I-265	$110,000	4

Notes:
1) Placement of detectors will affect the cost. The detectors can be co-located on camera poles or other devices for $5,000. Stand alone detectors with a pole $30,000. A detector can span 250 feet and provide information for both directions when properly located. Cost is based on half pole mounted and half stand alone.
2) The costs for the Arterial Digital Message Sign (ADMS) include a verification camera.
3) Replacing existing roadside DMS with an Overhead DMS due to lane expansions.
4) Ranking not provided as timeline of widening is not known.

Figure 16: Section A, I-65 to US 31E, Projects

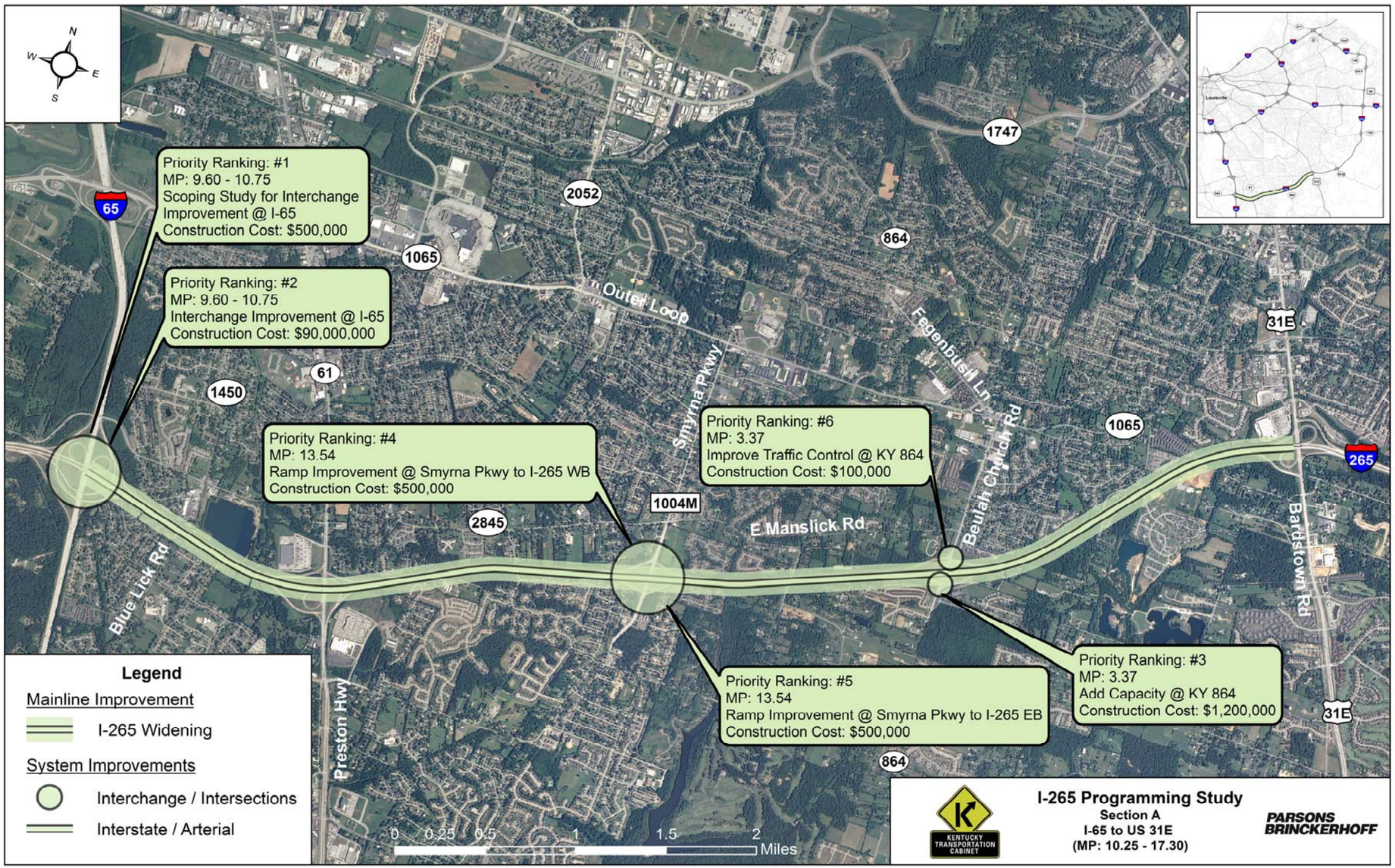


Figure 17: Section B, US 31E to KY 155, Projects

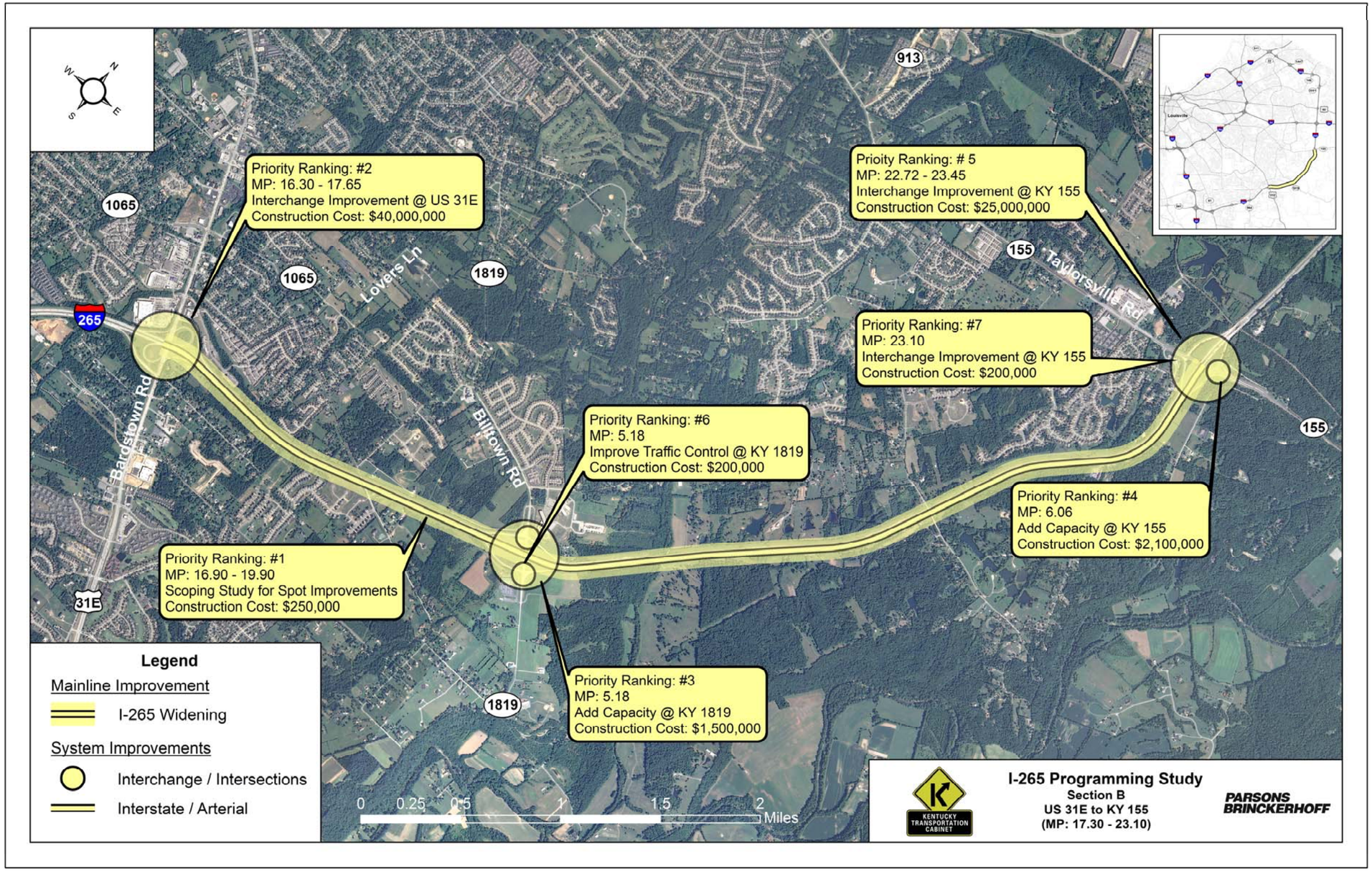


Figure 18: Section C, KY 155 to KY 3084, Projects

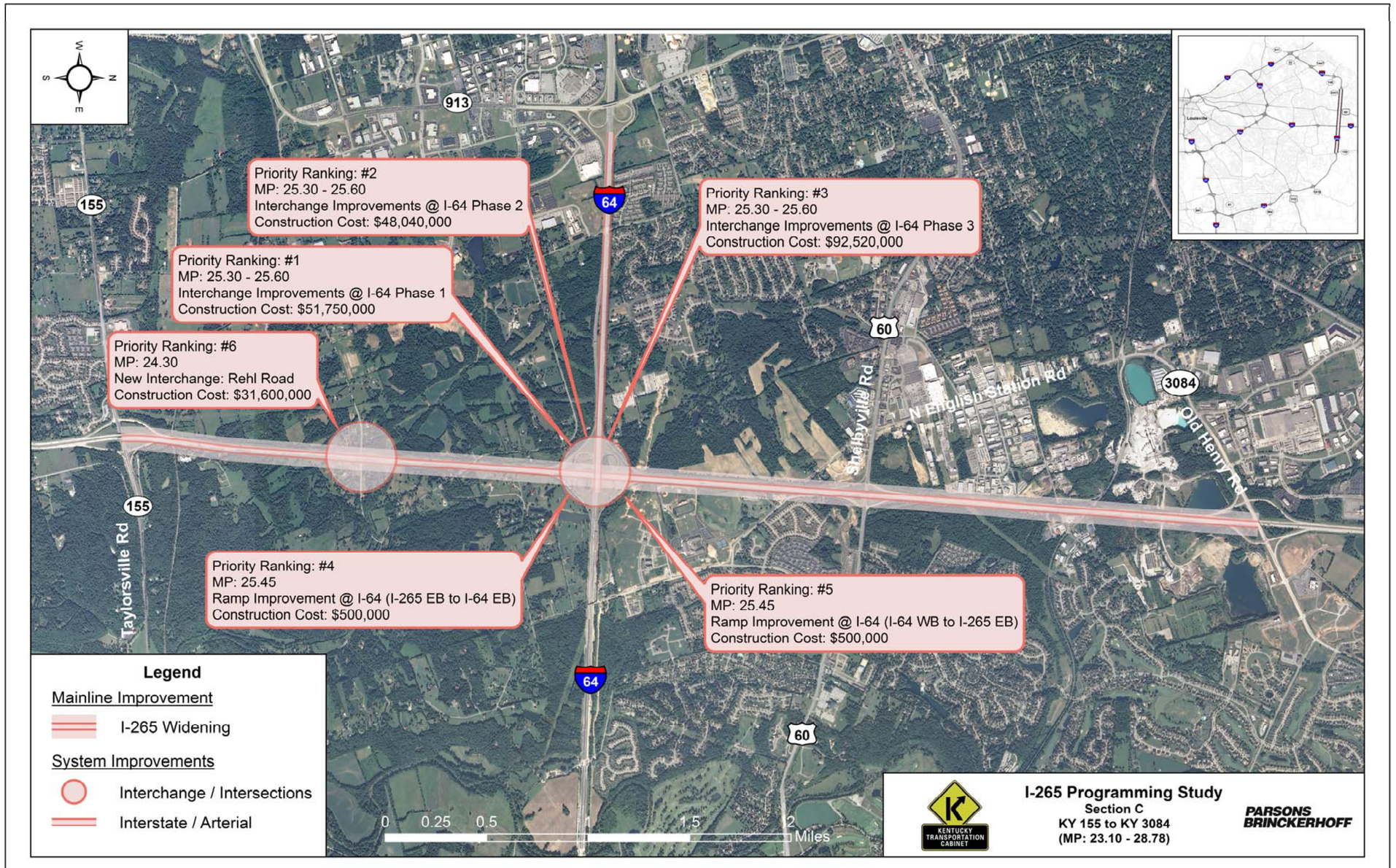


Figure 19: Section D, KY 3084 to KY 1447, Projects

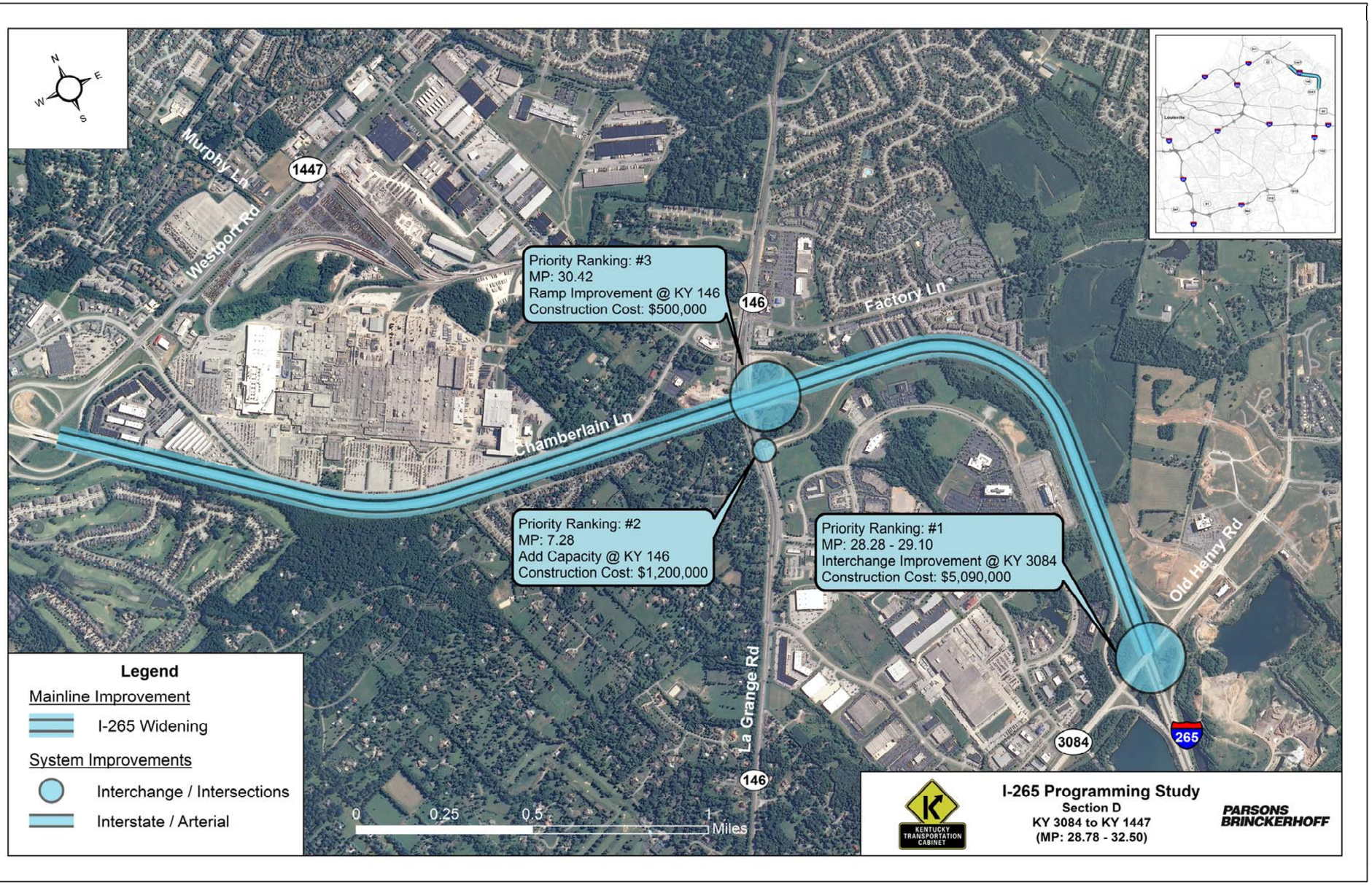
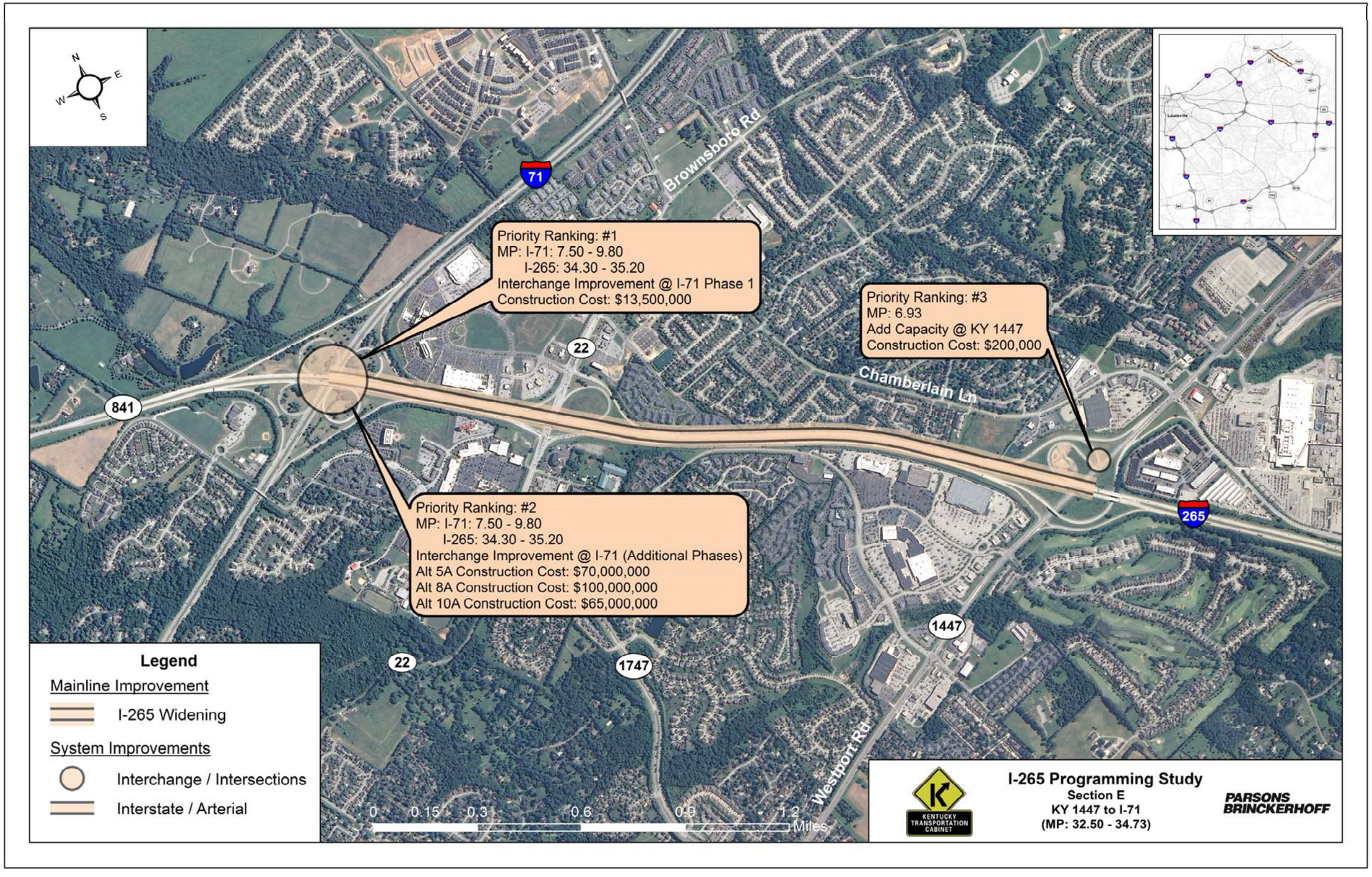


Figure 20: Section E, KY 1447 to I-71, Projects



10.0 CONTACTS / ADDITIONAL INFORMATION

Written requests for additional information should be sent to:

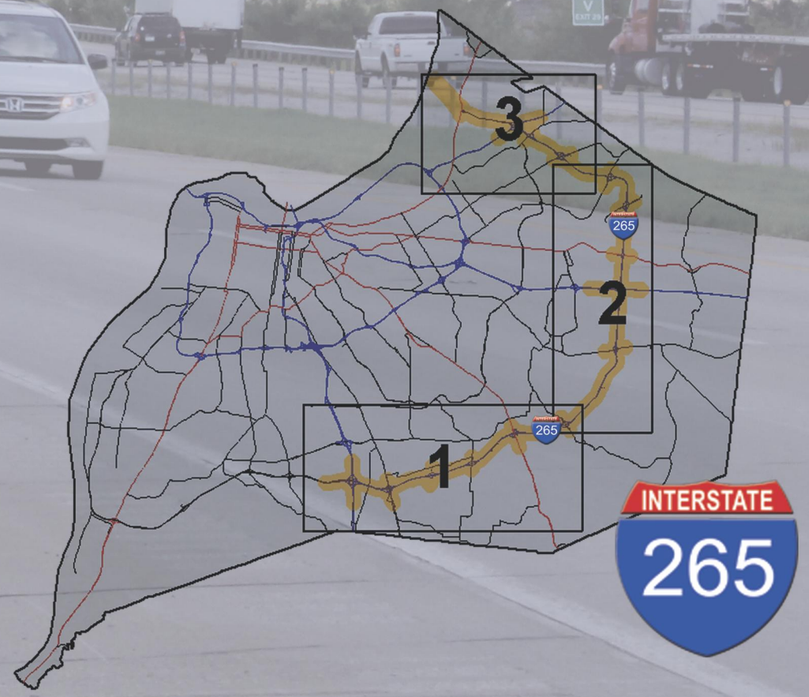
John Moore, Director
KYTC Division of Planning
200 Mero Street
Frankfort, Kentucky 40622

Additional information regarding this study can be obtained from the KYTC District 5 Project Managers, Tom Hall, at (502) 210-5400 (email at tom.hall@ky.gov) or Judi Hickerson, at (502) 210-5429 (email at judi.hickerson@ky.gov).

FINAL REPORT

I-265 Programming Study

JEFFERSON COUNTY, KENTUCKY



PARSONS BRINCKERHOFF

INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) contracted with the consulting firm of Parsons Brinckerhoff to perform a programming study to identify and evaluate improvements for I-265 (Gene Snyder Freeway) from I-65 to the new East End Bridge in Louisville, Kentucky.

The study area limits along I-265 included existing right-of-way along the mainline of I-265, expanding out to a 250-foot buffer on each side of the mainline centerline. At the interchange locations along I-265, the ramp termini intersections are included along with the next adjacent upstream and downstream intersections. Refer to **Figure ES-1** for more details.

STUDY OBJECTIVES

Based on the initial direction provided by the KYTC, primary study objectives were developed as summarized below:

1. Examine existing traffic, highway, environmental, and safety conditions along the existing roadway;
2. Determine where there are problems or deficiencies;
3. Define project purpose and need;
4. Develop a list of improvements to satisfy the project purpose and need and address the identified problems; and
5. Evaluate and prioritize the list of improvements, considering public input as well as transportation, community, environmental, and economic benefits and impacts.

PURPOSE AND NEED

The purpose of the I-265 Programming Study is to evaluate the safety and capacity of the corridor and to identify needed improvements and priorities as a result of the expected increased traffic due to major transportation and development changes in the Louisville Metro area.

As already noted, the study area encompasses both the mainline of I-265 as well as the arterial interchanges along the system. As such, part of the need for this study is driven by not only issues with the operations of the mainline of I-265, but also by traffic operations from intersecting arterials that impact the mainline and vice versa. Study needs include the following:

Safety – Along the mainline of I-265, only one segment was found to have a critical crash rate factor (CCRF) greater than 1.0 – the segment between KY 22 and the I-71 interchange (1.40). However, many arterial segments evaluated on either side of the interchange were found to have a CCRF greater than 1.0. This includes the following:

- KY 61 (Preston Highway) – North and south of I-265 (CCRF = 3.08 and 1.63, respectively)
- KY 864 (Beulah Church Road) – South of I-265 (CCRF = 1.06)
- US 31E (Bardstown Road) – North and south of I-265 (CCRF = 4.16 and 2.24, respectively)
- KY 155 (Taylorsville Road) – East of I-265 (CCRF = 1.15)
- US 60 (Shelbyville Road) – West of I-265 (CCRF = 2.72)
- KY 146 (LaGrange Road) – East and west of I-265 (CCRF = 2.77 and 1.05, respectively)
- KY 1447 (Westport Road) – East and west of I-265 (CCRF = 1.72 and 1.78, respectively)
- KY 22 (Brownsboro Road) – East and west of I-265 (CCRF = 1.74 and 3.34, respectively)

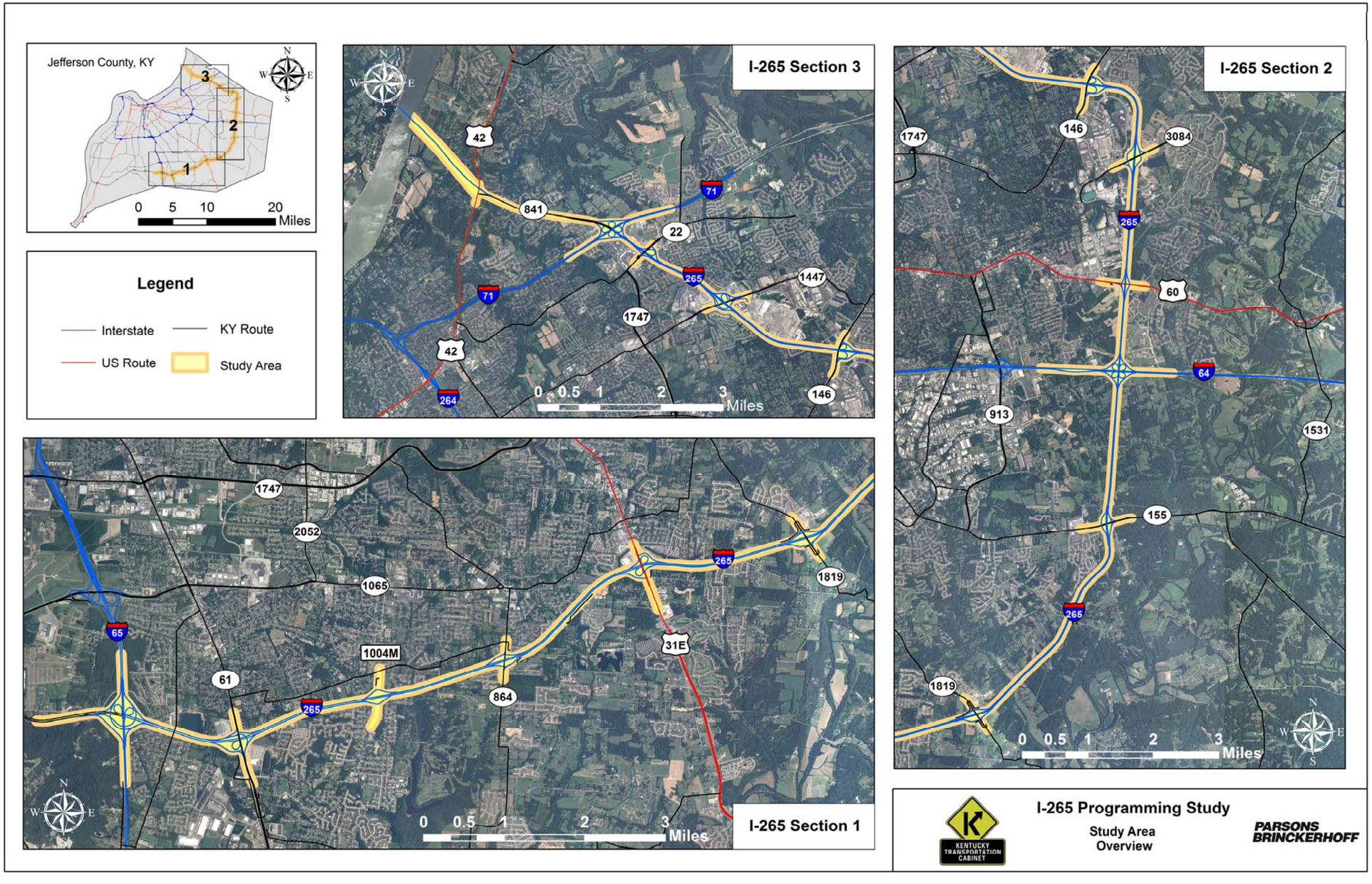
Capacity – An evaluation of volume to capacity (v/c ratio) on the mainline of I-265 shows that of the 31 segments evaluated, 77% in the AM Peak Period and 90% in the PM Peak Period operate over capacity in the future year of 2040.

Congestion – Level of service (LOS) D is typically considered acceptable for traffic operations in an urban area. The LOS analysis shows that 87% of the 31 segments in the AM Peak Period and 100% in the PM Peak Period operate at a LOS E or F in the year 2040.

Access – The public was given the opportunity to rate potential improvement projects for the mainline of I-265 as well as the intersecting arterials and other adjacent interstate facilities. Improvements to the interchanges with I-71 and I-64 were top rated projects. Widening I-265 was also highly rated. Improved access was an overall theme from respondents regardless of which projects they considered to be the most necessary.

Economic Development – Within the vicinity of I-265 (or along the mainline) there are over 40 projects identified through various transportation plans and project identification forms (PIFs) through KYTC and the Kentuckiana Regional Planning and Development Agency (KIPDA). These projects are in various stages of commitment with some having funding (10) in the KYTC 2012 Six-Year Highway Plan. This study provides a means to prioritize these projects along with other identified projects to formulate a plan for investing in transportation projects along I-265.

Figure ES-1: Study Area



REVIEW OF PLANNED PROJECTS / EXISTING STUDIES

The identification of all relevant projects and studies provided necessary information related to previous, planned, and on-going work within the area to evaluate the impact of these projects on the future transportation system and identify where additional projects may provide safety and traffic operations improvements along the corridor.

Sources used to identify projects currently in the planning process included:

- KYTC 2012 Six-Year Highway Plan
- KYTC Statewide Transportation Improvement Program (STIP) FY 2013 – 2016
- KYTC District 5 Unscheduled Projects List
- Project Identification Forms (PIFs) from KYTC and the Kentuckiana Regional Planning and Development Agency (KIPDA)
- KIPDA Metropolitan Transportation Plan (MTP)
- KIPDA Transportation Improvement Plan (TIP)
- KYTC Statewide Long Range Transportation Plan (LRTP)

There are several planning studies recently completed that impact this programming study[1]. These include the following:

- *Alternatives Study for I-71 / I-265* – This study was completed in August 2010 and includes the I-71 interchange with I-265 as well as the KY 22 interchange with I-265.
- *I-71 Corridor Study* – This study was completed in March 2014 and includes the I-71 interchange with I-265.
- *KIPDA Interchanges Study* – This study was completed in June 2005 by Parsons Brinckerhoff. Several interchanges were evaluated that overlap the current study area. Subsequently, the recommendations for most of these interchanges were included in the KYTC 2012 Six-Year Highway Plan.

EXISTING CONDITIONS

A detailed inventory was completed to examine existing roadway characteristics, current and future traffic volumes, level of service (LOS), capacity, crash rates, bicycle and pedestrian facilities, and environmental features. A summary of key points is as follows:

- The existing traffic operations of I-265 are generally acceptable with some locations starting to experience congestion. Only one section in the PM peak period operates at a poor level of service (LOS E) which is the 2-lane section north of I-64 to south of US 60 where it becomes 3 lanes. The capacity analysis shows adequate capacity on all segments with a few getting close to the threshold of 1.00 which indicates a facility is operating at capacity.
- Only one segment on I-265 was identified as having a critical crash rate factor great than 1.0 – the segment between KY 22 and the I-71 interchange (1.40). Many of the intersecting arterials were calculated to have a critical crash rate factor greater than 1.0 on either side of the interchange ramps.
- There were a total of 1,179 crashes between January 1, 2010 and December 31, 2012. Of these crashes, 202 resulted in an injury (17%) and 5 (less than 1 percent) resulted in a fatality. The majority were rear-end collisions (47%) with a significant portion of crash types also being single vehicle collisions (33%). Most of these collisions also occurred during clear weather (62%) and during the daylight (66%).
- There are three National Register of Historic Places (NRHP)-listed historic districts and nine individually listed properties in the study area.

IMPROVEMENT OPTIONS DEVELOPMENT

The first step in developing the projects to be ranked was to compile a list of previously identified projects in the study area. After the compilation of the previously identified projects, a list was made to develop alternatives for the widening of the I-265 mainline. A total of six alternatives were developed that encompassed various widening options including widening to three or four lanes, as well as the implementation of a collector-distributor (C-D) road. All six alternatives were not shown to the public. Instead, a simple “Widening of I-265” was placed on the list of projects. This allowed the public to rank the importance of adding capacity to I-265, while allowing for a more thorough traffic analysis to determine the best alternative to carry forward.

Along with previously identified projects and the widening of I-265, additional projects to improve system performance were identified (i.e. ramp improvements, arterial projects, and ITS improvements). Several methods were undertaken to identify additional potential future projects, including meetings with KYTC, field reviews, and a variety of analyses such as safety, crash data, and traffic. Based on these analyses, the list of potential projects was compiled. Each project was shown on a map and displayed at the public meetings to collect feedback on prioritization. Cost estimates were developed for each project and included on the ranking sheet.

Several additional improvements developed during the course of the study were not included on the ranking sheet brought to the public meeting. These included Intelligent Transportation Systems (ITS) improvements and freeway ramp acceleration and deceleration length improvements. The ITS projects were not presented to the public for prioritization because they were of a different scope than traditional construction projects. Instead, all of the desired ITS improvements were included in the system improvement section, and were ranked by TRIMARC, the Louisville region’s ITS operator. The acceleration and deceleration lane improvements were not included with the public ranking sheets because I-265 will be widened in sections and some of these improvements will occur when the freeway is widened, while a large portion of the study area will not receive freeway capacity improvements for many years. Lengthening the deficient acceleration and deceleration lanes is a lower cost, nearer term solution that can be completed on sections of the freeway that will not be widened for many years.

[1] These documents can be found on the KYTC website: www.transportation.ky.gov/Planning/Pages/Planning-Studies-and-Reports.

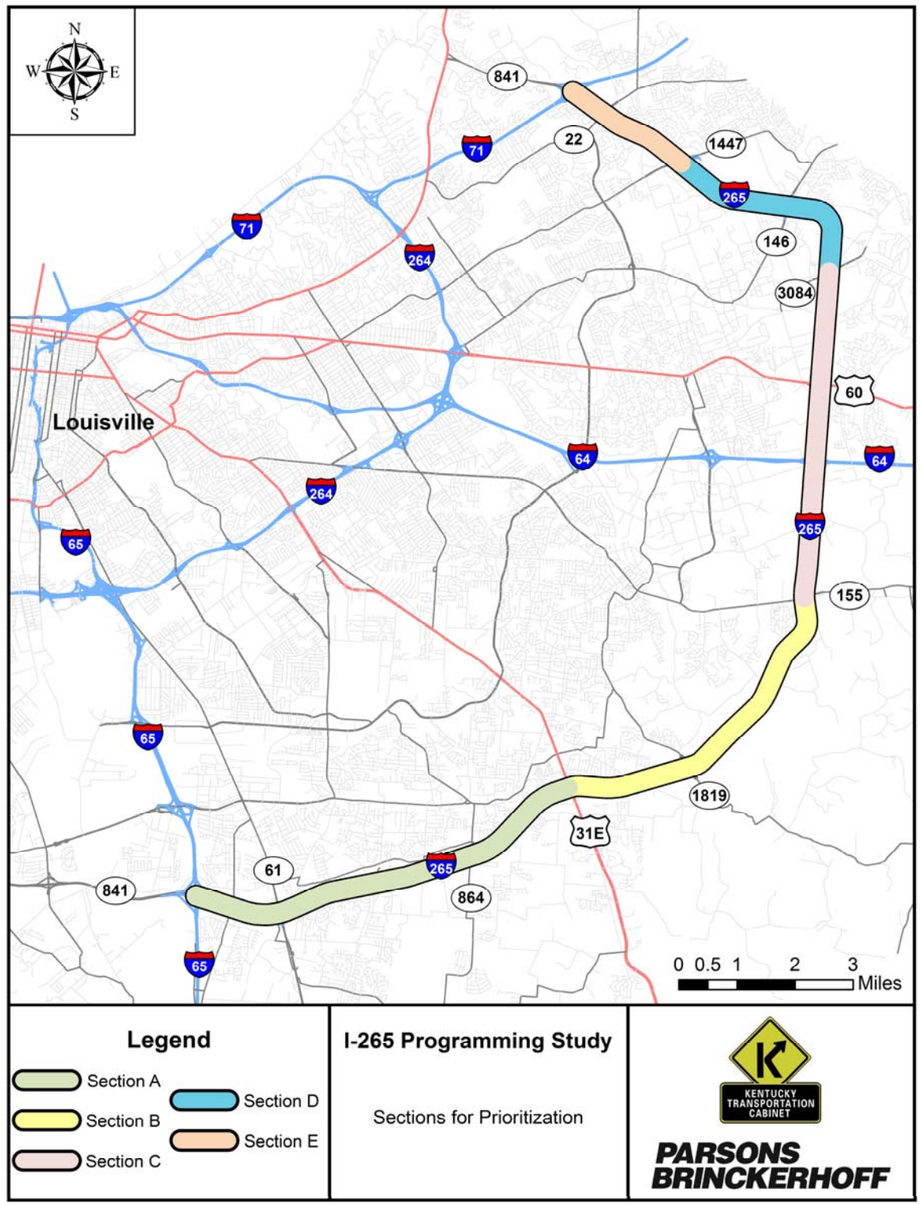
IMPROVEMENTS EVALUATION

Both mainline widening of I-265 and study area system improvements were evaluated as part of this study.

Mainline Widening

The project to widen I-265 received a medium to high priority ranking from the public (depending on which section they were ranking). The Freeway Evaluation (FREEVAL) and the Highway Capacity Software (HCS) were software tools that were used to identify areas where capacity failures may have spillback impacts to the system. A basic capacity analysis was also performed to determine the future year in which the traffic volumes on each segment would result in unacceptable levels of congestion. This analysis helped divide I-265 into phases for widening based on estimated dates that the existing capacity would no longer support the expected traffic. It also assisted in identifying segments where additional widening beyond three lanes or the addition of a collector-distributor (C-D) roadway system would be useful. The study area was divided into different phases for construction based on year of traffic congestion failure. **Figure ES-2** shows I-265 divided into five sections for widening.

Figure ES-2: I-265 Widening Phasing



System Improvements

System improvements include all projects not associated with mainline widening (i.e. ramp improvements, arterial projects, and ITS improvements). These improvement projects were divided into the five mainline sections shown in **Figure ES-2**. The projects located at the interchanges between the sections were listed with the section that had fewer projects, to balance the number of projects in each section. A technical analysis was completed for every project to evaluate impacts to right-of-way, traffic operations, the environment, project, cost, purpose and need, and the structural sufficiency of the study area bridges. Several new projects were added to the list of projects that the public reviewed. These additional projects include the ITS improvements recommended by TRIMARC, acceleration and deceleration lane improvements, and several other projects that were recommended by the public.

The complete evaluation matrices were sent to KYTC to prioritize the projects. KYTC sent the ITS matrix to TRIMARC to prioritize. KYTC considered the complete technical analysis as well as the public input to determine its final ranking of projects.

PROJECT PRIORITIZATION

The evaluation matrices were given to KYTC to provide the final prioritization. KYTC held a meeting including KIPDA representatives and various staff from multiple departments to discuss the evaluation matrices and reach a consensus on the final prioritization of projects. The mainline widening prioritization was based on the evaluation matrix (cost, meets purpose and need, and technical analysis) and the mainline capacity analysis, as well as KYTC staff knowledge of the mainline sections. The system improvements prioritization was based on the evaluation matrix (cost, meets purpose and need, technical analysis, and public rankings) and KYTC staff knowledge of the project locations. The ITS ranking sheet was sent to TRIMARC to prioritize. **Table ES-1** shows the final prioritization of the mainline widening segments, **Table ES-2** shows the final prioritization of the system improvements, and **Table ES-3** shows the final prioritization of the ITS improvements. **Figures ES-3** through **ES-7** provide a summary of projects by section. It should be noted that all costs are shown in the year 2014 dollars.

Table ES-1: Prioritization of I-265 Mainline Widening

Group	Project	Description	Milepoint(s)	KYTC Item Number	Construction Cost	KYTC Ranking
Section A: I-65 to US 31E	I-265 Widening	I-265 Widening: I-65 to US 31E (Bardstown Road)	MP 10.25 - MP 17.30	--	$65,000,000	3
Section B: US 31E to KY 155	I-265 Widening	I-265 Widening: US 31E (Bardstown) to KY 155 (Taylorsville Road)	MP 17.30 - MP 23.10	--	$75,000,000	5
Section C: KY 155 to KY 3084	I-265 Widening	I-265 Widening: KY 155 (Taylorsville) to KY 3084 (Old Henry Road)	MP 23.10 - MP 28.78	--	$70,000,000	1
Section D: KY 3084 to KY 1447	I-265 Widening	I-265 Widening: KY 3084 (Old Henry Road) to KY 1447 (Westport Road)	MP 28.78 - MP 32.50	--	$45,000,000	4
Section E: KY 1447 to I-71	I-265 Widening	I-265 Widening: KY 1447 (Westport Road) to I-71	MP 32.50 - MP 34.73	--	$25,000,000	2

Table ES-2: Prioritization of System Improvements

Group	Project	Description	Milepoint(s)	KYTC Item Number	Construction Cost	KYTC Ranking (per section)
Section A: I-65 to US 31E	Scoping Study for Interchange Improvement @ I-65	Interchange Reconstruction: Scoping study to analyze improvements to the I-265 / I-65 interchange.	MP 9.60 - MP 10.75	--	$500,000	1
	Interchange Improvement @ I-65	Improvements to I-265 / I-65 interchange (pending results of Interchange Scoping Study)	MP 9.60 - MP 10.75	--	$90,000,000	2
	Add Capacity @ KY 864	Add SB left turn onto I-265 EB entrance ramp and additional EB left turn lane on I-265 EB exit ramp at the KY 864 (Beulah Church Road) and I-265 EB Ramp intersection, add NB through lane through the I-265 intersection	MP 3.37	--	$1,200,000	3
	Ramp Improvement @ Smyrna Parkway	Increase Acceleration Lane Length from Smyrna Parkway to I-265 WB	MP 13.54	--	$500,000	4
	Ramp Improvement @ Smyrna Parkway	Increase Acceleration Lane Length from Smyrna Parkway to I-265 EB	MP 13.54	--	$500,000	5
	Improve Traffic Control @ KY 864	If warrants are met, signalize the KY 864 (Beulah Church Road) and I-265 WB Ramp interchange.	MP 3.37	--	$100,000	6
Section B: US 31E to KY 155	Scoping Study for Spot Improvements	Scoping Study to analyze spot improvements to I-265 from US 31E (Bardstown Road)	MP 16.90 - MP 19.90	--	$250,000	1
	Interchange Improvement @ US 31E	Reconstruction of the I-265 / US 31E (Bardstown Road) Interchange	MP 16.30 - MP 17.65	--	$40,000,000	2
	Add Capacity @ KY 1819	Add SB and EB left turn capacity, and a NB thru lane at the KY 1819 (Billtown Road) and I-265 EB Ramp intersection	MP 5.18	--	$1,500,000	3
	Add Capacity @ KY 155	Add EB thru and NB left turn at KY 155 (Taylorsville Road) and I-265 NB Ramp intersection	MP 6.06	--	$2,410,000	4
	Interchange Improvement @ KY 155	Reconstruction of the I-265 and KY 155 (Taylorsville Road) Interchange	MP 22.72 - MP 23.45	--	$25,000,000	5
	Improve Traffic Control @ KY 1819	If warrants are met, signalize KY 1819 (Billtown Road) at I-265 WB and EB Ramp intersections.	MP 5.18	--	$200,000	6
	Interchange Improvement @ KY 155	Add lighting at the I-265 and KY 155 (Taylorsville Road) Interchange	MP 23.10	--	$200,000	7
Section C: KY 155 to KY 3084	Interchange Improvement @ I-64 (Phase 1)	Interchange Reconstruction: Reconstruct I-265 interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp and auxiliary lane; also includes WB auxiliary lane on I-65 from I-265 to Blankenbaker Parkway	MP 25.30 - MP 25.60	Item 5-21.00	$51,750,000	1
	Interchange Improvement @ I-64 (Phase 2)	Phased completion of I-265 / I-64 Interchange Improvements	MP 25.30 - MP 25.60	Item 5-21.10	$48,040,000	2
	Interchange Improvement @ I-64 (Phase 3)	Complete construction of the I-265 / I-64 Interchange with fully directional ramps.	MP 25.30 - MP 25.60	Item 5-21.20	$92,520,000	3
	Ramp Improvement @ I-64	Increase Deceleration Lane Length from I-265 EB to I-64 EB	MP 25.45	--	$500,000	4
	Ramp Improvement @ I-64	Increase Acceleration Lane Length from I-64 WB to I-265 EB	MP 25.45	--	$500,000	5
	New Interchange @ Rehl Road	New Interchange: Rehl Road	MP 24.30	--	$31,600,000	6
Section D: KY 3084 to KY 1447	Interchange Improvement @ KY 3084	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) interchange	MP 28.28 - MP 29.10	Item 5-474.00	$5,090,000	1
	Add Capacity @ KY 146	At the I-265 SB Ramp and KY 146 (LaGrange Road) intersection, add a second SB left turn lane onto I-265 entrance ramp, a second WB right turn lane on the I-265 exit ramp, and a third NB thru lane from Nelson Miller Pkwy through the intersection	MP 7.28	--	$1,200,000	2
	Ramp Improvement @ KY 146	Increase Acceleration Lane Length from KY 146 (LaGrange Road) to I-265 WB	MP 30.42	--	$500,000	3
Section E: KY 1447 to I-71	Interchange Improvement @ I-71 (Phase 1)	Reconstruction of the I-265 / I-71 interchange including a possible flyover ramp from I-265 NB to I-71 SB	I-265: MP 34.30 - MP 35.20 I-71: MP 7.50 - MP 9.80	Item 5-48.3	$13,500,000	1
	Interchange Improvements @ I-71 (Additional Phases)	Phased completion of I-265 / I-71 Interchange Improvements - Revisit recommendations from the 5-68.00 Study.	I-265: MP 34.30 - MP 35.20 I-71: MP 7.50 - MP 9.80	Item 5-68.00	Alt. 5A - $70,000,000 Alt. 8A - $100,000,000 Alt. 10A - $65,000,000	2
	Add Capacity @ KY 1447	Add EB left turn at KY 1447 (Westport Road) and I-265 NB Ramp intersection	MP 6.93	--	$200,000	3

Table ES-3: Prioritization of ITS Improvements

Type	TRIMARC Project ID	Project Description	Roadway	Milepoint(s)	Location Description	Total Cost	Ranking
CCTV	C4	Proposed CCTV	I-265	19.0	I-265 at KY 1819 (Billtown Road)	$75,000	1
	C8	Proposed CCTV	I-265	34.4	I-265 at KY 22 (Brownsboro Road)	$75,000	1
	C3	Proposed CCTV	I-265	15.0	I-265 at KY 864 (Beulah Church Road)	$75,000	2
	C5	Proposed CCTV	I-265	21.6	I-265 at Old Heady Road	$75,000	2
	C6	Proposed CCTV	I-265	22.8	I-265 South of KY 155 (Taylorsville Rd)	$75,000	2
	C7	Proposed CCTV	I-265	24.5	I-265 at S Pope Lick Road East of I-64	$75,000	2
	C1	Proposed CCTV	KY 841	8.0	KY 841 at KY 1020 (National Turnpike)	$75,000	3
	C2	Proposed CCTV	KY 841	10.0	KY 841 at I-65	$75,000	3
DMS	D1	Proposed DMS	I-65	12.5	I-65 (SB) North of Fern Valley Road	$250,000	1
	D2	Proposed DMS	I-65	120.7	I-65 (NB) South of KY 1526 (John Harper Highway / Exit 121)	$250,000	1
	D3	Proposed DMS	I-64	16.0	I-64 (EB) East of KY 1747 (S Hurstbourne Parkway)	$250,000	1
	DMS019[3]	Proposed DMS	I-265	27.9	I-265 (SB) South of KY 3084 (Old Henry Road)	$250,000	N/A[4]
	DMS020[3]	Proposed DMS	I-265	24.3	I-265 (EB) East of I-64	$250,000	N/A[4]
	DMS021[3]	Proposed DMS	I-265	12.8	I-265 (WB) West of Smyrna Parkway	$250,000	N/A[4]
	DMS022[3]	Proposed DMS	I-265	6.8	KY 841 (EB) East of KY 1020 (National Turnpike)	$250,000	N/A[4]
Communication Hut	H2	Proposed Communication Hut	I-265	25.0	I-265 at I-64	$250,000	2
	H1	Proposed Communication Hut	KY 841	10.0	I-265 at I-65	$250,000	3
EMM	--	Proposed Enhanced Mile Markers	I-265	10.2 - 34.7	I-265 from I-71 to I-65 (25 miles)	$40,000	1
HAR	HX1	Proposed HAR XMTR	US 31E	--	Fern Creek Fire Dept. #4 off Billtown Road	$60,000	1
WBR[1]	--	Wide Beam Radar detectors placed approximately every 1/2 mile	I-265	25.5 - 34.7	Every 1/2 mile along the 10 mile corridor from I-71 to I-64	$350,000	2
	--	Wide Beam Radar detectors placed approximately every 1/2 mile	I-265	10.2 - 25.5	Every 1/2 mile along the 15 mile corridor from I-64 to I-65	$525,000	3
Fiber	--	Fiber optic cable, conduit and infrastructure (96 strand, minimum)	I-265	25.5 - 34.7	Approximately 10 road miles between I-71 and I-64	$1,000,000	2
	--	Fiber optic cable, conduit and infrastructure (96 strand, minimum)	I-265	10.2 - 25.5	Approximately 15 road miles of fiber optic cable along the 15 mile corridor from I-64 to I-65	$1,500,000	3
Misc	--	TRIMARC improvements on I-71 (Item 5-48.9)	I-71	--	I-71 from near Kennedy Interchange to I-265	$6,730,000	1
Arterial DMS[2]	--	Arterial DMS	KY 1447	--	KY 1447 (Westport) Road Southbound approaching I-265	$110,000	1
	--	Arterial DMS	KY 1447	--	KY 1747 (Westport Road) Northbound approaching I-265	$110,000	1
	--	Arterial DMS	US 60	--	US 60 (Shelbyville Road) Westbound approaching I-265	$110,000	1
	--	Arterial DMS	US 60	--	US 60 (Shelbyville Road) Eastbound approaching I-265	$110,000	1
	--	Arterial DMS	US 31E	--	US 31E (Bardstown Road) Southbound approaching I-265	$110,000	1
	--	Arterial DMS	US 31E	--	US 31E (Bardstown Road) Northbound approaching I-265	$110,000	1
	--	Arterial DMS	KY 146	--	KY 146 (LaGrange Road) Southbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 146	--	KY 146 (LaGrange Road) Northbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 3084	--	KY 3084 (Old Henry Road) Southbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 3084	--	KY 3084 (Old Henry Road) Northbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 61	--	KY 61 (Preston Highway) Southbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 61	--	KY 61 (Preston Highway) Northbound approaching I-265	$110,000	2
	--	Arterial DMS	KY 155	--	KY 155 (Taylorsville Road) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 155	--	KY 155 (Taylorsville Road) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 1819	--	KY 1819 (Billtown Road) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 1819	--	KY 1819 (Billtown Road) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 2030	--	KY 1020 (National Turnpike) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 2030	--	KY 1020 (National Turnpike) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 864	--	KY 864 (Beulah Church Road) Southbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 864	--	KY 864 (Beulah Church Road) Northbound approaching I-265	$110,000	3
	--	Arterial DMS	--	--	Smyrna Parkway Southbound approaching I-265	$110,000	3
	--	Arterial DMS	--	--	Smyrna Parkway Northbound approaching I-265	$110,000	3
	--	Arterial DMS	KY 1865	--	KY 1865 (New Cut Road) Southbound approaching I-265	$110,000	4
	--	Arterial DMS	KY 1865	--	KY 1865 (New Cut Road) Northbound approaching I-265	$110,000	4
	--	Arterial DMS	--	--	Stonestreet Road Southbound approaching I-265	$110,000	4
	--	Arterial DMS	--	--	Stonestreet Road Northbound approaching I-265	$110,000	4
	--	Arterial DMS	US 60	--	US 60 (Dixie Highway) Westbound approaching I-265	$110,000	4
	--	Arterial DMS	US 60	--	US 60 (Dixie Highway) Eastbound approaching I-265	$110,000	4

Notes:
1) Placement of detectors will affect the cost. The detectors can be co-located on camera poles or other devices for $5,000. Stand alone detectors with a pole $30,000. A detector can span 250 feet and provide information for both directions when properly located. Cost is based on half pole mounted and half stand alone.
2) The costs for the Arterial Digital Message Sign (ADMS) include a verification camera.
3) Replacing existing roadside DMS with an Overhead DMS due to lane expansions.
4) Ranking not provided as timeline of widening is not known.

Figure ES-3: Section A (I-65 to US 31E) Project Identification Map

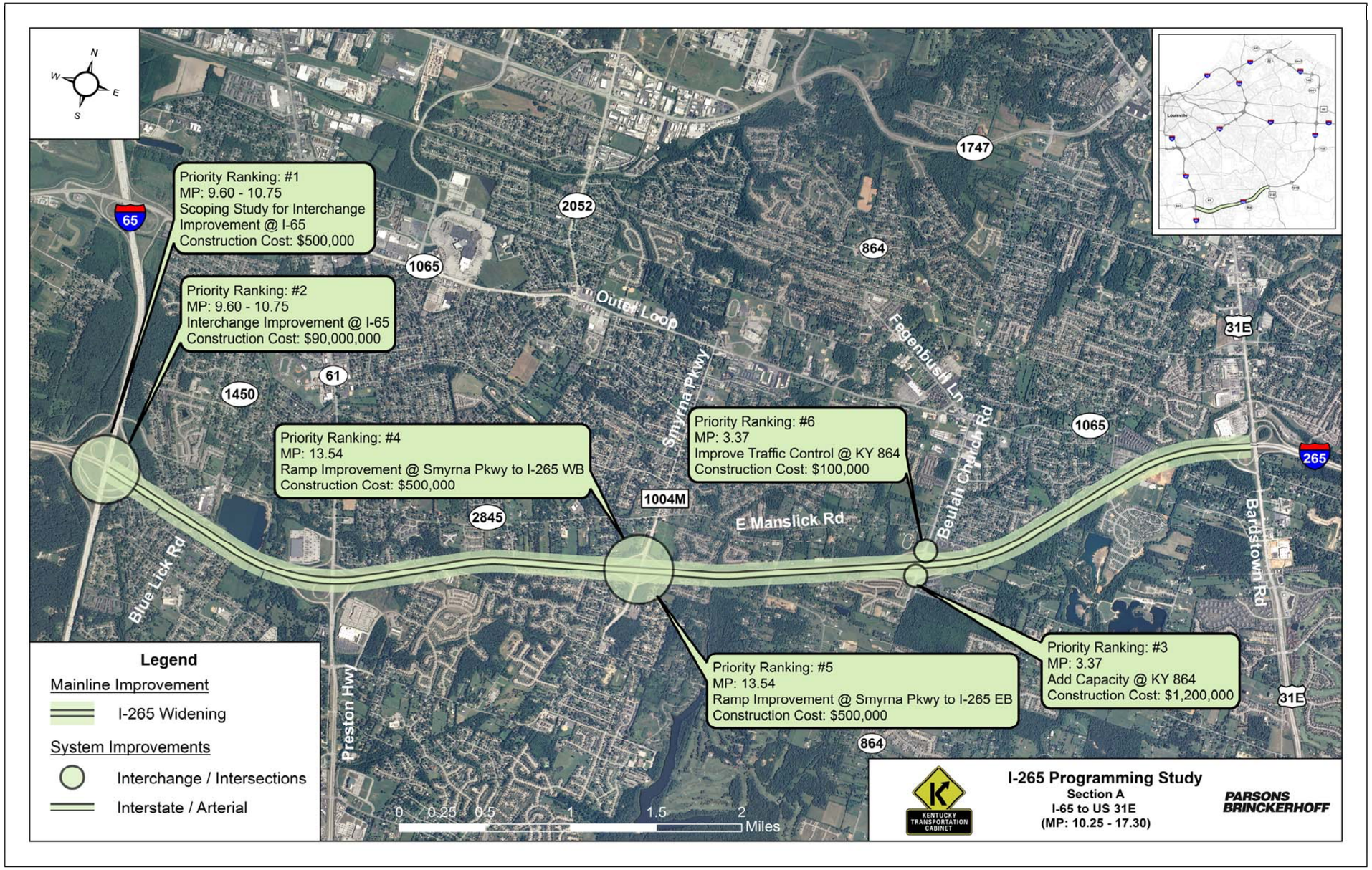


Figure ES-4: Section B (US 31E to KY 155) Project Identification Map

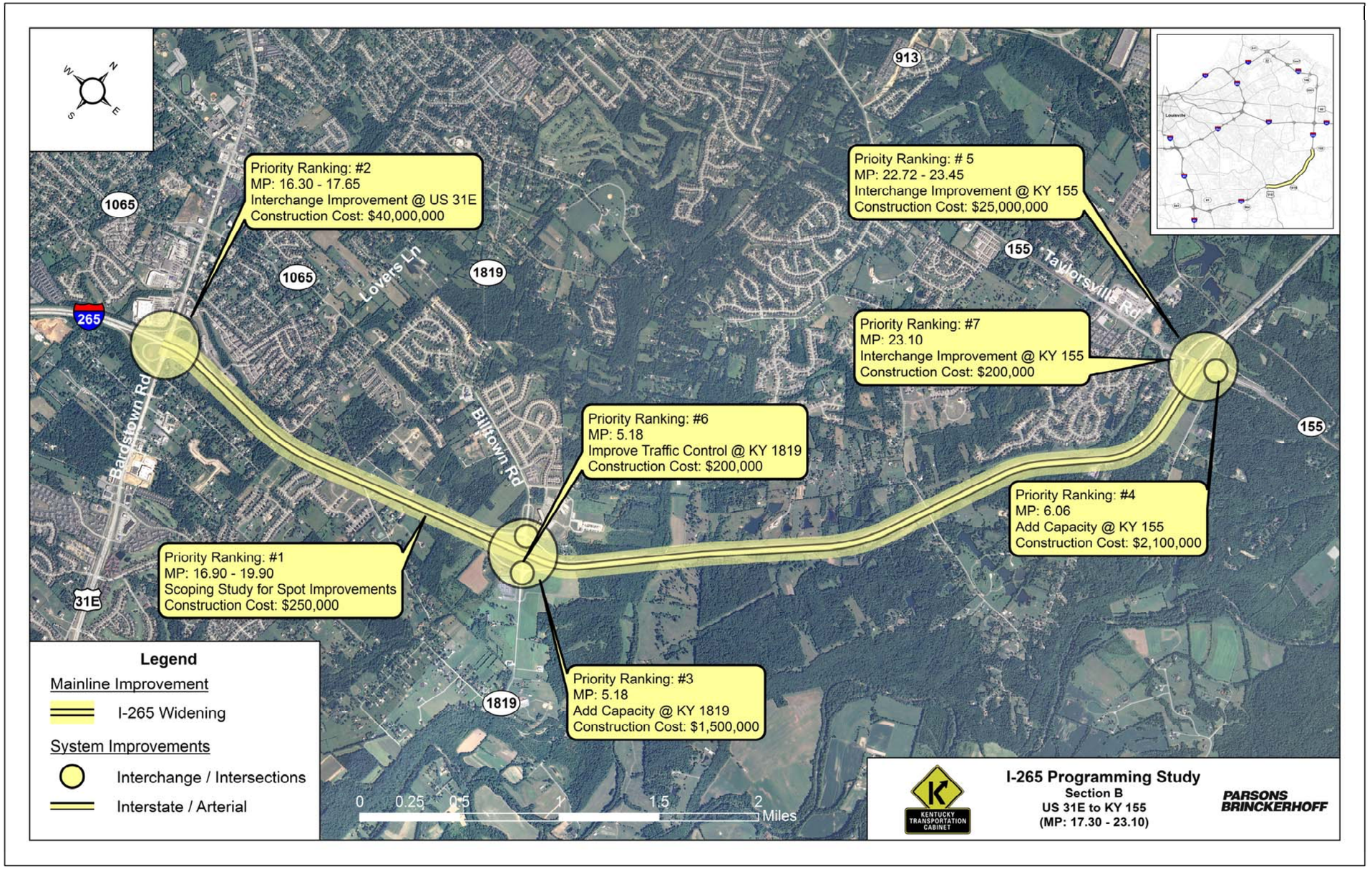


Figure ES-5: Section C (KY 155 to KY 3084) Project Identification Map

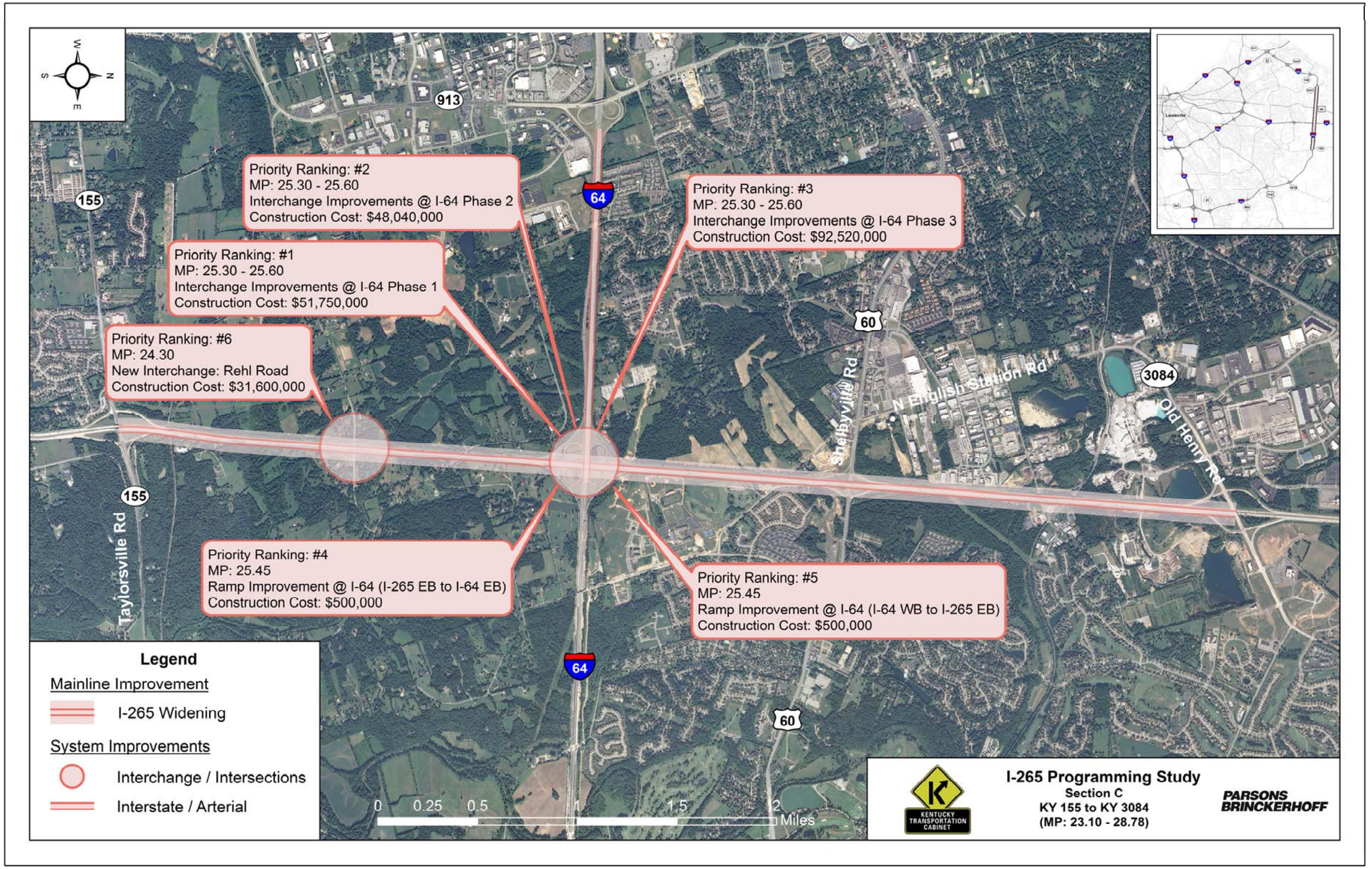


Figure ES-6: Section D (KY 3084 to KY 1447) Project Identification Map

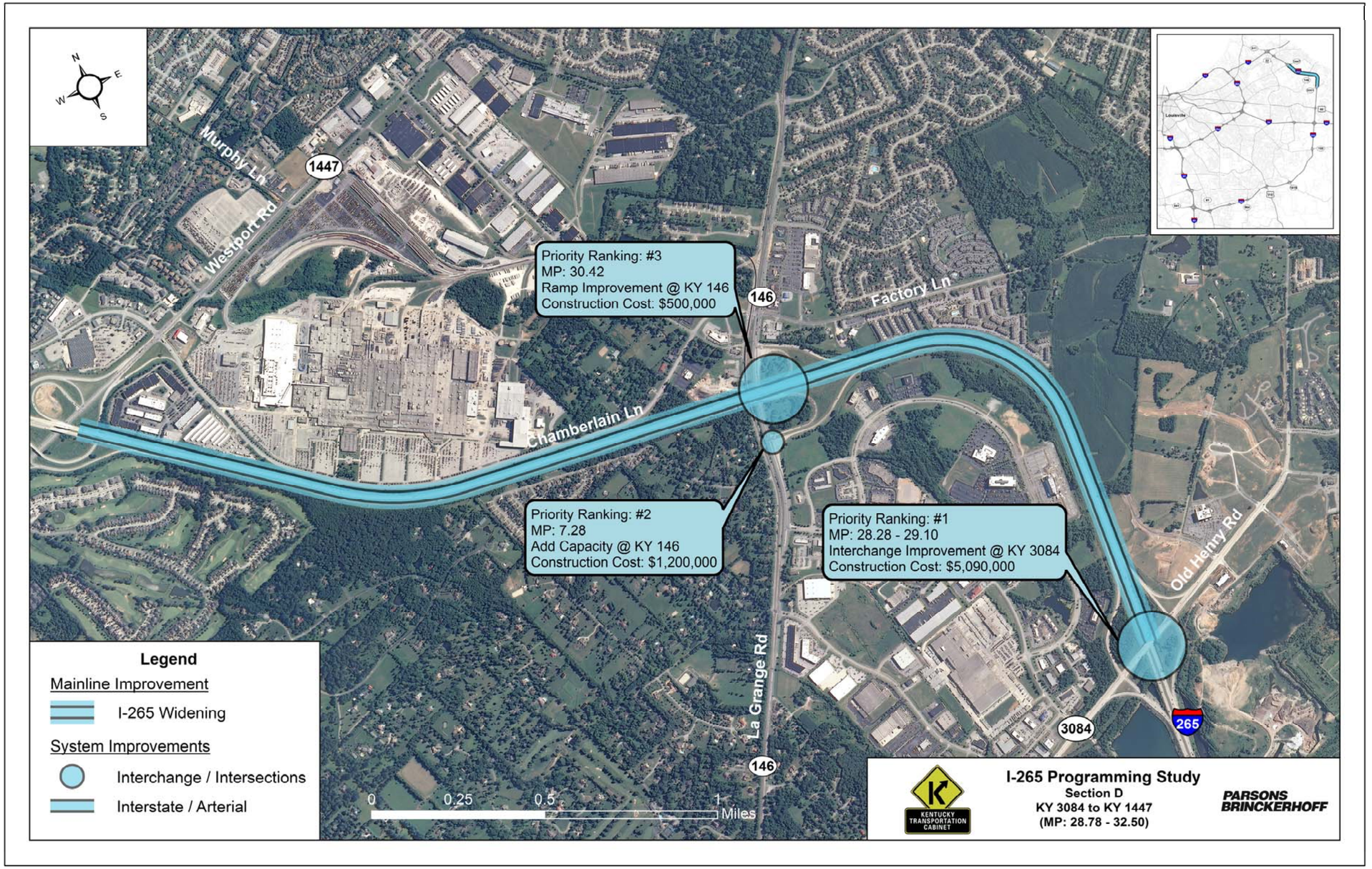
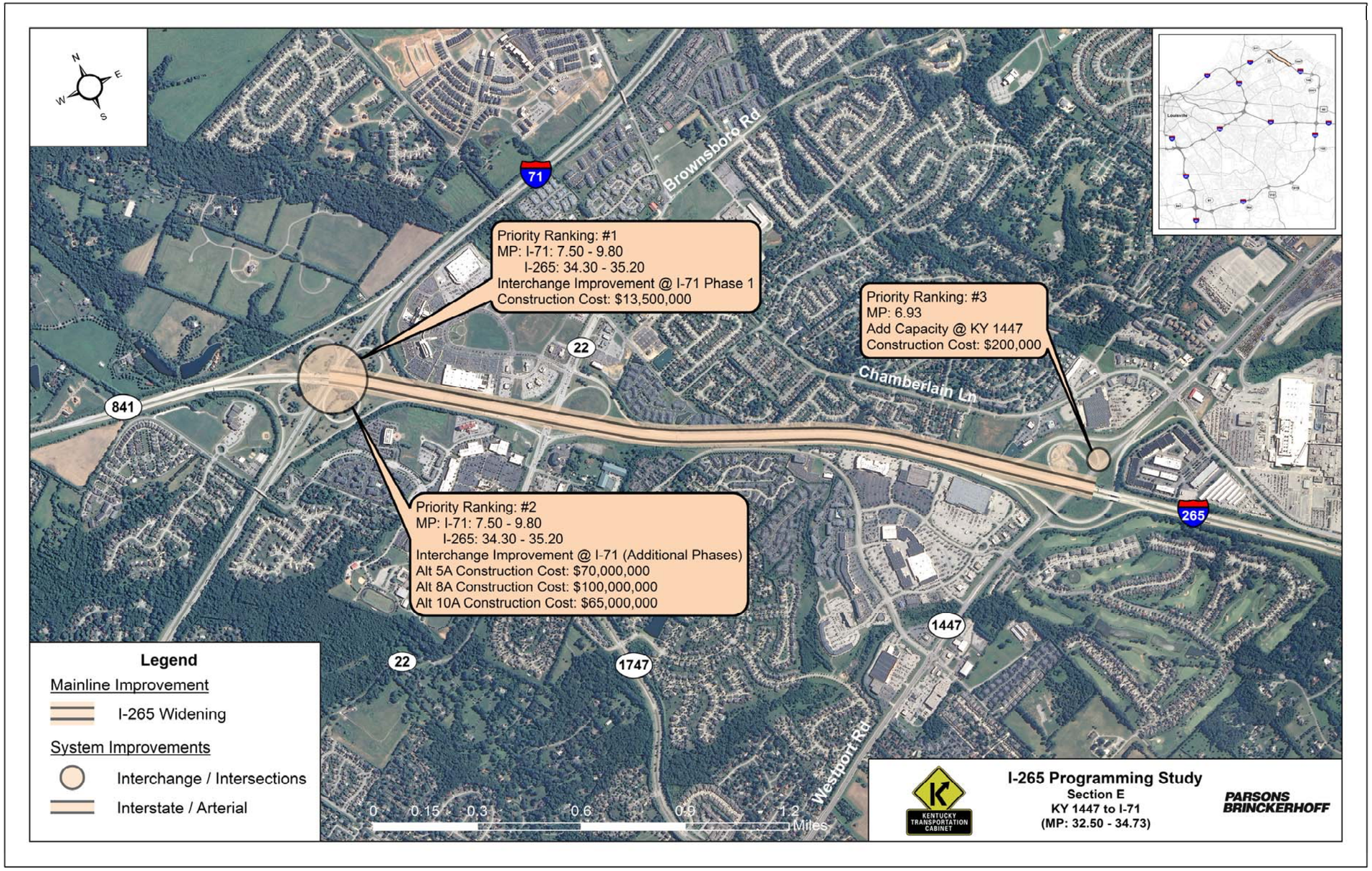


Figure ES-7: Section E (KY 1447 to KY I-71) Project Identification Map



Appendix A:

PLANNED PROJECTS

I-265 Programming Study

List of Planned Projects

Project Category	Roadway	Description	Project Phase	Cost	KYTC Project No.	In TIP?	2020 Model	2040 Model
Projects that are in the study area and in the 2012 KYTC Six-Year Highway Plan	I-265	Sound Barrier along south side of I-265 for approx. 2100 feet.	Construction Complete	$850,000	5-8613.00	Y	Y	Y
	I-265	Sound Barrier along south side of I-265 for 500' west of Cinderella Lane to Smyrna Parkway for approx. 4100 feet.	Under Construction	$2,255,000	5-8705.00	Y	Y	Y
	I-265 & 1-65	Construction of 2 new Ohio River bridges, 1 in the downtown (I-65) corridor and 1 in the far east (I-265) corridor.	Under Construction	$2,044,547,000	5-700.00	Y	Y	Y
	I-265	Reconstruct I-265 interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp and auxiliary lane to tie into KIPDA #197; also includes WB auxiliary lane on I-64 from I-265 to Blankenbaker Pkwy.	Phase 2 Design Complete - Will Move to ROW	$64,937,500	5-21.00	Y	Y	Y
	I-265	Reconstruction of the I-72/I-265 interchange including a possible flyover ramp from I-265 NB to I-71 SB.	In Phase 1 Design	$90,138,113	5-48.30	Y	Y	Y
	I-265	Improve I-265 / KY 61 (Preston Highway) interchange as recommended by KIPDA's interchange study including the addition of 1 NB and 1 SB lane on Preston Highway from Cooper Chapel Road to the I-265 EB Ramps.	In ROW and Utility Phase. Spring 2014 Letting	$3,524,000	5-263.00	Y	Y	Y
	I-265	Improve US 31-E South of I-265 (Bardstown Road) interchange to provide turn lanes and new access.	Under Construction	$2,525,000	5-264.10	Y	Y	Y
	I-265	Reduce congestion and improve safety at the KY 3084 (Old Henry Road) Interchange. Add a left turn lane to NB exit ramp. Milepoints from 28.28 to 29.1.	In Phase 1 Design	$3,248,800	5-474.00	Y	Y	Y
	I-71 & I-265	TRIMARC improvements on I-71 from near the Kennedy Interchange to I-265	-	$6,730,000	5-48.9	N	Y	Y
	New Roadway	Construct a new 4-lane route from Old Henry Road interchange at I-265 to KY 22 in the vicinity of KY 329B.	-	$45,551,485	5-367.00	N	Y	Y

I-265 Programming Study

List of Planned Projects

Project Category	Roadway	Description	Project Phase	Cost	KYTC Project No.	In TIP?	2020 Model	2040 Model
Projects that are in the study area and are either in the KYTC and KIPDA PIFs, the KIPDA MTP, the KYTC LRTP, or the KIPDA TIP	I-265	Widen I-265 from 4 to 6 lanes from I-65 to US 31E(Bardstown Road). Intent would be to widen inside. Approximately 7.0 miles.	-	$65,796,589	-	N	N	Y
	I-265	Widen I-265 from 4 to 6 lanes from I-64 to I-71. Intent would be to widen to inside. Approximately 9.25 miles.	-	$103,617,099	-	N	N	Y
	I-265	Widen I-265 from 4 to 6 lanes from US 31E (Bardstown Road) to I-64. Approximately 8.0 miles.	-	$104,057,094	-	N	N	Y
	I-265	Construct a new interchange on I-265 at Rehl Road.	-	$31,586,181	-	N	N	Y

I-265 Programming Study

List of Planned Projects

Project Category	Roadway	Description	Project Phase	Cost	KYTC Project No.	In TIP?	2020 Model	2040 Model
Projects not in the study area, but in the vicinity of I-265 that will be in the 2020 or 2040 KIPDA models as their construction will affect I-265 traffic	Cooper Chapel Road	Phase 1: Reconstruct Cooper Chapel Road from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 61 to Smyran Parkway. Project length is 1.8 miles.	-	$13,125,000	5-403.00	Y	Y	Y
	I-71	Interim improvement on I-71 including addition of NB and SB auxiliary lanes on I-71 and I-264.	-	$26,577,134	5-48.20	Y	Y	Y
	I-265	Construct new interchange on I-265 at Salem Road, Section 6 East End approach	-	-	INDOT	Y	Y	Y
	Old Henry Road	Extend Old Henry Road as a 3 lane roadway (3rd lane will be a enter turn lane(from I-265 east to Ash Avenue (KY 362).	In Phase 2 Design	$20,300,000	5-367.1 or 5-367.2	Y	Y	Y
	Cooper Chapel Road	Phase 3: Extend and construct 2 lane roadway with a continuous center-turn lane from KY 864 (Beulah Church Road) to US 31E (Bardstown Road) at Bardstown Fall Road. Project will include consideration of bicycle and pedestrian facilities.	?	$30,699,792	5-404.01	Y	N	Y
	I-71	Addition of NB and SB auxiliary lanes on I-71 near the Kennedy Interchange, including operation improvements to the Zorn Avenue Interchange. Project length is 1.5 miles.	-	$24,450,044	5-48.1	Y	N	Y
	River Ridge Blvd.	Construction of a four lane connector road, with center median, that will provide a connection between the proposed Old Salem Road interchange on the I-265 extension to State Road 62 at Stacy Road	-	$180,000,000	-	N	Y	Y
	I-64	Widen I-64 to add 1 travel lane in each direction between I-264 and KY 1747 (Hurstbourne Parkway).	-	$6,404,128	-	N	Y	Y
	I-64 & KY 1747	Reconstruct existing interchange including construct ramp 7 "flyover" from NB KY 1747 (Hurstborune Parkway) to WB I-64 and re-time signals along KY 1747	-	$60,299,200	5-00052.00	N	N	Y
	KY 864	Widen KY 864 (Beulah Church Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Cedar Creek Road to I-265 (Gene Snyder Freeway).	-	$7,204,645	5-481.00	N	N	Y

I-265 Programming Study

List of Planned Projects

Project Category	Roadway	Description	Project Phase	Cost	KYTC Project No.	In TIP?	2020 Model	2040 Model
Projects not in the study area, but in the vicinity of I-265 that will be in the 2020 or 2040 KIPDA models as their construction will affect I-265 traffic	KY 1819	Widen KY 1819 (Billtown Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I-265 to KY 1819 (Watterson Trail).	-	$21,632,000	-	N	N	Y
	KY 864	Reconstruct and widen KY 864 (Cedar Creek Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from Mount Washington Road to Cooper Chapel Road and reconstruct and widen KY 864 (Cooper Chapel Road) from 2 to 3 lanes from Cedar Creek Rd to Beulah Church Rd.	-	$4,653,135	-	N	N	Y
	I-64	Improvements within the I-64 corridor from the Kennedy Interchange to I-264 addressing safety and congestion issues. The improvements may include but are not limited to: consideration of alternative transportation modes, deployments of ITS technology, addition of auxiliary and/or travel lanes, interchange modifications, and installation of traffic safety devices, signs and lighting. None of the potential improvements will involve expansion of the Cochran Hill Tunnel.	-	$68,428,453	-	N	N	Y
	I-64	New interchange and connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road.	-	$32,898,294	5-8200.00	N	N	Y
	I-264	Reconstruct I-264 interchange at US 42 (Brownsboro Road).	-	$64,041,094	-	N	N	Y
	KY 22	Widen KY 22 from 2 to 5 lanes (5th lane will be a center turn lane) from just east of KY 1694 to Haunz Lane.	-	$12,808,257	-	N	N	Y
	KY 22	Widen KY 22 from 2 to 5 lanes (5th lane will be a center turn lane) from Haunz Lane to KY 329.	-	$14,409,290	-	N	N	Y
	KY 146	Widen KY 146 (LaGrange Road) from 2 to 5 lanes (5th lane will be a center turn lane) from Haunz Lane to KY 329.	-	$3,289,829	-	N	N	Y
	Urton Lane	Extend and widen Urton Lane form 2 to 3 lanes (3rd lane will be a center turn lane)	-	$50,432,515	-	N	N	Y

I-265 Programming Study

List of Planned Projects

Project Category	Roadway	Description	Project Phase	Cost	KYTC Project No.	In TIP?	2020 Model	2040 Model
Projects not in the study area, but in the vicinity of I-265 that will be in the 2020 or 2040 KIPDA models as their construction will affect I-265 traffic	US 60	Add 1 travel lane in each direction on US 60 (Shelbyville Road) from KY 2747 (Hurstbourne Parkway) to I-265.	-	$39,477,953	-	N	N	Y
	US 60	Add 1 lane in each direction of US 60 (Shelbyville Road) from I-264 to KY 1747 (Hurstbourne Parkway).	-	$24,333,058	-	N	N	Y
	KY 1447	Widen KY 2447 (Westport Road) from 2 to 5 lanes (5th lane will be a center turn lane) from Murphy Lane to Collins Lane.	-	$563,737	-	N	N	Y
	KY 155	Widen KY 155 (Taylorsville Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from I -265 to KY 148. Approximately 2.0 miles.	-	$8,005,161	-	N	N	Y
	I-71	New interchange and connector road from KY 1447 to US 42 with interchange on I-71 near Jefferson/Oldham County border.	-	$22,021,418	-	N	N	N
	I-71	Widening from I-64 to Oldham County line to improve congestion, reduce crashes and improve geometrics (MP 0.00 to MP 11.315).	-	$185,000,000	-	N	N	Y
	I-71	Reduce congestion by widening I-71 from the Jefferson County line to Henry County line (MP 11.315 to MP 24.727).	-	$205,000,000	-	N	N	Y
	I-71	Purpose of the project is to reconstruct the I-71 / KY 53 interchange. The current interchange operates at a low level of service and rail in the AM and PM peaks.	-	$35,000,000	-	N	N	Y

Appendix B:

GEOMETRIC FEATURES

I-265 Programming Study

Geometric Features

Route #	Section	Begin Milepoint	End Milepoint	Section Length (miles)	Functional Class	Facility Type	Lane Width (feet)	Shoulder Width (feet)	Median Type	Median Width (feet)	Posted Speed Limit (MPH)
I-265	1	10.250	11.729	1.479	Urban - Interstate	6 Lanes	12	10	7 (Depressed)	72	65
		I 65 Overpass	KY 61								
	2	11.729	13.540	1.811		4 Lanes					
		KY 61	Smyrna Road								
	3	13.540	15.172	1.632							
		Smyrna Road	KY 864								
	4	15.172	17.295	2.123							
		KY 864	US 31E								
	5	17.295	19.466	2.171							
		US 31E	KY 1819								
	6	19.466	23.101	3.635							
		KY 1819	KY 155								
	7	23.101	25.454	2.353				11		52	
		KY 155	I 64 Overpass								
	8	25.454	26.795	1.341							
		I 64 Overpass	US 60								
	9	26.795	28.776	1.981							
		US 60	KY 3084								
	10	28.776	30.420	1.644							
		KY 3084	KY 146								
	11	30.420	32.503	2.083							
		KY 146	KY 1447								
	12	32.503	34.026	1.523		6 Lanes					
		KY 1447	KY 22								
	13	34.026	34.727	0.701		4 Lanes					
		KY 22	I 71 Overpass								

I-265 Programming Study

Geometric Features

Route #	Section	Begin Milepoint	End Milepoint	Section Length (miles)	Posted Speed Limt
KY 841	1	7.402	10.250	2.848	65
I-265	1	10.250	34.727	24.477	65
		I 65 Overpass	I 71 Overpass		
KY 841	1	34.727	36.990	2.263	55
I-64	1	17.177	19.573	2.396	65
I-65	1	123.525	124.060	0.535	70
	2	124.060	126.746	2.686	65
I-71	1	7.490	9.970	2.480	65
	2	9.970	10.276	0.306	70
KY 22	1	3.446	3.582	0.136	35
KY 22	1	3.582	5.077	1.495	45
KY 61	1	1.151	2.180	1.029	50
KY 61	2	2.180	2.700	0.520	45
KY 146	1	6.714	7.805	1.091	45
KY 155	1	5.461	6.529	1.068	55
KY 864	1	2.902	3.365	0.463	35
KY 864	1	3.365	3.990	0.625	45
KY 864	1	3.990	4.044	0.054	35
KY 1447	1	6.136	7.456	1.320	45
KY 1819	1	4.697	5.784	1.087	35
KY 3084	1	0.600	1.920	1.320	35
Smyrna - CR 1004M	1	0.900	1.800	0.900	35
US 31E	1	4.413	4.450	0.037	55
US 31E	1	4.450	5.441	0.991	50
US 42	1	8.550	8.800	0.250	45
US 42	1	8.800	9.513	0.713	35
US 60	1	11.434	12.531	1.097	45

I-265 Programming Study

Geometric Features

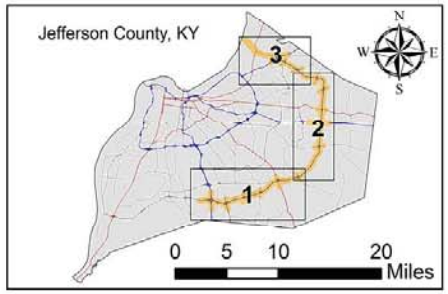
Route #	Section	Begin Milepoint	End Milepoint	Section Length (miles)	Truck Route Designation
KY 841	1	7.402	10.250	2.848	Yes
I-265	1	10.250	34.727	24.477	Yes
		I 65 Overpass	I 71 Overpass		
KY 841	1	34.727	36.990	2.263	Yes
I-64	1	17.177	19.573	2.396	Yes
I-65	1	123.525	126.746	3.221	Yes
I-71	1	7.490	10.276	2.786	Yes
KY 22	1	3.446	5.077	1.631	No
KY 61	1	1.151	2.700	1.549	No
KY 146	1	6.714	7.805	1.091	No
KY 155	1	5.461	6.529	1.068	Yes
KY 864	1	2.902	4.044	1.142	No
KY 1447	1	6.136	7.456	1.320	No
KY 1819	1	4.697	5.784	1.087	No
KY 3084	1	0.600	1.920	1.320	No
Smyrna - CR 1004M	1	0.900	1.800	0.900	No
US 31E	1	4.413	5.441	1.028	Yes
US 42	1	8.550	9.513	0.963	No
US 60	1	11.434	12.531	1.097	No

I-265 Programming Study

Bridge Sufficiency

Description	Bridge ID	Year Built	Length	Status
I-265 Bridge over Mud Creek	056B00321N	1981	30.2	Not deficient
I-265 Bridge over I-65 SB Ramp	056B00317L	1981	178	Not deficient
	056B00317R			
I-265 EB to I-65 NB Bridge over I-65 SB Ramp	056B00323N	1981	253	Not deficient
I-65 Bridge over South Park Road	056B00306N	1981	385	Not deficient
I-265 Bridge over I-65 Mainline	056B00318L	1981	350.1	Not deficient
	056B00318R			
I-265 EB Ramp to I-65 NB Ramp over I-65	056B00319N	1981	287.1	Not deficient
I-65 SB to I-265 EB Ramp over I-65	056B00320N	1981	281	Not deficient
I-65 Bridge over Mud Creek	056B00305N	1981	36.6	Not deficient
I-265 Bridge over I-265 WB to I-65 NB Ramp	056B00322R	1981	185	Functionally Obsolete
	056B00322L			
I-265 Bridge over Freedom Way	056B00324L	1981	82.8	Not deficient
	056B00324R			Functionally Obsolete
I-265 Bridge over KY 1450	056B00325L	1981	162.5	Not deficient
	056B00325R			
I-265 Bridge over Fishpool Creek	056B00329N	1981	44	Not deficient
KY 61 Flyover Ramp to I-265 WB	056B00327N	1981	871.5	Functionally Obsolete
KY 61 Bridge over I-265	056B00326N	1981	236.5	Not deficient
I-265 Bridge over Cinderella Lane	056B00368L	1986	146.9	Not deficient
	056B00368R			
Smyrna Parkway Bridge over I-265	056B00369N	1986	281.7	Not deficient
I-265 Bridge over Pennsylvania Run	056B00370N	1987	32.8	Not deficient
I-265 Bridge over Pennsylvania Run Road	056B00371N	1987	280	Not deficient
I-265 Bridge over Beulah Church Road	056B00372L	1987	151	Not deficient
	056B00372R			
Johnson School Road Bridge over I-265	056B00373N	1987	246.9	Not deficient
I-265 Bridge over Cedar Creek	056B00374N	1985	51	Not deficient
I-265 Bridge over US 31E	056B00375L	1987	174	Not deficient
	056B00375R			
Seatonville Road Bridge over I-265	056B00376N	1987	280.2	Not deficient
Billtown Road Bridge over I-265	056B00377N	1987	204.5	Not deficient

Description	Bridge ID	Year Built	Length	Status
I-265 Bridge over Chenoweth Run	056B00378L	1987	265.9	Not deficient
	056B00378R			
Old Heady Bridge over I-265	056B00379N	1987	557.5	Not deficient
I-265 Bridge over KY 155	056B00380L	1987	234.6	Not deficient
	056B00380R			
I-265 Bridge over NS Railroad Tracks	056B00089L	1969	158.5	Not deficient
	056B00089R			
Rehl Road Bridge over I-265	056B00086N	1969	184.5	Not deficient
I-265 Bridge over Pope Lick	056B00097N	1969	38.4	Not deficient
S Pope Lick Road Bridge over I-265	056B00093N	1969	275	Not deficient
I-265 Bridge over I-64	056B00090L	1961	274.9	Not deficient
	056B00090R			
I-265 Bridge over US 60	056B00334L	1984	204.5	Not deficient
	056B00334R			
I-265 Bridge over Chenoweth Run	056B00335N	1984	37	Not deficient
I-265 Bridge over Aiken Road	056B00336L	1984	190.8	Not deficient
	056B00336R			
I-265 Bridge over CSX Railroad Tracks	056B00337L	1984	236.7	Not deficient
	056B00337R			
I-265 Bridge over Avoca-Quarry Road	056B00338N	1984	27	Functionally Obsolete
Old Henry Road Bridge over I-265	056B00339N	1984	308.1	Not deficient
I-265 Bridge over LaGrange Road	056B00289L	1976	415.6	Not deficient
	056B00289R			
I-265 Bridge over I-265 SB Ramp to KY 1447	056B00288L	1976	171.5	Not deficient
	056B00288R			
I-265 SB Ramp to KY 1447 Bridge over KY 1447	056B00088N	1970	216.7	Not deficient
I-265 Bridge over KY 1447	056B00287L	1976	239.4	Not deficient
	056B00287R			Functionally Obsolete
I-265 Bridge over KY 22	056B00087L	1970	242.6	Not deficient
	056B00087R			
I-265 Bridge over I-71	056B00091L	1967	294.6	Not deficient
	056B00091R		289.7	
Springdale Road Bridge over I-71	056B00061N	1967	284.2	Not deficient



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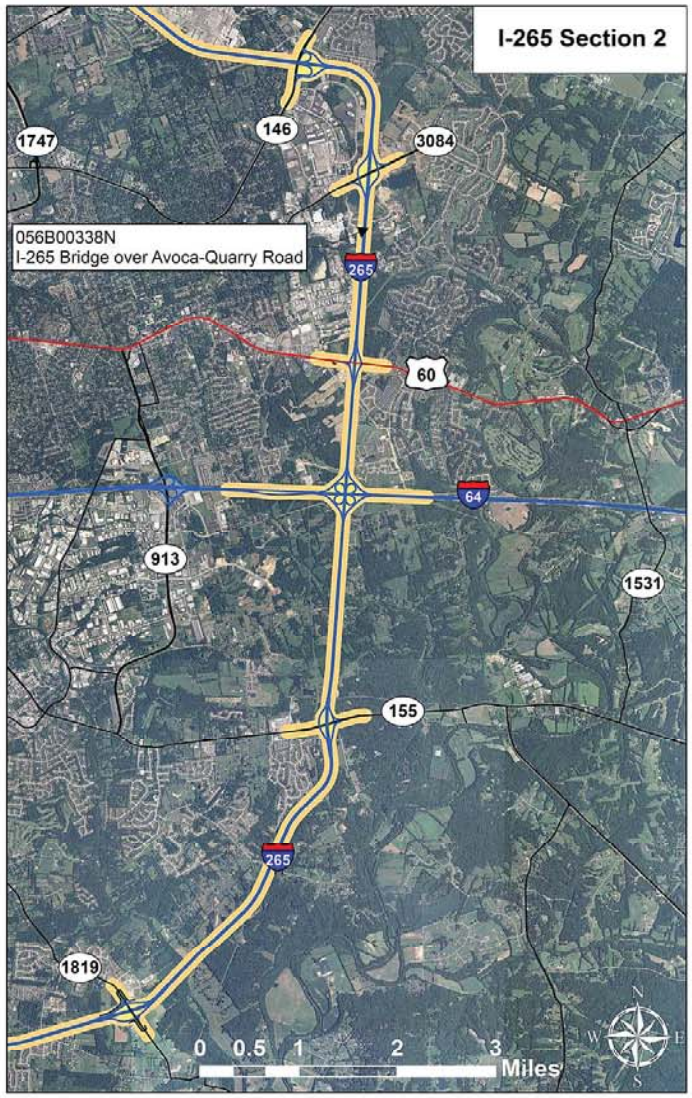
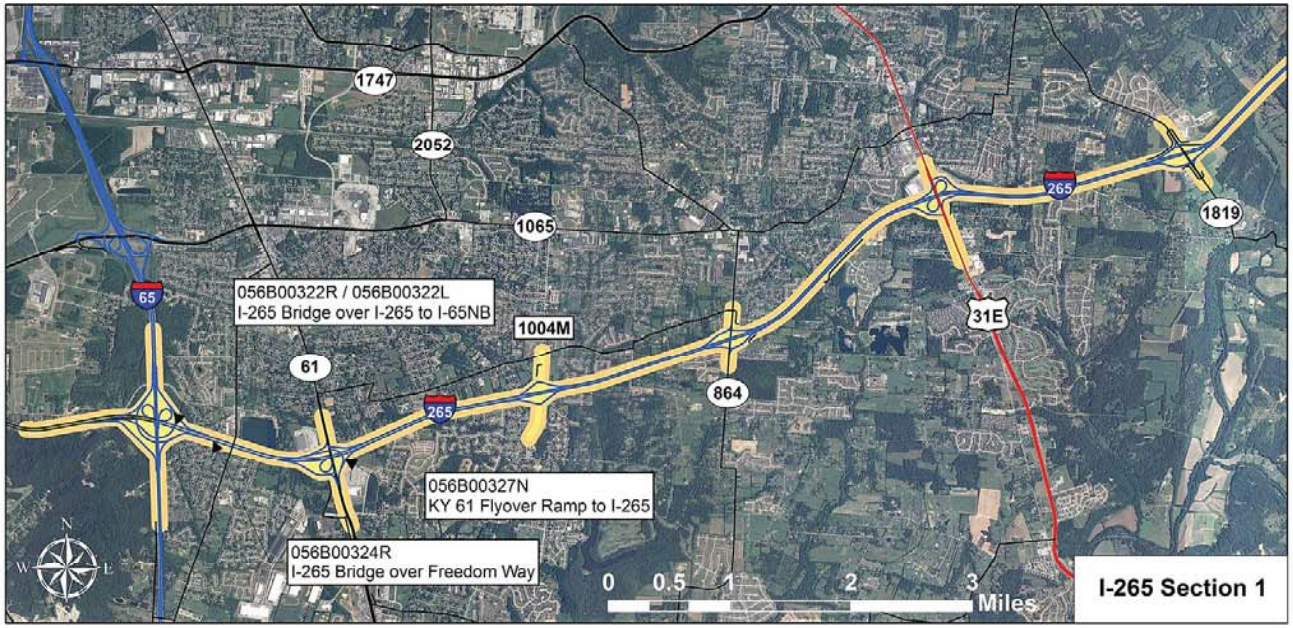
- US Route
- Study Area
- Bridge Identification # / Location Description
- Bridges Identified as Functionally Obsolete



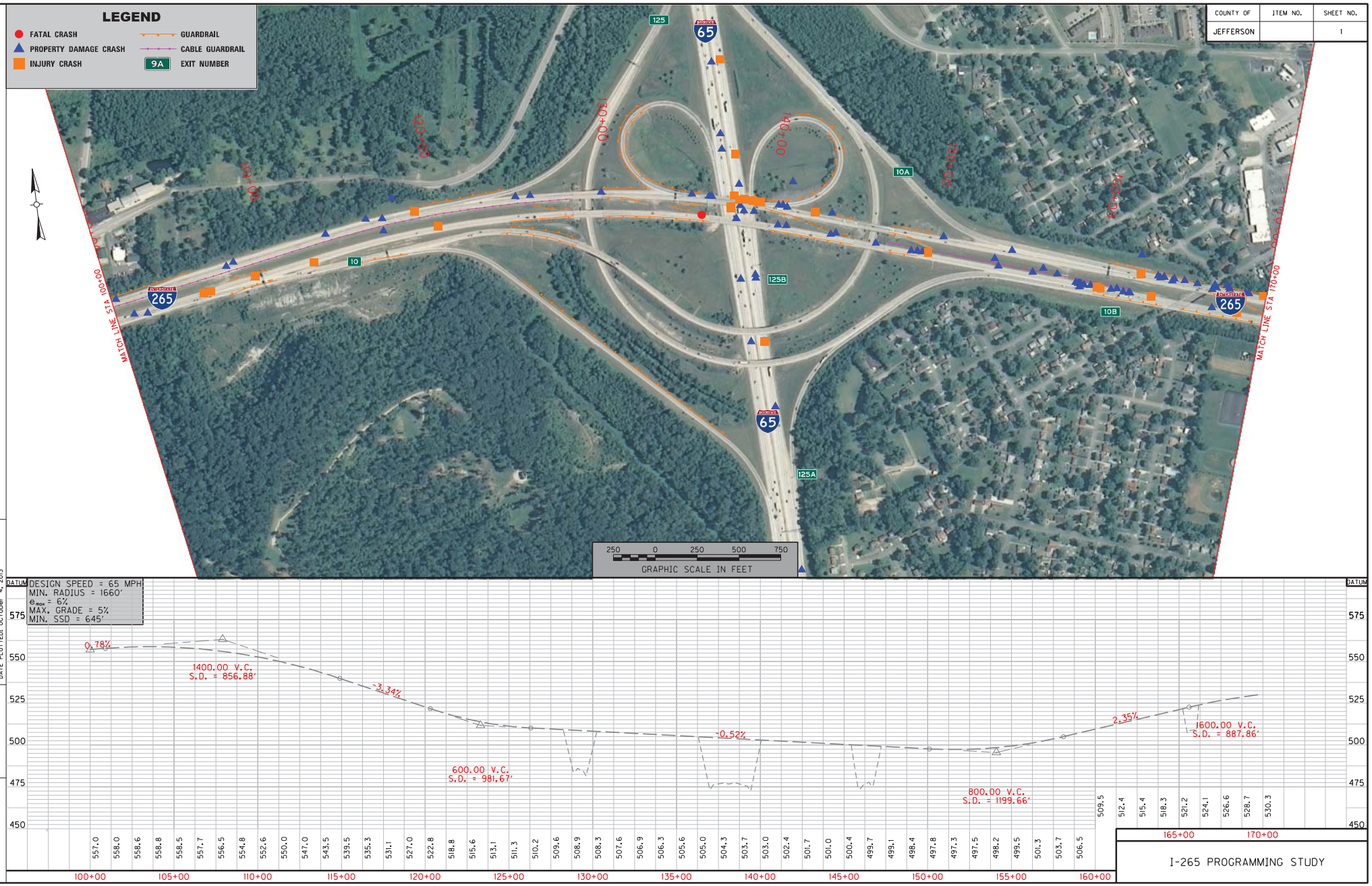


KENTUCKY TRANSPORTATION CABINET

I-265 Programming Study

Study Area
Structural Overview

PARSONS BRINCKERHOFF



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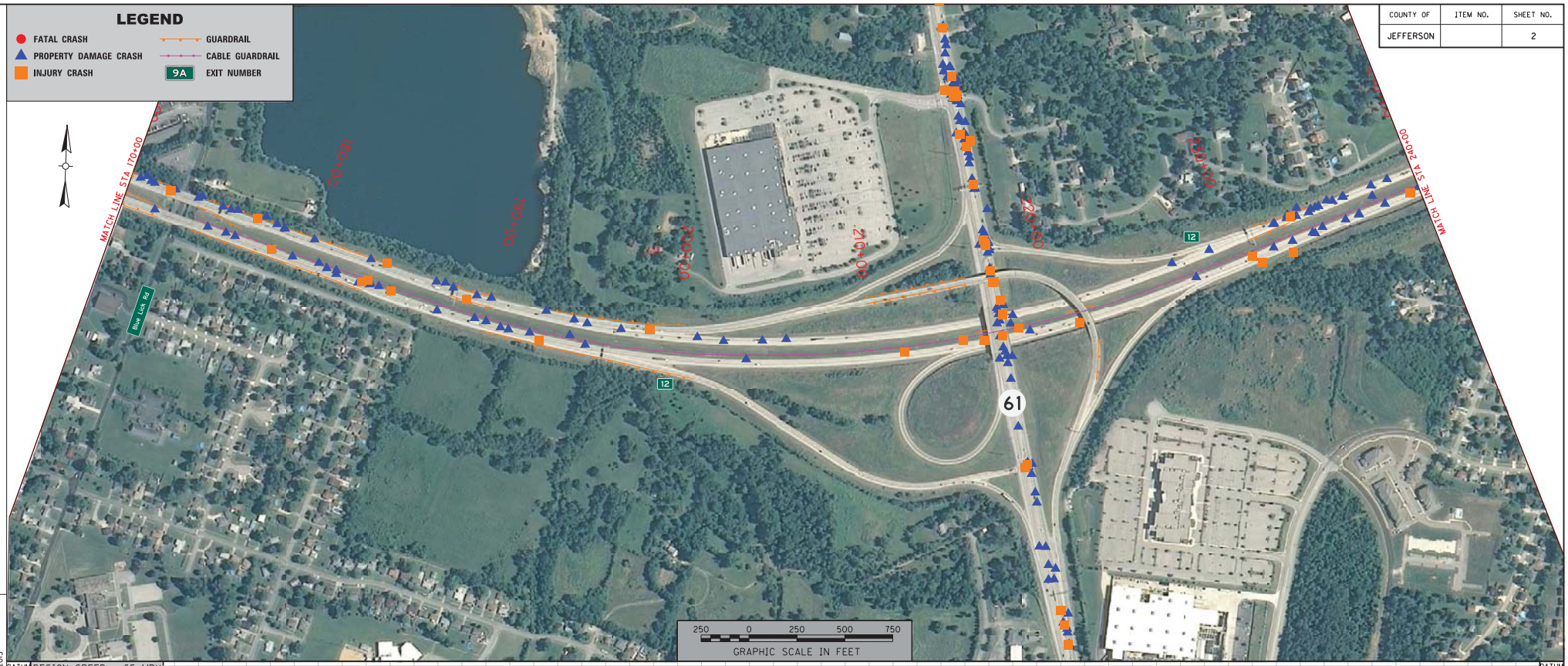

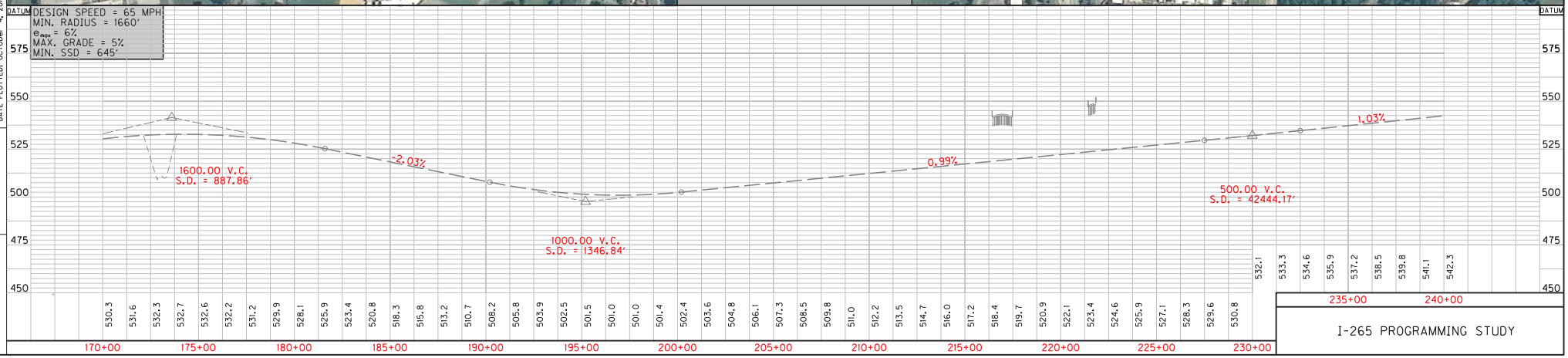

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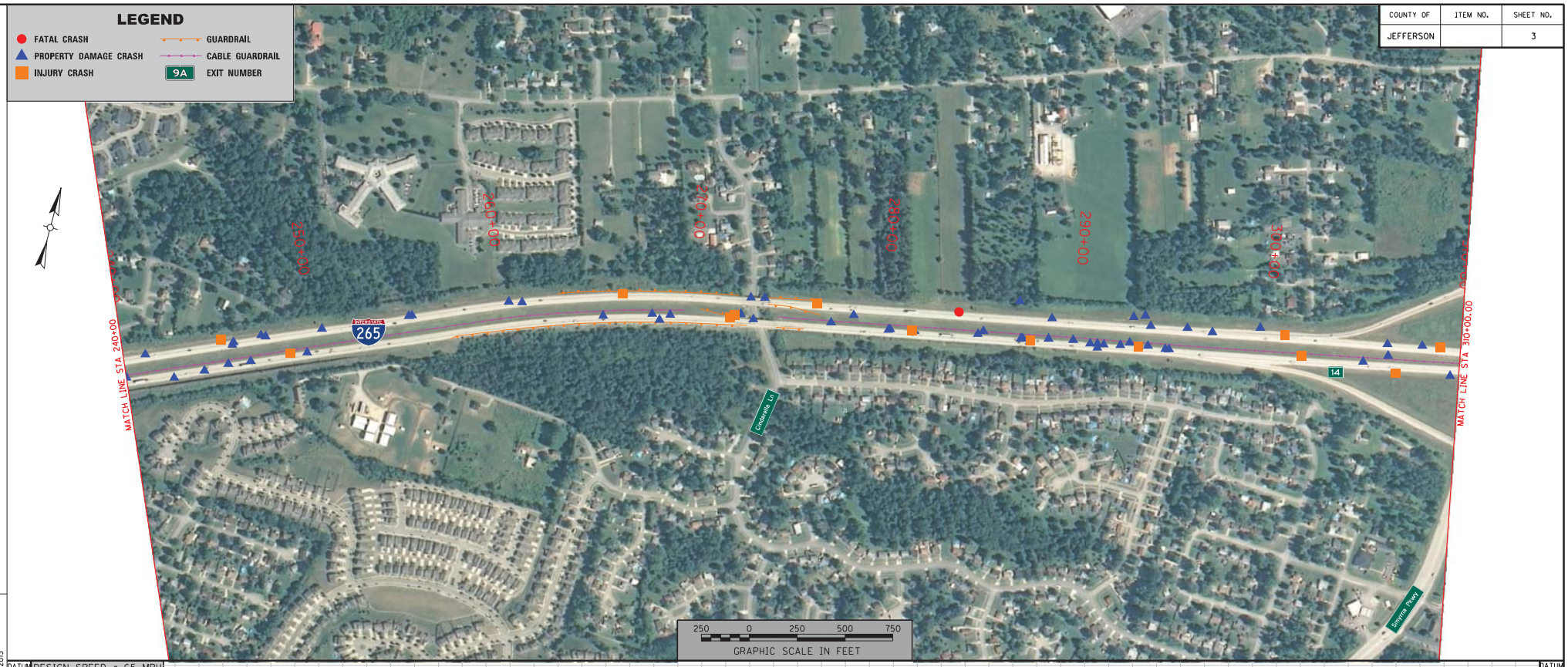

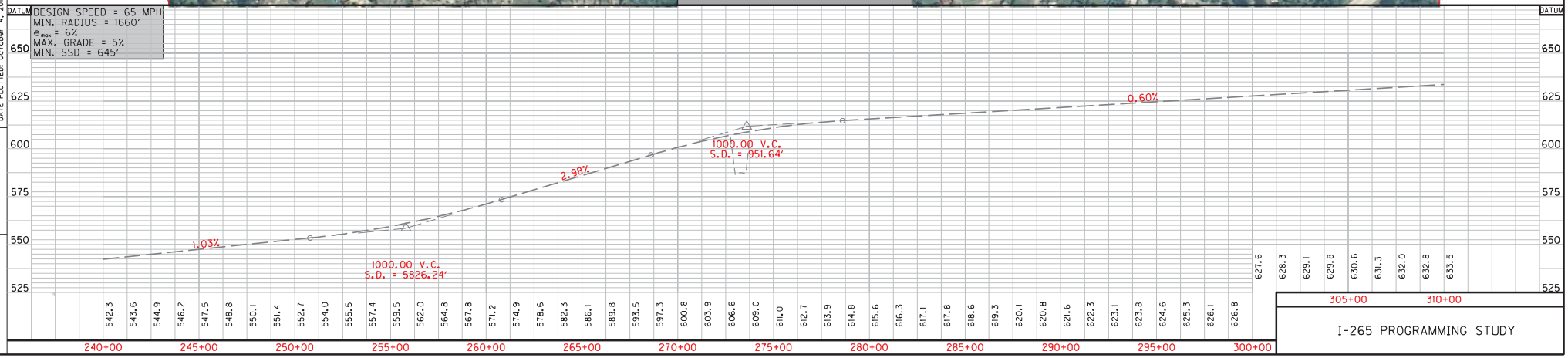

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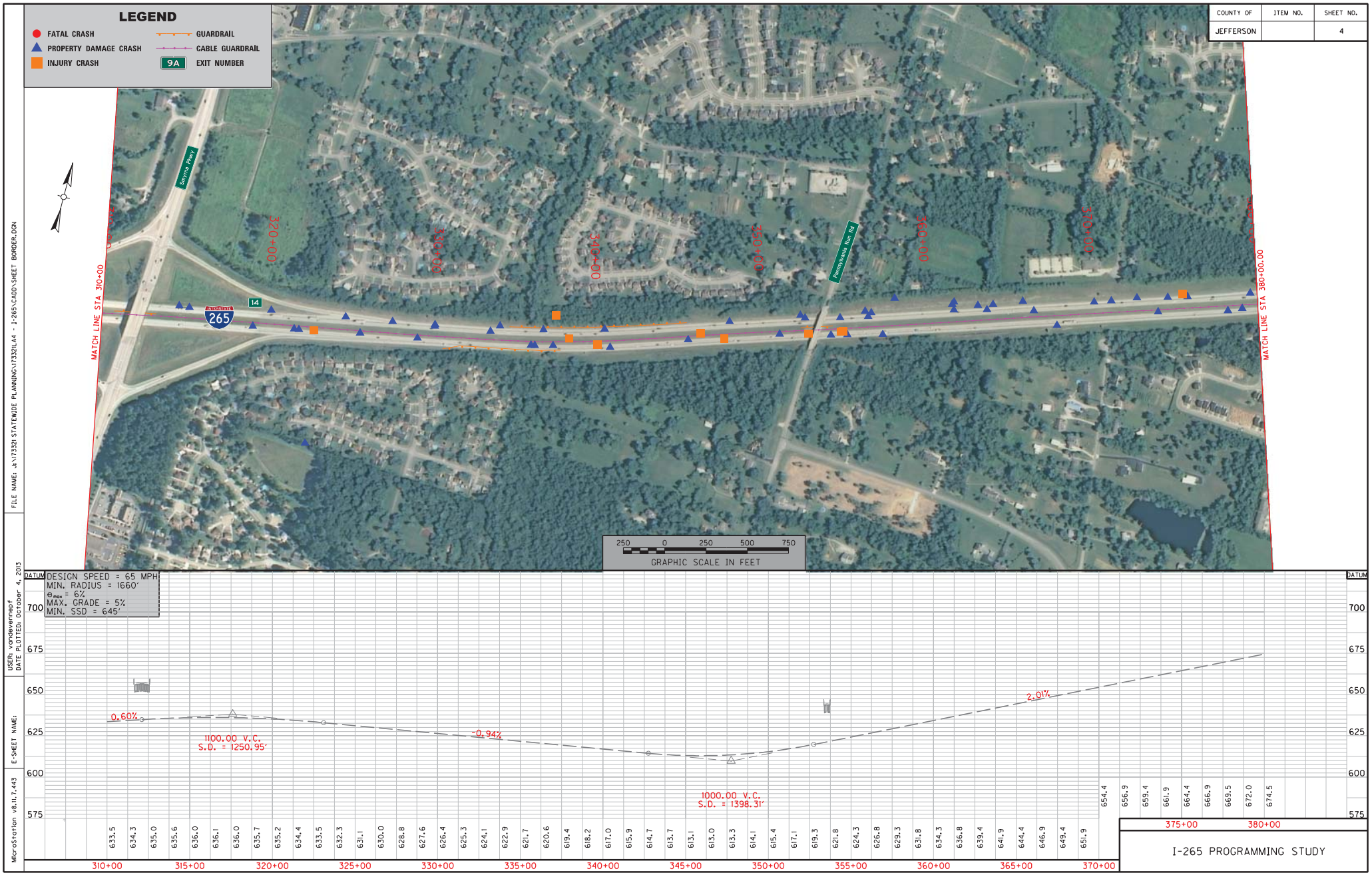
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FATAL CRASH
PROPERTY DAMAGE CRASH
INJURY CRASH
GUARDRAIL
CABLE GUARDRAIL
9A EXIT NUMBER
COUNTY OF JEFFERSON
ITEM NO.
SHEET NO. 4
MATCH LINE STA 310+00
MATCH LINE STA 380+00.00
Shiloh Pkwy
Pennyrile Rd
320+00
330+00
340+00
350+00
360+00
370+00
265
14
250 0 250 500 750
GRAPHIC SCALE IN FEET
DESIGN SPEED = 65 MPH
MIN. RADIUS = 1660'
e max = 6%
MAX. GRADE = 5%
MIN. SSD = 645'
DATUM
700
675
650
625
600
575
0.60%
1100.00 V.C.
S.D. = 1250.95'
-0.94%
1000.00 V.C.
S.D. = 1398.31'
2.01%
633.5 634.3 635.0 635.6 636.0 636.1 636.0 635.7 635.2 634.4 633.5 632.3 631.1 630.0 628.8 627.6 626.4 625.3 624.1 622.9 621.7 620.6 619.4 618.2 617.0 615.9 614.7 613.7 613.1 613.0 613.3 614.1 615.4 617.1 619.3 621.8 624.3 626.8 629.3 631.8 634.3 636.8 639.4 641.9 644.4 646.9 649.4 651.9 654.4 656.9 659.4 661.9 664.4 666.9 669.5 672.0 674.5
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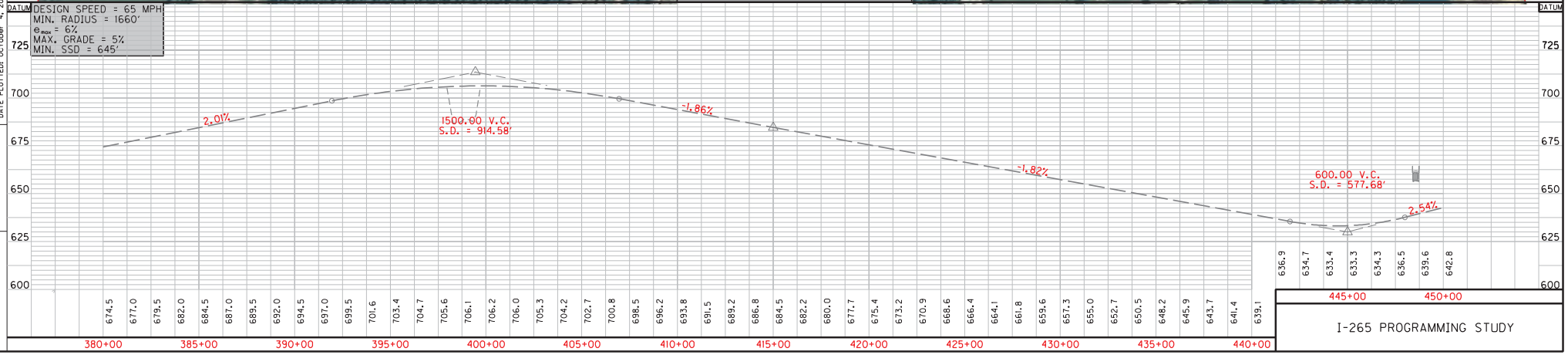

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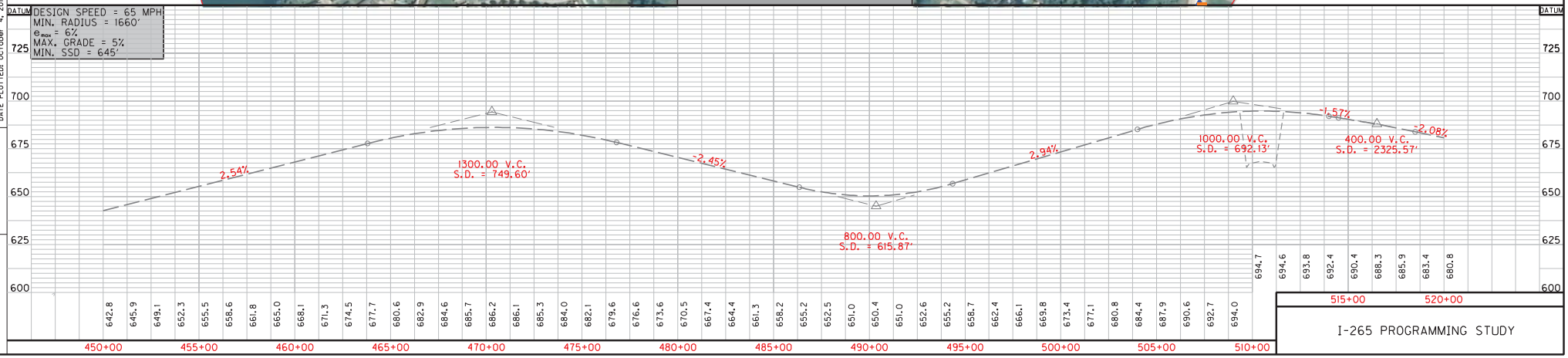

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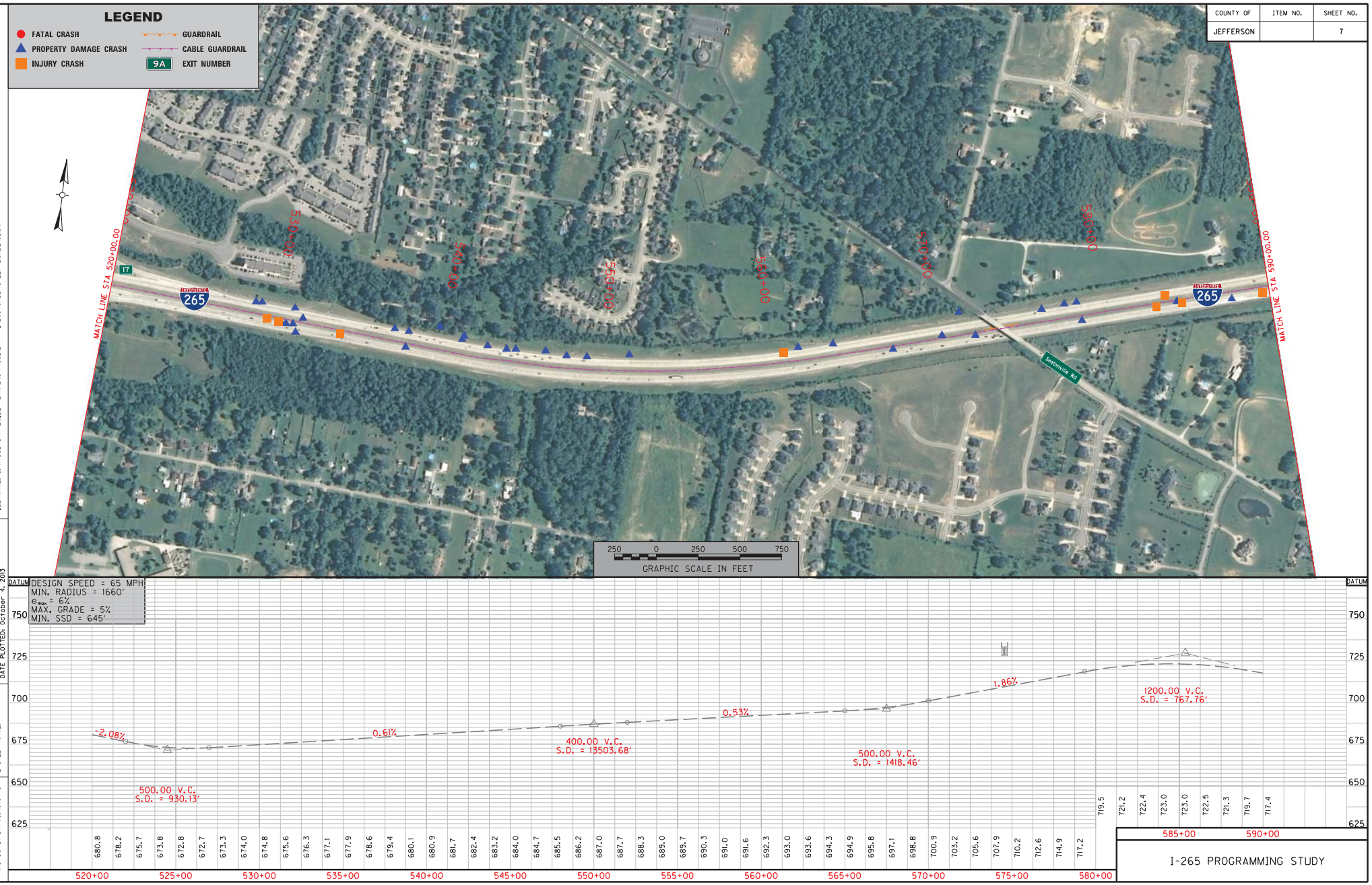
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PROPERTY DAMAGE CRASH
INJURY CRASH
GUARDRAIL
CABLE GUARDRAIL
9A EXIT NUMBER
COUNTY OF JEFFERSON
ITEM NO.
SHEET NO. 7
MATCH LINE STA 520+00.00
MATCH LINE STA 590+00.00
530+00
540+00
550+00
560+00
570+00
580+00
I-265
Seatonville Rd
250 0 250 500 750
GRAPHIC SCALE IN FEET
DESIGN SPEED = 65 MPH
MIN. RADIUS = 1660'
e max = 6%
MAX. GRADE = 5%
MIN. SSD = 645'
-2.08%
0.61%
0.53%
1.86%
500.00 V.C.
S.D. = 930.13'
400.00 V.C.
S.D. = 13503.68'
500.00 V.C.
S.D. = 1418.46'
1200.00 V.C.
S.D. = 767.76'
DATUM
750
725
700
675
650
625
680.8 678.2 675.7 673.8 672.8 672.7 673.3 674.0 674.8 675.6 676.3 677.1 677.9 678.6 679.4 680.1 680.9 681.7 682.4 683.2 684.0 684.7 685.5 686.2 687.0 687.7 688.3 689.0 689.7 690.3 691.0 691.6 692.3 693.0 693.6 694.3 694.9 695.8 697.1 698.8 700.9 703.2 705.6 707.9 710.2 712.6 714.9 717.2 719.5 721.2 722.4 723.0 723.0 722.5 721.3 719.7 717.4
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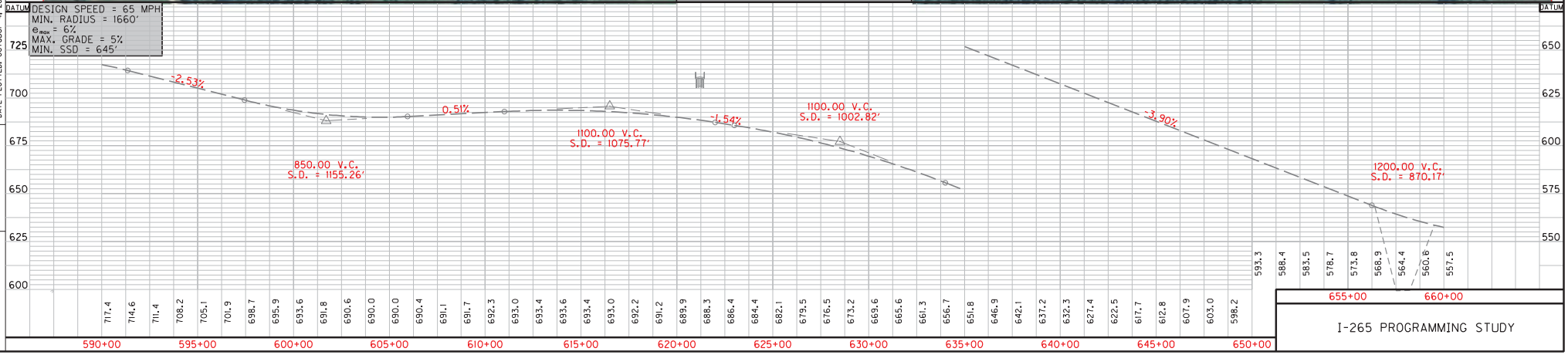
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		8

LEGEND

- FATAL CRASH
- PROPERTY DAMAGE CRASH
- INJURY CRASH
- GUARDRAIL
- CABLE GUARDRAIL
- 9A EXIT NUMBER

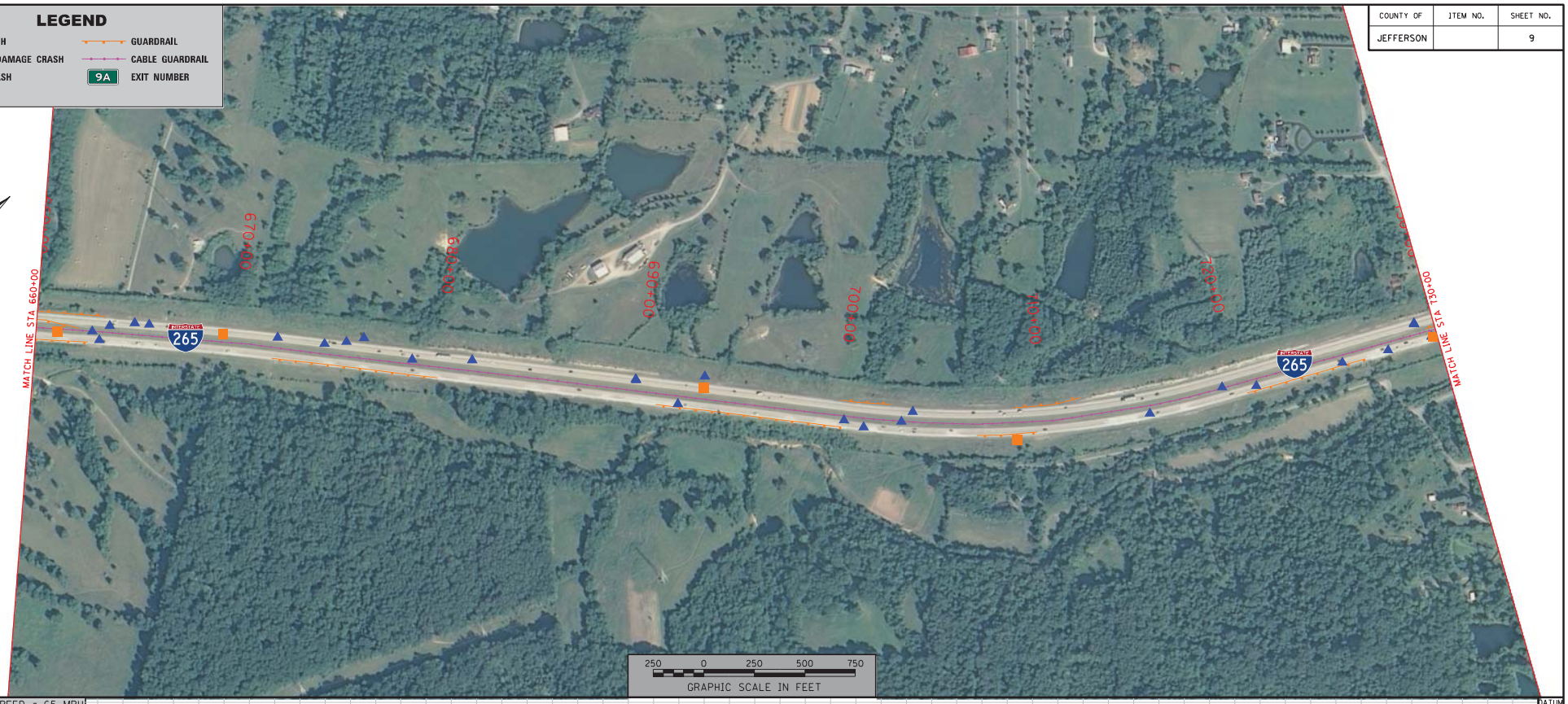


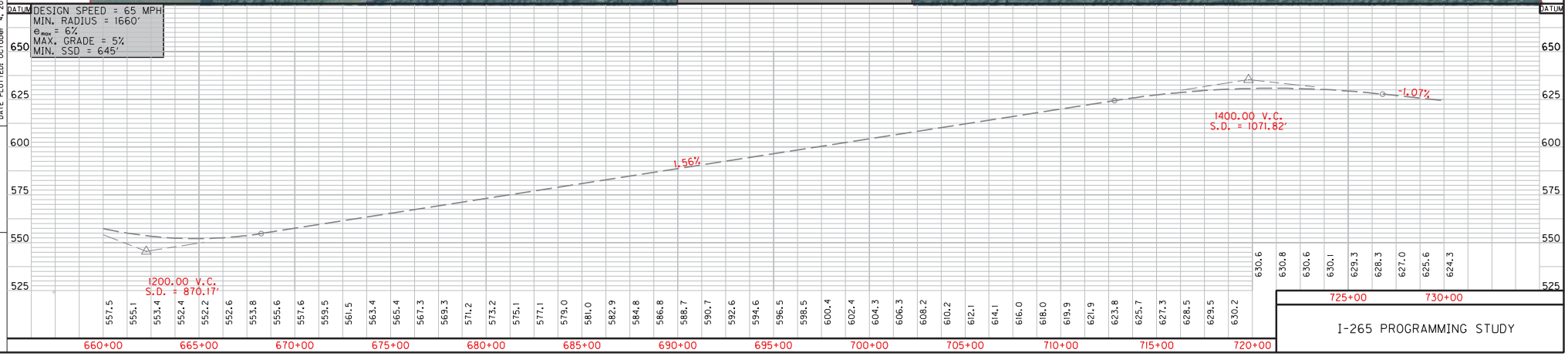
I-265 PROGRAMMING STUDY

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		9

LEGEND

- FATAL CRASH
- PROPERTY DAMAGE CRASH
- INJURY CRASH
- GUARDRAIL
- CABLE GUARDRAIL
- 9A EXIT NUMBER





I-265 PROGRAMMING STUDY

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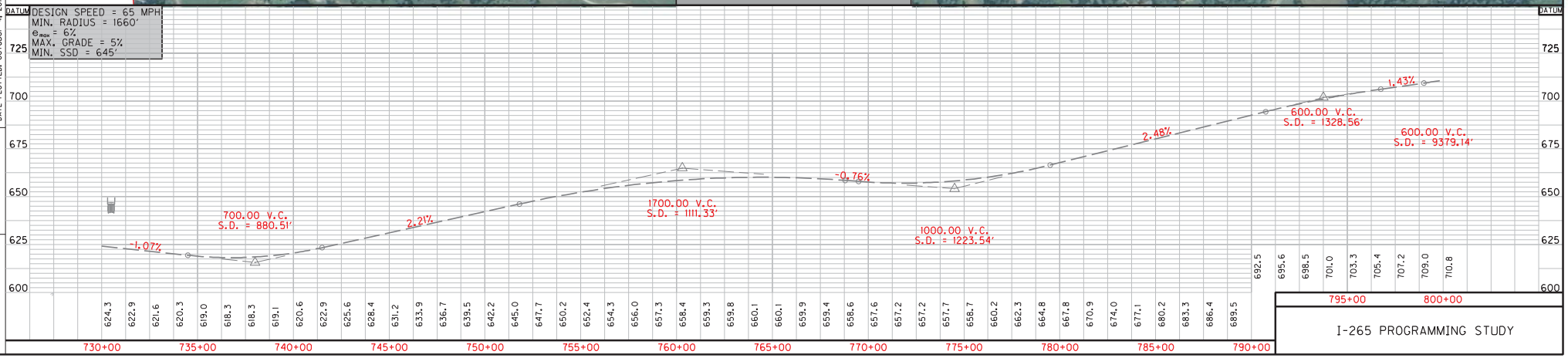
USER: vanderveenspf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		10

LEGEND

- FATAL CRASH
- PROPERTY DAMAGE CRASH
- INJURY CRASH
- GUARDRAIL
- CABLE GUARDRAIL
- 9A EXIT NUMBER



I-265 PROGRAMMING STUDY

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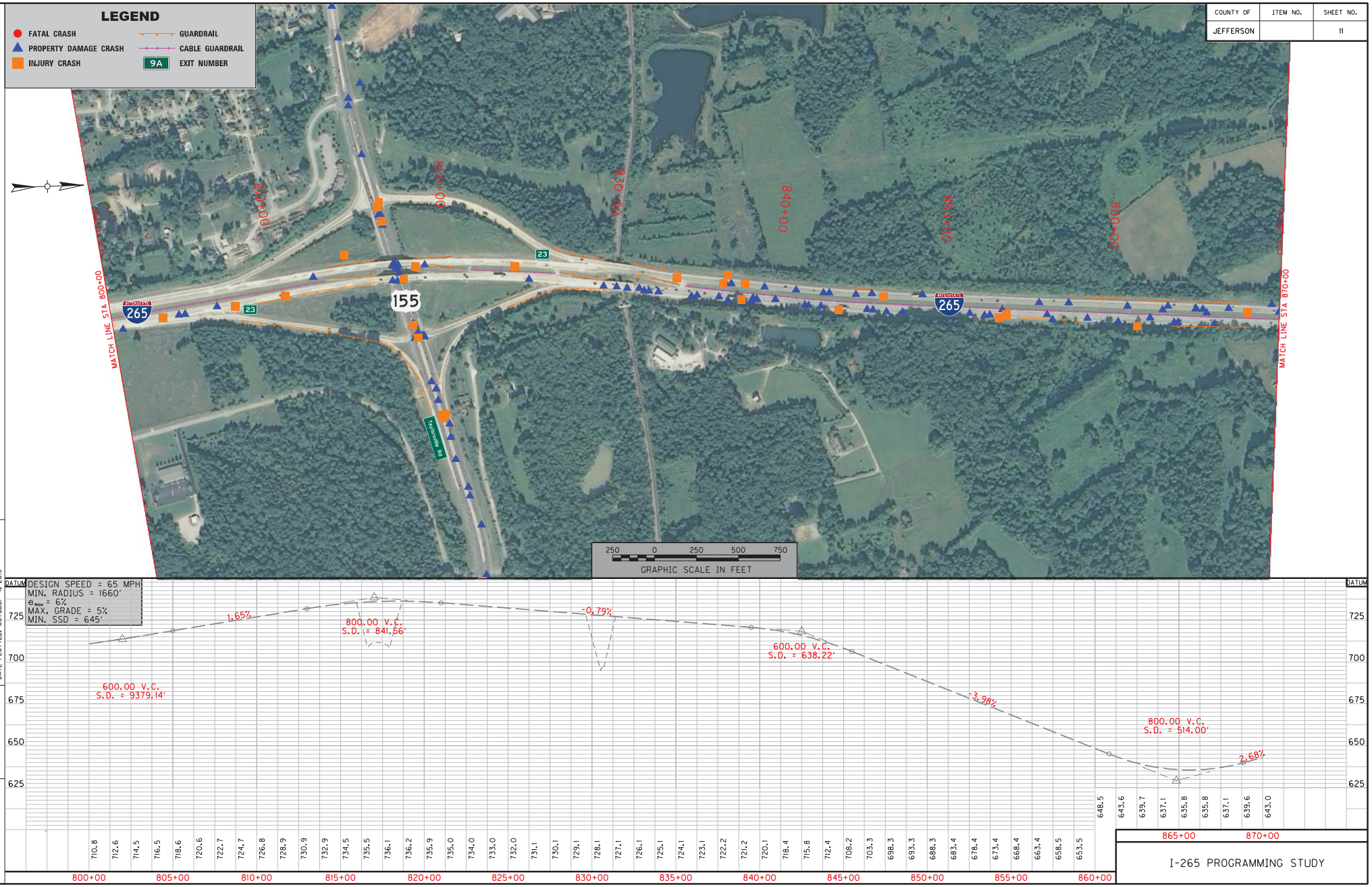
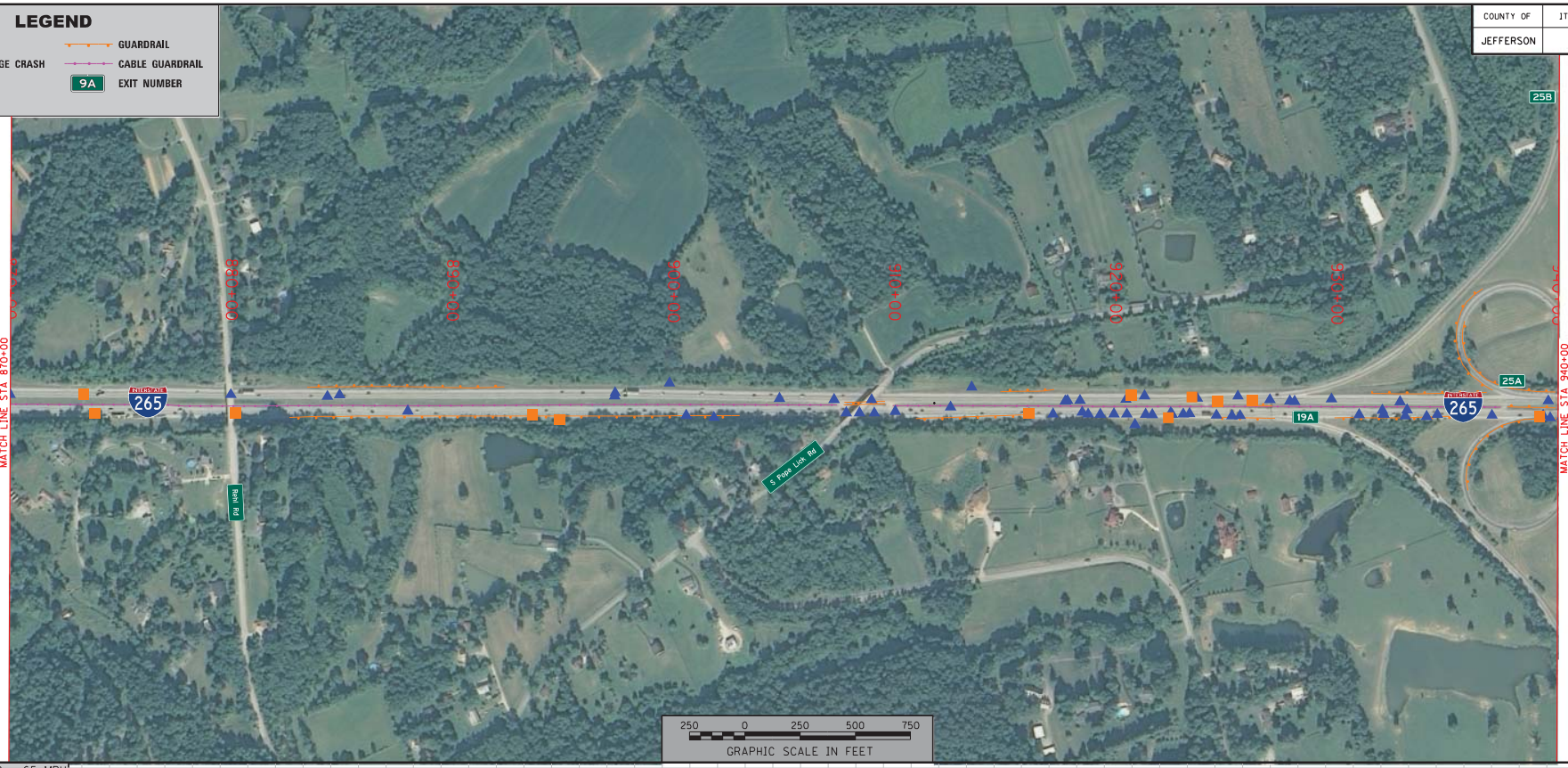
USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443


LEGEND
FATAL CRASH
PROPERTY DAMAGE CRASH
INJURY CRASH
GUARDRAIL
CABLE GUARDRAIL
9A EXIT NUMBER
COUNTY OF JEFFERSON
ITEM NO.
SHEET NO. 11
MATCH LINE STA 800+00
MATCH LINE STA 870+00
820+00
830+00
840+00
850+00
860+00
870+00
155
23
265
Taylorsville Rd
250 0 250 500 750
GRAPHIC SCALE IN FEET
DESIGN SPEED = 65 MPH
MIN. RADIUS = 1660'
e max = 6%
MAX. GRADE = 5%
MIN. SSD = 645'
1.65%
800.00 V.C.
S.D. = 841.56'
-0.79%
600.00 V.C.
S.D. = 638.22'
-3.98%
800.00 V.C.
S.D. = 514.00'
2.68%
600.00 V.C.
S.D. = 9379.14'
DATUM
725
700
675
650
625
710.8 712.6 714.5 716.5 718.6 720.6 722.7 724.7 726.8 728.9 730.9 732.9 734.5 735.5 736.1 736.2 735.9 735.0 734.0 733.0 732.0 731.1 730.1 729.1 728.1 727.1 726.1 725.1 724.1 723.1 722.2 721.2 720.1 718.4 715.8 712.4 708.2 703.3 698.3 693.3 688.3 683.4 678.4 673.4 668.4 663.4 658.5 653.5
648.5 643.6 639.7 637.1 635.8 635.8 637.1 639.6 643.0
800+00 805+00 810+00 815+00 820+00 825+00 830+00 835+00 840+00 845+00 850+00 855+00 860+00
865+00 870+00
I-265 PROGRAMMING STUDY
FILE NAME: d:\173321 STATEWIDE PLANNING\173321LA4 - I-265\CADD\SHEET BORDER.DGN
USER: vanderveenscf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		12

LEGEND

- FATAL CRASH
- PROPERTY DAMAGE CRASH
- INJURY CRASH
- GUARDRAIL
- CABLE GUARDRAIL
- 9A EXIT NUMBER



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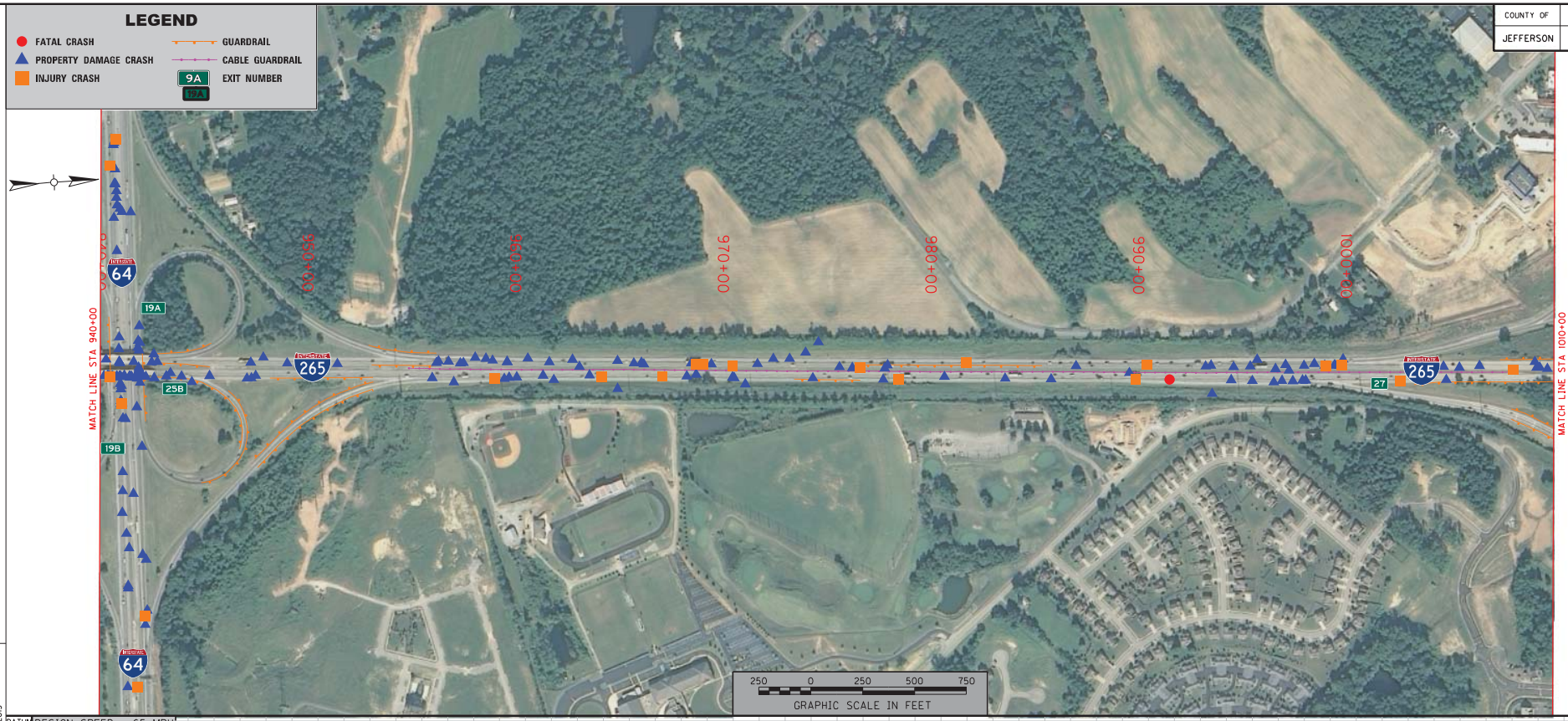
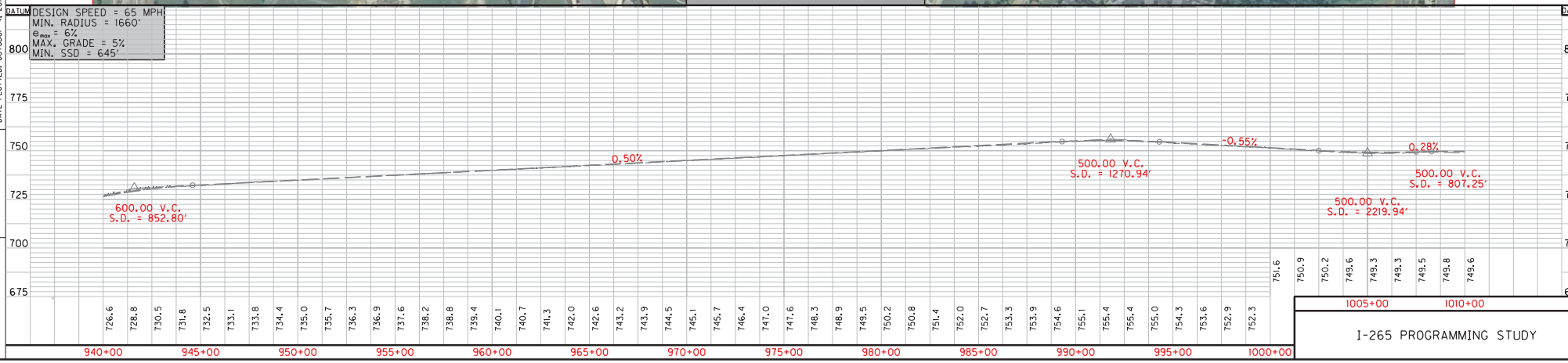
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		13

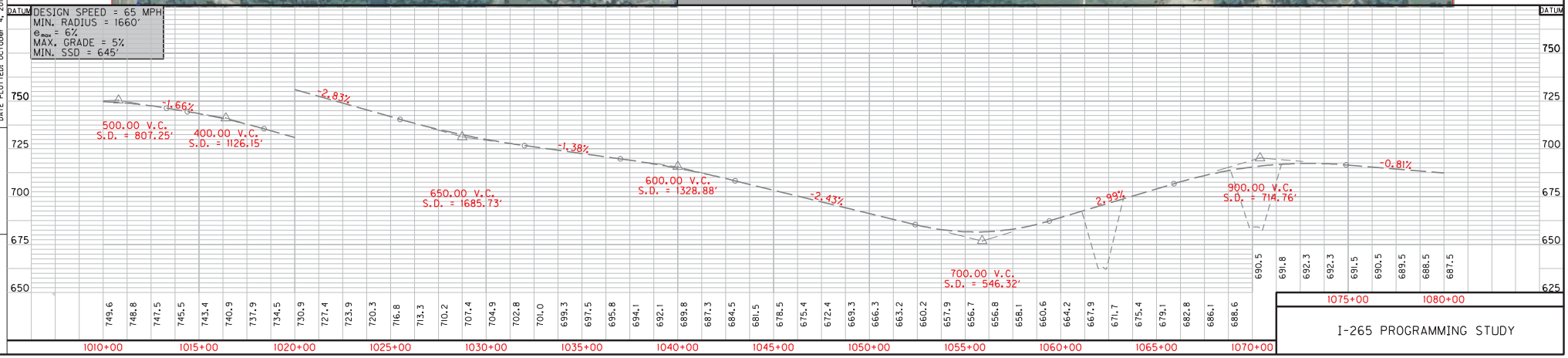




I-265 PROGRAMMING STUDY

FILE NAME: d:\173321 STATEWIDE PLANNING\173321LA4 - I-265\CADD\SHEET BORDER.DGN
USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		14



I-265 PROGRAMMING STUDY

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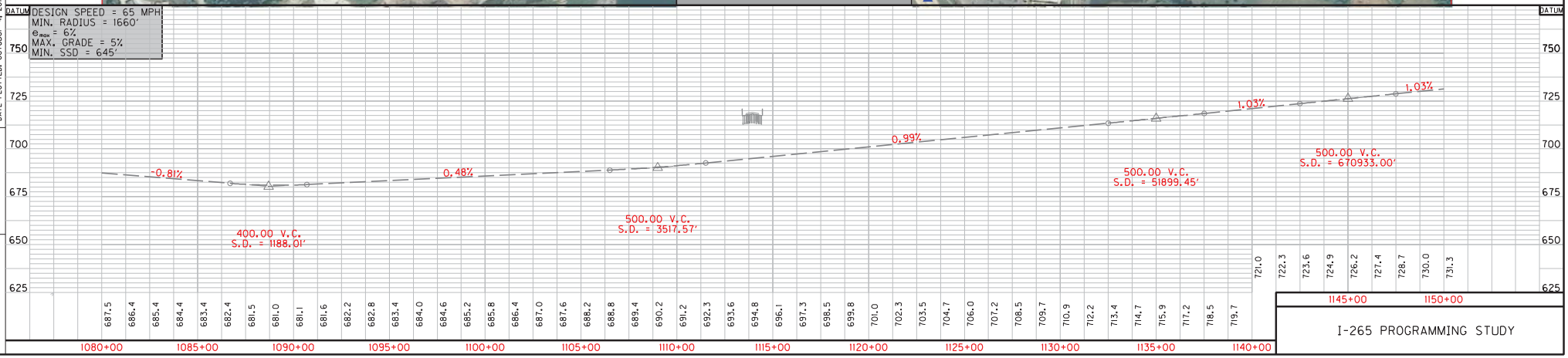
USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		15

LEGEND

- FATAL CRASH
- PROPERTY DAMAGE CRASH
- INJURY CRASH
- GUARDRAIL
- CABLE GUARDRAIL
- 9A EXIT NUMBER



I-265 PROGRAMMING STUDY

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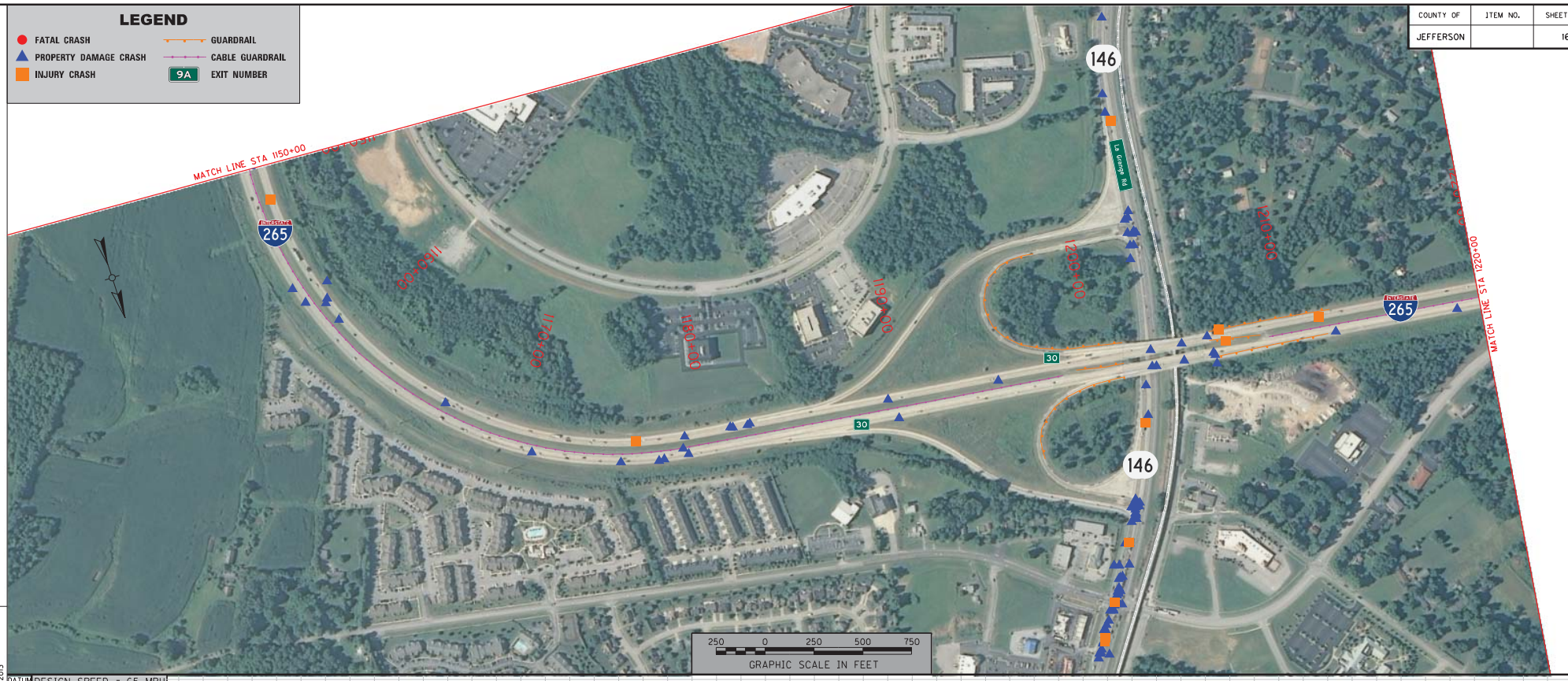
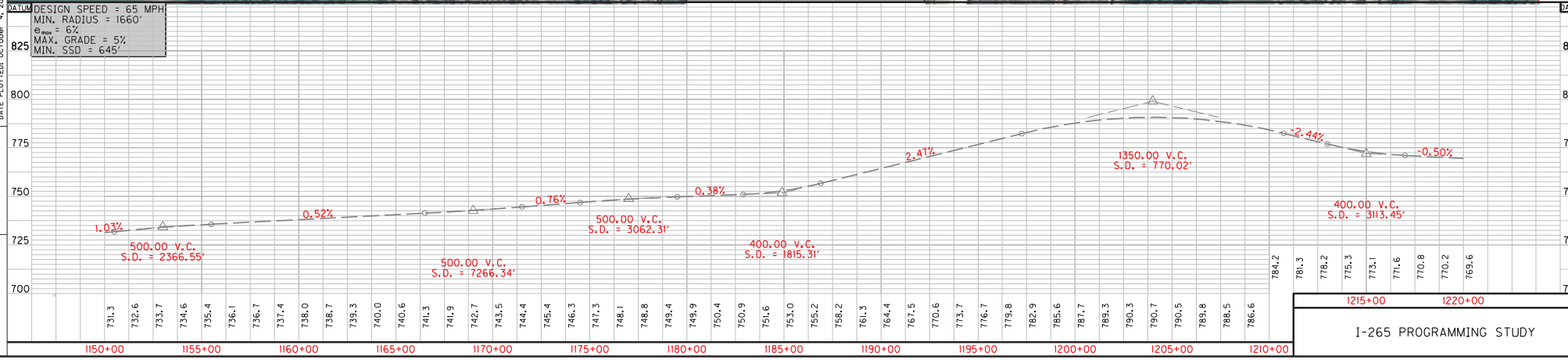
USER= vanderveenpf
DATE PLOTTED= October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		16





I-265 PROGRAMMING STUDY

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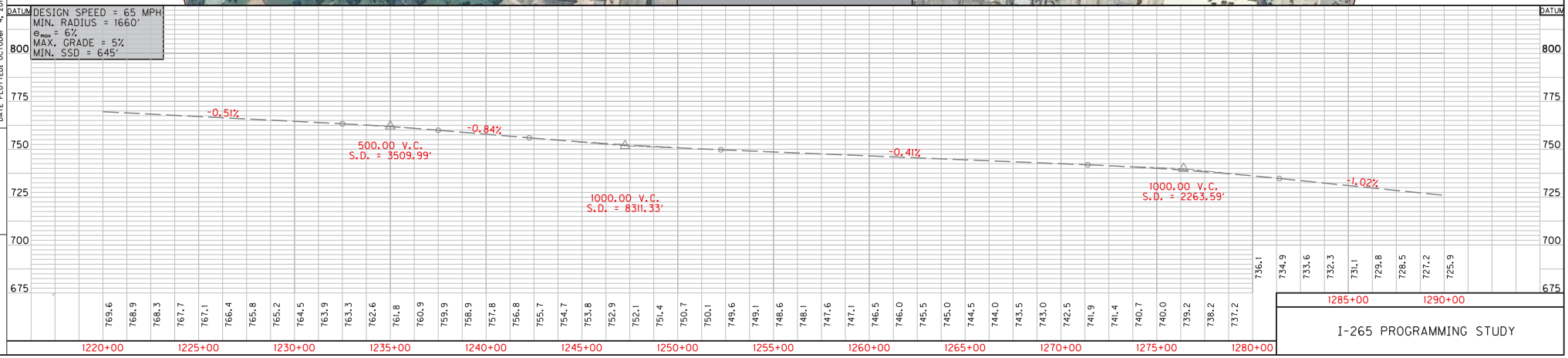
USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		17

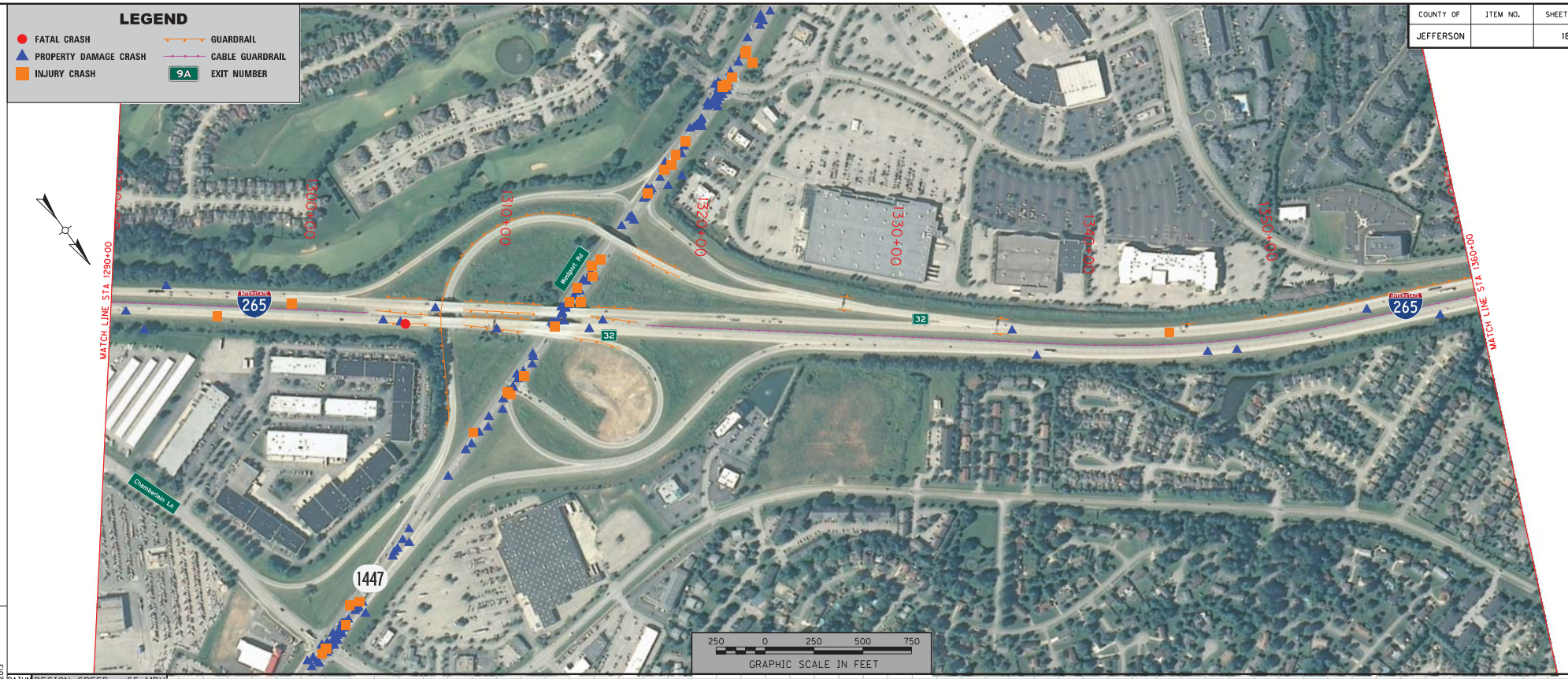
LEGEND

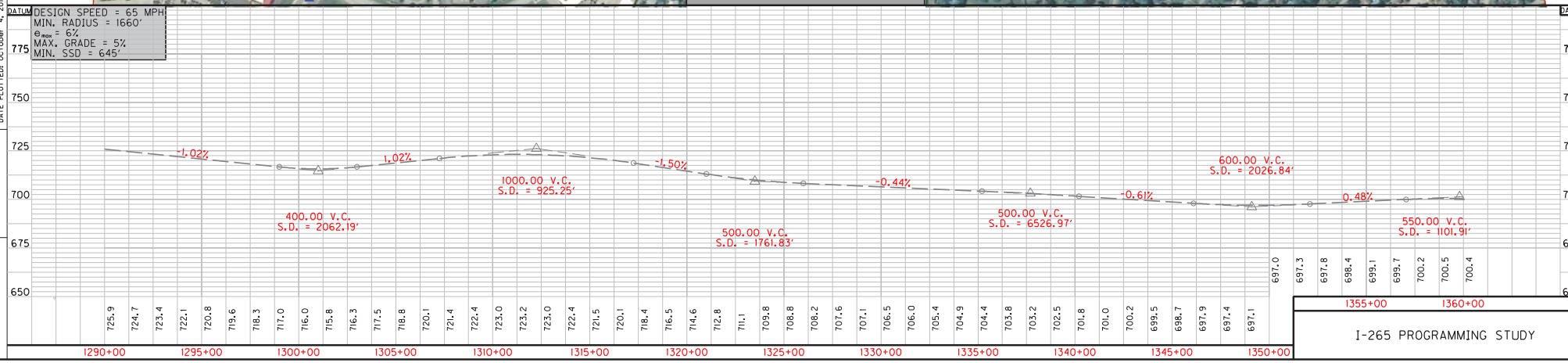
- FATAL CRASH
- PROPERTY DAMAGE CRASH
- INJURY CRASH
- GUARDRAIL
- CABLE GUARDRAIL
- 9A EXIT NUMBER



I-265 PROGRAMMING STUDY

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		18





I-265 PROGRAMMING STUDY

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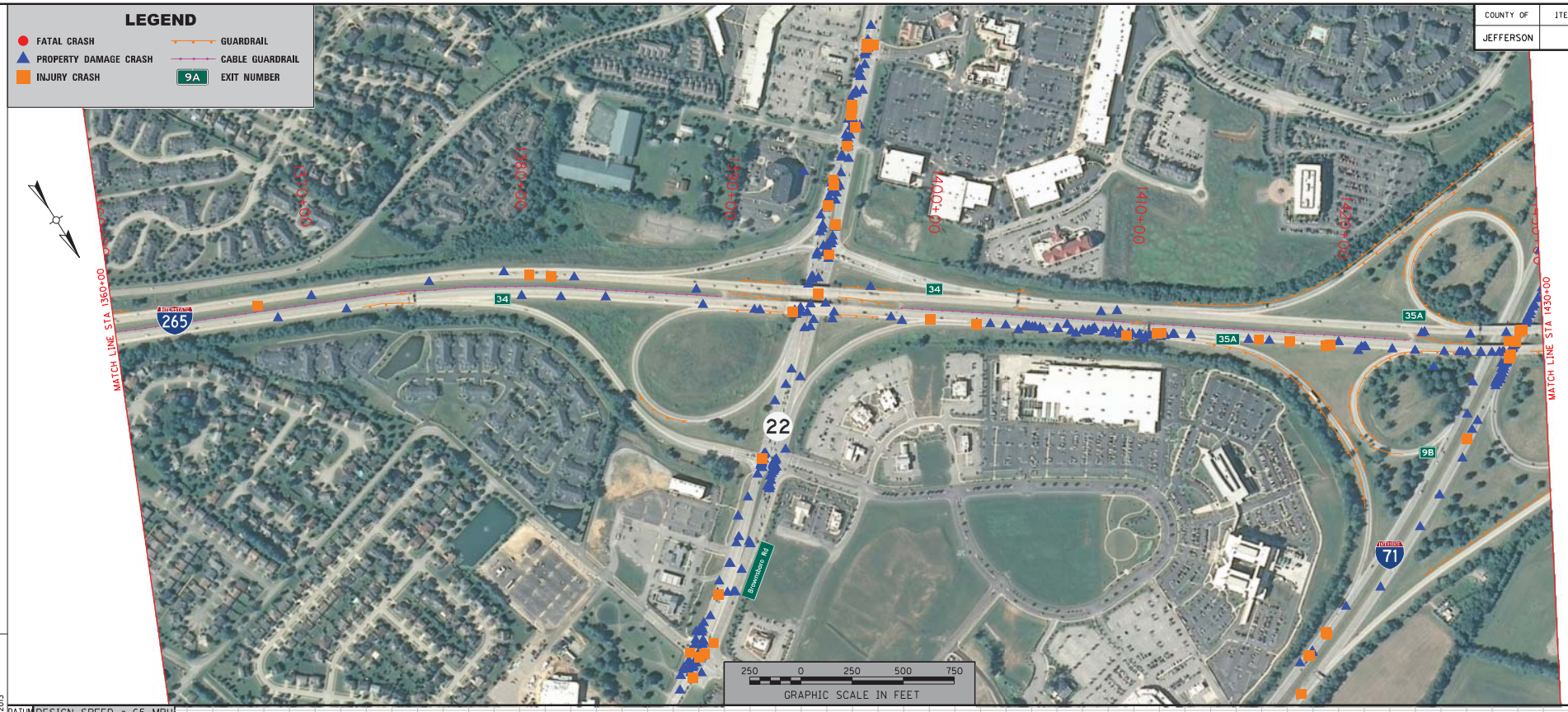
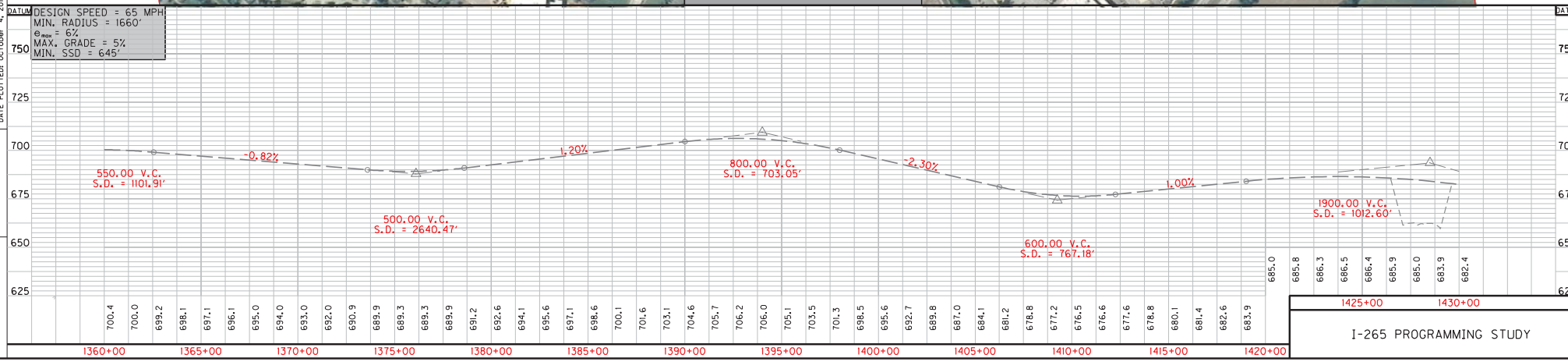
USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		19





I-265 PROGRAMMING STUDY

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DATE PLOTTED: October 4, 2013
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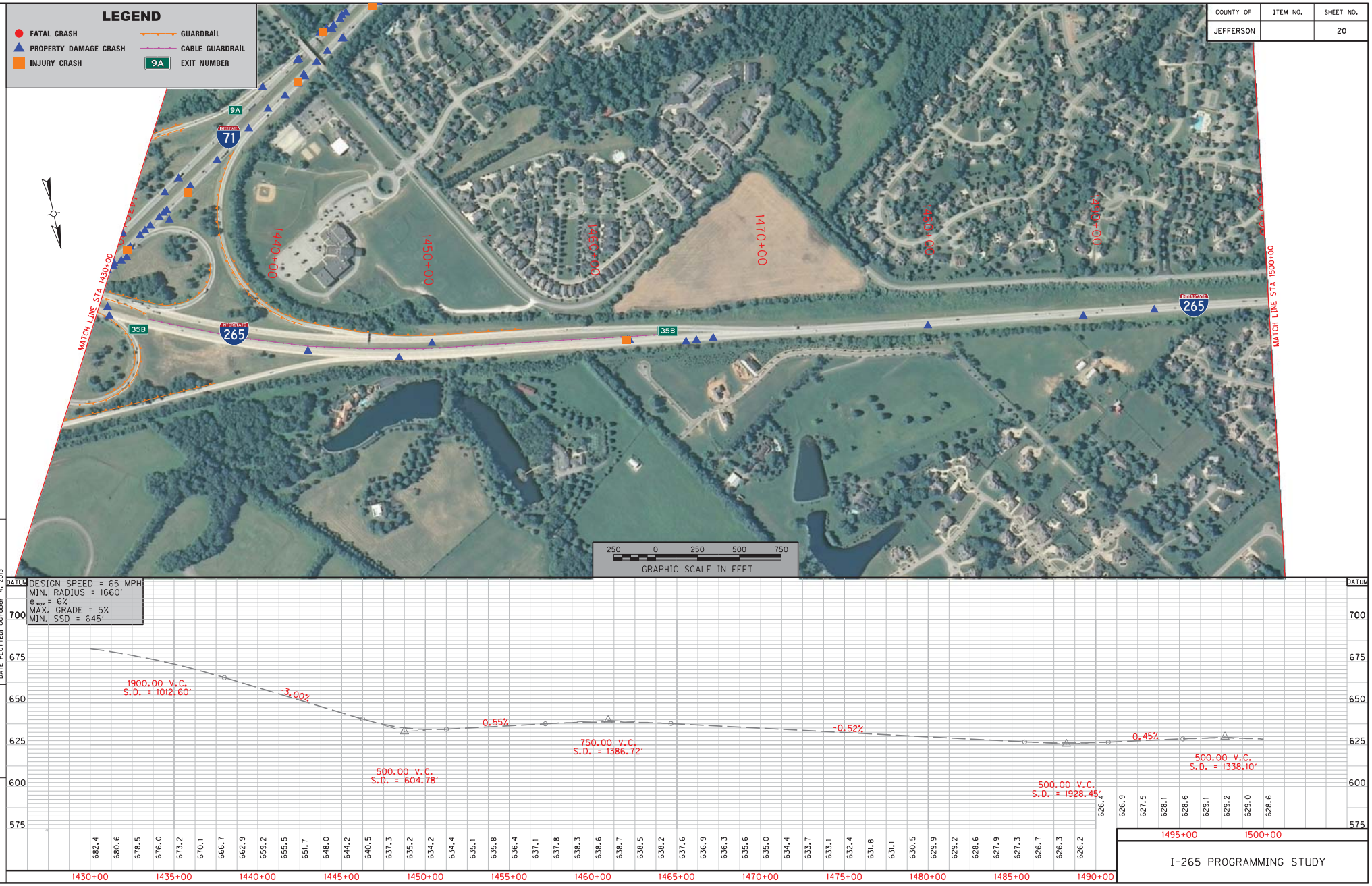
MicroStation v8.11.7.443



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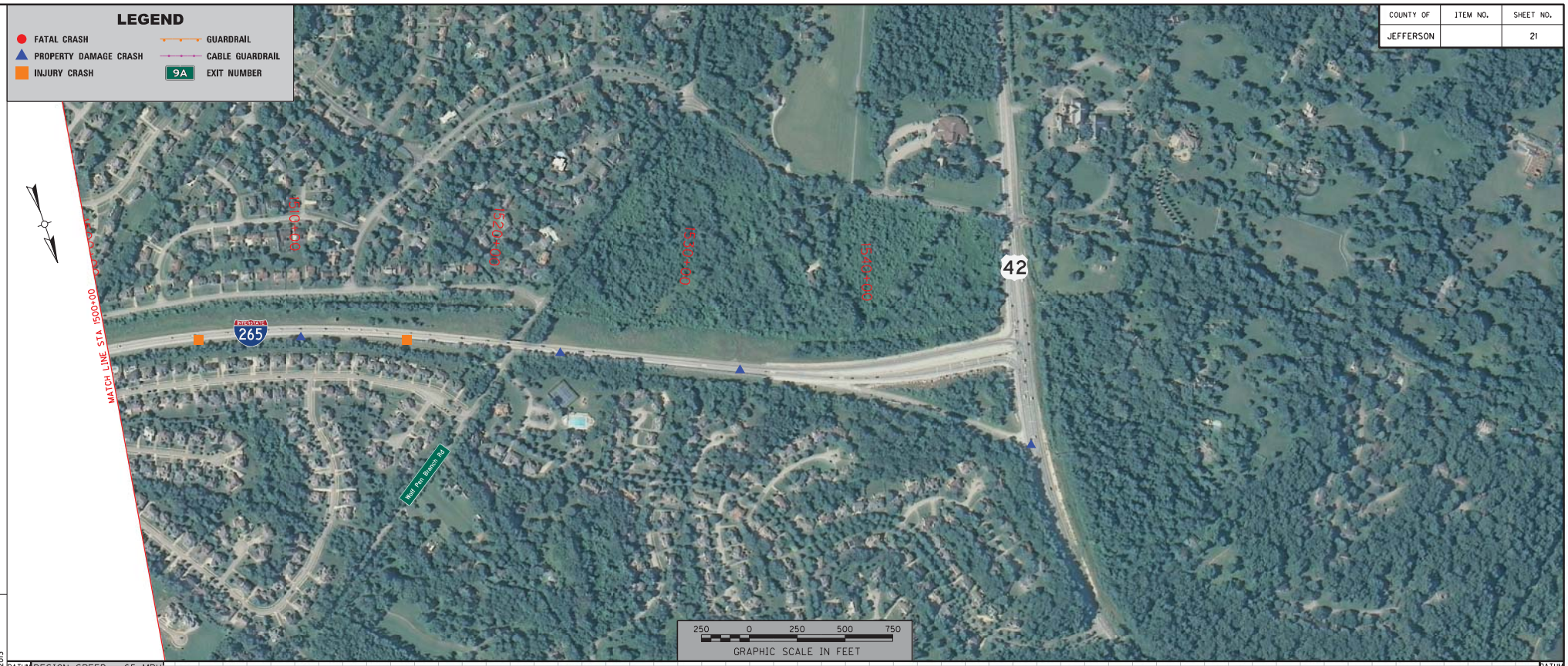
USER: vanderveenspf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		21

LEGEND

- FATAL CRASH
- PROPERTY DAMAGE CRASH
- INJURY CRASH
- GUARDRAIL
- CABLE GUARDRAIL
- 9A EXIT NUMBER



I-265 PROGRAMMING STUDY

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USER: vanderveenscf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

Appendix C:

CRASH RATE ANALYSIS

I-265 Programming Study

Crash Rate Analysis for 2010 - 2012 (Interstate Segments)

Route	Section	Begin Milepoint	End Milepoint	Total Crashes	Average Daily Traffic	Section Length (miles)	Exposure "M" (100 or 1 MVM)	Statewide Average Crash Rate (FC based on Table A-1)	Section Crash Rate	Statewide Critical Crash Rate (Appendix D or E)	Critical Crash Rate Factor
KY 841	1	7.40	10.25	108	57,500	2.848	1.793	112	60	282.85	0.21
I-265	1	10.25 I 65 Overpass	11.73 KY 61	145	83,000	1.479	1.344	101	108	116.83	0.92
	2	11.73 KY 61	13.54 Smyrna Road	117	68,300	1.811	1.354	101	86	116.53	0.74
	3	13.54 Smyrna Road	15.17 KY 864	81	68,200	1.632	1.219	101	66	117.82	0.56
	4	15.17 KY 864	17.30 US 31E	92	64,600	2.123	1.502	101	61	115.29	0.53
	5	17.30 US 31E	19.47 KY 1819	87	57,500	2.171	1.367	101	64	116.14	0.55
	6	19.47 KY 1819	23.10 KY 155	103	56,200	3.635	2.237	101	46	113.28	0.41
	7	23.10 KY 155	25.45 I 64 Overpass	148	59,100	2.353	1.523	101	97	115.46	0.84
	8	25.45 I 64 Overpass	26.80 US 60	123	73,400	1.341	1.078	101	114	119.05	0.96
	9	26.80 US 60	28.78 KY 3084	75	62,000	1.981	1.345	101	56	115.95	0.48
	10	28.78 KY 3084	30.42 KY 146	44	56,300	1.644	1.014	101	43	121.21	0.36
	11	30.42 KY 146	32.50 KY 1447	45	50,600	2.083	1.154	101	39	117.69	0.33
	12	32.50 KY 1447	34.03 KY 22	24	55,100	1.523	0.919	101	26	120.80	0.22
	13	34.03 KY 22	34.73 I 71 Overpass	95	69,200	0.701	0.531	101	179	128.14	1.40
KY 841	2	34.73	35.42	8	18,700	0.688	0.141	112	57	348.77	0.16
	3	35.42	37.01	31	18,700	1.591	0.326	112	95	357.50	0.27
I-64	1	17.18	18.89	158	84,200	1.711	1.578	101	100	115.31	0.87
	2	18.89	19.57	47	54,000	0.685	0.405	101	116	132.26	0.88
I-65	1	123.53	124.00	16	97,600	0.475	0.508	101	32	126.48	0.25
	2	124.00	125.14	42	97,600	1.143	1.222	101	34	117.38	0.29
	3	125.14	125.61	30	128,700	0.470	0.662	101	45	126.00	0.36
	4	125.61	126.35	84	128,700	0.739	1.041	101	81	122.18	0.66
	5	126.35	126.75	10	128,700	0.394	0.555	101	18	126.00	0.14
I-71	1	7.49	9.06	150	79,500	1.573	1.369	101	110	116.63	0.94
	2	9.06	10.28	104	58,800	1.213	0.781	101	133	122.54	1.09

Critical Crash Rate Factor >1, Section Crash Rate Exceeds Statewide Critical Rate (High Crash Rate Section)
Critical Crash Rate Factor <1, Section Crash Rate Exceeds Statewide Average Rate
Critical Crash Rate Factor <1, Section Crash Rate Lower Than Statewide Average Rate

Notes:
Analysis Period: 3 Years (1/1/2010 to 12/31/2012)
Crash rates are expressed in crashes per 100 MVM (100 million vehicle miles traveled)
Exposure (M) = [(ADT) x (365) x (Time Frame of Analysis (Years)) x (Section Length)] / 100,000,000
Section Crash Rate = Total Crashes / Exposure
Critical Crash Rate Factor = Section Crash Rate / Statewide Critical Crash Rate
ADT = Average Daily Traffic, MVM = Million Vehicle Miles

Sources:
Crash data for 1/1/2010 to 12/31/2012 from KYTC Data
Statewide Rates from KTC Research Report KTC-12-13/KSP2 -11-1F, Analysis of Traffic Crash Data in Kentucky (2007-2011)

I-265 Programming Study

Crash Rate Analysis for 2010 - 2012 (Intersecting Arterial Segments)

Route	Section	Begin Milepoint	End Milepoint	Total Crashes	Average Daily Traffic	Section Length (miles)	Exposure "M" (100 or 1 MVM)	Statewide Average Crash Rate (FC based on Table A-1)	Section Crash Rate	Statewide Critical Crash Rate (Appendix D or E)	Critical Crash Rate Factor
KY 22	1	3.45	3.70	107	23,100	0.255	4.230	401	25	1.27	3.34
	2	3.70	4.27	130	20,700	0.571	0.129	401	1004	350.52	2.87
	3	4.27	4.42	13	20,700	0.148	0.574	401	23	1.15	0.50
	4	4.42	4.83	26	7,900	0.407	0.035	401	738	425.04	1.74
	5	4.83	4.99	3	7,900	0.158	0.347	401	9	2.23	0.16
	6	4.99	5.08	4	7,900	0.092	0.462	401	9	1.95	0.24
KY 61	1	1.15	1.90	163	38,400	0.749	0.315	401	518	318.06	1.63
	2	1.90	2.70	193	21,300	0.800	0.187	401	1034	336.31	3.08
KY 146	1	6.71	6.91	12	10,000	0.196	1.096	325	11	1.47	0.75
	2	6.91	7.28	17	10,000	0.370	0.041	325	420	399.00	1.05
	3	7.28	7.72	87	18,100	0.438	0.087	325	1002	362.08	2.77
	4	7.72	7.81	4	18,100	0.087	0.202	325	20	1.69	0.12
KY 155	1	5.46	5.71	8	18,400	0.250	0.397	401	20	1.31	0.30
	2	5.71	6.06	29	18,400	0.347	0.070	401	415	361.12	1.15
	3	6.06	6.36	20	17,200	0.297	1.062	401	19	1.19	0.89
	4	6.36	6.53	16	17,200	0.174	0.850	401	19	1.70	0.50
KY 864	1	2.90	3.37	18	7,020	0.463	0.036	401	506	477.87	1.06
	2	3.37	4.04	25	14,900	0.679	0.111	401	226	404.26	0.56
KY 1447	1	6.14	6.93	170	34,400	0.791	0.298	325	571	319.96	1.78
	2	6.93	7.46	82	23,700	0.529	0.137	325	597	347.00	1.72
KY 1819	1	4.70	5.18	8	4,050	0.483	0.021	169	373	547.86	0.68
	2	5.18	5.78	19	10,100	0.604	0.067	169	284	435.11	0.65
Old Henry Road - KY 3084	1	0.60	1.15	12	11,700	0.546	0.070	169	172	386.15	0.44
	2	1.15	1.75	23	15,500	0.604	0.103	169	224	363.43	0.62
	3	1.75	1.80	3	15,500	0.049	0.177	169	17	1.72	0.10
	4	1.80	1.92	4	15,500	0.121	0.236	169	17	1.35	0.17
Smyrna - CR1004M	1	0.90	1.04	7	13,600	0.144	0.470	169	15	1.39	0.34
	2	1.04	1.14	21	17,100	0.092	1.122	169	19	1.33	0.84
	3	1.14	1.36	16	17,100	0.224	0.854	169	19	1.19	0.72
	4	1.36	1.78	14	10,100	0.417	0.046	169	304	398.46	0.76
	5	1.78	1.80	0	10,100	0.023	0.000	169	0	1.47	0.00
US 31E	1	4.41	4.93	189	46,700	0.513	0.262	401	720	321.15	2.24
	2	4.93	5.44	291	37,700	0.515	0.213	401	1369	328.88	4.16
US 42	1	8.55	8.96	43	25,600	0.410	0.115	401	374	571.80	0.65
	1	8.96	9.51	43	28,700	0.553	0.174	401	247	562.15	0.44
US 60	1	11.43	12.02	165	28,100	0.586	0.180	401	915	336.72	2.72
	1	12.02	12.53	79	33,800	0.511	0.189	401	418	557.01	0.75

Critical Crash Rate Factor >1, Section Crash Rate Exceeds Statewide Critical Rate (High Crash Rate Section)
Critical Crash Rate Factor <1, Section Crash Rate Exceeds Statewide Average Rate
Critical Crash Rate Factor <1, Section Crash Rate Lower Than Statewide Average Rate
Segment #* Denote Spot rate instead of Crash Rate Section

Notes:
Analysis Period: 3 Years (1/1/2010 to 12/31/2012)
Crash rates are expressed in crashes per 100 MVM (100 million vehicle miles traveled)
Exposure (M) = [(ADT) x (365) x (Time Frame of Analysis (Years)) x (Section Length)] / 100,000,000
Section Crash Rate = Total Crashes / Exposure
Critical Crash Rate Factor = Section Crash Rate / Statewide Critical Crash Rate
ADT = Average Daily Traffic, MVM = Million Vehicle Miles

Sources:
Crash data for 1/1/2010 to 12/31/2012 from KYTC Data
Statewide Rates from KTC Research Report KTC-12-13/KSP2 -11-1F, Analysis of Traffic Crash Data in Kentucky (2007-2011)

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71044171		38.115043	-85.7014783	10.251	9/1/2011	1320	I65 N EXIT125B OFF RAMP TO KY481			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71100311		38.1150341	-85.7014308	10.252	1/4/2012	2042				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71103732	I265 S	38.1150358	-85.7014321	10.252	1/12/2012	1137				2	2	0	1	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71100310		38.1150251	-85.7014092	10.253	1/4/2012	2042				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71174405	I265 S	38.115017	-85.7013431	10.257	7/10/2012	1650				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70905289	I265 S	38.1149964	-85.7012583	10.261	9/28/2010	1214				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70905293	I265 S	38.115	-85.70125	10.261	9/28/2010	1214				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71075004	I265 S	38.1149964	-85.7012583	10.261	11/6/2011	1415				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70900677	I265 S	38.1149729	-85.7011446	10.268	9/16/2010	816				1	1	0	1	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71140436		38.1149684	-85.7011164	10.269	4/16/2012	1010				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70896716	I265 S	38.1149705	-85.701093	10.271	9/3/2010	1550	I65 N EXIT125B OFF RAMP TO KY481			3	3	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70896717	I265 S	38.1149639	-85.7010877	10.271	9/3/2010	1550		I65 N EXIT125B OFF RAMP TO KY481	I65 N EXIT125B OFF RAMP TO KY481	3	3	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & HILLCREST	DAYLIGHT	Y
71080163	I265 S	38.1147436	-85.701636	10.272	11/20/2011	1415	I65 N EXIT125B OFF RAMP TO KY481			1	1	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71219672	I265 N	38.1145563	-85.7007941	10.287	10/30/2012	1730				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71118340	I265 S	38.1148776	-85.7007299	10.291	2/20/2012	1338				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71169885	I265 S	38.1148681	-85.7006401	10.296	6/28/2012	1931				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70954503		38.1145288	-85.700624	10.297	1/18/2011	542				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
70963564		38.1148278	-85.7005621	10.301	2/9/2011	841	I65 N EXIT125B OFF RAMP TO KY481			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71245784	I265 N	38.1152301	-85.7003735	10.319	12/28/2012	1818	I65 N EXIT125B OFF RAMP TO KY481			2	2	0	0	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71016711		38.1146924	-85.6999983	10.333	6/23/2011					2	2	0	1	CLEAR	Y	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	REAR END	STRAIGHT & GRADE	DUSK	N
71173397	I265 N	38.1142976	-85.6997334	10.348	7/6/2012	1304				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70903232		38.114642	-85.6996505	10.352	9/23/2010	1735				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70889958		38.1143082	-85.6996248	10.353	8/21/2010	1032	I265 S EXIT10 ON RAMP FROM I65			1	1	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71241292	I265 N	38.1140605	-85.6988263	10.4	12/15/2012	1326				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	N
1638478	I265	38.11386667	-85.69811667	10.441	7/20/2010	935				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	
70903199		38.1138534	-85.6979928	10.448	9/16/2010	1733			I65 N EXIT125B OFF RAMP TO KY481	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71208311	I265 N	38.1138263	-85.69789	10.454	10/3/2012	1727				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70903198		38.1138007	-85.6977713	10.46	9/16/2010	1730			I65 N EXIT125B OFF RAMP TO KY481	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71057595		38.1140305	-85.697414	10.481	10/1/2011	1520				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71064254	I265 N	38.1135716	-85.696416	10.536	10/14/2011	1725				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70874946		38.1134425	-85.6963612	10.541	7/14/2010	1751	I265 S EXIT10 ON RAMP FROM I65			3	3	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71215203	I265 S	38.1136694	-85.6960367	10.561	10/19/2012	1433				2	2	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71201263	I265 N	38.1132746	-85.6956673	10.58	9/18/2012	435				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71112921	I265 S	38.1133162	-85.6954418	10.599	2/7/2012	916	I265 S EXIT10 RAMP TO I65 N			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
70904055		38.1131965	-85.6951669	10.608	9/24/2010	1722				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70863638		38.1130239	-85.6948109	10.63	6/10/2010	1755				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70869160	I265 N	38.1130035	-85.6947427	10.634	6/29/2010	754				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71184079	I265 N	38.1130025	-85.6947597	10.634	8/3/2012	750				3	3	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRY	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70811345		38.1129935	-85.6947084	10.636	2/3/2010	6				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
70997031		38.1129464	-85.6947407	10.636	5/5/2011	1447		I265 S EXIT10 ON RAMP FROM I65		1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71127439	I265 N	38.112964	-85.6946413	10.641	3/16/2012	454				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70813049		38.1129439	-85.6945098	10.648	2/6/2010	1136				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71039804		38.112906	-85.6943782	10.655	8/20/2011	1725				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70898404		38.1128756	-85.6943129	10.659	9/11/2010	905	I65 N EXIT125B OFF RAMP TO KY481			1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71087489		38.1128403	-85.6941016	10.671	12/5/2011	1701		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71197783	I265 N	38.1128385	-85.6939778	10.678	9/6/2012	1652				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71015840		38.1127768	-85.693856	10.685	6/20/2011	1519		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71170843	I265 N	38.1127489	-85.693743	10.692	6/29/2012	1637				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71098871	I265 N	38.1127414	-85.6937184	10.693	12/29/2011	623				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71068453	I265 S	38.1133388	-85.6933754	10.706	10/26/2011	742		I265 S EXIT10 RAMP TO I65 N	I65 N EXIT125B OFF RAMP TO KY481	6	6	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71206788	I265 S	38.1130217	-85.6934445	10.709	9/28/2012	1140	I65 S EXIT10 RAMP TO I65			1	1	0	2	RAINING	N	NON-COLLISION OBJECT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71234145	I265 S	38.1130176	-85.6934285	10.71	12/1/2012	2034	I65 S EXIT10 RAMP TO I65			3	3	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70838754		38.1126373	-85.6932911	10.718	4/12/2010	1657				2	2	0	1	CLEAR	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70805888		38.1129638	-85.6930916	10.728	1/19/2010	715				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
71184240	I265 S	38.1129281	-85.6930529	10.731	8/3/2012	1118				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70820717	I265 S	38.1129277	-85.6929797	10.735	2/25/2010	225				2	2	0	0	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71154267	I265 S	38.1129298	-85.6929705	10.735	5/19/2012	1632		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71206849	I265 S	38.1128553	-85.6928133	10.745	9/29/2012	845				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71244459	I265 S	38.1128828	-85.6927698	10.747	12/21/2012	2230		I265 S EXIT12 ON RAMP FROM KY61	I65 S EXIT10 RAMP TO I65	1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71025784	I265 S	38.1128306	-85.6925586	10.759	7/16/2011	1120				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71216761	I265 S	38.1127558	-85.6923039	10.774	10/24/2012	2223		I265 S EXIT12 ON RAMP FROM KY61	I65 S EXIT10 RAMP TO I65	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70855192		38.1123357	-85.6920697	10.787	5/25/2010	1626				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71241726	I265 S	38.1126339	-85.6920162	10.791	12/19/2012	530		I65 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71026409	I265 S	38.1127016	-85.6919473	10.793	7/18/2011	1616				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71058689	I265 S	38.1126694	-85.6919699	10.793	10/4/2011	1609				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71102121		38.1126577	-85.6919474	10.794	1/6/2012	656				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71234975	I265 S	38.11266667	-85.69193333	10.795	12/3/2012	715				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	Y
70806156		38.1126718	-85.6916979	10.807	1/20/2010	1719				1	1	0	0	FOG WITH RAIN	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70881416		38.1126307	-85.6916606	10.809	7/31/2010	1500				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70898474	I265 S	38.1125772	-85.6916548	10.811	9/12/2010	2300		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71047207	I265 S	38.1125904	-85.6916531	10.811	9/7/2011	730				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71234974	I265 S	38.1125773	-85.6916647	10.811	12/3/2012	715				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	Y
71032037	I265 N	38.1123359	-85.6915757	10.813	8/1/2011	1635	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	CURVE & HILLCREST	DAYLIGHT	N
71047711		38.1122082	-85.6915627	10.816	9/8/2011	1705		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	3	3	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70863235		38.1124043	-85.6914223	10.827	6/14/2010	2310		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	1	1	0	2	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71016718		38.1125107	-85.6913389	10.829	6/23/2011	2223		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70829036		38.1124913	-85.6912704	10.833	3/19/2010	1245				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70799012	I265 S	38.1124249	-85.6909879	10.849	1/4/2010	1611		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	4	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70971200		38.1123595	-85.6907751	10.861	2/23/2011	830		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
71079978		38.1123883	-85.6906517	10.867	11/17/2011	708				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71023104	I265 S	38.1123197	-85.6905797	10.872	7/8/2011	1201				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71234973	I265 S	38.1122952	-85.6905136	10.876	12/3/2012	715				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAWN	Y
70877857		38.1119133	-85.6904964	10.878	7/22/2010	1700		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70907010	I265 S	38.1121909	-85.6902185	10.894	9/30/2010	830				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71234972	I265 S	38.11221667	-85.69018333	10.895	12/3/2012	715				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	Y
71234971	I265 S	38.1122102	-85.6901275	10.898	12/3/2012	715				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	Y
71080166		38.1121027	-85.6897123	10.922	11/20/2011	1504				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71210954	I265 S	38.1121249	-85.6896437	10.925	10/10/2012	1619				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70934367	I265 N	38.1116915	-85.6895267	10.933	12/2/2010	1502				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70857240		38.1119879	-85.6892622	10.947	6/1/2010	1115				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71208773	I265 N	38.1116149	-85.6891934	10.952	10/4/2012	1749				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71053304	I265 S	38.1119498	-85.6891159	10.956	9/21/2011	733				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71060502	I265 N	38.1115715	-85.6890258	10.962	10/7/2011	1621				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71072691	I265 S	38.1119474	-85.6889891	10.962	11/3/2011	1729		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70965281		38.1118398	-85.6886219	10.984	2/11/2011	806		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71091428		38.11186667	-85.68846667	10.992	12/12/2011	1800				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	Y
71063893	I265 N	38.1117631	-85.6882712	10.998	10/14/2011	1730		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70917206	I265 N	38.1114072	-85.6883511	11	10/26/2010	1355				2	2	0	1	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70917208	I265 N	38.1114072	-85.6883511	11	10/26/2010	1355				1	1	0	0	RAINING	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70824016		38.1117105	-85.6881357	11.012	3/5/2010	1204				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70992980	I265 S	38.1117029	-85.6881243	11.012	4/25/2011	1800				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71241196	I265 N	38.1113073	-85.6879719	11.022	12/17/2012	1744				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71133868	I265 S	38.1115626	-85.6875834	11.043	3/30/2012	1528				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70983624	I265 N	38.1112286	-85.6874901	11.049	4/1/2011	1545				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71108728	I265 N	38.1111574	-85.6873443	11.058	1/26/2012	2040				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71052799	I265 N	38.1111291	-85.6871701	11.067	9/19/2011	1712				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71013272	I265 N	38.1110792	-85.6871701	11.068	6/14/2011	1833		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71039691	I265 N	38.1110967	-85.6867655	11.092	8/19/2011	1700				3	3	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70833646		38.1109778	-85.6867073	11.094	3/31/2010	1640		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70983631	I265 N	38.1110037	-85.6865956	11.1	4/1/2011	1809		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971635	I265 S	38.111308	-85.686548	11.103	2/24/2011	715				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71164141	I265 N	38.1109458	-85.6865584	11.103	6/13/2012	1915				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71202691	I265 N	38.1109562	-85.6865388	11.104	9/20/2012	1705				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70873521	I265 N	38.1109252	-85.6863882	11.112	7/11/2010	1619		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71205137	I265 S	38.1112638	-85.6862538	11.119	9/25/2012	654				3	3	0	1	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK (UNKNOWN ROADWAY LIGHTING)	N
71012141		38.1108686	-85.6861853	11.124	6/10/2011	2008		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71012067		38.110862	-85.6861619	11.125	6/10/2011	1805		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	2	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71059609		38.11102	-85.6853465	11.171	10/6/2011	1605		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT10 RAMP TO I65	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71071043	I265 N	38.1106049	-85.6853319	11.174	10/31/2011	1715		I265 S EXIT10 ON RAMP FROM I65	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71077884		38.1110077	-85.6851843	11.18	11/14/2011	1534				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71105212	I265 S	38.1109412	-85.6850357	11.189	1/15/2012	2050				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71022272	I265 S	38.1107767	-85.684791	11.205	7/8/2011	1014		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	5	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71006944		38.1105146	-85.6846323	11.212	5/28/2011	1527				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70860292	I265 S	38.1108432	-85.6846056	11.213	6/3/2010	2247		I265 S EXIT10 RAMP TO I65	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71072764	I265 N	38.1104758	-85.6844249	11.224	11/3/2011	1653				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71068867		38.1108146	-85.6843409	11.227	10/19/2011	720				3	3	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71228112	I265 N	38.1103963	-85.6841577	11.239	11/16/2012	1804		I65 S EXIT10 ON RAMP FROM I65	I265 N EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70829121	I265 N	38.1103699	-85.6840126	11.247	3/21/2010	125	I265 S EXIT12 OFF RAMP TO KY61			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70988986	I265 N	38.1103336	-85.6836254	11.268	4/15/2011	1445		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT10 ON RAMP FROM I65	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70829120	I265 N	38.1102275	-85.6834517	11.279	3/21/2010	108				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71057774		38.1106545	-85.6833385	11.283	10/3/2011	710		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT10 RAMP TO I65	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71015744		38.1103175	-85.6828973	11.307	6/18/2011	1615				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
70954505	I265 S	38.1105449	-85.6828264	11.312	1/18/2011	705				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70868870	I265 N	38.1101873	-85.6826133	11.324	6/29/2010	1722				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	N
71227044	I265 S	38.1104947	-85.6825895	11.326	11/8/2012	650				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71086868		38.1104275	-85.6819709	11.36	12/5/2011	812	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	RAINING	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	CURVE & LEVEL	DAYLIGHT	N
70836351		38.1104333	-85.68145	11.388	4/8/2010	2055				2	1	0	1	CLEAR	N	COLLISION WITH PEDESTRIAN NON - INTERSECTION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
1542197	I265 S	38.11035	-85.68058333	11.435	7/14/2010	1810		I65	PRESTON	2	1	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
70969274	I265 S	38.1103077	-85.6801048	11.461	2/22/2011	720				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70848986		38.1100567	-85.6796835	11.485	5/5/2010	1643				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70969275	I265 S	38.11033333	-85.6794	11.5	2/22/2011	721				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71234978	I265 S	38.1103668	-85.6789694	11.523	12/3/2012	822				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70947681		38.1102452	-85.6768092	11.641	12/28/2010	1007				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70855431		38.1104418	-85.6757537	11.699	5/22/2010	2105				2	2	0	2	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71063471		38.1104515	-85.675371	11.72	10/2/2011	1437				2	2	0	2	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	HEAD ON	CURVE & GRADE	DAYLIGHT	Y
71006786		38.1108258	-85.6750619	11.735	5/26/2011	227				1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK (UNKNOWN ROADWAY LIGHTING)	N
71030965	I265 N	38.110511	-85.6751	11.737	7/29/2011	1738				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70882997	I265 N	38.1105188	-85.6750465	11.74	8/5/2010	422				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71159729	I265 S	38.1108207	-85.6748787	11.746	6/3/2012	558				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
70967929		38.1106378	-85.6747585	11.758	2/18/2011	1657		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
71167043	I265 N	38.1106094	-85.6745558	11.768	6/19/2012	1755				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71225302	I265 S	38.1107499	-85.6736517	11.812	11/12/2012	1240				1	1	0	1	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	N
70818154		38.1116434	-85.6720229	11.905	2/18/2010	1743		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70910200		38.1114543	-85.6715736	11.94	10/8/2010	1825		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71173473	I265 S	38.11185	-85.6713581	11.943	7/7/2012	2214				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
70801562		38.1117862	-85.6705733	11.999	1/8/2010	1316				2	2	0	0	SNOWING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
70834353		38.1117862	-85.6705733	11.999	4/2/2010	1722				3	3	0	3	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71083304		38.1116968	-85.6703875	12.007	11/26/2011	17				2	2	0	1	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71033837		38.1122511	-85.6702131	12.022	8/5/2011	1029				1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71179837	I265 N	38.1119162	-85.6701879	12.022	7/24/2012	1132				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70958007		38.1122612	-85.6701933	12.023	1/25/2011	729				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
71015642		38.1123433	-85.6699786	12.036	6/17/2011	415				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71234976	I265 S	38.1123943	-85.6699636	12.039	12/3/2012	715				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
70951086		38.112359	-85.6699092	12.04	1/5/2011	2132		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70964477		38.1118608	-85.6698246	12.04	2/11/2011	753		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70952850		38.1123614	-85.6698914	12.041	1/13/2011	725				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
71012065		38.1120195	-85.6698502	12.042	6/10/2011	1940				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71230728	I265 S	38.112378	-85.6697982	12.046	11/23/2012	1330	I265 S EXIT12 OFF RAMP TO KY61			3	3	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71223450	I265 S	38.1124948	-85.6698015	12.05	11/7/2012	718				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	Y
70915861	I265 S	38.1124393	-85.6695746	12.059	10/21/2010	730				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70961060	I265 S	38.112484	-85.6695465	12.062	2/1/2011	745				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70836349	I265 N	38.1121485	-85.6694924	12.064	4/8/2010	2221	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71177242	I265 N	38.1121422	-85.6694437	12.066	7/17/2012	1647				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71009444		38.1125098	-85.6694629	12.067	6/5/2011	1740		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71175191		38.1125312	-85.6694022	12.07	7/12/2012	1826	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70872522	I265 N	38.1122338	-85.6693167	12.075	7/8/2010	703				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71210961	I265 S	38.1126152	-85.6692612	12.08	10/10/2012	1738				2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70808434		38.1126135	-85.669155	12.085	1/26/2010	1510				2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71106359		38.112675	-85.6689784	12.095	1/19/2012	716				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70956913		38.1126804	-85.6689648	12.096	1/20/2011	2200		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71072172	I265 N	38.1123526	-85.6689026	12.099	10/31/2011	1715				3	3	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71220711	I265 N	38.1124333	-85.66867	12.113	10/31/2012	1643		I265 N EXIT12 ON RAMP FROM KY61 N	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71158882	I265 N	38.1124332	-85.6686577	12.114	5/31/2012	1720				5	5	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71067976	I265 S	38.112852	-85.6684659	12.126	9/29/2011	720				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71177266	I265 N	38.112703	-85.6684359	12.133	7/18/2012	813		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71182145		38.1125981	-85.6681994	12.141	7/30/2012	1736				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71155757	I265 S	38.1129513	-85.6681785	12.143	5/23/2012	728				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70949761	I265 N	38.1127662	-85.6677526	12.168	1/6/2011	1944		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71132063	I265 N	38.1128507	-85.6676027	12.178	3/9/2012	1630				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71189524	I265 S	38.1132402	-85.6673798	12.191	8/18/2012	1730		I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70929438	I265 N	38.113026	-85.6667643	12.225	11/21/2010	2008		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70923996		38.1132339	-85.6662654	12.255	11/9/2010	1710		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71132416		38.1137276	-85.6661232	12.267	3/28/2012	444				2	2	0	2	CLEAR	N	OVERTURNED IN ROADWAY	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71154136	I265 S	38.1136975	-85.6658977	12.277	5/18/2012	718		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71181504	I265 S	38.1137376	-85.6658905	12.279	7/27/2012	2050				2	2	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70859196	I265 N	38.113418	-85.6658767	12.28	6/4/2010	1619				2	2	0	0	CLEAR	N	REAR END ON SHOULDER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71221856	I265 N	38.1135369	-85.6654997	12.302	11/2/2012	1711				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71131640	I265 S	38.1139351	-85.6654386	12.307	3/26/2012	1825				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70907899		38.1139364	-85.6653549	12.311	10/4/2010	1557				2	2	0	0	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71170972		38.1137907	-85.6648419	12.342	7/1/2012	208				2	2	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71031680	I265 N	38.113869	-85.6645525	12.358	8/1/2011	1527	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71179806	I265 S	38.1142513	-85.664402	12.367	7/23/2012	2331				3	3	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70958687		38.1147498	-85.6629386	12.454	1/27/2011	740				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
71019541		38.1147678	-85.662885	12.457	6/30/2011	2207				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70868857		38.1153184	-85.6612547	12.554	6/29/2010	1330				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71244690	I265 S	38.1153587	-85.6610178	12.567	12/26/2012	645

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71077793		38.1156232	-85.6585253	12.708	10/9/2011	1140				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71217146	I265 N	38.1157342	-85.6583612	12.719	10/25/2012	734				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAWN	N
70986211		38.1159155	-85.6572949	12.778	4/8/2011	1727		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	5	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71235170	I265 N	38.1159606	-85.6572308	12.782	12/4/2012	1946				3	3	0	1	RAINING	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71225204	I265 N	38.1160035	-85.6571259	12.789	11/11/2012	1300		I265 N EXIT12 ON RAMP FROM KY61 N	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70900542	I265 S	38.1162723	-85.6570251	12.792	9/16/2010	815		I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70846179		38.1159757	-85.656882	12.801	5/3/2010	1709				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70934338	I265 S	38.1163148	-85.6567812	12.806	12/1/2010	1631				2	2	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	ANGLE	CURVE & GRADE	DAYLIGHT	N
71043915	I265 S	38.1164365	-85.6558444	12.856	8/29/2011	1400				2	2	0	1	CLEAR	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71126916	I265 N	38.1162213	-85.655503	12.877	3/13/2012	1743				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71216233	I265 N	38.1164052	-85.6551419	12.9	10/23/2012	1636		I265 N EXIT12 ON RAMP FROM KY61 N	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71178077	I265 N	38.1163323	-85.6544655	12.933	7/19/2012	1720				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70896819	I265 N	38.1163458	-85.6544374	12.934	9/5/2010	1805				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70892680		38.1164068	-85.6540388	12.956	8/27/2010	1900		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71192252		38.1164094	-85.654009	12.958	8/24/2012	2130		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	3	3	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71067329	I265 S	38.116839	-85.6533105	13	10/22/2011	120				1	1	1	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71192158	I265 N	38.1166045	-85.6528774	13.021	8/24/2012	1545		I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	I265 N EXIT12 ON RAMP FROM KY61 N	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70901912		38.1166627	-85.6527896	13.026	9/20/2010	1800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71156142	I265 S	38.1172153	-85.6522925	13.056	5/24/2012	1832		I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71105184	I265 N	38.1166984	-85.6521044	13.063	1/15/2012	445				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70881377		38.1167045	-85.652079	13.064	7/30/2010	1710				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71120322	I265 N	38.1167044	-85.6520603	13.065	2/27/2012	333				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70932219		38.1166902	-85.6519345	13.071	11/27/2010	435				1	1	0	0	CLEAR	Y	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71164135	I265 N	38.1167069	-85.6519194	13.072	6/13/2012	1806		I265 N EXIT12 ON RAMP FROM KY61 N	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71142385	I265 S	38.1170935	-85.6516485	13.087	4/23/2012	742				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71125588		38.1167995	-85.6516132	13.09	3/9/2012	1810		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71126621	I265 N	38.1168732	-85.6511767	13.114	3/13/2012	1708				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70910191		38.1168853	-85.6508634	13.131	10/8/2010	1633				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71090987		38.1168548	-85.6507182	13.138	12/12/2011	1756		I265 S EXIT12 ON RAMP FROM KY61	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71228804	I265 N	38.1169116	-85.6507366	13.138	11/19/2012	1515				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71242693	I265 N	38.1169219	-85.6506196	13.144	12/20/2012	1855		I265 N EXIT12 ON RAMP FROM KY61 N	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	SEVERE CROSSWINDS	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70833313		38.1169772	-85.6503273	13.161	3/31/2010	1854				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71084070		38.1174145	-85.650223	13.168	11/28/2011	825				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71002312		38.117045	-85.6501737	13.17	5/14/2011	1500				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71185109	I265 N	38.1170155	-85.6500068	13.178	8/2/2012	828				3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70910414		38.1174774	-85.6500268	13.179	10/11/2010	857		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71151047	I265 S	38.1173528	-85.6498794	13.184	5/11/2012	1423				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70991910		38.117068	-85.6498401	13.188	4/22/2011	1616	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70891756		38.1170885	-85.6495188	13.205	8/25/2010	1654	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70833305	I265 N	38.1170981	-85.6494534	13.209	3/31/2010	1757				3	3	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71225559	I265 S	38.1174619	-85.6492264	13.22	11/8/2012	740				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71130816	I265 N	38.1185488	-85.6402034	13.225	3/23/2012	1410				1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	N
70982205		38.1174937	-85.6487711	13.245	3/29/2011	818				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71012280	I265 S	38.1177325	-85.6479522	13.292	6/12/2011	2030				2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70810247	I265 S	38.1177276	-85.6474885	13.316	1/30/2010	533		I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	1	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71075246	I265 N	38.1175003	-85.6470977	13.346	11/9/2011	1628		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71204225	I265 N	38.1176437	-85.6459917	13.407	9/24/2012	2135				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71216689	I265 S	38.1179754	-85.6456442	13.425	10/24/2012	720				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK (UNKNOWN ROADWAY LIGHTING)	N
70894001	I265 N	38.1178165	-85.6455805	13.432	8/31/2010	1544				2	2	0	0	CLEAR	N	REAR END ON SHOULDER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70837367	I265 N	38.1176002	-85.6453595	13.441	4/10/2010	1755				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70814076		38.1180813	-85.645028	13.459	2/5/2010	1654				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71023734	I265 S	38.1181242	-85.6447016	13.477	7/12/2011	745				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70882976	I265 N	38.1177674	-85.6444001	13.494	8/4/2010	1712	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
1243360	I 0265	38.11675	-85.63946667	13.54	9/2/2010	1330	SMYRNA			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	
71237503	I265 S	38.1184202	-85.6427616	13.585	12/8/2012	500				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70964399		38.1184354	-85.6425482	13.597	2/10/2011	1750		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70972141	I265 N	38.1184067	-85.641161	13.676	3/3/2011	103				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70988229		38.1187405	-85.640868	13.69	3/19/2011	1054		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71021295		38.118539	-85.6403038	13.723	7/6/2011	955		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	Y
71043179		38.1185991	-85.6398995	13.746	8/29/2011	1752	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70805321		38.118953	-85.6393202	13.776	1/18/2010	1857	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL			1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70844093	I265 N	38.1187554	-85.6389432	13.799	4/28/2010	856				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70870978	I265 S	38.1190777	-85.6383454	13.83	7/6/2010	200				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70931762		38.1189185	-85.6377476	13.865	11/23/2010	1830				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70961088		38.119184	-85.6374591	13.879	2/3/2011	440				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71184137		38.119212	-85.6374653	13.879	8/3/2012	1747				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70900539	I265 S	38.1193404	-85.6363026	13.943	9/16/2010	745		I265 S EXIT15 ON RAMP FROM KY864	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
71145130	I265 S	38.1194701	-85.6361377	13.953	4/27/2011	725		I265 S EXIT15 ON RAMP FROM KY864	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70976576		38.1192926	-85.6354032	13.996	3/14/2011	1400				2	2	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70867089		38.1193043	-85.6353259	14	6/24/2010	1711				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70889158		38.1195934	-85.6352324	14.003	8/20/2010	751				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71139583	I265 S	38.1198759	-85.6350459	14.018	4/16/2012	800		I265 S EXIT15 ON RAMP FROM KY864	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	1	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71225132	I265 N	38.1193799	-85.6349522	14.021	11/9/2012	2020		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71178112	I265 N	38.1195621	-85.6346629	14.039	7/19/2012	1806		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70821567		38.1195865	-85.6340543	14.072	2/27/2010	910				1	1	0	1	SNOWING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71060509	I265 S	38.1198631	-85.633996	14.073	10/7/2011	1715				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71090118	I265 N	38.1195936	-85.6337847	14.086	12/9/2011	1640		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70810445		38.1200501	-85.6322398	14.175	1/31/2010	356		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70828479		38.1202068	-85.6320134	14.19	3/15/2010	2017		I265 N EXIT15 OFF RAMP TO KY864	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70805323		38.1205196	-85.631495	14.216	1/18/2010	1948		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT15 ON RAMP FROM KY864	1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
70984667	I265 N	38.1202262	-85.631513	14.217	4/6/2011	214				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70870851		38.1205315	-85.6304117	14.28	7/2/2010	1648		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71113153	I265 S	38.1209246	-85.6300899	14.297	2/4/2012	2255		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT15 ON RAMP FROM KY864	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70913112		38.1209011	-85.6299829	14.302	10/17/2010	1340		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71139724		38.1206616	-85.6298332	14.313	4/16/2012	1022		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71043247	I265 N	38.1207371	-85.6293646	14.339	8/30/2011	730		I265 N EXIT15 OFF RAMP TO KY864	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70834678		38.1210554	-85.6292705	14.343	4/5/2010	745				1	1	0	0	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71123432	I265 N	38.120833	-85.6291801	14.35	2/29/2012	1330				1	1	0	1	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70965937		38.1208463	-85.6291333	14.353	2/14/2011	420				1	1	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70919178		38.1208114	-85.6290306	14.358	10/30/2010	1533		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71184187		38.12126667	-85.6288	14.372	8/4/2012	1611		I265 S EXIT15 ON RAMP FROM KY864	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71158439	I265 S	38.1211926	-85.628705	14.375	5/30/2012	745				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71184186		38.1212678	-85.6286638	14.378	8/4/2012	1611		I265 S EXIT15 ON RAMP FROM KY864	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70919189		38.1209671	-85.6283116	14.399	10/30/2010	1832		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71059091		38.1215999	-85.6282695	14.405	10/3/2011	1804				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70967167	I265 S	38.12175	-85.6270667	14.471	2/17/2011	845				2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70803477		38.1217963	-85.627041	14.473	1/14/2010	730		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
70803565		38.12166667	-85.627	14.473	1/14/2010	729		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	0	CLEAR	Y	REAR END IN T

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71056430	I265 S	38.1228804	-85.6223248	14.741	9/29/2011	758		I265 S EXIT15 ON RAMP FROM KY864	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70994055		38.1228277	-85.6214301	14.794	4/28/2011	730				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70820796		38.1229227	-85.6211487	14.811	2/25/2010	1639				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70919107	I265 S	38.1232062	-85.6210701	14.813	10/29/2010	1551				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71061971		38.1230664	-85.6205517	14.845	10/10/2011	1635		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71221849	I265 N	38.1232184	-85.619993	14.877	11/2/2012	1638				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71083167	I265 N	38.1232913	-85.6200116	14.878	11/25/2011	1030		I265 N EXIT15 OFF RAMP TO KY864	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70837360		38.1233087	-85.6196401	14.897	4/10/2010	1710		I265 N EXIT15 OFF RAMP TO KY864	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71132518	I265 N	38.12333	-85.6195858	14.901	3/28/2012	1703				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71043341		38.1237575	-85.6195735	14.902	8/30/2011	830	I265 S EXIT15 ON RAMP FROM KY864			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71038926	I265 S	38.1236327	-85.6194254	14.907	8/18/2011	741				2	2	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70958637		38.1233657	-85.6194325	14.909	1/26/2011	452				2	2	0	0	SNOWING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71246528	I265 N	38.1234003	-85.6193008	14.917	12/31/2012	1554		I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT15 OFF RAMP TO KY864	2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70907224	I265 S	38.123762	-85.6189625	14.935	10/3/2010	647				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
71195195	I265 N	38.1235047	-85.6188931	14.941	8/31/2012	1149				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71194168	I265 N	38.1237904	-85.6179695	14.996	8/2/2012	735				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71194060	I265 S	38.1241649	-85.6173593	15.027	8/30/2012	1500		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70955487	I265 S	38.1243868	-85.6162408	15.09	1/20/2011	405				1	1	0	0	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
71139593	I265 S	38.1244257	-85.6161102	15.097	4/16/2012	920				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71025757		38.1242342	-85.6161169	15.101	7/15/2011	1749				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71196624	I265 S	38.1247226	-85.616126	15.103	9/5/2012	1729		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	1	RAINING	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70910188		38.1245968	-85.6156817	15.123	10/8/2010	1620				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71147857	I265 S	38.1247418	-85.6151713	15.153	5/3/2012	1516				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70910189		38.1247644	-85.6150307	15.16	10/8/2010	1620				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70955488		38.1246049	-85.6148812	15.173	1/20/2011	455				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71097435	I265 N	38.1245814	-85.6147789	15.178	12/28/2011	1555		I265 N EXIT15 OFF RAMP TO KY864	I265 N EXIT15 ON RAMP FROM KY864	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71067014	I265 N	38.1246204	-85.6146633	15.185	10/21/2011	1700		I265 N EXIT15 OFF RAMP TO KY864	I265 N EXIT15 ON RAMP FROM KY864	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71157947	I265 S	38.1251037	-85.6141395	15.214	5/29/2012	733		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	4	4	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70900547		38.1250951	-85.6140723	15.217	9/16/2010	834		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71225161	I265 N	38.1248391	-85.6137855	15.235	11/10/2012	1359				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71133876	I265 N	38.1248676	-85.6136851	15.241	3/30/2012	1647				3	3	0	4	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71026821		38.1251851	-85.6134224	15.253	7/19/2011	824				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71107250	I265 N	38.1250248	-85.6128167	15.29	1/22/2012	806		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT15 OFF RAMP TO KY864	1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
71132514	I265 N	38.1250984	-85.6127739	15.293	3/28/2012	1600				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71139591	I265 S	38.1254045	-85.6127269	15.293	4/16/2012	841		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71113167		38.1252582	-85.6121728	15.328	2/7/2012	835				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71004319		38.1261788	-85.6101997	15.441	5/23/2011	1701		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70842750		38.12631667	-85.60908333	15.511	4/24/2010	1510	I265 N EXIT15 OFF RAMP TO KY864			1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70954884		38.1267084	-85.6090365	15.515	1/18/2011	1230				2	2	0	0	RAINING	N	COLLISION WITH NON-FIXED OBJECT	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	Y
71132913		38.1264746	-85.6087741	15.532	3/30/2012	1652		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71051772	I265 N	38.1265153	-85.6086709	15.538	9/18/2011	1120				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71064005		38.1267965	-85.6081081	15.574	10/15/2011	1057				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	N
71244689	I265 S	38.127105	-85.6080771	15.574	12/26/2012	638		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT17 ON RAMP FROM US31E	1	1	0	0	SLEET/HAIL	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70837364		38.1268321	-85.6080052	15.58	4/10/2010	1735		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71039857		38.1272493	-85.6078953	15.587	8/22/2011	849				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71054848	I265 N	38.1271213	-85.6076615	15.607	9/25/2011	248				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70956916	I265 N	38.1272333	-85.6071333	15.635	1/21/2011	844				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	N
71184104	I265 N	38.1274635	-85.6068205	15.658	8/3/2012	1126		I265 N EXIT15 ON RAMP FROM KY864	I265 EXIT17 OFF RAMP TO US31E	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	N
70974550		38.1279327	-85.6065794	15.673	3/9/2011	1520		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT15 OFF RAMP TO KY864	2	2	0	0	RAINING	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	Y
70965957		38.1276877	-85.6065209	15.68	2/14/2011	1725				3	3	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71207843	I265 N	38.1275824	-85.6064168	15.681	10/1/2012	1908				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
71115478	I265 N	38.1278069	-85.606299	15.695	2/14/2012	433		I265 N EXIT15 ON RAMP FROM KY864	I265 EXIT17 OFF RAMP TO US31E	1	1	0	0	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
71030958		38.1282118	-85.6061404	15.704	6/29/2011	1628		I265 S EXIT15 ON RAMP FROM KY864	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	2	CLEAR	N	REAR END ON SHOULDER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70836308		38.1279908	-85.6059994	15.715	4/8/2010	1700		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71154122	I265 S	38.1282426	-85.6058144	15.72	5/17/2012	1244		I265 S EXIT15 OFF RAMP TO KY864	I265 EXIT17 ON RAMP FROM US31E S	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71113814	I265 N	38.128328	-85.6054893	15.752	2/9/2012	1142				3	3	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
70958648	I265 N	38.128517	-85.6051739	15.773	1/26/2011	730				1	1	0	0	SNOWING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAWN	N
71122841	I265 N	38.1296956	-85.6030614	15.914	3/5/2012	145				1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71138637		38.1301122	-85.6032522	15.923	4/13/2012	440				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70972232	I265 S	38.1311354	-85.6024212	15.987	3/1/2011	805				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000787	I265 N	38.1308818	-85.602288	15.998	5/13/2011	1809				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71064035	I265 N	38.13096	-85.6023317	15.999	10/15/2011	1941		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
71101488	I265 N	38.1310217	-85.602118	16.011	1/6/2012	1445				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71064036	I265 N	38.13135	-85.60168333	16.043	10/15/2011	1941		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
71230668	I265 N	38.1318001	-85.6011659	16.085	11/22/2012	540		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71154176	I265 S	38.1322169	-85.601084	16.091	5/18/2012	756				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71049265	I265 S	38.1323699	-85.6009748	16.102	9/11/2011	1537				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71038646	I265 N	38.1321977	-85.6007096	16.122	8/18/2011	1145				1	1	0	1	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70993229	I265 N	38.132231	-85.6006523	16.126	4/26/2011	1822				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71114038	I265 N	38.1324114	-85.600445	16.143	2/9/2012	1525		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	4	4	0	3	CLOUDY	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
71065059	I265 S	38.1329546	-85.600235	16.159	10/19/2011	750				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71049692		38.1331012	-85.600012	16.175	9/14/2011	610				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71164650	I265 N	38.1332598	-85.5993867	16.225	6/15/2012	950		I265 EXIT17 OFF RAMP TO US31E	I265 N EXIT15 ON RAMP FROM KY864	1	1	0	3	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70958629	I265 S	38.1338158	-85.5992812	16.238	1/23/2011	5		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT15 OFF RAMP TO KY864	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
1187464	I265	38.13428333	-85.59861667	16.286	9/18/2010	528		BEULAH CHURCH	BARDSTOWN	1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	
71102123	I265 N	38.1342837	-85.5981251	16.323	1/6/2012	1642				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70969963	I265 S	38.1347818	-85.5980518	16.332	2/24/2011	1615				2	2	0	0	RAINING	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
71064034	I265 S	38.1349488	-85.5978813	16.347	10/15/2011	1911				1	1	0	2	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71128352	I265 S	38.1349686	-85.5977448	16.353	3/18/2012	1450				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71127178		38.1350503	-85.5972903	16.393	3/14/2012	720				1	1	0	1	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71001361		38.1356319	-85.5965062	16.451	5/16/2011	1947				2	2	0	0	CLEAR	Y	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
71092087	I265 N	38.1356494	-85.5964767	16.453	12/14/2011	1759				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71184192	I265 S	38.1373553	-85.5950174	16.574	8/4/2012	1731		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT15 OFF RAMP TO KY864	1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71125586	I265 N	38.1369582	-85.5946425	16.588	3/9/2012	1736		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71222462	I265 N	38.1375874	-85.5940276	16.642	11/5/2012	510		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT15 ON RAMP FROM KY864	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71147872	I265 S	38.138189	-85.5939199	16.657	5/3/2012	1652		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70853336		38.1378254	-85.5934807	16.675	5/21/2010	1015				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70805043	I265 S	38.1382548	-85.5934779	16.678	1/14/2010	2235		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT15 OFF RAMP TO KY864	1	1	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/OFF	N
70859069		38.1383821	-85.5933223	16.69	5/20/2010	259				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71096511		38.1382652	-85.5930171	16.714	12/25/2011	1048		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	1	1	0	1	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70879900	I265 N	38.1383697	-85.5927299	16.731	7/27/2010	1527				1	1	0	1	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70810487		38.1386542	-85.5922502	16.763	1/31/2010	2210				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71050279	I265 N	38.1387396	-85.5918535	16.783	9/14/2011	630				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70867844		38.1389065	-85.5916734	16.798	6/25/2010	755	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	Y
71206842	I265 N	38.1390237	-85.5917278	16.801	9/29/2012	1				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70817004		38.1389941	-85.5915384	16.807	2/12/2010	124				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & HILLCREST	DARK-HWY NOT LIGHTED	N
71190523	I265 N	38.1390709	-85.5915485	16.811	8/21/2012	724				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70910148		38.139081	-85.5914022	16.817	10/7/2010	1731		I265 N EXIT15 ON RAMP FROM KY864	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71060929	I265 N	38.1392579	-85.591022	16.841	10/10/2011	1630				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71227130	I265 N	38.1392839	-85.5909644	16.844	11/14/2012	2112		I265 N EXIT15 ON RAMP FROM KY864	I265 EXIT17 OFF RAMP TO US31E	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71036188		38.1395127	-85.5904703	16.875	8/10/2011	718				2	2	0	0	CLE

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70803444	I265 S	38.1410792	-85.586541	17.091	1/13/2010	1839		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT17 ON RAMP FROM US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70851407		38.1416159	-85.5839332	17.266	5/15/2010	1109				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70963350	I265 S	38.1418383	-85.5835309	17.282	2/8/2011	944				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70939635		38.1419054	-85.583457	17.287	12/12/2010	826				1	1	0	0	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70959764	I265 N	38.141545	-85.5834789	17.288	1/30/2011	221		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	3	3	0	0	CLOUDY	Y	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71074833	I265 S	38.1418951	-85.5833385	17.293	11/8/2011	1652				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
662013	I265	38.14161667	-85.58336667	17.295	8/27/2011	1805	BARDSTOWN			2	2	0	0	CLEAR	N	NON-COLLISION OBJECT COLLISION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	
71027258		38.1419523	-85.5832894	17.297	7/20/2011	2342				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71190586	I265 N	38.1415804	-85.583318	17.297	8/21/2012	1734		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70808859		38.1419262	-85.5831989	17.301	1/26/2010	620				1	1	0	0	SNOWING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71140933		38.1419462	-85.5831258	17.305	4/19/2012	1130	I265 S EXIT17 ON RAMP FROM US31E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
70851465		38.1416458	-85.5830949	17.31	5/16/2010	1525				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71078718	I265 N	38.1417867	-85.5830953	17.314	11/17/2011	755		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71239124	I265 S	38.1418978	-85.5832523	17.314	12/12/2012	1442	I265 EXIT17 ON RAMP FROM US31E N			1	1	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70891517	I265 N	38.1417151	-85.5829492	17.319	8/26/2010	746				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71152808	I265 N	38.1417333	-85.5827333	17.331	5/16/2012	740				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	CURVE & GRADE	DAYLIGHT	N
70901394		38.1417846	-85.5825346	17.342	9/18/2010	1708				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
70901386	I265 S	38.1420786	-85.582258	17.354	9/18/2010	1535				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70851481		38.1418683	-85.5822881	17.357	5/16/2010	1735	I265 N EXIT17 ON RAMP FROM US31E			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71100309	I265 S	38.1421456	-85.5813411	17.404	1/4/2012	2037				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70993673		38.1419915	-85.5811613	17.418	4/28/2011	17				1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
70986705	I265 S	38.142217	-85.5802873	17.462	4/9/2011	715				2	2	0	0	CLEAR	Y	OCCUPANT FELL FROM MOVING VEHICLE	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
71177667	I265 S	38.1420401	-85.5769896	17.643	7/18/2012	1850				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71143565	I265 S	38.1420459	-85.576862	17.65	4/25/2012	200				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70832009		38.1417896	-85.5767277	17.656	3/27/2010	419	I265 N EXIT17 ON RAMP FROM US31E			1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/ON	Y
70991008		38.1417629	-85.5764777	17.669	4/15/2011	1115				1	1	0	1	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	N
70900480	I265 N	38.1417604	-85.5764359	17.671	9/15/2010	750				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71223957	I265 N	38.1417421	-85.5763212	17.678	11/6/2012	1245				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71226172	I265 S	38.1420158	-85.5761696	17.687	11/13/2012	1250		I265 S EXIT19 ON RAMP FROM KY1819	I265 EXIT17 OFF RAMP TO US31E	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70929408	I265 N	38.1416204	-85.576103	17.689	11/21/2010	305				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71208740	I265 N	38.1417506	-85.5761738	17.691	10/4/2012	1255				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70896661		38.1418617	-85.5759828	17.699	9/3/2010	730				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
70911689	I265 N	38.1416833	-85.5751833	17.744	10/13/2010	840				1	1	0	2	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71018281	I265 S	38.1418751	-85.5740591	17.803	6/23/2011	1400		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT19 ON RAMP FROM KY1819	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71076663		38.1418601	-85.5737645	17.819	11/11/2011	1723				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71168199	I265 N	38.1415937	-85.5737931	17.821	6/24/2012	1112				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71190184	I265 S	38.1419986	-85.573132	17.853	8/1/2012	1714				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71067036	I265 S	38.1418303	-85.5726444	17.88	10/21/2011	2330				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70920991		38.1418909	-85.5726121	17.881	11/4/2010	349		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT19 ON RAMP FROM KY1819	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70862857	I265 S	38.1417765	-85.5721035	17.91	6/11/2010	1946				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
70901315	I265 S	38.1417599	-85.5717032	17.931	9/17/2010	1516		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT19 ON RAMP FROM KY1819	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70821558		38.1417794	-85.5715138	17.942	2/26/2010	2114		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT19 ON RAMP FROM KY1819	2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	HEAD ON	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71190183	I265 S	38.1418111	-85.5708922	17.975	8/1/2012	1713				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71032939	I265 S	38.1417704	-85.570447	18	8/4/2011	1655				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
71210959	I265 S	38.1417936	-85.5700273	18.022	10/10/2012	1729				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70958146		38.1419104	-85.5691544	18.07	1/26/2011	707				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71017721	I265 S	38.14225	-85.5659667	18.243	6/25/2011	445		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT19 ON RAMP FROM KY1819	1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71001577		38.1423628	-85.5656905	18.259	5/16/2011	400				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71054573		38.1424889	-85.5649786	18.298	9/2/2011	1710				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70830140	I265 N	38.1425193	-85.5637248	18.371	3/21/2010	1230		I265 N EXIT17 ON RAMP FROM US31E	I265 N EXIT19 OFF RAMP TO KY1819	2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71052539	I265 N	38.1428405	-85.5627494	18.426	9/19/2011	545		I265 N EXIT17 ON RAMP FROM US31E	I265 N EXIT19 OFF RAMP TO KY1819	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70849087		38.1432514	-85.5624651	18.445	5/8/2010	1649		I265 N EXIT17 ON RAMP FROM US31E	I265 N EXIT19 OFF RAMP TO KY1819	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71154195		38.1429055	-85.5620601	18.464	5/18/2012	1422		I265 N EXIT17 ON RAMP FROM US31E	I265 N EXIT19 OFF RAMP TO KY1819	1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71050315		38.1434636	-85.5607594	18.532	9/14/2011	1725				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71010913	I265 S	38.1435946	-85.5603042	18.558	6/9/2011	1159				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70884186		38.1436498	-85.5600574	18.572	8/6/2010	1126				2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71169676		38.1433593	-85.5598969	18.585	6/28/2012	744				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70880815	I265 N	38.1437255	-85.5583927	18.669	7/30/2010	550				3	3	0	1	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71043327	I265 S	38.1439348	-85.5582545	18.671	8/29/2011	741				1	1	0	1	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71156404		38.1438571	-85.5579889	18.692	5/24/2012	1035		I265 N EXIT17 ON RAMP FROM US31E	I265 N EXIT19 OFF RAMP TO KY1819	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71216217	I265 N	38.1438397	-85.5578783	18.698	10/23/2012	725				3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71237294	I265 N	38.1440084	-85.5568611	18.755	12/7/2012	748		I265 N EXIT17 ON RAMP FROM US31E N	I265 N EXIT19 OFF RAMP TO KY1819	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71191360	I265 N	38.1441694	-85.5562428	18.79	8/21/2012	1740				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71221940	I265 S	38.1447264	-85.5560372	18.799	11/3/2012	2021		I265 S EXIT19 ON RAMP FROM KY1819	I265 S EXIT17 OFF RAMP TO US31E	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71013792	I265 N	38.1442599	-85.5560203	18.803	6/16/2011	730				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71134339	I265 S	38.1446302	-85.5557548	18.813	4/3/2012	205		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT19 ON RAMP FROM KY1819	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71090149		38.1443848	-85.5557252	18.82	12/9/2011	2250				1	1	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70999021		38.1446913	-85.5552199	18.842	5/9/2011	2113		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT19 ON RAMP FROM KY1819	2	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71209597	I265 N	38.1445145	-85.5549275	18.864	10/6/2012	1200		I265 N EXIT17 ON RAMP FROM US31E N	I265 N EXIT19 OFF RAMP TO KY1819	1	1	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71069062	I265 S	38.144827	-85.5546893	18.872	10/27/2011	555				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
70849062		38.1445484	-85.5547516	18.874	5/8/2010	815		I265 N EXIT19 OFF RAMP TO KY1819	I265 N EXIT17 ON RAMP FROM US31E	1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71235703	I265 S	38.1449152	-85.5543625	18.891	12/5/2012	1751		I265 S EXIT19 ON RAMP FROM KY1819	I265 S EXIT17 OFF RAMP TO US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70837916		38.1446423	-85.5543319	18.898	4/12/2010	1045				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	HEAD ON	STRAIGHT & GRADE	DAWN	N
71063535	I265 S	38.1449584	-85.5540983	18.906	10/13/2011	1624				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71004101	I265 S	38.1451363	-85.5538287	18.922	5/21/2011	1104		I265 S EXIT19 ON RAMP FROM KY1819	I265 S EXIT17 OFF RAMP TO US31E	1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71000707	I265 N	38.1447574	-85.5536752	18.934	5/13/2011	1314				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70901398	I265 N	38.1449183	-85.5531797	18.963	9/18/2010	1855				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71105171		38.1449086	-85.5531807	18.963	1/13/2012	638				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71013793	I265 N	38.1449044	-85.5531326	18.965	6/16/2011	745				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70871723		38.1449207	-85.5531077	18.967	7/7/2010	929				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70938804		38.1448868	-85.5530227	18.971	12/11/2010	320				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
71138032		38.1449313	-85.5530263	18.971	4/11/2012	751		I265 N EXIT17 ON RAMP FROM US31E	I265 N EXIT19 OFF RAMP TO KY1819	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71128343		38.1451186	-85.5522252	19.03	3/18/2012	747	I265 N EXIT19 ON RAMP FROM KY1819			2	2	0	0	CLOUDY	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAWN	N
70832031		38.1452374	-85.5519495	19.047	3/27/2010	1319		I265 N EXIT19 OFF RAMP TO KY1819	I265 N EXIT19 ON RAMP FROM KY1819	2	2	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71228819	I265 S	38.145788	-85.5504647	19.125	11/19/2012	1934		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT19 ON RAMP FROM KY1819	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71180598	I265 N	38.1457653	-85.5493252	19.194	7/26/2012	1340				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71000699		38.1458099	-85.5490433	19.209	5/13/2011	1206				1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70836407	I265 S	38.1461303	-85.5489573	19.211	4/8/2010	1745				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71174880		38.145835	-85.5487393	19.226	7/11/2012	747				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71067805	I265 S	38.1464441	-85.5477874	19.278	10/24/2011	1825	I265 S EXIT19 OFF RAMP TO KY1819			2	2	0	0	CLEAR	Y	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70902785		38.1466122	-85.5456896	19.4	9/18/2010	1509		I265 N EXIT19 OFF RAMP TO KY1819	I265 N EXIT19 ON RAMP FROM KY1819	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70994971		38.1469264	-85.5455851	19.403	4/29/2011	827				2	2	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70994972		38.1466509	-85.5456532	19.403	4/29/2011	827				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70893084		38.1471361	-85.5444573	19.466	8/26/2010	2345				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70900548		38.1478106	-85.5420615	19.614	9/16/2010	846				1	1	0	1	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71227147	I265 N	38.1487853	-85.5406577	19.709	11/15/2012	738				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71235137	I265 N	38.1491863	-85.5402472	19.74	12/4/2012	1539				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	Y
71187325		38.150521	-85.5384732	19.87	8/12/2012	221				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71237847	I265 N	38.1510013	-85.5384174	19.917	12/9/2012	2233		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	2	2	0	1	RAINING	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70838335		38.1515691	-85.5376603	19.952	4/13/2010	1717				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71159685	I265 N	38.151096	-85.5374782	19.954	6/2/2012	640				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
71238719		38.1512445	-85.5375893	19.957

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71218336	I265 S	38.1521804	-85.5369111	20.01	10/28/2012	1913		I265 S EXIT23 ON RAMP FROM KY155	I265 S EXIT19 OFF RAMP TO KY1819	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71139495	I265 N	38.1518795	-85.5369557	20.012	4/14/2012	2229				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71058709		38.1518529	-85.5368275	20.016	10/4/2011	2333				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71237848	I265 N	38.1521	-85.53713333	20.018	12/9/2012	2233		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70872085		38.1527494	-85.5368846	20.04	7/7/2010	1703				3	3	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71012207		38.1522322	-85.536336	20.053	6/12/2011	1049		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71000838		38.1527709	-85.5356603	20.106	5/14/2011	1536		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71108368		38.1533975	-85.5350461	20.16	1/25/2012	1450				1	1	0	1	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	Y
71102126	I265 S	38.1539947	-85.5345326	20.19	1/8/2012	1915				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70965387	I265 N	38.1537669	-85.5346551	20.193	2/13/2011	558				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70965388	I265 N	38.1537626	-85.5344622	20.2	2/13/2011	610				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71105693	I265 S	38.1542804	-85.5342918	20.213	1/18/2012	421				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71241188	I265 S	38.1544149	-85.5341137	20.227	12/17/2012	1657				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71190543	I265 S	38.1550991	-85.533176	20.296	8/21/2012	1614		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71170784		38.1556349	-85.5325176	20.348	6/28/2012	947				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71032914		38.156069	-85.531916	20.392	8/2/2011	1740	I265 S EXIT23 ON RAMP FROM KY155			2	2	0	0	CLEAR	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70879453		38.1563136	-85.5316976	20.413	7/26/2010	1730		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70922568		38.1565296	-85.5315572	20.429	11/6/2010	2239		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71035441	I265 S	38.1568432	-85.5307374	20.476	8/9/2011	2030		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70818985		38.1574596	-85.5300626	20.532	2/19/2010	1934				1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71192800	I265 S	38.1589887	-85.5279997	20.685	8/27/2012	1934				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70920980	I265 S	38.1589873	-85.5279812	20.686	11/3/2010	1800				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70919202		38.1592113	-85.5272056	20.746	10/30/2010	2300		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71062113	I265 S	38.1597316	-85.527271	20.75	10/13/2011	310		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71100688	I265 S	38.1596216	-85.5271355	20.75	1/5/2012	1747		I265 S EXIT23 ON RAMP FROM KY155	I265 S EXIT19 OFF RAMP TO KY1819	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70832036		38.1607944	-85.5251508	20.902	3/27/2010	1545				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70916014		38.1609359	-85.5248416	20.921	10/23/2010	2000				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71233014	I265 S	38.1615817	-85.5244988	20.947	11/29/2012	1725				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71108822	I265 N	38.1613785	-85.5244945	20.956	1/25/2012	1532		I265 N EXIT23 OFF RAMP TO KY155	I265 N EXIT19 ON RAMP FROM KY1819	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70894008		38.1624238	-85.5229648	21.066	9/1/2010	750				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71083048	I265 N	38.1640298	-85.5218451	21.187	11/23/2011	740				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71050050	I265 N	38.1650091	-85.5213883	21.253	9/10/2011	503				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70985423	I265 N	38.1653747	-85.5210278	21.285	4/7/2011	745				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71187324		38.1664723	-85.5203803	21.365	8/12/2012	104				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71187323		38.1670567	-85.5200358	21.408	8/12/2012	50				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71219192	I265 S	38.1675594	-85.5201044	21.41	10/30/2012	927		I265 S EXIT23 ON RAMP FROM KY155	I265 S EXIT19 OFF RAMP TO KY1819	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71168566		38.1675567	-85.520091	21.411	6/25/2012	655				1	1	0	0	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70833017	I265 S	38.1679285	-85.5198792	21.438	3/26/2010	1146				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71037005		38.167626	-85.519732	21.448	8/14/2011	1552				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70823015		38.1676403	-85.5197169	21.449	3/3/2010	2106				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70958006	I265 N	38.1685536	-85.5191322	21.518	1/25/2011	735				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAWN	N
71134036	I265 N	38.1691524	-85.5188519	21.559	4/2/2012	29				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71028405		38.1699324	-85.5187343	21.583	7/23/2011	1349		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71170957	I265 S	38.1709181	-85.5182497	21.652	6/30/2012	2038				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71042517	I265 S	38.1718906	-85.5177133	21.723	8/26/2011	1542				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71072464	I265 S	38.171906	-85.5174935	21.731	11/2/2011	1634		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70806627		38.1723579	-85.5170253	21.794	1/21/2010	2234				1	1	0	0	FOG WITH RAIN	Y	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70976554	I265 N	38.1726424	-85.5168503	21.815	3/13/2011	2201				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71221859	I265 S	38.1733376	-85.5167905	21.832	11/2/2012	1735				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70833083		38.1730361	-85.5166239	21.844	3/31/2010	901				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71168223	I265 N	38.1734794	-85.5163299	21.878	6/24/2012	1830		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71192802	I265 N	38.1735282	-85.5163323	21.881	8/27/2012	1943				1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70813035	I265 N	38.1746948	-85.515503	21.973	2/6/2010	336				1	1	0	0	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71192747	I265 S	38.1771094	-85.5131128	22.161	8/27/2012	550		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
70817654		38.1768413	-85.5129819	22.174	2/17/2010	1115				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	Y
71071495	I265 S	38.177853	-85.5119721	22.239	10/29/2011	1059		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70947779		38.1776763	-85.5118992	22.255	1/1/2011	515				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71216696	I265 S	38.1781579	-85.5117127	22.265	10/24/2012	1443				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	N
70954422		38.1783262	-85.5111176	22.294	1/16/2011	1042		I265 S EXIT19 OFF RAMP TO KY1819	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71017716	I265 N	38.1795439	-85.5095759	22.435	6/25/2011	15		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
70913153	I265 N	38.179982	-85.5092048	22.471	10/17/2010	1123				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71073558		38.1801608	-85.5090766	22.485	11/4/2011	1818				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DUSK	N
71015595		38.180163	-85.5090501	22.486	6/16/2011	735				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945748		38.1811327	-85.5088205	22.523	12/27/2010	2347				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
70973404		38.1806919	-85.5086626	22.528	3/5/2011	1650				1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70951215	I265 S	38.18133333	-85.50886667	22.532	1/8/2011	8				2	2	0	0	SNOWING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
70951214	I265 S	38.18126667	-85.5087	22.534	1/8/2011	7				3	3	0	0	SNOWING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY NOT LIGHTED	Y
70951207		38.1809875	-85.5085942	22.546	1/8/2011	20				2	2	0	0	SNOWING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70951211		38.181728	-85.5086057	22.563	1/7/2011	2335				2	2	0	0	SNOWING	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70951213	I265 S	38.1821815	-85.5084686	22.592	1/8/2011	5				2	2	0	0	SNOWING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY LIGHTED/OFF	N
71221885	I265 S	38.1823723	-85.5084883	22.602	11/3/2012	756				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & LEVEL	DAWN	N
70962482	I265 S	38.1826454	-85.508474	22.617	2/4/2011	2202				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70890456	I265 N	38.1829175	-85.5080807	22.669	8/21/2010	423		I265 N EXIT19 ON RAMP FROM KY1819	I265 N EXIT23 OFF RAMP TO KY155	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
70943336		38.1836791	-85.5085366	22.672	12/18/2010	1525	I265 S EXIT19 OFF RAMP TO KY1819			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71211045	I265 N	38.1839134	-85.5082112	22.72	10/10/2012	400				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
71132875	I265 N	38.1840057	-85.5082461	22.724	3/29/2012	747				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71192132	I265 N	38.1842691	-85.5081741	22.741	8/23/2012	751				3	3	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70928017		38.1849263	-85.5083771	22.86	11/18/2010	825				2	2	0	1	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70868851	I265 N	38.1851925	-85.5084292	22.878	5/19/2010	800				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71068284	I265 N	38.1852942	-85.5084435	22.885	10/25/2011	811				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71061116	I265 N	38.1858196	-85.5085743	22.922	10/11/2011	751				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70833078		38.1861242	-85.5085601	22.943	3/31/2010	806	I265 N EXIT23 OFF RAMP TO KY155			3	3	0	3	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70910566	I265 S	38.1874127	-85.5091086	23	10/11/2010	555				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71018278	I265 N	38.1869407	-85.5087362	23	6/18/2011	1609				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70801440		38.1879266	-85.5095477	23.039	1/7/2010	1927				1	1	0	1	SNOWING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71108059	I265 S	38.1887083	-85.509282	23.09	1/22/2012	610		I265 S EXIT23 OFF RAMP TO KY155	I265 S EXIT23 ON RAMP FROM KY155	1	1	0	0	FOG WITH RAIN	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71025944	I265 S	38.1887927	-85.5092627	23.095	7/17/2011	1435	I265 S EXIT23 OFF RAMP TO KY155			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70901334		38.1888064	-85.5093021	23.097	9/17/2010	1612		I265 S EXIT23 OFF RAMP TO KY155	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71190547	I265 S	38.1890849	-85.5092483	23.115	8/21/2012	1700				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70920957		38.1887085	-85.5089726	23.123	11/3/2010	805				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
70802545		38.1892439	-85.50928	23.126	1/11/2010	1623				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71106358	I265 N	38.1887891	-85.5089665	23.128	1/19/2012	732				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAWN	N
71015747	I265 S	38.190722	-85.5091714	23.228	6/18/2011	1745		I265 S EXIT23 OFF RAMP TO KY155	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	2	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70839643		38.1909448	-85.5088973	23.276	4/16/2010	1647				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71030925		38.1921598	-85.5086988	23.359	7/31/2011	247				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71225030	I265 N	38.1923739	-85.5086755	23.374	11/9/2012	618				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
71138617	I265 N	38.1925446	-85.5086359	23.385	4/12/2012	1611	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70971735		38.1927406	-85.5086256	23.399	2/28/2011	1602				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71015743	I265 N	38.1928209	-85.508573	23.404	6/18/2011	1611	I265 N EXIT23 ON RAMP FROM KY155			1	1	0	0	CLOUDY	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71233845	I265 S	38.1933635	-85.5088066	23.412	11/26/2012	311		I265 S EXIT23 OFF RAMP TO KY155	I64 E EXIT19A RAMP TO I265 S	1	1	0	2	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70820722		38.1928996	-85.5085589	23.414	2/25/2010	955				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70869866		38.1930554	-85.5085346	23.424	7/1/2010	752				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70852264		38.1935933	-85.5084191

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70953279		38.1941955	-85.5088207	23.47	1/11/2011	809				1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70882944		38.1942529	-85.5086499	23.474	8/3/2010	1610				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70805292		38.1944818	-85.5086411	23.49	1/17/2010	1658				1	1	0	1	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
70922502	I265 N	38.1940426	-85.5083865	23.493	11/5/2010	2034				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70811805		38.1941856	-85.5083107	23.503	2/4/2010	630				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & HILLCREST	DARK-HWY NOT LIGHTED	N
71151161	I265 S	38.1947952	-85.5085561	23.512	5/13/2012	950		I64 E EXIT19A RAMP TO I265 S	I265 S EXIT23 OFF RAMP TO KY155	1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71105991	I265 N	38.1944057	-85.5083165	23.518	1/18/2012	823				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70910121	I265 N	38.1945649	-85.5082699	23.53	9/21/2010	802				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71030185		38.1945968	-85.5083365	23.531	7/28/2011	1405				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71015734		38.1946582	-85.5083125	23.536	6/18/2011	1345		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	3	3	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71112885	I265 N	38.19466	-85.508298	23.536	2/6/2012	750		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	FOG/SMOG/SMOKE	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70944194		38.1953092	-85.5084687	23.548	12/20/2010	1625				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71237854	I265 N	38.1949628	-85.5082913	23.557	12/10/2012	724				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAWN	N
70928103		38.195753	-85.5083902	23.579	11/19/2010	335				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70963363		38.1958486	-85.5083842	23.585	2/8/2011	1437		I64 E EXIT19A RAMP TO I265 S	I265 S EXIT23 OFF RAMP TO KY155	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71101459	I265 N	38.1954426	-85.508151	23.59	1/5/2012	745				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70954445	I265 N	38.1955028	-85.5081376	23.595	1/17/2011	740				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAWN	N
70894508		38.1957046	-85.5081129	23.609	9/2/2010	1503				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71016681	I265 S	38.1962849	-85.5083301	23.616	6/22/2011	1716				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71012220		38.1959963	-85.5080194	23.629	6/12/2011	1434				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70899038		38.1965462	-85.5083381	23.633	9/13/2010	2041				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71235607	I265 S	38.1967327	-85.5082667	23.647	12/5/2012	15				2	2	0	1	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
71103864		38.1964575	-85.5080092	23.661	1/12/2012	745		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71240597	I265 N	38.1965532	-85.5079933	23.668	12/15/2012	1833				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
71096537	I265 N	38.1967752	-85.5079443	23.683	12/25/2011	2352				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70896944	I265 S	38.1973732	-85.5082748	23.69	9/8/2010	549				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71059176		38.1970374	-85.5079265	23.701	10/6/2011	752				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70951601		38.1981357	-85.5078484	23.777	1/10/2011	1542		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70887875		38.1983782	-85.5077935	23.794	8/16/2010	1510				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71179018	I265 N	38.1984636	-85.5077978	23.8	7/22/2012	340				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71215842	I265 N	38.1986125	-85.5077414	23.81	10/22/2012	751		I265 N EXIT23 ON RAMP FROM KY155	I64 N EXIT25A RAMP TO I64 E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71010988	I265 N	38.198671	-85.5079008	23.814	6/8/2011	1446		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71105987		38.1987333	-85.5077972	23.818	1/18/2012	734		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT23 ON RAMP FROM KY155	3	3	0	2	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71096304	I265 S	38.1992778	-85.5080186	23.823	12/22/2011	1739		I64 E EXIT19A RAMP TO I265 S	I265 S EXIT23 OFF RAMP TO KY155	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71179539	I265 S	38.1997628	-85.5079927	23.856	7/22/2012	301				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71213854	I265 N	38.1994009	-85.5077664	23.864	10/17/2012	1845				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71018311		38.1994874	-85.5076535	23.871	6/27/2011	2219				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71015777		38.2000582	-85.5076584	23.91	6/19/2011	1251		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71176796	I265 S	38.20072	-85.5078731	23.922	7/16/2012	1654				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70935411		38.2005621	-85.5075594	23.945	12/5/2010	1851				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71039657	I265 S	38.2012947	-85.5077707	23.962	7/29/2011	1817				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71033858	I265 N	38.2008671	-85.507444	23.967	8/6/2011	1211				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71032432	I265 S	38.2013856	-85.5078454	23.968	8/3/2011	350		I64 E EXIT19A RAMP TO I265 S	I265 S EXIT23 OFF RAMP TO KY155	1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70876730	I265 N	38.2010835	-85.5076166	23.981	7/18/2010	1348				1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70891393		38.2018411	-85.5077714	24	8/25/2010	1954				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70957666	I265 S	38.2018411	-85.5077714	24	1/24/2011	1309				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71040572		38.201478	-85.5075073	24.008	8/23/2011	755				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71215874	I265 S	38.2019564	-85.5077524	24.008	10/22/2012	1743				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70876705		38.2020139	-85.5076725	24.012	7/17/2010	1817				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
71195396	I265 N	38.201542	-85.5075014	24.013	8/31/2012	1905				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70865241		38.2023781	-85.5077486	24.037	6/20/2010	1639				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71107259	I265 N	38.2021376	-85.5074411	24.054	1/22/2012	1351				2	2	0	0	CLOUDY	Y	HEAD-ON COLLISION	HEAD ON	STRAIGHT & GRADE	DAYLIGHT	N
71064054	I265 S	38.2026782	-85.5076568	24.058	10/16/2011	1852				2	2	0	1	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
70836356		38.2030839	-85.5077995	24.085	4/9/2010	632				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70910252	I265 S	38.2031997	-85.5076349	24.094	10/9/2010	1729		I64 E EXIT19A RAMP TO I265 S	I265 S EXIT23 OFF RAMP TO KY155	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71185544	I265 S	38.2041106	-85.5075491	24.157	8/8/2012	1740				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71051730	I265 N	38.2042304	-85.5072413	24.199	9/17/2011	1525		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71169640	I265 S	38.2059324	-85.5073788	24.283	6/27/2012	1609				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71033874	I265 N	38.2059688	-85.5070911	24.319	8/6/2011	1807				2	2	0	3	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71215866	I265 S	38.2071301	-85.5072424	24.366	10/22/2012	1422				1	1	0	0	CLEAR	Y	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71064057		38.2072812	-85.5072514	24.376	10/16/2011	1945				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70808401		38.2081106	-85.5069196	24.467	1/26/2010	550				2	2	0	0	SNOWING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71119365		38.2096571	-85.5067247	24.574	2/23/2012	739				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
70864514		38.2099788	-85.5066132	24.597	6/17/2010	1801				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70868141		38.2106973	-85.5069717	24.612	6/27/2010	1802				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71132465	I265 S	38.2106887	-85.5069192	24.612	3/27/2012	1520				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71002775	I265 S	38.2113784	-85.5070642	24.659	5/19/2011	1803				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70905273		38.2115554	-85.5065347	24.706	9/28/2010	545		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71155755	I265 N	38.2118993	-85.5064718	24.73	5/23/2012	638		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	Y
71216702	I265 S	38.2127284	-85.5066941	24.753	10/24/2012	1539				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71245805	I265 S	38.2134026	-85.5066156	24.8	12/29/2012	325				1	1	0	0	SNOWING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70856952		38.2138664	-85.506569	24.832	5/30/2010	1650				1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71245042	I265 N	38.2135407	-85.5063945	24.843	12/21/2012	558				1	1	0	0	SNOWING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71161703	I265 N	38.2137036	-85.5063766	24.854	6/6/2012	247				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70868237		38.2138902	-85.5063568	24.867	6/28/2010	856				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71162534	I265 N	38.2141508	-85.5063587	24.885	6/10/2012	1534				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71058156	I265 S	38.2151194	-85.5066556	24.918	10/3/2011	1508				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70922543		38.2148396	-85.5063625	24.933	11/6/2010	1550				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70874944		38.2162639	-85.5063286	24.998	7/14/2010	1725				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70807329		38.2158049	-85.5061709	25	1/21/2010	1446				2	2	0	3	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70868118		38.215803	-85.5061439	25	6/27/2010	17				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70929422	I265 N	38.2158048	-85.5061709	25	11/21/2010	1428				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70969311	I265 N	38.2158048	-85.5061709	25	2/23/2011	1708				3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71134799	I265 S	38.2162917	-85.5063353	25	4/3/2012	1539				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71238650	I265 S	38.2164471	-85.5063192	25.01	12/1/2012	814		I64 E EXIT19A RAMP TO I265 S	I265 S EXIT23 OFF RAMP TO KY155	1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71151839		38.2161004	-85.506139	25.02	5/11/2012	836				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70820537	I265 N	38.216466	-85.5061329	25.045	2/25/2010	930		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71011253	I265 S	38.2170182	-85.5062851	25.05	6/9/2011	1710				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70801404		38.216537	-85.5060956	25.051	1/7/2010	725				2	2	0	0	SNOWING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70908831		38.2170899	-85.5063438	25.055	10/5/2010	752		I64 E EXIT19A RAMP TO I265 S	I265 S EXIT23 OFF RAMP TO KY155	2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70951096		38.2166868	-85.5060808	25.061	1/7/2011	735				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71058155	I265 S	38.2172499	-85.5063205	25.066	10/3/2011	1508				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71227045	I265 N	38.2168558	-85.5060688	25.073	11/9/2012	810				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71004106		38.2170164	-85.5060517	25.084	5/21/2011	1345		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71059160	I265 N	38.2171064	-85.5058799	25.091	10/5/2011	1743				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70968026	I265 N	38.2172476	-85.5060287	25.1	2/20/2011	1338				2	2	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70844091		38.2173303	-85.5060158	25.105	4/28/2010	805				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71220215	I265 S	38.217838	-85.5062494	25.106	10/31/2012	1719				3	3	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70891355	I265 S	38.2179036	-85.5062215	25.111	8/24/2010	1534				1	1	0	0	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71165531	I265 N	38.2175274	-85.5059531	25.119	6/17/2012	1546		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT23 ON RAMP FROM KY155	1	1	0	1	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71036917		38.2175606	-85.5060223	25.121	8/13/2011	400				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71051731	I265 N	38.217579	-85.5059955	25.123	9/17/2011	1520		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71111071	I265 S	38.2181517	-85.5061503	25.128	2/1/2012	1523				1	1	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70974582		38.2177159	-85.5059886	25.132	3/9/2011	1938				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71158415		38.2177935	-85.5059894	25.137	5/24/2012	833		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT23 ON R

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71058697	I265 S	38.2185894	-85.5061292	25.159	10/4/2011	1722				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71123476		38.2181245	-85.5059344	25.16	3/6/2012	811				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70887588	I265 S	38.2187996	-85.5061166	25.173	8/16/2010	1547				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70898471	I265 N	38.2183149	-85.5059076	25.174	9/12/2010	2030		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT23 ON RAMP FROM KY155	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
70841544	I265 N	38.2184159	-85.5059004	25.181	3/31/2010	715				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70837366		38.2190453	-85.5060724	25.191	4/10/2010	1750				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71079117	I265 S	38.219106	-85.5060611	25.195	11/18/2011	920	I64 E EXIT19A RAMP TO I265 S			2	2	0	0	CLEAR	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71073555	I265 S	38.2195655	-85.5060573	25.226	11/4/2011	1749				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70919132		38.2198941	-85.5057784	25.283	10/29/2010	1855		I265 N EXIT25A RAMP TO I64 E	I64 E EXIT19B RAMP TO I265 N	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70822927		38.2204096	-85.5059375	25.285	2/21/2010	219				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71072148		38.2201859	-85.5058225	25.303	11/3/2011	724				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
70989715		38.2201986	-85.505757	25.304	4/19/2011	230	I265 N EXIT25A RAMP TO I64 E			1	1	0	0	CLOUDY	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71170777	I265 N	38.2204641	-85.5057064	25.323	6/27/2012	841		I64 N EXIT25A RAMP TO I64 E	I64 E EXIT19B RAMP TO I265 N	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70926922		38.2204916	-85.5057989	25.325	11/16/2010	2205		I265 N EXIT25A RAMP TO I64 E	I64 E EXIT19B RAMP TO I265 N	1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
70856901		38.2207273	-85.505675	25.341	5/29/2010	951		I265 N EXIT25A RAMP TO I64 E	I64 E EXIT19B RAMP TO I265 N	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71205770	I265 N	38.2208622	-85.5056938	25.35	9/27/2012	940				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70914080		38.2215393	-85.5056201	25.397	9/29/2010	752				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71133946	I265 S	38.2222474	-85.5057804	25.412	3/31/2012	1235	I64 S EXIT25A RAMP TO I64 E			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71109708	I265 S	38.2224469	-85.5058003	25.426	1/30/2012	59				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71112340		38.2226187	-85.505747	25.438	2/4/2012	1341				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70928015		38.2221294	-85.5055398	25.439	11/18/2010	717				3	3	0	1	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAWN	N
70932114	I265 N	38.2221709	-85.5055576	25.442	11/25/2010	1445	I64 E	I64 E EXIT19B RAMP TO I265 N		2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & HILLCREST	DAYLIGHT	N
71177664	I265 N	38.2222582	-85.5055117	25.447	7/18/2012	1844				2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71086695	I265 S	38.2228097	-85.5057304	25.451	12/2/2011	1720				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71012169		38.2224065	-85.5055264	25.458	6/11/2011	1300		I64 E EXIT19B RAMP TO I265 N		2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71157712	I265 N	38.2224557	-85.505531	25.461	5/18/2012	720				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70826122		38.2224748	-85.5055189	25.462	3/11/2010	2227				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70932131	I265 N	38.2224842	-85.5055111	25.463	11/25/2010	1646				2	2	0	2	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DUSK	N
70979383		38.2225177	-85.5055047	25.465	3/18/2011	1052				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71205146	I265 S	38.2230474	-85.505701	25.468	9/26/2012	1310				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70856899		38.2225704	-85.5054954	25.469	5/29/2010	940				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70957683	I265 N	38.2226055	-85.5054943	25.471	1/25/2011	645				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70935334		38.222615	-85.5054946	25.472	12/4/2010	545				2	2	0	0	SNOWING	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	Y
70935335		38.22261667	-85.5055	25.472	12/4/2010	542				1	1	0	0	SNOWING	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70947690		38.2231237	-85.505697	25.473	12/30/2010	1040				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70986836	I265 N	38.2226274	-85.5054944	25.473	4/11/2011	1412				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70875009		38.2226727	-85.5055111	25.476	7/9/2010	827			I64 E EXIT19B RAMP TO I265 N	1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70931909		38.2227487	-85.5054745	25.481	11/24/2010	2312	I64 E EXIT19B RAMP TO I265 N			2	2	0	0	CLEAR	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71155421		38.2227403	-85.5054826	25.481	5/21/2012	1036				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71161252		38.2227441	-85.5054813	25.481	6/6/2012	2250				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70982869	I265 N	38.222756	-85.5054806	25.482	3/31/2011	1553				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70996097		38.2227715	-85.5054784	25.483	5/2/2011	2141				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70903020	I265 N	38.2228361	-85.505483	25.487	9/23/2010	816	I265 N EXIT25B RAMP TO I64 W			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70962547	I265 N	38.2228514	-85.5054721	25.488	2/7/2011	620				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70934334		38.222909	-85.5054664	25.492	11/30/2010	1311				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	Y
70832597		38.2229574	-85.5054634	25.496	3/30/2010	1025				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70931977		38.22306667	-85.50543333	25.503	11/24/2010	2310	I64 E EXIT19B RAMP TO I265 N			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71010105		38.2232283	-85.5054465	25.514	6/4/2011	717		I265 N EXIT25B RAMP TO I64 W		2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70960263	I265 N	38.2232851	-85.5054961	25.518	1/30/2011	1320				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71201223	I265 N	38.2234294	-85.5054243	25.528	9/17/2012	1618				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71206783	I265 N	38.2235579	-85.5053203	25.537	9/28/2012	920	I64 W			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70967975		38.2237972	-85.5053993	25.554	2/19/2011	1304				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71146170	I265 S	38.2243555	-85.5055714	25.558	5/1/2012	1804				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71215873	I265 S	38.2245256	-85.5056439	25.569	10/22/2012	1640				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70849601		38.224289	-85.5053109	25.588	5/11/2010	350		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT25B RAMP TO I64 W	1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70777315		38.2243468	-85.5053115	25.592	11/12/2009	1809				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70990656	I265 N	38.2244081	-85.5053474	25.596	4/20/2011	1526				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70924030		38.224836	-85.5055173	25.625	11/10/2010	1804				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70762058		38.2254953	-85.5054431	25.637	10/8/2009	1820				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71157782	I265 S	38.2268011	-85.5053413	25.727	5/25/2012	1740				2	2	0	0	CLEAR	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71065485	I265 S	38.22683333	-85.50536667	25.73	10/19/2011	1659				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71107027		38.2269644	-85.5053515	25.738	1/19/2012	1743				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71192128	I265 S	38.2271184	-85.5053056	25.749	8/22/2012	823		I64 S EXIT25B RAMP TO I64 W	I265 S EXIT27 ON RAMP FROM US60	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70748953		38.2271603	-85.5053088	25.752	9/8/2009	1745				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70651001		38.2267351	-85.5050948	25.757	1/1/2009	1355				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
71012048	I265 S	38.22732	-85.5053855	25.763	6/10/2011	1514	I265 S EXIT25B RAMP TO I64 W			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71065422	I265 S	38.2274591	-85.5053527	25.772	10/19/2011	1659				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70887013		38.2270147	-85.5049998	25.777	8/14/2010	545				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71009302	I265 S	38.2275467	-85.5053145	25.778	6/2/2011	2248				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71209492	I265 S	38.2277342	-85.5052748	25.791	10/1/2012	717				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71203849	I265 S	38.2277385	-85.5052682	25.792	9/24/2012	815	I265 S EXIT25B RAMP TO I64 W			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71172224	I265 S	38.2280139	-85.5053055	25.811	7/3/2012	1715				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70983687		38.2275526	-85.5056083	25.814	4/2/2011	1800		I265 N EXIT27 OFF RAMP TO US60	I64 W EXIT19B RAMP TO I265 N	3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70922203	I265 N	38.2276816	-85.5049933	25.823	10/30/2010	550				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70922204	I265 N	38.2277471	-85.5050063	25.827	10/30/2010	550				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70882406		38.2282915	-85.5052199	25.83	8/3/2010	1559		I265 S EXIT25B RAMP TO I64 W	I265 S EXIT27 ON RAMP FROM US60	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70856884		38.227847	-85.5050042	25.834	5/28/2010	2149				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71092090	I265 S	38.2285995	-85.5052309	25.851	12/14/2011	1800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70886996		38.2286838	-85.5051054	25.858	8/13/2010	1948				1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71059149	I265 N	38.2281962	-85.5050012	25.858	10/5/2011	1636				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70959780	I265 N	38.2283363	-85.5049154	25.868	1/30/2011	1644				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71216698	I265 S	38.2291919	-85.5051559	25.892	10/24/2012	1521				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71049336		38.2288115	-85.5049513	25.901	9/13/2011	500				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71092088	I265 S	38.2294079	-85.5050953	25.907	12/14/2011	1738				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70883415	I265 N	38.2289673	-85.504907	25.912	8/5/2010	853		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT27 OFF RAMP TO US60	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71120532		38.2295076	-85.5050978	25.914	2/27/2012	1630				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71031321		38.2295392	-85.5050665	25.916	7/30/2011	1249		I265 S EXIT25B RAMP TO I64 W	I265 S EXIT27 ON RAMP FROM US60	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70802943		38.2291685	-85.5046899	25.927	1/12/2010	1956				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70713253		38.2301644	-85.5050249	25.96	6/8/2009	1720				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71156143	I265 S	38.2302247	-85.5050072	25.964	5/24/2012	2236				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70958681		38.2297723	-85.5048358	25.967	1/27/2011	623		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT27 OFF RAMP TO US60	2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	Y
71215296	I265 S	38.2303197	-85.5049904	25.97	10/20/2012	835				2	2	0	2	CLOUDY	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
70972125	I265 S	38.2304298	-85.5049882	25.978	3/2/2011	1542		I265 S EXIT25B RAMP TO I64 W	I265 S EXIT27 ON RAMP FROM US60	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70986703	I265 N	38.2300917	-85.504816	25.989	4/9/2011	654				2	2	0	0	CLEAR	Y	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71206780	I265 S	38.2307052	-85.5049258	25.997	9/28/2012	751		I64 S EXIT25B RAMP TO I64 W	I265 S EXIT27 ON RAMP FROM US60	4	4	0	1	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71119406		38.2302162	-85.5048321	25.998	2/23/2012	1025		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT27 OFF RAMP TO US60	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71001964	I265 S	38.2310361	-85.5049326	26.02	5/18/2011	832				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70709477		38.2306929	-85.504743	26.031	6/1/2009	115				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70986701		38.2307178	-85.5047268	26.033	4/9/2011	354				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70702214		38.2312492	-85.5050006	26.034	5/8/2009	1638				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70758692		38.2308574	-85.5046105	26.043	10/4/2009	1013		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT27 OFF RAMP TO US60	2	2	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71032931		38.2314657	-85.5049832	26.049	8/4/2011	1420		I265 S EXIT27 ON RAMP FROM US60	I265 S EXIT25B RAMP TO I64 W	1	1	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71012176	I265 S	38.2316333	-85.50506667	26.064	6/11/2011	1400				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71012171	I265 S	38.2318621	-85.5052238	26.076	6/11/2011	1323				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70868638		38.23211667	-85.50478333	26.094	6/29/2010	537		I265 S EXIT27 ON RAMP FROM US60	I265 S EXIT25B RAMP TO I64 W	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70959732	I265 N	38.2317523	-85.50463	26.104	1/29/2011	1417				2	2	0

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71012175	I265 S	38.2327098	-85.504708	26.136	6/11/2011	1400				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71216710	I265 S	38.2327498	-85.5047553	26.139	10/24/2012	1640		I265 S EXIT27 ON RAMP FROM US60	I64 S EXIT25B RAMP TO I64 W	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71210953	I265 N	38.2326806	-85.50452	26.169	10/10/2012	1628				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71119085	I265 N	38.2328861	-85.5044991	26.183	2/23/2012	635				1	1	0	1	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70733664		38.2337877	-85.5047002	26.21	8/1/2009	1333				2	2	0	2	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70682470		38.2334906	-85.5044929	26.225	3/25/2009	1755				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70984718		38.2342895	-85.5043919	26.28	4/3/2011	1300				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70783864		38.2352364	-85.5045144	26.311	11/30/2009	750				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70976550	I265 N	38.2348939	-85.5043244	26.322	3/12/2011	1234		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT27 OFF RAMP TO US60	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71028902		38.2361669	-85.5044463	26.375	7/24/2011	1547				2	2	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015286		38.2359343	-85.5043317	26.393	6/15/2011	1047				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70983684	I265 N	38.2360048	-85.5042186	26.399	4/2/2011	1724				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71150077	I265 S	38.2369464	-85.5043505	26.429	5/10/2012	1545				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70833678		38.2364571	-85.5041742	26.43	4/1/2010	2039				2	2	1	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71144053		38.2370163	-85.5043567	26.434	4/25/2012	730				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70763577		38.2373135	-85.5043026	26.454	10/9/2009	2250				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71192301	I265 N	38.237005	-85.5038838	26.469	8/26/2012	145				2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71179546		38.2375327	-85.5042959	26.47	7/23/2012	2150				2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70754366		38.2375467	-85.5040494	26.472	9/23/2009	1833				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
70959766	I265 S	38.2376316	-85.5044013	26.476	1/30/2011	430				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71021569	I265 N	38.2372702	-85.5040893	26.486	7/6/2011	1721				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70854420		38.2378661	-85.5042232	26.493	5/18/2010	1613				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71140754		38.2380004	-85.504279	26.502	4/17/2012	720		I265 S EXIT27 ON RAMP FROM US60	I265 S EXIT25B RAMP TO I64 W	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71031032	I265 S	38.2380418	-85.504179	26.505	7/30/2011	1534				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71040365		38.238244	-85.5042416	26.519	8/22/2011	826				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71148457		38.2378284	-85.5040012	26.525	5/7/2012	728				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70997771		38.2383807	-85.5042625	26.528	5/1/2011	1341		I265 S EXIT25B RAMP TO I64 W	I265 S EXIT27 ON RAMP FROM US60	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71128336	I265 N	38.2379376	-85.504016	26.533	3/18/2012	322				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70893044		38.238517	-85.5042209	26.538	8/30/2010	825				2	2	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70698224	I265 S	38.2385362	-85.5042153	26.539	5/2/2009	35				2	2	0	1	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70908460	I265 N	38.2380816	-85.5039987	26.543	10/5/2010	2140		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT27 OFF RAMP TO US60	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DUSK	N
71057527	I265 S	38.2386443	-85.5042112	26.546	9/30/2011	1740				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71107833	I265 S	38.2386517	-85.5042111	26.547	1/24/2012	843				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70941336		38.2387137	-85.5042058	26.551	12/15/2010	1455				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71032916		38.2382076	-85.5039981	26.551	8/3/2011	1005		I64 W EXIT19B RAMP TO I265 N	I265 N EXIT27 OFF RAMP TO US60	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70806254	I265 S	38.2387371	-85.504202	26.553	1/21/2010	740				2	2	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70973360	I265 N	38.238253	-85.5039928	26.554	3/4/2011	724				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71175986	I265 S	38.2387632	-85.5043026	26.562	7/8/2012	432				1	1	0	0	CLEAR	Y	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71147941		38.23972	-85.5040816	26.621	5/4/2012	1353				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176772		38.2397999	-85.5040717	26.626	7/16/2012	823				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71165501	I265 N	38.2394998	-85.5038758	26.641	6/17/2012	414				1	1	0	2	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70751451		38.2400843	-85.5040576	26.646	9/16/2009	1904				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71151016	I265 S	38.2402924	-85.5040227	26.661	5/11/2012	657				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70810251	I265 S	38.2405578	-85.5040262	26.679	1/30/2010	745				1	1	0	0	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70876664		38.2401074	-85.5038333	26.682	7/16/2010	1824				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70915962		38.2410014	-85.503925	26.71	10/22/2010	1720		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT27 ON RAMP FROM US60	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70940247	I265 S	38.2412921	-85.5040275	26.729	12/14/2010	1727		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT27 ON RAMP FROM US60	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70855862		38.2413106	-85.5039292	26.731	5/24/2010	1630				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71158473	I265 S	38.2413513	-85.5039262	26.734	5/30/2012	1635				3	3	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71006795		38.2414494	-85.5038952	26.741	5/26/2011	1511				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71016720		38.2419055	-85.503861	26.772	6/24/2011	139	I265 S EXIT27 OFF RAMP TO US60			1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70869855	I265 S	38.2419968	-85.5038602	26.778	6/30/2010	1605				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71028898		38.2421897	-85.5038714	26.792	7/23/2011	1453				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71235709	I265 N	38.2421947	-85.5036396	26.827	12/5/2012	1728		I265 N EXIT27 OFF RAMP TO US60	I265 N EXIT27 ON RAMP FROM US60	1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70849182		38.2433349	-85.503732	26.871	5/10/2010	918				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70796612		38.2438108	-85.5035184	26.938	12/27/2009	2141				1	1	0	1	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70979604	I265 N	38.2443626	-85.5034237	26.977	3/19/2011	1708				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70756444		38.2451974	-85.5035528	27	9/28/2009	1645				3	3	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71163063		38.2457321	-85.5035185	27.037	6/11/2012	813		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT29 ON RAMP FROM KY3084	3	3	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71091460	I265 S	38.2458051	-85.5035207	27.042	12/13/2011	1747	I265 S EXIT27 OFF RAMP TO US60			3	3	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70976057		38.2462786	-85.5034441	27.075	3/12/2011	1306				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71059619		38.2465133	-85.5034302	27.091	10/6/2011	1718				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71198957	I265 N	38.2461864	-85.5031948	27.104	9/11/2012	1628				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70951231	I265 S	38.2468183	-85.5034381	27.112	1/7/2011	2355				1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70973400	I265 N	38.2465428	-85.503201	27.128	3/5/2011	1612				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71067060		38.2476035	-85.5030918	27.201	10/22/2011	1230		I265 N EXIT27 ON RAMP FROM US60	I265 N EXIT29 OFF RAMP TO KY3084	3	3	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	REAR TO REAR	STRAIGHT & HILLCREST	DAYLIGHT	N
71132891	I265 S	38.2487595	-85.5031981	27.247	3/29/2012	1628				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70956026		38.2488033	-85.5032079	27.249	1/20/2011	2033				1	1	0	0	SNOWING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70960807		38.2488397	-85.5029885	27.287	2/1/2011	903				2	2	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71124671	I265 S	38.2494658	-85.5031403	27.295	3/8/2012	1550		I265 S EXIT29 ON RAMP FROM KY3084	I265 S EXIT27 OFF RAMP TO US60	1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71145647	I265 N	38.249119	-85.5025973	27.308	4/27/2012	411				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70981304		38.2502611	-85.5030689	27.35	3/26/2011	1222				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	CURVE & GRADE	DAYLIGHT	N
70801598		38.2506122	-85.5030929	27.374	1/9/2010	845		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT29 ON RAMP FROM KY3084	1	1	0	1	SNOWING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71227199	I265 N	38.2505611	-85.5028048	27.406	11/15/2012	1956				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70819192		38.2510975	-85.5029957	27.408	2/22/2010	841				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70840951		38.2510934	-85.5030035	27.408	4/20/2010	1840				1	1	0	3	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71009936		38.2522259	-85.5028858	27.486	6/7/2011	345				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71093384	I265 S	38.2531807	-85.5028385	27.552	12/16/2011	1721				2	2	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71117968	I265 N	38.2528492	-85.5025599	27.565	2/20/2012	820				2	2	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70979118	I265 N	38.2530566	-85.5025372	27.579	3/22/2011	925				2	2	0	0	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70801599		38.2546321	-85.5027567	27.652	1/9/2010	845		I265 S EXIT29 ON RAMP FROM KY3084	I265 S EXIT27 OFF RAMP TO US60	1	1	0	0	SNOWING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71030933		38.2543299	-85.5024078	27.667	7/29/2011	815				2	2	0	1	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71143259	I265 S	38.2550204	-85.50284	27.679	4/24/2012	1721		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT29 ON RAMP FROM KY3084	3	3	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71155361	I265 S	38.2557813	-85.502547	27.732	5/22/2012	1612				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71190113	I265 S	38.255801	-85.5025706	27.733	8/20/2012	1751				1	1	0	0	CLOUDY	N	OCCUPANT FELL FROM MOVING VEHICLE	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71164510	I265 S	38.255808	-85.5025684	27.734	6/13/2012	1748				2	2	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70909369		38.2557575	-85.5022367	27.766	10/7/2010	2020				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70845321		38.2563317	-85.5025023	27.77	4/30/2010	1955				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70965401	I265 S	38.2563533	-85.5025262	27.772	2/13/2011	1636				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70922960		38.2590901	-85.5019247	27.997	11/8/2010	2202				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71055803	I265 S	38.2596053	-85.5021808	27.997	9/27/2011	1501				1	1	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71225586	I265 N	38.2591362	-85.5019415	28	11/12/2012	1658				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70884861	I265 S	38.2604217	-85.502125	28.053	8/9/2010	1750		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT27 OFF RAMP TO US60	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71145411	I265 N	38.2604	-85.5018333	28.087	4/30/2012	800				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71160817	I265 S	38.2610404	-85.5021249	28.096	6/5/2012	1325				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70855875		38.2609342	-85.5017361	28.125	5/27/2010	1513				1	1	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71083381		38.2619077	-85.5020761	28.155	11/26/2011	1540				3	3	0	0	RAINING	N	OCCUPANT FELL FROM MOVING VEHICLE	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70981297		38.2619827	-85.5020278	28.161	3/26/2011	941		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT29 ON RAMP FROM KY3084	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000830	I265 N	38.2626572	-85.501596	28.244	5/14/2011	1445				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71004107	I265 N	38.2626606	-85.5015923	28.244	5/21/2011	1405				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71237505	I265 S	38.2632633	-85.5010482	28.254	12/8/2012	539				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70859152		38.2628202	-85.5015954	28.255	6/3/2010	2200				2	2	0	0	CLEAR	Y	OCCUPANT FELL FROM MOVING VEHICLE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71015704	I265 N	38.2633587	-85.5015578	28.292	6/17/2011	2248				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71163092	I265 S	38.2640079	-85.5018066	28.301	6/11/2012	2217				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71088089		38.2635373	-85.501484	28.305	12/3/2011	1332		I265 N EXIT29 OFF RAMP TO KY3084	I265 N EXIT27 ON RAMP FROM US60	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70868127		38.2635838	-85.5015078	28.308	6/27/2010	1305				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71203637	I265 N	38.2636029	-85.5014739	28.309	9/22/2012	1702				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71067025		38.2641616	-85.5017601	28.312	10/21/2011	1800		I265 S EXIT27 OFF RAMP TO US60	I265 S EXIT29 ON RAMP FROM KY3084	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70982202	I265 S	38.2641825	-85.5017515	28.313	3/26/2011	1200		I265 S EXIT29 ON RAMP FROM KY3084	I265 S EXIT27 OFF RAMP TO US60	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71067011		38.2643643	-85.5017699	28.326	10/21/2011	1640				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71021533	I265 N	38.2639786	-85.5015033	28.335	6/24/2011	1608				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71225193	I265 N	38.2642423	-85.5014436	28.354	11/11/2012	239				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71167283	I265 N	38.2647644	-85.5013527	28.39	6/20/2012	240				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
71086737	I265 N	38.267894	-85.5010907	28.606	12/3/2011	1500				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71004092		38.2691563	-85.5009326	28.694	5/21/2011	230				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71207124	I265 S	38.2698945	-85.5012034	28.708	9/30/2012	600				1	1	0	0	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70859145		38.2695043	-85.5012553	28.717	6/3/2010	1951				1	1	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70948895	I265 S	38.2710149	-85.5012313	28.785	1/4/2011	1058				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70922574		38.2730919	-85.5005327	28.967	11/7/2010	148	I265 N EXIT29 OFF RAMP TO KY3084			1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
1264002		38.2701	-85.50113333	29	5/8/2012	1603				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NOT IN GORE	BACKING	CURVE & GRADE	DAYLIGHT	N
71222496	I265 S	38.276101	-85.5005857	29.138	11/5/2012	2314				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & HILLCREST	DARK-HWY LIGHTED/ON	N
71244793	I265 N	38.2755644	-85.5003442	29.138	12/27/2012	644				3	3	0	2	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71006799		38.2763974	-85.5005836	29.158	5/27/2011	610		I265 S EXIT29 OFF RAMP TO KY3084	I265 S EXIT30 ON RAMP FROM KY146	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70849079	I265 N	38.2763506	-85.5002611	29.192	5/8/2010	1350		I265 N EXIT30 OFF RAMP TO KY146	I265 N EXIT29 ON RAMP FROM KY3084	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71064000	I265 S	38.2771968	-85.5003582	29.214	10/15/2011	313				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70925351	I265 S	38.2773111	-85.5006359	29.221	11/12/2010	1713				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
71155746		38.2769418	-85.5002098	29.233	5/22/2012	942				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70817199		38.2778311	-85.5005561	29.257	2/15/2010	849				2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	N
70876615	I265 S	38.2780521	-85.5004145	29.273	7/15/2010	1527				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71040775	I265 S	38.2784183	-85.500387	29.298	8/23/2011	1300				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71066187	I265 S	38.278677	-85.5007131	29.315	10/21/2011	830				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71109657		38.2790068	-85.5003226	29.339	1/28/2012	843				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70922572	I265 S	38.2794567	-85.5002912	29.37	11/7/2010	115		I265 S EXIT30 ON RAMP FROM KY146	I265 S EXIT29 OFF RAMP TO KY3084	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71025967	I265 S	38.279678	-85.500264	29.385	7/18/2011	755				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71160394	I265 S	38.2798292	-85.5001186	29.396	6/4/2012	1854		I265 S EXIT29 OFF RAMP TO KY3084	I265 S EXIT30 ON RAMP FROM KY146	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71207170	I265 N	38.27963333	-85.49996667	29.419	9/26/2012	913		I265 N EXIT29 ON RAMP FROM KY3084	I265 N EXIT30 OFF RAMP KY146 TO	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71096514		38.2803568	-85.500264	29.432	12/25/2011	1435				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71085171	I265 S	38.2817009	-85.5007702	29.524	11/30/2011	1433				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71153256	I265 S	38.2819284	-85.5006737	29.54	5/17/2012	1015		I265 S EXIT30 ON RAMP FROM KY146	I265 S EXIT29 OFF RAMP TO KY3084	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71023208	I265 S	38.2819866	-85.5006277	29.544	7/10/2011	1941				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70847598		38.2816504	-85.5001418	29.558	5/5/2010	600		I265 N EXIT29 ON RAMP FROM KY3084	I265 N EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71197108	I265 S	38.2822657	-85.5007557	29.563	9/5/2012	1726				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	N
70957373	I265 N	38.28189	-85.5002874	29.574	1/24/2011	1315				1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71119495	I265 S	38.2838455	-85.5020936	29.677	2/24/2012	140				1	1	0	0	CLEAR	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71180827	I265 N	38.2848808	-85.5032795	29.8	7/27/2012	647				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70868125		38.2851844	-85.5051052	29.807	6/27/2010	1148				1	1	0	1	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71132893	I265 S	38.2853415	-85.5059547	29.834	3/29/2012	1654				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71092047	I265 N	38.2854047	-85.5047334	29.857	12/13/2011	1757				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
70902862		38.2854174	-85.5067769	29.858	9/22/2010	1557				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71180204	I265 S	38.2854322	-85.506822	29.86	7/25/2012	1417		I265 S EXIT30 ON RAMP FROM KY146	I265 S EXIT29 OFF RAMP TO KY3084	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70835925		38.285553	-85.5053866	29.879	4/7/2010	1548				1	1	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70995449	I265 N	38.285554	-85.5054849	29.881	5/2/2011	936				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70829125		38.2854962	-85.5058629	29.886	3/21/2010	430				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
70947783	I265 N	38.2855907	-85.5059248	29.893	1/1/2011	1229				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70900467	I265 S	38.2854636	-85.5070788	30	9/14/2010	1746				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71041137	I265 S	38.2854529	-85.5071305	30.003	6/25/2011	1513				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	N
71004099		38.2857432	-85.5096042	30.139	5/21/2011	1100				1	1	0	0	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71086735		38.2860378	-85.5096881	30.207	12/3/2011	1330				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71226166	I265 N	38.2860206	-85.5099225	30.219	11/12/2012	1337				1	1	1	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71174420		38.2859736	-85.5115729	30.247	7/10/2012	1930		I265 S EXIT30 ON RAMP FROM KY146	I265 S EXIT30 OFF RAMP TO KY146	3	3	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70839649		38.2862339	-85.5143202	30.397	4/16/2010	1705				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	Y
71156074	I265 S	38.2862837	-85.5148824	30.428	5/20/2012	2228				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71101646	I265 S	38.2863001	-85.5153522	30.453	1/7/2012	1940				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70955608		38.286459	-85.5142566	30.457	1/20/2011	542	I265 N EXIT30 ON RAMP FROM KY146			1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION 09 - 32	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71237285	I265 N	38.2864736	-85.5143295	30.461	12/6/2012	1844				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70870946		38.2862525	-85.5155897	30.466	7/5/2010	116		I265 S EXIT33 OFF RAMP TO KY1447	I265 S EXIT30 OFF RAMP TO KY146	1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70926929		38.2864453	-85.5156495	30.471	11/17/2010	303				2	2	0	1	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71090075		38.2865206	-85.5148345	30.489	12/8/2011	815				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71059147	I265 N	38.2865438	-85.5153699	30.518	10/5/2011	1621				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70936782		38.2865849	-85.5153889	30.52	12/4/2010	937		I265 N EXIT30 ON RAMP FROM KY146	I265 S EXIT33 OFF RAMP TO KY1447	1	1	0	0	SNOWING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71203554		38.286703	-85.5153699	30.52	9/21/2012	2200				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70926930		38.28653333	-85.51735	30.563	11/17/2010	305				2	2	0	1	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71007863		38.2868024	-85.5175593	30.638	6/1/2011	945				2	2	0	0	CLEAR	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70911907		38.2868205	-85.5207698	30.75	10/14/2010	1024				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71099953	I265 N	38.287031	-85.5197398	30.758	1/2/2012	613				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71165503	I265 N	38.2875516	-85.5247155	31.031	6/17/2012	440				1	1	0	0	CLEAR	Y	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70929404		38.2878069	-85.5267589	31.144	11/21/2010	147		I265 N EXIT30 ON RAMP FROM KY146	I265 N EXIT33 ON RAMP FROM KY1447	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71153292	I265 N	38.2878499	-85.5271148	31.163	5/17/2012	2300				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71093466	I265 S	38.2876763	-85.5289303	31.198	12/17/2011	1447				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70800182	I265 N	38.2879319	-85.5282317	31.224	1/7/2010	958				1	1	0	0	SNOWING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70919842	I265 S	38.2880196	-85.5313837	31.333	11/2/2010	845				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70898328		38.2882391	-85.530903	31.371	9/9/2010	1942				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
70800211	I265 N	38.2886591	-85.5331849	31.498	1/7/2010	958				2	2	0	0	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
70803563		38.2887151	-85.5332543	31.502	1/14/2010	620				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71077811	I265 N	38.2892641	-85.5346896	31.585	11/14/2011	650				1	1	0	1	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
71187212	I265 N	38.2892977	-85.5348745	31.596	8/11/2012	557				1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	Y
71018287	I265 S	38.2897685	-85.5363689	31.62	6/25/2011	1420				3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	Y
71150106	I265 N	38.2897465	-85.5358219	31.651	5/10/2012	1600		I265 N EXIT30 ON RAMP FROM KY146	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71187692	I265 N	38.2897605	-85.5358322	31.652	8/11/2012	620				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70803134	I265 S	38.2901545	-85.5369598	31.657	1/11/2010	1750				2	2	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71240353	I265 S	38.2903884	-85.5374629	31.687	12/14/2012	1622				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71031067		38.2904189	-85.5369893	31.723	7/31/2011	1425				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71117764	I265 N	38.2908033	-85.5376818	31.766	2/17/2012	1100		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70922912	I265 N	38.2922418	-85.5398385	31.905	11/8/2010	448				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71028907	I265 N	38.2924878	-85.5401957	31.928	7/25/2011	355				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71143600	I265 N	38.2935122	-85.5418986	32.037	4/25/2012	1551				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015750	I265 S	38.2938884	-85.5432122	32.054	6/18/2011	1951				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71140801	I265 N	38.2938416	-85.5423649	32.068	4/18/2012	1508				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70911904	I265 N	38.2942062	-85.542428	32.08	10/13/2010	1940				2	2	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71165459		38.2946491	-85.5436299	32.152	6/16/2012	646		I265 N EXIT30 ON RAMP FROM KY146	I265 S EXIT33 OFF RAMP TO KY1447	1	1	0	3	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70835164	I265 S	38.295124	-85.5448404	32.166	4/6/2010	1100		I265 S EXIT33 OFF RAMP TO KY1447	I265 S EXIT30 OFF RAMP TO KY146	3	3	0	3	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70808068	I265 N	38.2960718	-85.5459749	32.305	1/26/2010	841				1	1	0	0	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71140800	I265 N	38.2962349	-85.5462021	32.32	4/18/2012	1508				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71106354	I265 N	38.2962926	-85.546256	32.325	1/17/2012	1325				4	4	1	3	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71070902	I265 S	38.2963645	-85.5468512	32.361	10/31/2011	1423				2	2	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70963356		38.2971084	-85.5475151	32.409	2/8/2011	1231				1	1	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71148060		38.2978908	-85.5491342	32.524	5/5/2012	2140	I265 S EXIT33 OFF RAMP TO KY1447			1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70927495	I265 N	38.2978763	-85.5488474	32.564	11/16/2010	1619				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70868119		38.3013926	-85.5549203	32.921	6/27/2010	52				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70853102		38.3018834	-85.5550057	32.999	5/20/2010	1				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70802553		38.3027135	-85.5571653	33.077	1/11/2010	1814				3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70817218		38.3032537	-85.5575124	33.165	2/15/2010	1309				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70901918		38.3034724	-85.5579526	33.193	9/20/2010	2034				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70984188	I265 S	38.3040924	-85.5602479	33.274	4/4/2011	1618				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70979394		38.3047637	-85.5612406	33.391	3/22/2011	726				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
71090163	I265 S	38.3055437	-85.5642591	33.52	12/10/2011	1141				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70849604		38.3058114	-85.5651207	33.571	5/11/2010	800				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71225854	I265 N	38.3058246	-85.5644398	33.577	11/8/2012	748		I265 N EXIT34 OFF RAMP TO KY22	I265 N EXIT33 ON RAMP FROM KY1447	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70954870	I265 N	38.3062163	-85.5655068	33.641	1/18/2011	735				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71150105	I265 S	38.3064927	-85.5669419	33.683	5/10/2012	1945		I265 S EXIT33 OFF RAMP TO KY1447	I265 S EXIT34 ON RAMP FROM KY22	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71038525	I265 S	38.3069131	-85.5681129	33.755	8/17/2011	2107				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71017770		38.307127	-85.5684569	33.779	6/25/2011	2120		I265 S EXIT34 ON RAMP FROM KY22	I265 S EXIT33 OFF RAMP TO KY1447	1	1	0	3	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DUSK	N
71105579	I265 S	38.3072922	-85.568752	33.799	1/17/2012	1118				1	1	0	1	SEVERE CROSSWINDS	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71022044		38.3073124	-85.5681527	33.808	7/6/2011	1714				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70814096		38.3074741	-85.5690807	33.828	2/8/2010	1537				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244695	I265 N	38.3076036	-85.568707	33.844	12/26/2012	1945				1	1	0	0	SLEET/HAIL	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
70936796	I265 N	38.3079253	-85.5693525	33.886	12/8/2010	754				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
70971685		38.308483	-85.5707287	33.941	2/28/2011	440		I265 S EXIT34 OFF RAMP TO KY22	I265 S EXIT34 ON RAMP FROM KY22	1	1	0	0	SEVERE CROSSWINDS	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71105978	I265 N	38.3087049	-85.570688	33.976	1/17/2012	1118				1	1	0	0	OTHER	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70808058		38.309126	-85.5713831	34.024	1/26/2010	741		I265 N EXIT34 ON RAMP FROM KY22	I265 N EXIT34 OFF RAMP TO KY22	2	2	0	0	SNOWING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
71110251		38.3091721	-85.5714567	34.029	1/31/2012	747	I265 N EXIT34 OFF RAMP TO KY22			2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
71092033		38.309405	-85.5724432	34.056	12/10/2011	1220	I265 S EXIT34 OFF RAMP TO KY22			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71123434		38.3094259	-85.5719152	34.06	3/5/2012	819				2	2	0	1	CLOUDY	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & GRADE	DAYLIGHT	N
71051984	I265 N	38.3094661	-85.5719077	34.061	9/19/2011	1448	I265 N EXIT34 ON RAMP FROM KY22 W			1	1	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71205135	I265 N	38.3094229	-85.5719609	34.062	9/25/2012	705				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAWN	N
70914129		38.3094834	-85.5719454	34.063	10/20/2010	220		I265 N EXIT34 OFF RAMP TO KY22	I265 N EXIT34 ON RAMP FROM KY22	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
1356666	I265	38.30943333	-85.57206667	34.067	7/9/2011	812	BROWNSBORO			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	
70966935		38.3095382	-85.5721215	34.074	2/16/2011	823				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70972521		38.3097893	-85.5724226	34.097	3/3/2011	1721				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70862950	I265 N	38.3097271	-85.5725094	34.098	6/14/2010	725		I265 N EXIT34 ON RAMP FROM KY22 W	I265 N EXIT34 ON RAMP FROM KY22 W	1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71090164	I265 S	38.309696	-85.5732653	34.105	12/10/2011	1232				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71000681	I265 N	38.310188	-85.5732864	34.151	5/12/2011	1804				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70863650		38.3103038	-85.5734105	34.161	6/15/2010	800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71201158	I265 N	38.3104884	-85.5738336	34.187	9/17/2012	805				3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71134948	I265 N	38.310873	-85.5744577	34.23	4/4/2012	824				3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71087805	I265 N	38.3108689	-85.5744636	34.231	12/1/2011	1850		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22 W	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70841552		38.3109715	-85.5746551	34.243	4/21/2010	1719				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70872071		38.3110984	-85.5748669	34.258	7/7/2010	931				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71154118	I265 N	38.3112407	-85.5750084	34.27	5/17/2012	755				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70937141	I265 N	38.3112578	-85.5751345	34.276	12/9/2010	750				6	6	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71066871		38.3112452	-85.5751624	34.277	10/20/2011	741		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70988034		38.3112765	-85.5751891	34.279	4/13/2011	1510				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71206719	I265 N	38.3113069	-85.5752363	34.282	8/30/2012	742				2	2	0	0	CLOUDY	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70844495	I265 N	38.3113241	-85.5752733	34.285	4/29/2010	1055		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22 W	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70900484		38.3113713	-85.5753417	34.29	9/15/2010	830				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71219004	I265 N	38.3114194	-85.5753665	34.293	10/30/2012	835				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71029755	I265 N	38.3115003	-85.5755741	34.305	7/24/2011	1759		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22 W	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70907618		38.3115075	-85.5755874	34.306	10/4/2010	740		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71210583	I265 N	38.3115251	-85.5757579	34.314	10/10/2012	740				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAWN	N
70910133		38.3116278	-85.5757602	34.319	10/6/2010	704				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70828051		38.3116905	-85.575808	34.323	3/15/2010	1545				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71239538	I265 S	38.3116251	-85.5763617	34.325	12/12/2012	852				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70819282		38.3117025	-85.5759332	34.329	2/22/2010	714				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAWN	N
71154958	I265 N	38.3117531	-85.5760001	34.334	5/21/2012	1748		I265 N EXIT34 ON RAMP FROM KY22 W	I265 N EXIT35A RAMP TO I71 N	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71037227		38.3117493	-85.5760216	34.335	8/15/2011	750				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71107032		38.3117657	-85.5760802	34.338	1/20/2012	719		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70996080	I265 N	38.3117609	-85.5761205	34.34	5/2/2011	730				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAWN	N
71214305	I265 S	38.311726	-85.5766034	34.34	10/17/2012	1029				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71124342	I265 N	38.3118724	-85.5762182	34.349	3/7/2012	1700				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71108144		38.3118845	-85.576251	34.351	1/25/2012	730				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
70831006		38.3119333	-85.5763	34.355	3/26/2010	720				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70992171		38.3119315	-85.5763157	34.355	4/24/2011	2050				2	2	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70876675	I265 N	38.3119042	-85.5763837	34.357	7/17/2010	30				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71208734	I265 N	38.3120186	-85.5764322	34.364	10/3/2012	1615				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71213084	I265 N	38.3119792	-85.5764704	34.364	10/16/2012	815		I71 N EXIT35A RAMP TO I71 N	I71 N EXIT35A RAMP TO I71 N	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70801934		38.3120734	-85.5765231	34.37	1/11/2010	739		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22	3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70910134		38.3120667	-85.5766667	34.372	10/6/2010	704				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71147870	I265 N	38.3120987	-85.5765395	34.372	5/3/2012	1649				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71077976	I265 N	38.3120971	-85.5766126	34.375	11/15/2011	814				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & HILLCREST	DAYLIGHT	N
70997050	I265 N	38.3121621	-85.5767086	34.382	5/5/2011	1710				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71069322		38.3121526	-85.5767153	34.382	10/28/2011	704				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR TO REAR	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70802340		38.3122446	-85.5767448	34.387	1/9/2010	2029				1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71208277	I265 N	38.3122173	-85.57679	34.388	10/3/2012	1554				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71218662		38.312238	-85.5768521	34.391	10/29/2012	755		I265 N EXIT35A RAMP TO I71 N	I265 N EXIT34 ON RAMP FROM KY22	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
71086939	I265 N	38.3122474	-85.5769216	34.395	12/5/2011	705				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71210688	I265 N	38.3122777	-85.5769504	34.397	10/10/2012	734				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71198180	I265 N	38.3122656	-85.5769806	34.398	9/10/2012	740				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71049659		38.3123094	-85.5770021	34.401	9/13/2011	733				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71084425		38.3123112	-85.5770106	34.401	11/29/2011	719				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71084121		38.312331	-85.576996	34.402	11/28/2011	1825	I265 N EXIT35A RAMP TO I71 N			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71156078	I265 N	38.3122944	-85.5770343	34.402	5/23/2012	719	I71 N EXIT35A RAMP TO I71 N			2	2	0	2	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71065107	I265 N	38.3123444	-85.5770778	34.406	10/19/2011	701				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71208279	I265 N	38.31235	-85.57706667	34.406	10/3/2012	1554				3	3	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71235789	I265 N	38.3123926	-85.577196	34.413	12/4/2012	830		I71 N EXIT9B RAMP TO I265 E	I71 N EXIT35A RAMP TO I71 N	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70996108	I265 N	38.3124052	-85.577214	34.414	5/3/2011	812				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70911688	I265 N	38.3125297	-85.5774488	34.43	10/13/2010	740				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
70901667		38.3129897	-85.5782407	34.483	9/20/2010	720				2	2	0	0	CLEAR	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71070240		38.3130599	-85.5783876	34.492	10/24/2011	753		I265 N EXIT35A RAMP TO I71 N	I71 N EXIT9B RAMP TO I265 E	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70996112	I265 N	38.3131517	-85.5785268	34.502	5/3/2011	830				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71088823		38.3133105	-85.5788102	34.521	12/8/2011	701				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70901310	I265 N	38.3136102	-85.5793049	34.555	9/17/2010	710				3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
70966934	I265 N	38.313632	-85.579373	34.559	2/16/2011	755				3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70896866	I265 N	38.3136593	-85.5795183	34.567	9/7/2010	825				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70982204		38.3138988	-85.5797162	34.585	3/29/2011	646				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71252856	I265 N	38.3138784	-85.5798017	34.588	1/17/2012	750				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71190081	I265 N	38.3139003	-85.5798427	34.591	8/20/2012	800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71063668		38.3139075	-85.5798623	34.592	10/11/2011	746		I265 N EXIT35A RAMP TO I71 N	I71 N EXIT9B RAMP TO I265 E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71198176	I265 N	38.3141238	-85.5802269	34.617	9/6/2012	730	I71 N EXIT9B RAMP TO I265 E			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971687		38.3141498	-85.5807961	34.633	2/28/2011	445		I71 N EXIT9A RAMP TO I265 E	I265 S EXIT35A RAMP TO I71 N	1	1	0	0	SEVERE CROSSWINDS	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70971771	I265 S	38.3141594	-85.5808452	34.636	3/1/2011	1220				2	2	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	N
70904398		38.3143032	-85.5805427	34.638	9/24/2010	828				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70832011	I265 N	38.314622	-85.5806617	34.656	3/27/2010	736				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70930356		38.3145227	-85.5809517	34.665	11/23/2010	1442				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70894040		38.3146363	-85.5811682	34.679	9/1/2010	1645				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70986766		38.3145129	-85.5814843	34.68	4/10/2011	512	I265 S EXIT35A RAMP TO I71 N			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70939704		38.314652	-85.5812004	34.681	12/14/2010	710			I71 N EXIT9B RAMP TO I265 E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	Y
71205136	I265 N	38.3146931	-85.5812771	34.686	9/25/2012	705				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71118633		38.3147908	-85.5814675	34.698	2/16/2012	815				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
70890928		38.3147951	-85.581475	34.699	8/24/2010	811				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70871719		38.3148752	-85.5816313	34.709	7/7/2010	751				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71090881		38.31475	-85.5820179	34.713	12/8/2011	721		I265 S EXIT35A RAMP TO I71 N		7	7	0	0	CLEAR	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71000663	I265 N	38.314921	-85.5817429	34.716	5/9/2011	2338				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70914696	I265 N	38.3149438	-85.5817906	34.719	10/21/2010	705	I71 S			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71096280	I265 N	38.3149584	-85.5818073	34.72	12/22/2011	1448				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71129627	I265 N	38.3149665	-85.5818063	34.72	3/21/2012	752				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71112236	I64 W	38.2236747	-85.5320245	17.427	2/4/2012	57				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70904101	I64 W	38.2237705	-85.5319174	17.433	9/25/2010	100				2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71231868	I64 W	38.2237182	-85.5318973	17.434	11/10/2012	2027				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71131927	I64 W	38.2236928	-85.5315903	17.451	3/27/2012	1900		I64 W EXIT17 OFF RAMP TO KY913	I64 S EXIT25B RAMP TO I64 W	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71131206	I64 W	38.2236449	-85.5310588	17.48	3/23/2012	2223				1	1	0	0	RAINING	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71053306	I64 W	38.2236416	-85.5310088	17.483	9/21/2011	1226				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70852819		38.2236364	-85.5308059	17.494	5/20/2010	735				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71236143	I64 E	38.2235046	-85.5326501	17.517	11/20/2012	1855				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/OFF	N
71065280	I64 E	38.2234915	-85.5322033	17.542	10/19/2011	1540				1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70844519		38.223509	-85.5319799	17.554	4/29/2010	1707				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71221907	I64 E	38.2234565	-85.5318891	17.559	11/3/2012	1315				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71232317	I64 E	38.2234973	-85.5318758	17.559	11/26/2012	1005				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70862929	I64 W	38.2235789	-85.5294699	17.567	6/13/2010	1102		I64 W EXIT17 OFF RAMP TO KY913	I265 S EXIT25B RAMP TO I64 W	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71195450		38.2235956	-85.5294066	17.57	9/1/2012	1715				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71108835		38.2235679	-85.5292802	17.577	1/26/2012	754		I64 W EXIT17 OFF RAMP TO KY913	I265 S EXIT25B RAMP TO I64 W	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70888237	I64 E	38.223452	-85.5314508	17.582	8/17/2010	1734				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70894531		38.2235109	-85.5314013	17.585	9/2/2010	1623				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71218239	I64 E	38.2234638	-85.5313574	17.587	10/26/2012	2036				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70990116	I64 E	38.2234434	-85.5311172	17.6	4/19/2011	1758				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70867850		38.2234773	-85.5288313	17.602	6/25/2010	850				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71024711		38.223591	-85.5288104	17.602	7/12/2011	918				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70846087		38.2235719	-85.5286873	17.609	5/2/2010	1132		I265 S EXIT25B RAMP TO I64 W	I64 W EXIT17 OFF RAMP TO KY913	2	2	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71187760	I64 E	38.2234408	-85.5308259	17.616	8/14/2012	1744				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70845427	I64 W	38.2235928	-85.5278037	17.657	5/2/2010	1058		I265 S EXIT25B RAMP TO I64 W	I64 W EXIT17 OFF RAMP TO KY913	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71121401		38.2234085	-85.5297849	17.671	2/14/2012	1735				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DUSK	N
70896728		38.2236424	-85.5274652	17.675	9/3/2010	1812				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71206896	I64 W	38.2235222	-85.5272792	17.686	9/30/2012	911				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71162550		38.2234862	-85.5259745	17.757	6/9/2012	1530				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
71235160	I64 E	38.2233497	-85.5280815	17.763	12/4/2012	1747				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71158433		38.2233408	-85.5280165	17.766	5/29/2012	1802				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71202693	I64 E	38.2232902	-85.5278515	17.775	9/20/2012	1716				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71016706	I64 E	38.2233237	-85.5269891	17.821	6/23/2011	1836				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71055062	I64 E	38.2233278	-85.5268347	17.83	9/26/2011	530				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71168585	I64 E	38.2233199	-85.5266547	17.839	6/25/2012	1441				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71237530	I64 E	38.2232548	-85.5261364	17.867	12/8/2012	1250		I64 E EXIT17 ON RAMP FROM KY913	I64 E EXIT19A RAMP TO I265 S	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71231471	I64 W	38.2233995	-85.5233704	17.899	11/27/2012	440				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	Y
71168600	I64 E	38.2232821	-85.52528	17.913	6/25/2012	1725				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71210602	I64 E	38.2232731	-85.5252281	17.916	10/9/2012	2003				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70892654		38.2233023	-85.5251444	17.92	8/27/2010	1601				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71011258	I64 E	38.2232506	-85.5250307	17.927	6/9/2011	1827				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71055063	I64 E	38.2232252	-85.5243872	17.961	9/26/2011	610				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70913148		38.2233493	-85.5218131	17.983	10/17/2010	850				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70859255		38.2233392	-85.5215088	18	6/5/2010	1629				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71205138	I64 E	38.2231599	-85.5236681	18	9/25/2012	1758				3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71212892	I64 E	38.2231598	-85.523668	18	10/15/2012	1634				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70889056		38.223079	-85.5233607	18.016	8/19/2010	1753				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71054910	I64 W	38.223469	-85.5210875	18.023	9/25/2011	2130				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70934540		38.223457	-85.5209514	18.03	12/3/2010	507				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71217076	I64 E	38.2231019	-85.5226912	18.052	10/24/2012	1642				3	3	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70828995		38.2232749	-85.5195234	18.108	3/18/2010	1520				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70902172		38.2233333	-85.5188167	18.147	9/19/2010	1215				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71081639	I64 E	38.2228614	-85.520665	18.162	11/16/2011	1215				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71010897		38.22283	-85.5203372	18.179	6/8/2011	1720				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71113809	I64 E	38.2228589	-85.5203378	18.179	2/9/2012	832				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70893580		38.2227954	-85.5199723	18.199	8/29/2010	422		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/OFF	N
70931964		38.2228089	-85.5199251	18.201	11/24/2010	1912				2	2	0	0	RAINING	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
70833648	I64 E	38.2230801	-85.5198194	18.206	3/31/2010	1726				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971700	I64 W	38.2232642	-85.5176933	18.208	2/28/2011	855				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70870811		38.2227615	-85.519649	18.216	7/1/2010	1558				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70941294		38.2232018	-85.5173578	18.226	12/13/2010	1738				2	2	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71235795	I64 W	38.2231606	-85.5172171	18.234	12/6/2012	758		I64 S EXIT25B RAMP TO I64 W	I64 W EXIT17 OFF RAMP TO KY913	2	2	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71217077	I64 E	38.2227576	-85.5192544	18.238	10/24/2012	1655				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70814829	I64 W	38.2231781	-85.5169547	18.248	2/11/2010	840				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70846753	I64 E	38.2227202	-85.5189705	18.253	5/4/2010	1728				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71007852	I64 E	38.2228852	-85.5189064	18.256	5/31/2011	1027				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71240416	I64 E	38.2227143	-85.5188932	18.257	12/14/2012	1733				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70898318		38.2227287	-85.5187566	18.264	9/9/2010	1656				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70912202		38.2233279	-85.5166557	18.264	10/14/2010	1806				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71084978	I64 E	38.2226697	-85.5180061	18.305	11/29/2011	1803				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DUSK	N
71205552	I64 W	38.2231571	-85.5158537	18.308	9/26/2012	2243				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71087491	I64 E	38.2226252	-85.5175418	18.33	12/5/2011	1738				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71212881	I64 E	38.2226723	-85.5173458	18.34	10/15/2012	833				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71036016	I64 E	38.2226724	-85.5169387	18.362	8/11/2011	1734				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71227427	I64 E	38.2226817	-85.5167096	18.374	3/15/2012	1725		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71147830		38.2226792	-85.5163019	18.396	5/3/2012	744		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71084744	I64 E	38.2226995	-85.5160428	18.41	11/29/2011	1745		I64 E EXIT19A RAMP TO I265 S	I64 E EXIT17 ON RAMP FROM KY913	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
70964378	I64 E	38.2227008	-85.5159357	18.415	2/10/2011	1608				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	N
70954869		38.2230986	-85.5138257	18.418	1/18/2011	800				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71235012	I64 E	38.2228029	-85.5155736	18.434	12/3/2012	1747				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70919119	I64 E	38.2227847	-85.5152524	18.451	10/20/2010	1740		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70938834		38.222706	-85.5152537	18.452	12/11/2010	1551				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151078		38.2231268	-85.5130859	18.458	5/11/2012	1743				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70907912	I64 E	38.2227165	-85.5151127	18.459	10/4/2010	1756		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70803137		38.2230658	-85.512475	18.492	1/12/2010	820				3	3	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71227107	I64 W	38.2230506	-85.5121982	18.507	11/14/2012	1618				3	3	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71148459		38.2227707	-85.5141914	18.508	5/7/2012	815				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71202697	I64 E	38.2231381	-85.5141866	18.508	9/20/2012	1716				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71097086	I64 W	38.2230542	-85.5121605	18.509	12/28/2011	140				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71199321	I64 E	38.2227956	-85.514168	18.51	9/12/2012	1656				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151071		38.2228091	-85.5140894	18.514	5/11/2012	1656				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71164507	I64 W	38.223096	-85.5118727	18.525	6/13/2012	1000				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71207196	I64 E	38.22277	-85.5138897	18.525	10/1/2012	1729				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151838		38.2227865	-85.5137547	18.532	5/11/2012	820				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71007890	I64 E	38.2227855	-85.5137216	18.533	6/1/2011	1722				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71020719	I64 W	38.2230421	-85.5115144	18.544	7/3/2011	2227	I265 S EXIT25B RAMP TO I64 W			1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
71218160	I64 E	38.2227829	-85.5135186	18.545	10/26/2012	1525				5	5	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70880097	I64 E	38.2228832	-85.5133667	18.552	7/26/2010	120				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71081908	I64 W	38.2231353	-85.5113176	18.555	11/21/2011	152				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71112375	I64 W	38.2230359	-85.5112155	18.56	2/4/2012	2334		I64 W EXIT17 OFF RAMP TO KY913	I265 S EXIT25B RAMP TO I64 W	1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71009453	I64 W	38.2230318	-85.5110614	18.569	6/6/2011	752				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71206934		38.22281	-85.5129231	18.576	10/1/2012	1000		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	1	1	0	2	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71125604		38.223055	-85.5108678	18.579	3/10/2012	805		I64 W EXIT17 OFF RAMP TO KY913	I265 S EXIT25B RAMP TO I64 W	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71060943	I64 W	38.2230261	-85.5108464	18.58	10/11/2011	450				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71083389	I64 W	38.2230443	-85.510811	18.582	11/27/2011	1530				1	1	1	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71032917		38.2230271	-85.5107418	18.586	8/3/2011	1204				1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70925346	I64 W	38.2230222	-85.5107114	18.588	11/12/2010	1631				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71016184		38.2228172	-85.5125707	18.595	6/20/2011	1650				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71043178	I64 E	38.2228192	-85.5125097	18.598	8/29/2011	1734				4	4	0	2	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70963837		38.2229863	-85.5104978	18.6	2/8/2011	2212				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71191379	I64 W	38.2230171	-85.5104658	18.601	8/23/2012	1357				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70808010		38.2228431	-85.5123901	18.605	1/22/2010	2030				1	1	0	1	FOG/SMOG/SMOKE	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71217078	I64 E	38.2228186	-85.5120036	18.626	10/24/2012	1821				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70865345	I64 E	38.2228126	-85.51189	18.631	6/17/2010	1750				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
70993227		38.2228045	-85.5118071	18.636	4/26/2011	1730		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71143250		38.2228113	-85.511807	18.636	4/24/2012	803		I64 E EXIT17 ON RAMP FROM KY913 N	I64 E EXIT19A RAMP TO I265 S	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70799554		38.2228028	-85.5115328	18.651	1/5/2010	1756				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
70989702		38.2228006	-85.5115135	18.652	4/18/2011	1738		I64 E EXIT19A RAMP TO I265 S	I64 E EXIT17 ON RAMP FROM KY913 N	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR TO REAR	STRAIGHT & GRADE	DAYLIGHT	N
70861761		38.2227984	-85.5113197	18.662	6/10/2010	1730				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	N
70968851	I64 E	38.2227841	-85.5112629	18.665	2/22/2011	750				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71237462	I64 E	38.2227926	-85.5106151	18.702	12/7/2012	1748				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70799555		38.2227893	-85.510246	18.721	1/5/2010	1824				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71135456	I64 E	38.2227898	-85.5102403	18.722	4/4/2012	1754				3	3	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR TO REAR	STRAIGHT & HILLCREST	DAYLIGHT	N
71035084	I64 W	38.2229164	-85.5082334	18.723	8/9/2011	1655		I64 W EXIT19A RAMP TO I265 S	I64 S EXIT25B RAMP TO I64 W	2	2	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71242104	I64 E	38.2227424	-85.510177	18.726	12/19/2012	1756				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71063906		38.2227829	-85.5094608	18.763	10/14/2011	2049				3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	Y
71136801		38.222766	-85.5094396	18.764	3/30/2012	1551				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71207261	I64 E	38.2227622	-85.5094088	18.766	10/1/2012	1020				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71086700		38.2227491	-85.5093756	18.768	12/2/2011	1758				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71099185	I64 E	38.2226874	-85.509038	18.786	1/2/2012	1913				1	1	0	1	SNOWING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70988991	I64 E	38.2227477	-85.5089697	18.79	4/15/2011	1525				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71157996	I64 E	38.2227279	-85.5087278	18.802	5/29/2012	1612				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70988993	I64 E	38.2227386	-85.5087215	18.803	4/15/2011	1525				4	4	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71228818	I64 E	38.2227446	-85.5086008	18.809	11/19/2012	1932				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70805908	I64 E	38.2227414	-85.5084915	18.815	1/19/2010	1723				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71013612		38.2227426	-85.5083649	18.822	6/15/2011	314	I64 E EXIT19A RAMP TO I265 S			1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70845262	I64 E	38.2227771	-85.5083045	18.825	4/29/2010	1810	I64 E EXIT19A RAMP TO I265 S			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70855505	I64 W	38.2229204	-85.5063188	18.827	5/27/2010	730	I64 W EXIT19A RAMP TO I265 S			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71157997	I64 E	38.2228	-85.50825	18.828	5/29/2012	1612				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71199583	I64 E	38.2226874	-85.5081601	18.833	9/12/2012	1738				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70839656		38.22289	-85.5060746	18.841	4/16/2010	1935		I64 W EXIT19A RAMP TO I265 S		1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71169661	I64 W	38.2229113	-85.5060363	18.843	6/27/2012	2001				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70925227	I64 W	38.2228814	-85.5059592	18.847	11/3/2010	740				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70986833	I64 W	38.2228895	-85.5059104	18.85	4/11/2011	1327				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71002340		38.2226961	-85.5076009	18.863	5/18/2011	1610				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70844509		38.2228718	-85.5056242	18.865	4/29/2010	1520				2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70956997		38.2228712	-85.505593	18.867	1/22/2011	1252				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71045876	I64 W	38.2228711	-85.5055692	18.868	9/5/2011	2051				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71185540	I64 W	38.2228833	-85.5055779	18.868	8/8/2012	1635		I265 N EXIT25B RAMP TO I64 W	I64 W EXIT19A RAMP TO I265 S	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71129258		38.2228388	-85.505446	18.875	3/20/2012	1700				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71041193	I64 W	38.2228759	-85.5053703	18.879	8/24/2011	1416				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
341575	I 0064	38.22308333	-85.50583333	18.888	11/28/2011	1726				2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	
71241153	I64 W	38.2228111	-85.5049656	18.902	12/17/2012	1108				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70810254	I64 W	38.2228396	-85.5042987	18.938	1/30/2010	921				1	1	0	0	SNOWING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71093355		38.2226415	-85.5061551	18.94	12/15/2011	1802				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	Y
71145117	I64 E	38.2226279	-85.5059615	18.951	4/26/2012	1716		I64 E EXIT19B RAMP TO I265 N	I265 S EXIT25A RAMP TO I64 E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70951958	I64 E	38.2226285	-85.5057208	18.963	1/7/2011	2347	I265 N			2	2	0	0	SNOWING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71051683	I64 E	38.222579	-85.5055012	18.975	9/16/2011	1812		I64 E EXIT19B RAMP TO I265 N	I265 S EXIT25A RAMP TO I64 E	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971717		38.2226125	-85.5053761	18.982	2/28/2011	1232		I265 S EXIT25A RAMP TO I64 E	I64 E EXIT19B RAMP TO I265 N	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70952623		38.2226266	-85.5053402	18.984	1/11/2011	1650				2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71132471	I64 E	38.2226184	-85.5052868	18.987	3/28/2012	1551				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945115	I64 E	38.222605	-85.5050904	18.997	12/19/2010	2030				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	Y
70807332		38.2226002	-85.5050402	19	1/21/2010	1715				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71215929	I64 E	38.2226144	-85.5050434	19	10/22/2012	1757				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71215930	I64 E	38.2261667	-85.50505	19	10/22/2012	1714				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70860796		38.222617	-85.5047965	19.012	6/8/2010	1036				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70975924	I64 E	38.2226503	-85.5047789	19.013	3/10/2011	1311				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71223538	I64 W	38.2227438	-85.5024922	19.036	11/5/2012	1830				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
71007855		38.2227877	-85.5024051	19.041	5/31/2011	1700				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70805124		38.2225624	-85.5038983	19.053	1/16/2010	2038		I265 N EXIT25A RAMP TO I64 E	I64 E EXIT19B RAMP TO I265 N	2	2	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71211200	I64 E	38.2225435	-85.5035794	19.068	10/11/2012	557				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70969832		38.2226825	-85.5035239	19.07	2/23/2011	1649				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70969835		38.22251667	-85.50321667	19.084	2/23/2011	1650				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70913120		38.2227506	-85.501556	19.087	10/16/2010	1645				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70896667		38.22271667	-85.50146667	19.092	9/3/2010	902				3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70836353		38.2225503	-85.5028642	19.1	4/8/2010	2314				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70990120		38.2227132	-85.5013168	19.1	4/19/2011	1905				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70877834	I64 E	38.2225723	-85.5026183	19.111	7/22/2010	1215				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70840465	I64 E	38.2225247	-85.5019881	19.14	4/19/2010	1030				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
70866304		38.2225228	-85.5019448	19.142	6/20/2010	1103		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70846230		38.2227043	-85.499651	19.191	4/27/2010	945		I64 W EXIT19B RAMP TO I265 N	I64 W EXIT19B RAMP TO I265 N	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71245841	I64 E	38.2225491	-85.5002799	19.219	12/29/2012	1622				2	2	0	1	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70856861		38.2224225	-85.5003005	19.22	5/28/2010	1705				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70958653		38.2226496	-85.4986633	19.245	1/26/2011	810		I64 W EXIT19B RAMP TO I265 N	I64 W EXIT19B RAMP TO I265 N	2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70853934		38.2227365	-85.4989126	19.297	5/22/2010	1656				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70842657		38.222411	-85.4984134	19.322	4/22/2010	900				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70894551		38.2227415	-85.4972343	19.323	9/2/2010	2135				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71116472	I64 E	38.2224305	-85.4983474	19.325	2/14/2012	645				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
70958650		38.2225805	-85.4969795	19.337	1/26/2011	810		I64 W EXIT19B RAMP TO I265 N	I64 W EXIT19B RAMP TO I265 N	2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70895413	I64 W	38.2225714	-85.4969737	19.338	9/3/2010	850				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70879880		38.2224002	-85.4976585	19.363	7/24/2010	926		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70928009		38.2224694	-85.4969887	19.399	11/18/2010	346	I265 N EXIT25A RAMP TO I64 E			1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71063905	I64 W	38.222513	-85.4950694	19.442	10/14/2011	2020				1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70913151		38.2224935	-85.4944866	19.474	10/17/2010	1105				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70850084		38.2223132	-85.4953152	19.489	5/12/2010	2019				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DUSK	N
70914858	I64 W	38.2224934	-85.4938658	19.508	10/21/2010	813				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
70942268	I64 W	38.2224501	-85.4934537	19.53	12/12/2010	2056				2	2	0	0	SNOWING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DUSK	N
70826835		38.2222591	-85.4938176	19.57	3/8/2010	824		I265 N EXIT25A RAMP TO I64 E	I265 N EXIT25A RAMP TO I64 E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71024127		38.0916324	-85.7008272	123.547	7/12/2011	1317				1	1	0	2	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71167331		38.092119	-85.7008125	123.586	6/22/2012	515				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70922471	I65 S	38.0922285	-85.7009322	123.587	11/5/2010	1550				2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71028318	I65 N	38.0922047	-85.7008709	123.587	7/21/2011	1415				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70842807	I65 S	38.0932994	-85.7010809	123.66	4/25/2010	1530				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR TO REAR	CURVE & GRADE	DARK-HWY LIGHTED/OFF	N
71023144		38.0933786	-85.7010711	123.666	7/9/2011	2335				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70910271		38.0945818	-85.7003026	123.751	10/10/2010	247				2	2	0	3	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71102632	I65 S	38.0948016	-85.7010403	123.764	1/10/2012	1633				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70838319		38.0955044	-85.7006785	123.815	4/8/2010	2332		I65 N EXIT125A RAMP TO I265 N	I65 N EXIT125A RAMP TO I265 N	2	2	0	0	CLEAR	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
70931972		38.0974454	-85.7007124	123.948	11/24/2010	2115				1	1	0	0	RAINING	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
1186245	I65 S	38.0975	-85.70123333	123.95	9/9/2011	718				2	2	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	
1944569	I65 S	38.0975	-85.70123333	123.95	4/8/2010	331				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	
71158424		38.097547	-85.7009899	123.953	5/29/2012	751				1	1	0	1	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAWN	N
1187641	I65	38.09776667	-85.7007	123.97	4/10/2010	2330				2	1	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	
1244301	I65	38.09806667	-85.70071667	123.991	7/8/2011	450				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DARK-HWY LIGHTED/ON	
1223331	I65	38.09806667	-85.70075	123.992	7/8/2011	450				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DARK-HWY LIGHTED/ON	
71190611	I65 S	38.0982202	-85.7009994	124	8/1/2012	1256				1	1	0	0	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71085186		38.0990737	-85.7010237	124.059	11/30/2011	1704				1	1	0	1	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71013255		38.1011379	-85.7008595	124.203	6/14/2011	1309				1	1	0	0	CLOUDY	N	OCCUPANT FELL FROM MOVING VEHICLE	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71190087	I65 S	38.1014047	-85.7012658	124.22	8/20/2012	1045				1	1	0	1	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71034641		38.1019397	-85.7011551	124.256	8/8/2011	2215				3	3	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71073562		38.1023182	-85.7011737	124.282	11/4/2011	2000	I65 S EXIT125 ON RAMP FROM KY481			2	2	0	1	CLEAR	N	COLLISION WITH PARKED VEHICLE	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71168102	I65 N	38.1032014	-85.7009908	124.345	6/22/2012	1735				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945728	I65 N	38.1036016	-85.7009553	124.373	12/27/2010	1608				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71235631	I65 N	38.1037017	-85.7008989	124.38	12/5/2012	1630				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71000670		38.1038827	-85.7012412	124.39	5/11/2011	1942				2	2	0	1	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71196999	I65 N	38.1039361	-85.7008831	124.396	9/5/2012	1727				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71214222	I65 N	38.1054049	-85.7010369	124.497	10/17/2012	757				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71169588	I65 S	38.1057684	-85.7013192	124.521	6/22/2012	1700				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151110		38.1058357	-85.7007689	124.527	5/12/2012	452				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70983555	I65 S	38.1059679	-85.7014286	124.534	4/1/2011	1612				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015917		38.1059552	-85.701062	124.535	6/21/2011	1845				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71057554	I65 S	38.1063484	-85.7013536	124.561	10/1/2011	143				1	1	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71222500	I65 N	38.1063492	-85.7010251	124.562	11/6/2012	735	I65 N EXIT125A RAMP TO I265 N			1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70896833		38.1064455	-85.7013887	124.567	9/6/2010	525				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71131038	I65 N	38.1064453	-85.7010815	124.569	3/23/2012	1423				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71241161	I65 S	38.1069598	-85.7013748	124.603	12/17/2012	1443				2	2	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71034690	I65 S	38.1075159	-85.7014501	124.641	8/8/2011	1700				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71229351	I65 N	38.1075401	-85.7011649	124.645	11/20/2012	1524				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70807351		38.1076844	-85.70113	124.655	1/22/2010	1738				2	2	0	0	FOG/SMOG/SMOKE	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71015782		38.1078055	-85.7011407	124.663	6/18/2011	1431				1	1	0	1	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70834985		38.1078814	-85.7014506	124.666	4/5/2010	1255				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71129576	I65 N	38.1078756	-85.7011427	124.668	3/14/2012	2332				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71200609	I65 N	38.1078734	-85.7009952	124.668	9/15/2012	1222		I65 N EXIT125A RAMP TO I265 N	I65 N EXIT125A RAMP TO I265 N	1	1	0	0	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71090892	I65 S	38.1079782	-85.7014527	124.673	12/12/2011	1402				4	4	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70972104		38.1080839	-85.7014652	124.68	3/1/2011	1648				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	Y
70817125		38.1083274	-85.7012216	124.699	2/13/2010	1500				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70862924	I65 S	38.1084205	-85.701457	124.703	6/13/2010	525				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70973428		38.1085519	-85.7011589	124.714	3/5/2011	2316		I65 N EXIT125A RAMP TO I265 N	I65 N EXIT125A RAMP TO I265 N	2	2	0	0	OTHER	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71178780	I65 S	38.1085844	-85.7014841	124.725	7/19/2012	2100				2	2	0	0	RAINING	Y	HEAD-ON COLLISION	HEAD ON	CURVE & GRADE	DUSK	N
71125726		38.108893	-85.701184	124.738	3/12/2012	723				2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
71157921		38.1116015	-85.7013104	124.925	5/28/2012	1654				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70988995	I65 S	38.1127084	-85.7016418	125	4/15/2011	1529				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71196620	I65 N	38.112684	-85.7013651	125	9/5/2012	1727				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244716	I65 N	38.112684	-85.7013652	125	12/26/2012	1438				1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70807327		38.1137325	-85.7013837	125.072	1/21/2010	1432	I65 N EXIT125B OFF RAMP TO KY481			1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	Y
70889023		38.1137472	-85.7016981	125.072	8/18/2010	2243				2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70942500		38.1137941	-85.7013853	125.076	12/20/2010	536				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71130952	I65 N	38.1148265	-85.7012535	125.148	3/22/2012	1359				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71107824		38.1148541	-85.7014602	125.15	1/22/2012	1310				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70974574	I65 S	38.1149221	-85.7017287	125.153	3/9/2011	1806				1	1	0	1	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
71123801	I65 S	38.1149518	-85.7017246	125.155	3/6/2012	2010				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70872578	I65 N	38.1149464	-85.7015234	125.156	7/9/2010	825	I65 N EXIT125B OFF RAMP TO KY481			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70990061	I65 N	38.1152978	-85.7014936	125.18	3/19/2011	1819				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71131032	I65 N	38.1157905	-85.7015016	125.214	3/23/2012	1332				1	1	0	1	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71065487		38.1159021	-85.7017599	125.22	10/19/2011	1725		I65 S EXIT125 OFF RAMP	I265 S EXIT10 RAMP TO I65	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70859267		38.1161548	-85.7017466	125.238	6/6/2010	226		I65 S EXIT125 OFF RAMP	I265 S EXIT10 RAMP TO I65	2	2	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70946695	I65 S	38.1173396	-85.7017498	125.32	12/29/2010	1202				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71238651	I65 N	38.1173698	-85.701567	125.323	12/7/2012	1427	I265 N			2	2	0	1	RAINING	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71049115		38.1184572	-85.7016077	125.398	9/8/2011	1415				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71052462		38.1186123	-85.7018692	125.407	9/20/2011	904				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70806628		38.1189813	-85.701629	125.434	1/21/2010	2200		I65 N EXIT125 ON RAMP	I65 N EXIT125B OFF RAMP TO KY481	2	2	0	0	FOG WITH RAIN	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71047670	I65 N	38.1192872	-85.7014401	125.455	9/8/2011	937	I265 N			2	2	0	0	RAINING	N	ANGLE COLLISION - OTHER	ANGLE	CURVE & GRADE	DAYLIGHT	N
71165457	I65 S	38.1195048	-85.7017694	125.469	6/16/2012	510				1	1	0	3	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71105216		38.1194991	-85.7016442	125.47	1/16/2012	119				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70900556	I65 N	38.1196473	-85.7016574	125.48	9/16/2010	924				2	2	1	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71083365		38.1197106	-85.701472	125.484	11/27/2011	1230				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
70817123		38.1200307	-85.7014197	125.506	2/13/2010	1540				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	Y
70935365	I65 N	38.1200696	-85.701708	125.509	12/4/2010	1519				1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70924042		38.1201149	-85.7016443	125.512	11/10/2010	2050		I65 N EXIT125 ON RAMP		2	2	0	1	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71087056	I65 N	38.1201115	-85.7015988	125.512	12/5/2011	745		I65 N EXIT125 ON RAMP	I65 N EXIT125B OFF RAMP TO KY481	6	6	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71168477	I65 N	38.1201062	-85.7016815	125.512	6/17/2012	1602				1	1	0	1	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70849592	I65 N	38.1207279	-85.7017008	125.555	5/8/2010	902				2	2	0	1	CLEAR	Y	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71187695	I65 N	38.1211863	-85.7017286	125.586	8/13/2012	1308				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971211		38.1213535	-85.7017053	125.598	2/24/2011	1033				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & GRADE	DAYLIGHT	N
71045828	I65 N	38.1214392	-85.701693	125.604	9/4/2011	1541				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71096187	I65 N	38.1215431	-85.7016809	125.611	11/15/2011	1910				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71184122	I65 N	38.1215578	-85.7016896	125.612	8/3/2012	1454				3	3	0	1	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70942305		38.121592	-85.7016772	125.614	12/17/2010	1143				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71214280	I65 N	38.1215872	-85.7017102	125.614	10/18/2012	1505				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
70971225	I65 N	38.1215992	-85.7016773	125.615	2/25/2011	1212				1	1	0	1	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71051796	I65 N	38.121608	-85.7016551	125.615	9/18/2011	2303				1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
71245827	I65 N	38.1217099	-85.7013577	125.622	12/29/2012	1325		I65 N EXIT125B OFF RAMP TO KY481	I65 N EXIT125 ON RAMP	1	1	0	0	SNOWING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70922933		38.121729	-85.7016827	125.624	11/8/2010	1515		I65 N EXIT125 ON RAMP	I65 N EXIT127 OFF RAMP TO KY1065	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70935366		38.1217456	-85.7016404	125.625	12/4/2010	1515				2	2	0	1	SNOWING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71215201	I65 N	38.1217501	-85.7016966	125.625	10/19/2012	1409				2	2	0	2	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & GRADE	DAYLIGHT	N
71026012	I65 N	38.1218733	-85.7015138	125.636	7/15/2011	1210		I65 N EXIT125 ON RAMP	I65 N EXIT127 OFF RAMP TO KY1065	3	3	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70926829		38.1219772	-85.7017067	125.641	11/16/2010	912				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	N
71190243	I65 N	38.1219762	-85.701354	125.641	8/21/2012	748	I65 N EXIT125 ON RAMP			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
70888243		38.1220571	-85.7020796	125.646	8/17/2010	2149	I65 S EXIT125 OFF RAMP			2	2	0	1	CLEAR	Y	REAR END - OTHER	REAR END	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71021575		38.1221648	-85.7020865	125.653	7/6/2011	1744		I65 S EXIT127 ON RAMP FROM KY1065	I65 S EXIT125 OFF RAMP	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71080806	I65 S	38.121926	-85.7020779	125.653	11/5/2011	2235				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71042490	I65 S	38.1221845	-85.7019993	125.655	8/25/2011	1749	I65 S EXIT125 OFF RAMP			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70830520	I65 S	38.1222479	-85.7021773	125.659	3/24/2010	2103				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71207176	I65 N	38.1222423	-85.7017482	125.659	10/1/2012	1410				1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70846629		38.1222689	-85.7020902	125.66	5/3/2010	1800		I65 S EXIT125 OFF RAMP	I265 S EXIT10 RAMP TO I65	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70902789		38.1222665	-85.7020684	125.66	9/21/2010	1015				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71157981		38.1222559	-85.7016494	125.66	5/29/2012	1402		I65 N EXIT125 ON RAMP	I65 N EXIT127 OFF RAMP TO KY1065	1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71078599		38.1222625	-85.7017077	125.661	11/16/2011	1342				1	1	0	2	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70957685	I65 S	38.1223206	-85.7021158	125.664	1/25/2011	730				2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
71213355	I65 S	38.1223366	-85.7021106	125.665	10/16/2012	1736				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71007911		38.1223686	-85.7021004	125.667	6/1/2011	2009				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71068401		38.1223681	-85.7021846	125.668	10/25/2011	1734				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71220209		38.1224374	-85.702086	125.672	10/31/2012	1657				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71073692	I65 S	38.1224575	-85.7021949	125.674	11/5/2011	2240		I65 S EXIT125 OFF RAMP	I65 S EXIT127 ON RAMP FROM KY1065	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70926053		38.1225756	-85.7021535	125.682	11/15/2010	1515		I65 S EXIT127 ON RAMP FROM KY1065	I65 S EXIT125 OFF RAMP	2	2	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71239593	I65 S	38.1227033	-85.7021028	125.69	12/12/2012	1655				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71085768		38.1228453	-85.7021071	125.7	12/1/2011	1730		I65 S EXIT125 OFF RAMP	I65 S EXIT127 ON RAMP FROM KY1065	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70856822		38.123093	-85.702133	125.717	5/24/2010	1720				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71072488		38.1230728	-85.7017619	125.717	11/3/2011	1450		I65 N EXIT125 ON RAMP	I65 N EXIT127 OFF RAMP TO KY1065	3	3	0	1	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70997993		38.1231993	-85.7021194	125.724	5/6/2011	1920		I65 S EXIT125 OFF RAMP	I65 S EXIT127 ON RAMP FROM KY1065	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71130948		38.1232225	-85.7018047	125.727	3/22/2012	1249				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71087495	I65 S	38.1233384	-85.7021253	125.734	12/5/2011	1802		I65 S EXIT125 OFF RAMP	I65 S EXIT127 ON RAMP FROM KY1065	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71168589	I65 N	38.1233543	-85.7018136	125.736	6/25/2012	1423				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70841242		38.1233994	-85.701652	125.739	4/19/2010	945				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71022100	I65 N	38.1234372	-85.7017803	125.742	7/8/2011	550				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71235688		38.1235727	-85.7021322	125.75	12/5/2012	1702				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71139377	I65 N	38.1235691	-85.7017319	125.751	4/14/2012	1046	I65 N EXIT127 OFF RAMP TO KY1065			2	2	0	0	RAINING	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70881386	I65 S	38.1237552	-85.7021444	125.763	7/30/2010	1949		I65 S EXIT125 OFF RAMP	I65 S EXIT127 ON RAMP FROM KY1065	1	1	0	1	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71050773		38.1239468	-85.702152	125.776	8/19/2011	1720				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71009919	I65 N	38.1243624	-85.7018175	125.805	6/6/2011	1533				3	3	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70878809		38.1245182	-85.7023423	125.816	7/22/2010	1700		I65 S EXIT125 OFF RAMP	I65 S EXIT127 ON RAMP FROM KY1065	5	5	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70991248	I65 S	38.1245308	-85.7021966	125.816	4/21/2011	1720				4	4	0	0	CLEAR	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71075251	I65 S	38.124591	-85.7021834	125.82	11/9/2011	1830				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70877854		38.124816	-85.7023499	125.836	7/22/2010	1700		I65 S EXIT125 OFF RAMP	I65 S EXIT127 ON RAMP FROM KY1065	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71163787	I65 S	38.1251678	-85.7022101	125.86	6/12/2012	1614				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71030172		38.1252966	-85.7022157	125.869	7/26/2011	1710				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71210938	I65 S	38.1256709	-85.7022005	125.895	10/10/2012	1122				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70827667		38.1256986	-85.7023322	125.897	3/17/2010	545				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
70917477	I65 S	38.1258098	-85.7023092	125.905	10/26/2010	1403				1	1	0	0	RAINING	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71232534	I65 S	38.1258915	-85.7022805	125.91	11/28/2012	1738				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71138589		38.1259603	-85.7019235	125.916	4/12/2012	935		I65 N EXIT125 ON RAMP	I65 N EXIT127 OFF RAMP TO KY1065	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70826914		38.1263596	-85.7022564	125.942	3/13/2010	748				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
70840394	I65 S	38.1264659	-85.7022477	125.95	4/19/2010	1723				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70843160	I65 S	38.1266407	-85.7021466	125.961	4/23/2010	1734				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70803388	I65 N	38.126775	-85.7019991	125.972	1/12/2010	2215		I65 N EXIT125 ON RAMP	I65 N EXIT127 OFF RAMP TO KY1065	1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71132087		38.1267936	-85.7019493	125.973	3/28/2012	815				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71031686	I65 S	38.1268182	-85.7022738	125.974	8/1/2011	1655				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	CURVE & LEVEL	DAYLIGHT	N
70931973	I65 N	38.1268361	-85.7019024	125.976	11/24/2010	2059				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70848991		38.1270341	-85.7019336	125.99	5/6/2010	1307				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71051496		38.127045	-85.7023043	125.99	9/5/2011	2307				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71180205	I65 N	38.1271423	-85.7018672	125.997	7/25/2012	1415		I65 N EXIT125 ON RAMP	I65 N EXIT127 OFF RAMP TO KY1065	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70799006		38.1271955	-85.7023161	126	1/4/2010	1348				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70985419		38.1274278	-85.7024563	126.016	4/1/2011	830				3	3	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71018703	I65 S	38.1275465	-85.7023573	126.024	6/27/2011	1552				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70869443		38.1279543	-85.7020807	126.053	6/30/2010	2333				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
70922255		38.128189	-85.7026331	126.069	11/4/2010	1509				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
70880292		38.1284053	-85.7025537	126.084	7/27/2010	1924				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70952666	I65 S	38.1287162	-85.7026054	126.105	1/12/2011	1450				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70821542	I65 S	38.1287869	-85.7026055	126.11	2/26/2010	1636				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70827298		38.1290996	-85.7027285	126.132	3/15/2010	1553				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	N
70838383		38.1293687	-85.7028355	126.151	4/13/2010	2129				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71226217	I65 S	38.1293616	-85.7028478	126.151	11/13/2012	1439				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70839719		38.1294468	-85.7028908	126.157	4/17/2010	1447				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70826096		38.1295834	-85.7025192	126.167	3/11/2010	1355				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71142368		38.1295967	-85.7028486	126.167	4/22/2012	1130				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71169629	I65 N	38.1302089	-85.7028157	126.212	6/27/2012	1356				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71018702		38.1303228	-85.7032498	126.219	6/27/2011	1520				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71213559	I65 S	38.1306068	-85.7034057	126.239	10/17/2012	818				1	1	0	1	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71126942	I65 S	38.1312716	-85.703767	126.287	3/14/2012	1712				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70829612		38.1312994	-85.7034311	126.297	3/19/2010	934				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70959657		38.1314325	-85.7038848	126.299	1/26/2011	757				2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71064062	I65 N	38.1322301	-85.7039438	126.367	10/17/2011	436		I65 N EXIT127 OFF RAMP TO KY1065	I65 N EXIT128 ON RAMP FROM KY1631	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70859106		38.1323971	-85.7043867	126.378	6/3/2010	1006				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71202413	I65 S	38.132678	-85.7045311	126.399	9/19/2012	1744		I65 S EXIT127 TRANSIT	I65 S EXIT127 ON RAMP FROM KY1065	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71086594	I65 S	38.1331265	-85.7048294	126.434	12/1/2011	1528				3	3	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71216209		38.1338728	-85.7048935	126.492	10/16/2012	2342				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71202417	I65 S	38.1339128	-85.7052579	126.493	9/19/2012	1823		I65 S EXIT127 TRANSIT	I65 S EXIT127 ON RAMP FROM KY1065	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70842666		38.1349815	-85.7058541	126.574	4/23/2010	1220				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
70907008	I65 S	38.135	-85.7058167	126.574	9/30/2010	625				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71142151		38.1363393	-85.706647	126.677	4/20/2012	1916				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70852732		38.1369282	-85.7065559	126.721	5/20/2010	519				1	1	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70808055		38.3029711	-85.6059139	7.498	1/25/2010	1949				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70802971	I71 S	38.3030877	-85.6058949	7.502	1/13/2010	733				2	2	0	1	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	Y
70802964	I71 S	38.30305	-85.60568333	7.512	1/13/2010	733				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70813082		38.3031143	-85.6055835	7.519	2/6/2010	2250				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70802959	I71 S	38.3031708	-85.605529	7.523	1/13/2010	733				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70803155		38.3033587	-85.6054661	7.532	1/13/2010	1015				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71031681	I71 N	38.3029284	-85.605402	7.539	8/1/2011	1629				1	1	0	3	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70932879		38.3034703	-85.6048938	7.564	11/30/2010	500				1	1	0	0	RAINING	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70965301	I71 N	38.3031491	-85.6049023	7.57	2/11/2011	1703				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71227061	I71 N	38.3031538	-85.6048969	7.57	11/14/2012	607				2	2	1	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
71193174		38.3032415	-85.6046536	7.585	8/28/2012	1630		I264 E EXIT23 RAMP TO I64 E	I71 N EXIT9A RAMP TO I265 E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70867846	I71 S	38.3036382

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71072045	I71 S	38.3047044	-85.6023664	7.726	9/23/2011	750				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71025706		38.3048318	-85.601565	7.783	7/14/2011	1659				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70838810		38.3051456	-85.6014702	7.784	4/14/2010	1709				4	4	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71018831		38.3049716	-85.6013682	7.797	6/28/2011	2200				2	2	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71134768		38.3054498	-85.6009885	7.816	3/27/2012	739		I265 S EXIT35B ON RAMP FROM KY841 S	I71 S EXIT5 RAMP TO I264 W	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71238710	I71 S	38.3055927	-85.6005413	7.842	12/8/2012	927		I71 S EXIT35B ON RAMP FROM KY841 S	I71 S EXIT5 RAMP TO I264 W	1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71059132		38.3056614	-85.6005698	7.844	10/5/2011	832				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71019527	I71 S	38.3055227	-85.6003465	7.851	6/30/2011	1709				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244349	I71 S	38.3056774	-85.600421	7.851	12/21/2012	749		I71 S EXIT5 RAMP TO I264 W	I71 S EXIT35B ON RAMP FROM KY841 S	2	2	0	0	RAINING	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70941315		38.3057129	-85.6003455	7.856	12/15/2010	850		I265 S EXIT35B ON RAMP FROM KY841 S	I71 S EXIT5 RAMP TO I264 W	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71138550	I71 N	38.3054939	-85.6002244	7.869	4/10/2012	1935				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	Y
71090190	I71 N	38.3056243	-85.5999858	7.885	12/11/2011	530				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71220801	I71 S	38.3062496	-85.5993187	7.923	11/2/2012	736				4	4	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR TO REAR	STRAIGHT & GRADE	DAYLIGHT	N
71087449		38.3063844	-85.5990931	7.939	12/5/2011	740				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71112913	I71 S	38.3064044	-85.5989815	7.945	2/7/2012	604				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
1184556	I 0071	38.20166667	-85.53666667	8	11/9/2012	740				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	
70821613	I71 N	38.3065314	-85.5981916	8	2/28/2010	130				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
71094682	I71 N	38.3068239	-85.597687	8.033	12/21/2011	650				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70968021		38.3068229	-85.5976136	8.037	2/20/2011	811				1	1	0	0	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71118355	I71 N	38.30695	-85.59768333	8.037	2/20/2012	1627				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71118354	I71 N	38.3069204	-85.597626	8.039	2/20/2012	1627				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70949763		38.3070412	-85.5972078	8.063	1/6/2011	2004				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71160053		38.3074827	-85.5968416	8.083	6/4/2012	652				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70922512		38.307456	-85.5967831	8.086	11/6/2010	245		I265 S EXIT35B ON RAMP FROM KY841 S	I71 S EXIT5 RAMP TO I264 W	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71209485		38.3075004	-85.5967345	8.089	9/20/2012	147				1	1	1	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71038456	I71 N	38.3073756	-85.5967265	8.097	8/16/2011	1640				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71196992	I71 N	38.3074242	-85.596453	8.112	9/3/2012	2356				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70818239	I71 N	38.3074765	-85.5962701	8.123	2/19/2010	330		I264 E EXIT23 RAMP TO I64 E	I71 N EXIT9A RAMP TO I265 E	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70811319	I71 N	38.3075204	-85.5962444	8.125	2/1/2010	1641				3	3	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71038457	I71 N	38.3075617	-85.5962444	8.126	8/16/2011	1640				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71042529	I71 N	38.3076528	-85.5960255	8.14	8/26/2011	1625				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71029473	I71 S	38.3082904	-85.595212	8.189	7/26/2011	741				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70992679	I71 N	38.3081194	-85.5951705	8.196	4/25/2011	1357				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70833767		38.3081483	-85.5948981	8.21	4/1/2010	2313				2	2	0	1	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71204388	I71 S	38.3084626	-85.5948894	8.21	9/25/2012	829				3	3	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71229382	I71 S	38.3085016	-85.5948014	8.215	11/20/2012	2220				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70982830		38.3085913	-85.5947609	8.22	3/31/2011	1253				2	2	0	2	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71090076	I71 S	38.3086201	-85.5947111	8.223	12/8/2011	853				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71239204	I71 S	38.3086678	-85.5944735	8.236	12/12/2012	959		I71 S EXIT35B ON RAMP FROM KY841 S	I71 S EXIT5 RAMP TO I264 W	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71022210		38.3087628	-85.5942738	8.249	7/7/2011	1320		I71 S EXIT5 RAMP TO I264 W	I265 S EXIT35B ON RAMP FROM KY841 S	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71036865		38.3088228	-85.5942412	8.253	8/11/2011	726				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70992680	I71 N	38.30855	-85.5942	8.257	4/25/2011	1357				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71230708	I71 N	38.3097236	-85.5943287	8.286	11/23/2012	154				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71177246		38.3091054	-85.5930721	8.329	7/17/2012	1714				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71181455		38.309398	-85.5930281	8.331	7/26/2012	1047				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	ANGLE	CURVE & GRADE	DAYLIGHT	N
70886147	I71 S	38.3095338	-85.5928386	8.344	8/12/2010	130				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71051804		38.30965	-85.5926	8.36	9/19/2011	731				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70968495		38.3093451	-85.5925336	8.362	2/21/2011	2357				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70989465	I71 S	38.3100303	-85.5924467	8.379	4/17/2011	1315				1	1	0	2	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71004102		38.3097955	-85.5922437	8.382	5/21/2011	1250		I71 S EXIT5 RAMP TO I264 W	I265 S EXIT35B ON RAMP FROM KY841 S	1	1	0	1	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71228179	I71 N	38.3095933	-85.5921021	8.391	11/18/2012	503				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71146119	I71 N	38.30972	-85.5919749	8.401	4/30/2012	1637				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71051803		38.3099771	-85.5919255	8.403	9/19/2011	731				4	4	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
70872097	I71 N	38.3097371	-85.5918143	8.41	7/7/2010	1805				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70870966		38.3100515	-85.5917918	8.412	7/5/2010	1833				1	1	0	1	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70954292	I71 N	38.3097535	-85.5917858	8.412	1/14/2011	1035				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71096322		38.3100597	-85.5917906	8.412	12/22/2011	2030				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & HILLCREST	DARK-HWY NOT LIGHTED	N
71044419		38.3097795	-85.5917255	8.415	9/1/2011	1555				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70957361		38.3100887	-85.5916826	8.418	1/23/2011	815				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
70813223		38.3100824	-85.5916654	8.419	2/3/2010	1710				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71229378		38.3097907	-85.5916152	8.421	11/20/2012	2006				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70907885		38.310118	-85.5916082	8.423	10/3/2010	1859				2	2	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71151093	I71 S	38.3102738	-85.5914383	8.436	5/11/2012	2019				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
71225583	I71 N	38.3099797	-85.5913753	8.439	11/12/2012	1630				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70803154		38.3103255	-85.591192	8.45	1/13/2010	1024				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70813224		38.3101347	-85.5911412	8.455	2/3/2010	1730				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71115778	I71 S	38.310405	-85.5910277	8.46	2/14/2012	850				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71240410	I71 N	38.3102615	-85.5908471	8.473	12/14/2012	1803				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
71119352		38.3105575	-85.5907258	8.48	2/21/2012	946				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71140435		38.3106252	-85.590589	8.489	4/16/2012	835				4	4	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70862942		38.3104516	-85.590413	8.5	6/13/2010	2040				1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71009938		38.3105808	-85.5901241	8.518	6/7/2011	530				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71057582	I71 S	38.3108875	-85.5901334	8.519	10/1/2011	1248				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70891384		38.3106139	-85.5899108	8.53	8/25/2010	1738				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70907249		38.3110608	-85.5897498	8.544	10/3/2010	1933				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71004820	I71 N	38.3108792	-85.5895528	8.555	5/24/2011	1657				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71129667	I71 N	38.3108826	-85.5895359	8.556	3/21/2012	1742		I264 E EXIT23 RAMP TO I64 E	I71 N EXIT9A RAMP TO I265 E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70890007	I71 S	38.3112005	-85.589463	8.562	8/22/2010	1543				1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70884225		38.3110008	-85.5892918	8.565	8/6/2010	1803				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71193173	I71 N	38.3109747	-85.5893281	8.569	8/28/2012	1621				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71108372	I71 N	38.3112159	-85.5894458	8.571	1/25/2012	1540				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71195463		38.3112598	-85.5893323	8.571	9/1/2012	1735				2	2	0	2	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70869852		38.3110809	-85.5891472	8.581	6/30/2010	1603				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71100302	I71 N	38.311075	-85.5889857	8.589	1/4/2012	1804				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71019533	I71 N	38.3111136	-85.5889968	8.59	6/30/2011	1800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71058699	I71 N	38.3110595	-85.5888566	8.595	10/4/2011	1732				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71220750	I71 N	38.3112757	-85.5887461	8.607	11/1/2012	2030				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70915963		38.3113089	-85.5886564	8.612	10/22/2010	1715				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71099143	I71 N	38.3113652	-85.5886053	8.617	1/2/2012	1852				1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70995035		38.3116846	-85.588585	8.621	4/30/2011	318				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71157846	I71 S	38.3116844	-85.5885606	8.622	5/26/2012	1516				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71013606	I71 N	38.3114353	-85.5884464	8.626	6/14/2011	1716				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71020501		38.3114964	-85.5883974	8.631	7/1/2011	1017	I71 N EXIT9A RAMP TO I265 E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70954321	I71 N	38.3114666	-85.5882853	8.635	1/14/2011	1624				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71126552	I71 N	38.3115016	-85.5881999	8.641	3/12/2012	2202				4	4	0	2	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71180717	I71 S	38.3118284	-85.588203	8.643	7/26/2012	756				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70949847		38.3119667	-85.5879423	8.661	1/5/2011	756				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71236214	I71 S	38.3121204	-85.5876268	8.681	12/6/2012	2000				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70801617		38.3121592	-85.5876399	8.682	1/9/2010	1400				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71107149	I71 N	38.3115127	-85.5881281	8.682	1/20/2012	1703				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71233981	I71 S	38.3122248	-85.5874706	8.692	12/1/2012	1227		I71 S EXIT5 RAMP TO I264 W	I71 S EXIT35B ON RAMP FROM KY841 S	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70877847		38.3122557	-85.5874863	8.693	7/22/2010	1608				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70830573		38.3122521	-85.5874635	8.694	3/25/2010	345	I265 S EXIT35B ON RAMP FROM KY841 S			1	1	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71103725	I71 S	38.3123975	-85.5871528	8.713	1/12/2012	1312				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71029304	I71 N	38.3118637	-85.5875873	8.719	7/25/2011	1822				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71040796	I71 N	38.3118747	-85.5875526	8.721	8/23/2011	1803				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70854999		38.3121834	-85.5867332	8.733	5/25/2010	1700				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71135536	I71 S	38.3125519	-85.5867469	8.775	4/3/2012	843		I71 S EXIT9A RAMP TO I265 W	I71 S EXIT35B ON RAMP FROM KY841 S	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70813226		38.3128005	-85.5862705	8.806	2/5/2010	1357				2	2	0	0	RAINING	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70929011		38.3131985	-85.5854883	8.857	11/16/2010	1315				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71230794	I71 S	38.3135194	-85.5848303	8.898	11/25/2012	1300		I71 S EXIT9A RAMP TO I265 W	I71 S EXIT35B ON RAMP FROM KY841 S	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70911686	I71 S	38.3136202	-85.5847634	8.906	10/13/2010	720				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70818975		38.3133589	-85.5846236	8.911	2/19/2010	1657				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71087442	I71 S	38.3135351	-85.5842838	8.925	12/4/2011	1955				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71053835		38.3138294	-85.5842485	8.937	9/23/2011	856				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70981767		38.3138589	-85.5841746	8.941	3/29/2011	710		I265 S EXIT35B ON RAMP FROM KY841 S	I71 S EXIT9A RAMP TO I265 W	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70914095		38.3139897	-85.5842615	8.943	10/19/2010	705				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70914097		38.3139157	-85.5840656	8.949	10/19/2010	706				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71084064		38.3140217	-85.5838465	8.963	11/27/2011	1124	I71 S EXIT9A RAMP TO I265 W			1	1	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70914098		38.31408333	-85.58371667	8.971	10/19/2010	707				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71238714	I71 S	38.3141385	-85.5835933	8.978	12/9/2012	1016		I71 S EXIT35B ON RAMP FROM KY841 S	I71 S EXIT9A RAMP TO I265 W	1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71069373		38.3142877	-85.5833452	8.995	10/26/2011	957		I265 N EXIT35B RAMP TO I71 S	I71 S EXIT9A RAMP TO I265 W	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70811577		38.314051	-85.5832478	9	2/2/2010	1641				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71067120	I71 S	38.3143263	-85.5832742	9	10/23/2011	1659				2	2	0	1	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71097923	I71 S	38.3143262	-85.5832742	9	12/29/2011	1607				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71086859	I71 S	38.3144443	-85.5832261	9.007	12/4/2011	1939	I71 S EXIT9A RAMP TO I265 W			2	2	0	0	RAINING	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70943333		38.31448333	-85.5831	9.014	12/14/2010	625				2	2	0	0	CLOUDY	Y	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71065414		38.3144969	-85.5829406	9.022	10/19/2011	1119				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71126940	I71 S	38.3145394	-85.5829189	9.024	3/14/2012	1656				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71132413	I71 S	38.3146391	-85.5826742	9.039	3/27/2012	1706				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70987338		38.3146481	-85.582634	9.041	4/12/2011	740				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70813115		38.3146851	-85.5825617	9.046	2/7/2010	1523				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71093517		38.3147206	-85.5825232	9.049	12/18/2011	2000				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70930000	I71 S	38.3147331	-85.5824555	9.052	11/16/2010	2230		I71 S EXIT9A RAMP TO I265 W	I265 S	1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & GRADE	DUSK	N
70860783		38.3147671	-85.5824357	9.055	6/7/2010	832				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71217099	I71 S	38.3147616	-85.5824108	9.056	10/25/2012	657				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70943332		38.3147851	-85.582386	9.058	12/14/2010	625				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71072763		38.3148319	-85.5822687	9.065	11/3/2011	1440				1	1	0	2	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70935369		38.3148398	-85.5822556	9.066	12/4/2010	1525				1	1	0	0	SNOWING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71087493	I71 S	38.3148382	-85.5822553	9.066	12/5/2011	1741		I265 N EXIT35B RAMP TO I71 S	I71 S EXIT9A RAMP TO I265 W	1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71185235	I71 S	38.3148287	-85.5822272	9.066	7/14/2012	1005		I71 N EXIT35B RAMP TO I71 S	I71 S EXIT9A RAMP TO I265 W	3	3	0	3	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71168168	I71 S	38.3149199	-85.5820716	9.077	6/23/2012	1550				2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71235610	I71 S	38.31491667	-85.58206667	9.077	12/5/2012	720				2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAWN	Y
71022049		38.3149477	-85.5820397	9.079	7/7/2011	716				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71066007		38.3148648	-85.5819743	9.08	10/20/2011	1153				1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71223214	I71 S	38.3149433	-85.5820231	9.08	11/7/2012	1032	I71 S EXIT9A RAMP TO INT265 W			2	2	0	0	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70982210		38.314958	-85.5820191	9.081	3/30/2011	730				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
71189396	I71 S	38.3149735	-85.581977	9.083	8/17/2012	229				2	2	0	0	CLOUDY	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71242123	I71 S	38.3149688	-85.5819541	9.084	12/20/2012	725				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71235609	I71 S	38.314973	-85.5819411	9.085	12/5/2012	720				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71112334	I71 S	38.3149972	-85.5818848	9.088	2/4/2012	1300	I265 S			1	1	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71234028	I71 S	38.3150066	-85.581875	9.089	12/2/2012	1135	I265 N			1	1	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71237507	I71 S	38.3150035	-85.5818694	9.089	12/8/2012	630				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71093442		38.3150306	-85.5818778	9.09	12/16/2011	2130				3	3	0	1	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71237513	I71 S	38.315032	-85.5818232	9.092	12/8/2012	1030	I265 S			1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71085698	I71 S	38.3150549	-85.5818248	9.093	11/28/2011	1723	I265 N			2	2	0	1	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71161701		38.3150842	-85.5817722	9.097	6/1/2012	642				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
70888706	I71 S	38.3150928	-85.5817501	9.098	8/18/2010	1459				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71088087	I71 S	38.3150982	-85.5817416	9.099	12/2/2011	640				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71176471	I71 S	38.3150977	-85.5817083	9.1	7/14/2012	1345				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71012146	I71 S	38.315065	-85.5816727	9.101	6/10/2011	2112		I265 N EXIT35B RAMP TO I71 S	I265 N	1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & GRADE	DUSK	N
71237461	I71 S	38.3151277	-85.5816743	9.103	12/7/2012	1738				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
70925419		38.3151527	-85.5816416	9.105	11/13/2010	1923				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71234048	I71 S	38.3151253	-85.5816201	9.105	12/2/2012	1500		I265 N	I265 S	1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71218241	I71 S	38.3151872	-85.5815948	9.109	10/26/2012	2049		I71 S EXIT9A RAMP TO I265 W	I265 N EXIT35B RAMP TO I71 S	1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71235630	I71 S	38.3151798	-85.5815599	9.11	12/5/2012	1620				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71077816	I71 S	38.3151971	-85.5815461	9.111	11/15/2011	1145				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71201250	I71 S	38.3152045	-85.5815359	9.112	9/17/2012	1805				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71051794	I71 S	38.3152254	-85.5815035	9.114	9/18/2011	2225				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70927491	I71 S	38.3152452	-85.5814943	9.115	11/16/2010	1402				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71218150	I71 S	38.3152128	-85.5814665	9.115	10/26/2012	1358		I71 N EXIT35B RAMP TO I71 S	I71 S EXIT9A RAMP TO I265 W	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DAYLIGHT	N
71094574	I71 S	38.315245	-85.5814475	9.117	12/15/2011	1052				3	3	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71237528	I71 S	38.3152223	-85.5814446	9.117	12/8/2012	1226				2	2	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70993667	I71 S	38.3152541	-85.5814277	9.119	4/27/2011	1922	I265 S			2	2	0	0	RAINING	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71023647	I71 S	38.3152515	-85.581429	9.119	6/28/2011	1008				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71112382		38.315256	-85.5814197	9.119	2/5/2012	847		I71 S EXIT9A RAMP TO I265 W	I265 N EXIT35B RAMP TO I71 S	1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71169671	I71 S	38.3152415	-85.5814047	9.119	6/28/2012	300	I265 N			2	2	0	0	CLEAR	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71015692		38.3145867	-85.5827844	9.12	6/17/2011	1740	I71 S EXIT9A RAMP TO I265 W			1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70813022	I71 S	38.3152789	-85.5813814	9.122	2/5/2010	1911	I265 N EXIT35B RAMP TO I71 S			2	2	0	0	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70886158		38.3152426	-85.5815072	9.127	8/12/2010	1510				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71119427	I71 N	38.3150746	-85.5810874	9.138	2/23/2012	1621		I265 S EXIT35A RAMP TO I71 N	I71 N EXIT9B RAMP TO I265 E	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71172754	I71 S	38.3155463	-85.5808062	9.158	7/6/2012	1042				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70889849	I71 S	38.315399	-85.5807163	9.159	8/5/2010	1212				3	3	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & LEVEL	DAYLIGHT	N
70820791		38.315611	-85.580648	9.168	2/25/2010	1553				1	1	0	0	CLOUDY	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71001315		38.3156708	-85.5804935	9.177	5/12/2011	755				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971318		38.3158653	-85.5802478	9.195	2/27/2011	1815				1	1	0	0	RAINING	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
71176119	I71 S	38.3161228	-85.5795885	9.235	7/14/2012	1331		I71 N EXIT35B RAMP TO I71 S	I71 S EXIT9B OFF RAMP TO KY841 N	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176127	I71 S	38.3163464	-85.5790182	9.27	7/14/2012	1331				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71176130	I71 S	38.3167456	-85.5778996	9.336	7/14/2012	1331				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176118		38.3167199	-85.5772269	9.378	7/14/2012	1335				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70874603		38.3168715	-85.5767005	9.408	7/12/2010	1005				2	2	0	2	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71234037	I71 N	38.3169048	-85.5767053	9.409	12/2/2012	1305		I71 N EXIT9B RAMP TO INT265 E	I71 N EXIT9B RAMP TO INT265 E	1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70916050	I71 N	38.3170101	-85.5763299	9.43	10/24/2010	2215	I265 N EXIT35A RAMP TO I71 N			1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71073515	I71 N	38.3169893	-85.576339	9.43	11/4/2011	543				1	1	0	0	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70886962	I71 N	38.317012	-85.5762579	9.435	8/13/2010	1154				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71001313		38.3170189	-85.5762475	9.435	5/11/2011	1523				2	2	0	3	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71215218	I71 N	38.3170369	-85.5760521	9.446	10/19/2012	1510				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176100	I71 S	38.3173932	-85.5757897	9.46	7/14/2012	1005				2	2	0	3	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71100276		38.3175222	-85.575327	9.487	1/3/2012	943				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70912188		38.3174491	-85.5747247	9.524	10/14/2010	1535				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
70922501		38.3174592	-85.5746883	9.526	11/5/2010	2019				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71228055	I71 S	38.3176842	-85.5745277	9.532	11/13/2012	745				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71043245	I71 N	38.3175704	-85.574205	9.553	8/30/2011	430				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71040954		38.3178251	-85.5739948	9.563	8/17/2011	836				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71024603	I71 S	38.3179074	-85.5736553	9.583	7/12/2011	1816				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
71098852		38.3179374	-85.5736421	9.584	12/22/2011	1235		I71 S EXIT9B OFF RAMP TO KY841 N		2	2	0	0	RAINING	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71092055		38.3180207	-85.5733731	9.6	12/14/2011	732		I71 S EXIT9B OFF RAMP TO KY841 N		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71092056		38.318061	-85.5730902	9.616	12/14/2011	732		I71 S EXIT9B OFF RAMP TO KY841 N		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71109661	I71 N	38.3179285	-85.5730115	9.623	1/28/2012	1218				1	1	0	1	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & HILLCREST	DAYLIGHT	N
71192497	I71 S	38.3180876	-85.572825	9.63	8/27/2012	753		I71 S EXIT9B OFF RAMP TO KY841 N	I71 TURN AROUND11	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70992353		38.3178977	-85.5726215	9.642	4/25/2011	810				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70965938		38.3181384	-85.5725853	9.644	2/14/2011	718				4	4	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70805103		38.3180845	-85.5724876	9.648	1/16/2010	156				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71218664	I71 S	38.3182625	-85.5721692	9.669	10/29/2012	816				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70948496		38.3182767	-85.5721444	9.67	1/2/2011	1340		I71 S EXIT9B OFF RAMP TO KY841 N		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70948472		38.3182886	-85.5719538	9.681	1/2/2011	1320		I71 S EXIT9B OFF RAMP TO KY841 N		1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71225189	I71 S	38.3182925	-85.57184	9.687	11/10/2012	2345				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70963342		38.3184524	-85.5710201	9.733	2/8/2011	745				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71212222	I71 S	38.3184652	-85.5709568	9.737	10/12/2012	1630				3	3	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	Y
71176124	I71 S	38.3185099	-85.5707067	9.751	7/14/2012	1331				3	3	0	1	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	CURVE & LEVEL	DAYLIGHT	N
70983652	I71 S	38.3185784	-85.5705528	9.76	4/2/2011	325		I71 S EXIT9B OFF RAMP TO KY841 N	I71 TURN AROUND11	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70877849		38.3185982	-85.570543	9.761	7/22/2010	1608				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71192805	I71 S	38.318613	-85.5702752	9.776	8/28/2012	820		I71 TURN AROUND11	I71 S EXIT9B OFF RAMP TO KY841 N	4	4	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71028941	I71 S	38.3186807	-85.5697928	9.803	7/26/2011	750				3	3	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71236449	I71 S	38.3187023	-85.5697032	9.808	12/7/2012	750		I71 S EXIT9B OFF RAMP TO KY841 N	I71 S EXIT9B OFF RAMP TO KY841 N	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70862946	I71 S	38.3188326	-85.5692084	9.837	6/14/2010	5				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71126553	I71 N	38.318594	-85.5691207	9.839	3/12/2012	2248				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70803557		38.3189414	-85.5685158	9.875	1/13/2010	1024				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70911669	I71 N	38.3188754	-85.5675509	9.927	9/27/2010	2039				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70824349		38.3193451	-85.5664619	9.992	3/8/2010	818				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70929277	I71 S	38.319374	-85.5663246	10	11/18/2010	1304				1	1	0	0	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71028915	I71 S	38.319374	-85.5663246	10	7/25/2011	1330				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70856832		38.3194942	-85.5660209	10.018	5/27/2010	1720		I71 S EXIT9B OFF RAMP TO KY841 N	I71 S EXIT9B OFF RAMP TO KY841 N	2	2	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70947826	I71 N	38.3194755	-85.5647186	10.087	1/2/2011	1354				2	2	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71158425		38.319479	-85.5646869	10.089	5/29/2012	744		I265 N EXIT35A RAMP TO I71 N		2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71054589	I71 S	38.3197573	-85.5647015	10.093	9/23/2011	315				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70830211		38.3197355	-85.5635993	10.151	3/24/2010	1057				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71128733		38.3199005	-85.5629287	10.189	3/12/2012	1921				1	1	0	3	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70919147		38.320023	-85.5625003	10.214	10/30/2010	746		I265 N EXIT35A RAMP TO I71 N		2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71151832		38.3203644	-85.5621758	10.239	5/10/2012	740				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70838818	BROWNSBORO	38.3067302	-85.5756363	3.448	4/14/2010	1937				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71203634	BROWNSBORO	38.306873	-85.5754553	3.463	9/22/2012	1251				2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & HILLCREST	DAYLIGHT	N
71112389	BROWNSBORO	38.3068872	-85.5754591	3.464	2/5/2012	1212		HURSTBOURNE	SUMMIT PLAZA	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71043174	BROWNSBORO	38.306971	-85.5755018	3.466	8/29/2011	1642	SUMMIT PLAZA			3	3	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71120989	BROWNSBORO	38.3068951	-85.5754121	3.466	2/28/2012	1532	SUMMIT PLAZA			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71187251	BROWNSBORO	38.306902	-85.5754133	3.466	8/11/2012	2021		SUMMIT PLAZA	HURSTBOURNE	3	3	0	7	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71157891	BROWNSBORO	38.3069386	-85.5754061	3.468	5/27/2012	1610	SUMMIT PLAZA			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71241146	BROWNSBORO	38.3069357	-85.575379	3.469	12/16/2012	1715	SUMMIT PLAZA			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70833090	BROWNSBORO	38.3069423	-85.5753749	3.47	3/31/2010	1232	SUMMIT PLAZA			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70851434	BROWNSBORO	38.3069482	-85.5753767	3.47	5/15/2010	2138				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
70919186	BROWNSBORO	38.3069515	-85.5753796	3.47	10/30/2010	1656				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71000767	BROWNSBORO	38.3069501	-85.5753866	3.47	5/13/2011	1549	SUMMIT PLAZA			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71015900	BROWNSBORO	38.3069466	-85.5753876	3.47	6/21/2011	1535		SUMMIT PLAZA	HURSTBOURNE	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71068978	BROWNSBORO	38.306945	-85.5753794	3.47	10/26/2011	1730	SUMMIT PLAZA			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71071493	BROWNSBORO	38.306937	-85.5753717	3.47	10/27/2011	2240				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71078301	BROWNSBORO	38.306951	-85.5753775	3.47	11/16/2011	1150	SUMMIT PLAZA			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71103754	BROWNSBORO	38.3069613	-85.5753918	3.47	1/12/2012	1714	SUMMIT PLAZA			2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DUSK	N
71124328	BROWNSBORO	38.3069531	-85.5753793	3.47	3/7/2012	1250	SUMMIT PLAZA			2	2	0	1	SEVERE CROSSWINDS	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71148085	BROWNSBORO	38.3069467	-85.5753845	3.47	5/6/2012	1040	SUMMIT PLAZA			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70864088	BROWNSBORO	38.3069614	-85.5753839	3.471	6/15/2010	1556				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71130995	BROWNSBORO	38.3069656	-85.575362	3.472	3/23/2012	715	SUMMIT PLAZA			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70805012	BROWNSBORO	38.3069953	-85.575339	3.474	1/17/2010	1215	SUMMIT PLAZA			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71195414	BROWNSBORO	38.3069957	-85.5752991	3.476	9/1/2012	855	SUMMIT PLAZA			2	2	0	0	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71121462	BROWNSBORO	38.3070191	-85.5752851	3.477	2/29/2012	1717		SUMMIT PLAZA	HURSTBOURNE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70824059	BROWNSBORO	38.3071295	-85.5751916	3.487	3/5/2010	1931		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70922488	BROWNSBORO	38.3071454	-85.5750739	3.493	11/5/2010	1815		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71181492	BROWNSBORO	38.30719	-85.5750023	3.498	7/27/2012	1809		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71029787	BROWNSBORO	38.3072318	-85.5750205	3.499	7/27/2011	1941		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71087635	BROWNSBORO	38.3072439	-85.5750303	3.5	12/4/2011	1800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71232545	BROWNSBORO	38.3074085	-85.5749325	3.512	11/28/2012	1914		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71115107	BROWNSBORO	38.3073636	-85.5748269	3.514	2/12/2012	1937		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLEAR	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70853880	BROWNSBORO	38.3073943	-85.5748067	3.516	5/21/2010	1724		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71161720	BROWNSBORO	38.3073877	-85.5748202	3.516	6/7/2012	1407		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71051693	BROWNSBORO	38.3073854	-85.5747482	3.519	9/16/2011	2044		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70893590	BROWNSBORO	38.3074248	-85.5746743	3.524	8/30/2010	1715		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71240411	BROWNSBORO	38.3074893	-85.5746619	3.527	12/14/2012	1829		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71228113	BROWNSBORO	38.3075035	-85.5746465	3.529	11/16/2012	1850		SIMCOE	SUMMIT PLAZA	2	2	0	2	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71117954	BROWNSBORO	38.3075353	-85.5746112	3.532	2/19/2012	1640				2	1	0	1	CLOUDY	N	COLLISION WITH PEDESTRIAN NON - INTERSECTION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71074062	BROWNSBORO	38.3076099	-85.5745383	3.539	11/6/2011	1500		SIMCOE	SUMMIT PLAZA	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70862845	BROWNSBORO	38.3076447	-85.5745335	3.541	6/11/2010	1608		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70826887	BROWNSBORO	38.3076351	-85.5744562	3.543	3/12/2010	1650		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71123729	BROWNSBORO	38.3076731	-85.5745182	3.543	3/5/2012	1310		SUMMIT PLAZA	SIMCOE	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71008481	BROWNSBORO	38.3076888	-85.5745187	3.544	6/2/2011	1558		SIMCOE	FRONTAGE ROAD NO3	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70942443	BROWNSBORO	38.3077094	-85.5745163	3.545	12/18/2010	1523		SUMMIT PLAZA	FRONTAGE ROAD NO3	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71080025	BROWNSBORO	38.3077841	-85.5745757	3.547	11/18/2011	1835				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71102147	BROWNSBORO	38.3077317	-85.5744396	3.549	1/9/2012	1755				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71128236	BROWNSBORO	38.3077669	-85.5744899	3.549	3/16/2012	1516		SIMCOE	SUMMIT PLAZA	2	2	0	1	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70936096	BROWNSBORO	38.3077503	-85.5744484	3.55	12/6/2010	1411				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71187711	BROWNSBORO	38.3077929	-85.5742835	3.558	8/14/2012	1204				2	2	0	0	CLOUDY	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
71220206	BROWNSBORO	38.3078255	-85.5743454	3.558	10/31/2012	1615		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70929308	BROWNSBORO	38.307836	-85.5742644	3.561	11/19/2010	1424		SIMCOE	SUMMIT PLAZA	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71114048	BROWNSBORO	38.3078551	-85.5742784	3.562	2/9/2012	1706		SIMCOE	FRONTAGE ROAD NO3	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70905251	BROWNSBORO	38.3078996	-85.5742341	3.566	9/22/2010	1735	SIMCOE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71133864	BROWNSBORO	38.3079104	-85.5742337	3.567	3/30/2012	1547	SIMCOE			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70927555	BROWNSBORO	38.3079431	-85.5742063	3.569	11/17/2010	2052	SIMCOE			2	2	0	0	CLEAR	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71129646	BROWNSBORO	38.3079126	-85.5741776	3.569	3/21/2012	1526	SIMCOE			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71213363	BROWNSBORO	38.3079325	-85.5742043	3.569	10/16/2012	1814	SIMCOE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DUSK	N
71214555	BROWNSBORO	38.3079292	-85.5742046	3.569	10/13/2012	1740	SIMCOE			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71235593	BROWNSBORO	38.3079309	-85.5742026	3.569	12/4/2012	1222	SIMCOE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71237520	BROWNSBORO	38.30793	-85.5742033	3.569	12/8/2012	1120	SIMCOE			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71237526	BROWNSBORO	38.3079306	-85.5742026	3.569	12/8/2012	1213	SIMCOE			3	3	0	3	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244537	BROWNSBORO	38.3079319	-85.5742005	3.569	12/23/2012	1323	SIMCOE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71239562	BROWNSBORO	38.3079413	-85.5741698	3.571	12/13/2012	1214	SIMCOE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71075776	BROWNSBORO	38.3079915	-85.5740452	3.577	11/10/2011	1430				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70956933	BROWNSBORO	38.3080848	-85.5741089	3.579	1/21/2011	1527		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22 E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71191028	BROWNSBORO	38.3080149	-85.5740113	3.579	8/22/2012	1710		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22 E	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70853974	BROWNSBORO	38.308191	-85.5738704	3.591	3/26/2011	1858				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71207984	BROWNSBORO	38.308216	-85.5736965	3.598	10/1/2012	941		I265 S EXIT34 ON RAMP FROM KY22 E	SIMCOE	2	2	0	1	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70929349	BROWNSBORO	38.3082271	-85.5736776	3.599	11/19/2010	1852		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22 E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71187709	BROWNSBORO	38.3082836	-85.5737365	3.6	8/14/2012	1140		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151169	BROWNSBORO	38.3082394	-85.5736339	3.601	5/13/2012	1320		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22 E	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70864107	BROWNSBORO	38.3083272	-85.5737309	3.602	6/16/2010	1704		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71214561	BROWNSBORO	38.3082888	-85.5736199	3.603	10/18/2012	1646		I265 S EXIT34 ON RAMP FROM KY22 E	SIMCOE	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70835939	BROWNSBORO	38.3083252	-85.5736812	3.604	4/7/2010	2105		I265 S EXIT34 ON RAMP FROM KY22	SIMCOE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70823440	BROWNSBORO	38.3079144	-85.5733475	3.607	3/5/2010	1256				2	2	0	0	CLEAR	N	VEHICLE GOING IN WRONG DIRECTION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70811574	BROWNSBORO	38.3083448	-85.5735476	3.608	2/1/2010	1854		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22 E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71100668	BROWNSBORO	38.3083872	-85.5736198	3.608	1/5/2012	1330		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70904401	BROWNSBORO	38.3082835	-85.5736585	3.609	9/26/2010	1310				2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71049315	BROWNSBORO	38.3083868	-85.573472	3.612	9/12/2011	1504	I265 S EXIT34 ON RAMP FROM KY22 E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70945071	BROWNSBORO	38.3084616	-85.5735414	3.614	12/24/2010	1925		SIMCOE	I265 S EXIT34 ON RAMP FROM KY22	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70994074	BROWNSBORO	38.308472	-85.5733873	3.618	4/28/2011	1818	I265 S EXIT34 ON RAMP FROM KY22 E			2	2	0	2	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71115460	BROWNSBORO	38.3084828	-85.5733266	3.622	2/13/2012	1528	I265 S EXIT34 ON RAMP FROM KY22 E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70811585	BROWNSBORO	38.3085285	-85.5731901	3.628	2/3/2010	1028				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & GRADE	DAYLIGHT	N
71194237	BROWNSBORO	38.3087354	-85.5733177	3.635	8/31/2012	756		SIMCOE	I265 S EXIT34 OFF RAMP TO KY22	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71245869	BROWNSBORO	38.3086543	-85.5731324	3.636	12/30/2012	1728	I265 S EXIT34 ON RAMP FROM KY22 W			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71025734	BROWNSBORO	38.3086953	-85.5730935	3.639	7/15/2011	1512		I265 S EXIT34 ON RAMP FROM KY22 E	I265 S EXIT34 ON RAMP FROM KY22 W	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71036932	BROWNSBORO	38.308768	-85.5733004	3.644	8/13/2011	1418		FRONTAGE ROAD NO3	SIMCOE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71193598	BROWNSBORO	38.3087126	-85.5730337	3.644	8/26/2012	1706				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71238665	BROWNSBORO	38.3088519	-85.573179	3.645	12/10/2012	1650				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70916006	BROWNSBORO	38.3089055	-85.573131	3.649	10/23/2010	1424		I265 S EXIT34 OFF RAMP TO KY22	I265 S EXIT34 ON RAMP FROM KY22	2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70846182	BROWNSBORO	38.3089089	-85.5730816	3.65	5/3/2010	1722				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
70982827	BROWNSBORO	38.3089065	-85.5730261	3.652	3/31/2011	1215	I265 S EXIT34 ON RAMP FROM KY22			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71133974	BROWNSBORO	38.3088968	-85.5729553	3.653	3/31/2012	1745	I265 S EXIT34 ON RAMP FROM KY22			3	3	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70833072	BROWNSBORO	38.3089676	-85.5729471	3.657	3/30/2010	2310	I265 S EXIT34 ON RAMP FROM KY22			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70920922	BROWNSBORO	38.3089284	-85.572806	3.659	11/2/2010	1336	I265 S EXIT34 ON RAMP FROM KY22 E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71119351	BROWNSBORO	38.3089847	-85.5729182	3.659	2/21/2012	744		I265 S EXIT34 OFF RAMP TO KY22	I265 S EXIT34 ON RAMP FROM KY22	2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71244478	BROWNSBORO	38.3090385	-85.572953	3.661	12/22/2012	1004	I265 S EXIT34 OFF RAMP TO KY22			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971209	BROWNSBORO	38.3089532	-85.5727736	3.662	2/24/2011	617	I265 S EXIT34 ON RAMP FROM KY22 W			2	2	0	0	RAINING	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71080001	BROWNSBORO	38.3089933	-85.5729968	3.667	11/18/2011	1503		SIMCOE	I265 S EXIT34 OFF RAMP TO KY22	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71116027	BROWNSBORO	38.3090363	-85.5729596	3.671	2/14/2012	1601	I265 S EXIT34 OFF RAMP TO KY22			2	2	0	1	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71184189	BROWNSBORO	38.3089245	-85.5730816	3.671	8/4/2012	1700				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71028347	BROWNSBORO	38.3090774	-85.572914	3.675	7/22/2011	1454	I265 S EXIT34 OFF RAMP TO KY22			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71205305	BROWNSBORO	38.3092033	-85.5724867	3.682	9/26/2012	1406	I265 S EXIT34 ON RAMP FROM KY22 E			1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION 09 - 32	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70869903	BROWNSBORO	38.3092251	-85.572592	3.683	7/1/2010	1955		I265 S EXIT34 OFF RAMP TO KY22	I265 N EXIT34 ON RAMP FROM KY22	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71161748	BROWNSBORO	38.3091608	-85.5725168	3.686	6/7/2012	2150				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71124350	BROWNSBORO	38.3092252	-85.5723911	3.688	3/7/2012	1739		I265 N EXIT34 ON RAMP FROM KY22 E	I265 S EXIT34 ON RAMP FROM KY22 W	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
1948425	BROWNSBORO	38.30538333	-85.5773	3.696	1/14/2012	1402		SIMCOE	HURSTBOURNE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
70925422	BROWNSBORO	38.3094637	-85.572241	3.709	11/13/2010	1931	I265 S EXIT34 OFF RAMP TO KY22			2	2	0	0	RAINING	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71149079	BROWNSBORO	38.3094921	-85.5720265	3.715	5/8/2012	1815		I265 N EXIT34 ON RAMP FROM KY22 E	I265 S EXIT34 ON RAMP FROM KY22 W	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71099309	BROWNSBORO	38.3095635	-85.572466	3.716	1/1/2012	855				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71221911	BROWNSBORO	38.309665	-85.5721436	3.723	11/3/2012	1314		I265 N EXIT34 ON RAMP FROM KY22 W	I265 S EXIT34 OFF RAMP TO KY22	3	3	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71181526	BROWNSBORO	38.309694	-85.5719397	3.727	7/28/2012	937				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71064026	BROWNSBORO	38.309725	-85.5720321	3.74	10/15/2011	1649	I265 S EXIT34 OFF RAMP TO KY22			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71161382	BROWNSBORO	38.3100695	-85.5713792	3.772	6/2/2012	1003		NORTON HEALTHCARE	I265 N EXIT34 ON RAMP FROM KY22	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71188546	BROWNSBORO	38.3102238	-85.5714338	3.778	8/14/2012	1520				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71183975	BROWNSBORO	38.3102041	-85.5711569	3.787	7/23/2012	1805				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70829055	BROWNSBORO	38.3103112	-85.5708534	3.805	3/19/2010	1725		I265 N EXIT34 ON RAMP FROM KY22	I265 N EXIT34 OFF RAMP TO KY22	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71221892	BROWNSBORO	38.3108413	-85.5702408	3.854	11/3/2012	1107		NORTON HEALTHCARE	I265 N EXIT34 ON RAMP FROM KY22 E	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71032459	BROWNSBORO	38.3108366	-85.5702149	3.855	8/3/2011	1733		I265 N EXIT34 ON RAMP FROM KY22 E	I265 N EXIT34 ON RAMP FROM KY22 E	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71237460	BROWNSBORO	38.3108497	-85.5702014	3.856	12/7/2012	1758	I265 N EXIT34 ON RAMP FROM KY22 E			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70917494	BROWNSBORO	38.310877	-85.5701643	3.859	10/27/2010	1120		I265 N EXIT34 ON RAMP FROM KY22	NORTON HEALTHCARE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70887004	BROWNSBORO	38.310876	-85.5701552	3.86	8/13/2010	2322	I265 N EXIT34 OFF RAMP TO KY22			2	2	0	2	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71164561	BROWNSBORO	38.3109913	-85.5703074	3.86	6/14/2012	2020		NORTON HEALTHCARE	I265 N EXIT34 ON RAMP FROM KY22 W	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71188134	BROWNSBORO	38.3108974	-85.57016	3.86	8/14/2012	1828				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71129257	BROWNSBORO	38.3109036	-85.5701213	3.862	3/20/2012	1637				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70948486	BROWNSBORO	38.3109186	-85.5701059	3.864	1/3/2011	1932	NORTON HEALTHCARE			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70801460	BROWNSBORO	38.3109285	-85.5700867	3.865	1/8/2010	1124	NORTON HEALTHCARE			2	2	0	0	SNOWING	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70860785	BROWNSBORO	38.3109318	-85.5700841	3.865	6/7/2010	937	I265 N EXIT34 OFF RAMP TO KY22			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71020447	BROWNSBORO	38.3109289	-85.5700895	3.865	6/28/2011	948	I265 N EXIT34 OFF RAMP TO KY22			3	3	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71111347	BROWNSBORO	38.3109257	-85.570093	3.865	2/2/2012	1443		NORTON HEALTHCARE	I265 N EXIT34 OFF RAMP TO KY22	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71114900	BROWNSBORO	38.3110406	-85.5702465	3.865	2/10/2011	1220	NORTON HEALTHCARE			2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71212175	BROWNSBORO	38.3110377	-85.5702482	3.865	10/11/2012	1450				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71011241	BROWNSBORO	38.3109805	-85.5703453	3.866	6/9/2011	1537		I265 N EXIT34 ON RAMP FROM KY22 W	NORTON HEALTHCARE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70937703	BROWNSBORO	38.3109458	-85.5700597	3.867	12/9/2010	1553	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71205309	BROWNSBORO	38.3110747	-85.5702722	3.867	9/27/2012	628	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N
70943643	BROWNSBORO	38.3108918	-85.57013	3.868	12/21/2010	1337	NORTON HEALTHCARE			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71162347	BROWNSBORO	38.3109814	-85.5700651	3.869	6/7/2012	1330				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71113604	BROWNSBORO	38.3110028	-85.5702775	3.87	2/4/2012	148	NORTON HEALTHCARE			2	2	0	0	CLEAR	Y	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71189403	BROWNSBORO	38.3111178	-85.5701464	3.872	8/17/2012	210	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71212264	BROWNSBORO	38.3110399	-85.5702459	3.873	10/12/2012	2130	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70932257	BROWNSBORO	38.3110302	-85.5702599	3.874	11/28/2010	1358	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71083320	BROWNSBORO	38.3110413	-85.570261	3.874	11/26/2011	1617	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71131235	BROWNSBORO	38.3110197	-85.5702506	3.874	3/24/2012	1358	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71185198	BROWNSBORO	38.3110466	-85.5702723	3.874	8/7/2012	1755	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71214557	BROWNSBORO	38.3111333	-85.5701014	3.874	10/13/2012	2245		NORTON HEALTHCARE	CHAMBERLAIN	3	3	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71239647	BROWNSBORO	38.3109196	-85.5701064	3.875	12/13/2012	1514		NORTON HEALTHCARE	CHAMBERLAIN	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70834640	BROWNSBORO	38.3110243	-85.5699388	3.876	4/4/2010	2119				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70841596	BROWNSBORO	38.3110736	-85.5702189	3.876	4/23/2010	809	NORTON HEALTHCARE			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70846089	BROWNSBORO	38.3110863	-85.5702181	3.877	5/2/2010	1535		NORTON HEALTHCARE	NORTON HEALTHCARE	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70898303	BROWNSBORO	38.3110782	-85.5701931	3.877	9/9/2010	1315	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71027377	BROWNSBORO	38.3110741	-85.5702438	3.878	7/21/2011	1326	NORTON HEALTHCARE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71116939	BROWNSBORO	38.3111044	-85.5701905	3.878	2/16/2012	1836		NORTON HEALTHCARE	CHAMBERLAIN	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71237857	BROWNSBORO	38.3112483	-85.5700106	3.882	12/10/2012	847		NORTON HEALTHCARE	CHAMBERLAIN	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71023174	BROWNSBORO	38.3111869	-85.5700757	3.887	7/9/2011	1638				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71090901	BROWNSBORO	38.3109401	-85.5705654	3.891	12/12/2011	1735		I265 N EXIT34 OFF RAMP TO KY22	NORTON HEALTHCARE	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70965371	BROWNSBORO	38.31125	-85.5699825	3.893	2/12/2011	1848		CHAMBERLAIN	NORTON HEALTHCARE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71057633	BROWNSBORO	38.3112289	-85.5699686	3.893	10/2/2011	1454				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71099106	BROWNSBORO	38.3112714	-85.5699749	3.895	12/30/2011	2146		CHAMBERLAIN	NORTON HEALTHCARE	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70949321	BROWNSBORO	38.3112136	-85.5695897	3.899	1/4/2011	1505				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71115005	BROWNSBORO	38.3113608	-85.5692791	3.919	2/10/2012	1447		NORTON HEALTHCARE	I265 N EXIT34 OFF RAMP TO KY22	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71131287	BROWNSBORO	38.3117617	-85.569207	3.93	3/26/2012	810		NORTON HEALTHCARE	CHAMBERLAIN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71037647	BROWNSBORO	38.3115986	-85.5691009	3.937	8/15/2011	1744		NORTON HEALTHCARE	FRONTAGE ROAD NO2	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70867931	BROWNSBORO	38.311652	-85.5690122	3.943	6/26/2010	1500				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71147949	BROWNSBORO	38.3117255	-85.5692092	3.947	5/4/2012	1528	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71238717	BROWNSBORO	38.3119926	-85.5688449	3.951	12/9/2012	1422		NORTON HEALTHCARE	CHAMBERLAIN	2	2	0	0	RAINING	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
70962496	BROWNSBORO	38.3118327	-85.5687264	3.962	2/5/2011	951		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70936602	BROWNSBORO	38.3118395	-85.5687373	3.963	12/7/2010	1734		FRONTAGE ROAD NO2	NORTON HEALTHCARE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71190634	BROWNSBORO	38.3121882	-85.5685325	3.97	8/22/2012	722		NORTON HEALTHCARE	CHAMBERLAIN	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71028376	BROWNSBORO	38.3119642	-85.5684157	3.976	7/22/2011	1954		CHAMBERLAIN	FRONTAGE ROAD NO2	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70980317	BROWNSBORO	38.31215	-85.56843333	3.983	3/24/2011	1714		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70980315	BROWNSBORO	38.3120841	-85.5682874	3.984	3/24/2011	1714		CHAMBERLAIN	FRONTAGE ROAD NO2	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71012491	BROWNSBORO	38.3121068	-85.568284	3.985	6/12/2011	1755				2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71132469	BROWNSBORO	38.3122004	-85.5685518	3.995	3/28/2012	1504		CHAMBERLAIN	NORTON HEALTHCARE	2	2	0	0	CLOUDY	N	OCCUPANT FELL FROM MOVING VEHICLE	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70864504	BROWNSBORO	38.3122958	-85.5679731	4.001	6/17/2010	1626		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71123957	BROWNSBORO	38.3123265	-85.567818	4.007	3/5/2012	1545				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71152835	BROWNSBORO	38.3123915	-85.5677454	4.011	5/16/2012	1609		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71157932	BROWNSBORO	38.3123671	-85.567709	4.012	5/28/2012	2245				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71007249	BROWNSBORO	38.3124186	-85.5677022	4.013	5/30/2011	1644				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70955997	BROWNSBORO	38.312371	-85.5676268	4.014	1/20/2011	1500				2	2	0	0	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71211383	BROWNSBORO	38.3126244	-85.5677803	4.014	10/10/2012	723		CHAMBERLAIN	NORTON HEALTHCARE	4	4	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71002783	BROWNSBORO	38.3125193	-85.5676492	4.019	5/19/2011	2304	CHAMBERLAIN			3	3	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71239664	BROWNSBORO	38.3125346	-85.5676424	4.019	12/13/2012	2304		BROWNSBORO	CHAMBERLAIN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70845450	BROWNSBORO	38.3124611	-85.5675467	4.021	5/2/2010	1621		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & HILLCREST	DAYLIGHT	N
71188160	BROWNSBORO	38.3125544	-85.5675971	4.021	8/15/2012	1423		CHAMBERLAIN	FRONTAGE ROAD NO2	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71192770	BROWNSBORO	38.3125667	-85.5676023	4.021	8/27/2012	1359		FRONTAGE ROAD NO2	CHAMBERLAIN	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71187205	BROWNSBORO	38.3125135	-85.567488	4.024	8/10/2012	2322	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71035999	BROWNSBORO	38.3126219	-85.5675016	4.026	8/11/2011	1621		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71200649	BROWNSBORO	38.3126248	-85.5674964	4.026	9/16/2012	1100		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71078605	BROWNSBORO	38.312689	-85.5675479	4.027	11/16/2011	1522		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71227193	BROWNSBORO	38.3126826	-85.5675132	4.028	11/15/2012	1922	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70864093	BROWNSBORO	38.3126791	-85.56745	4.029	6/16/2010	1338	CHAMBERLAIN			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70875011	BROWNSBORO	38.3125525	-85.5673683	4.029	7/10/2010	839	CHAMBERLAIN			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71000897	BROWNSBORO	38.3126938	-85.5674627	4.029	5/15/2011	1652	CHAMBERLAIN			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70870894	BROWNSBORO	38.3126901	-85.5674562	4.03	7/3/2010	1307	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70880105	BROWNSBORO	38.3125636	-85.5673662	4.03	7/28/2010	830	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70884171	BROWNSBORO	38.3125619	-85.5673533	4.03	8/5/2010	1250	CHAMBERLAIN			3	3	0	1	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70885774	BROWNSBORO	38.3126788	-85.5674424	4.03	8/10/2010	2036	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DUSK	N
70991879	BROWNSBORO	38.3125677	-85.5673573	4.03	4/22/2011	1153	CHAMBERLAIN			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70992911	BROWNSBORO	38.3125638	-85.5673606	4.03	4/26/2011	1159	CHAMBERLAIN			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015901	BROWNSBORO	38.312562	-85.5673597	4.03	6/21/2011	1530	CHAMBERLAIN			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71041643	BROWNSBORO	38.3125627	-85.5673724	4.03	8/25/2011	1222	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71102512	BROWNSBORO	38.3125646	-85.5673606	4.03	1/10/2012	1034	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71107834	BROWNSBORO	38.3125596	-85.5673696	4.03	1/24/2012	840	CHAMBERLAIN			3	3	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71113780	BROWNSBORO	38.3125636	-85.5673595	4.03	2/8/2012	1348	CHAMBERLAIN			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71115773	BROWNSBORO	38.3126811	-85.5674449	4.03	2/11/2012	1230	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71129235	BROWNSBORO	38.3125637	-85.5673619	4.03	3/20/2012	1010	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176770	BROWNSBORO	38.3126797	-85.5674436	4.03	7/13/2012	1148	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71211386	BROWNSBORO	38.3126795	-85.5674416	4.03	10/10/2012	1104	CHAMBERLAIN			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71223467	BROWNSBORO	38.3126804	-85.5674461	4.03	11/7/2012	1802	CHAMBERLAIN			3	3	0	2	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION 09 - 32	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70963387	BROWNSBORO	38.3127155	-85.5674437	4.031	2/8/2011	2000	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71221918	BROWNSBORO	38.312693	-85.5674119	4.032	11/3/2012	1530		CHAMBERLAIN	BROWNSBORO GLEN	3	3	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70922611	BROWNSBORO	38.312732	-85.5673481	4.034	11/8/2010	735		CHAMBERLAIN	FRONTAGE ROAD NO2	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70832076	BROWNSBORO	38.312711	-85.5673087	4.035	3/28/2010	1152	CHAMBERLAIN			2	2	0	0	RAINING	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70851333	BROWNSBORO	38.3126549	-85.5672602	4.039	5/7/2010	950				3	3	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151037	BROWNSBORO	38.3128819	-85.5673311	4.04	5/11/2012	1206				3	3	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71206838	BROWNSBORO	38.312736	-85.5672773	4.04	9/28/2012	2106	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70965348	BROWNSBORO	38.3127241	-85.5671786	4.041	2/12/2011	1503	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71015592	BROWNSBORO	38.3127504	-85.5672739	4.041	6/15/2011	1904				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71045838	BROWNSBORO	38.3127588	-85.5672503	4.042	9/4/2011	1624	CHAMBERLAIN			2	2	0	0	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
70976018	BROWNSBORO	38.3128647	-85.5671628	4.044	3/11/2011	1923	CHAMBERLAIN			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70925278	BROWNSBORO	38.3126954	-85.5671215	4.046	11/11/2010	1645				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71244329	BROWNSBORO	38.3128015	-85.5671766	4.047	12/20/2012	1204		CHAMBERLAIN	BROWNSBORO GLEN	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71131283	BROWNSBORO	38.3127186	-85.5671077	4.048	3/25/2012	2235	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71045483	BROWNSBORO	38.3127631	-85.5670068	4.054	8/26/2011	1300		CHAMBERLAIN	BROWNSBORO GLEN	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71008502	BROWNSBORO	38.3129249	-85.5668671	4.067	6/2/2011	2135	CHAMBERLAIN			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY LIGHTED/OFF	N
70905846	BROWNSBORO	38.3130887	-85.566281	4.101	9/29/2010	1944		CHAMBERLAIN	BROWNSBORO GLEN	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
70982042	BROWNSBORO	38.3131559	-85.566146	4.11	3/30/2011	825		CHAMBERLAIN	BROWNSBORO GLEN	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71040404	BROWNSBORO	38.3134925	-85.5660751	4.127	8/23/2011	752		CHAMBERLAIN	BROWNSBORO GLEN	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015898	BROWNSBORO	38.3134349	-85.5656623	4.143	6/21/2011	1510				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71076700	BROWNSBORO	38.3134342	-85.5655555	4.148	11/12/2011	1410				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70976866	BROWNSBORO	38.3138002	-85.5652234	4.177	3/15/2011	1032				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71136815	BROWNSBORO	38.3137979	-85.5648604	4.195	4/5/2012	1634				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70973167	BROWNSBORO	38.313952	-85.5646757	4.209	3/3/2011	649		CHAMBERLAIN	BROWNSBORO GLEN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71028897	BROWNSBORO	38.3139599	-85.5646309	4.211	7/23/2011	1355		BROWNSBORO GLEN	CHAMBERLAIN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71040956	BROWNSBORO	38.3142336	-85.564162	4.244	8/18/2011	1318	BROWNSBORO GLEN			3	3	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71120148	BROWNSBORO	38.3142338	-85.564162	4.244	2/24/2012	1712				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70998024	BROWNSBORO	38.3143863	-85.563878	4.263	5/7/2011	1449		BROWNSBORO GLEN	BALLARDSVILLE	3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70819575	BROWNSBORO	38.3144859	-85.5637516	4.273	2/18/2010	1303		BROWNSBORO GLEN	BALLARDSVILLE	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71007253	BROWNSBORO	38.3145715	-85.5633975	4.293	5/30/2011	1803				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70969290	BROWNSBORO	38.3146915	-85.5633041	4.301	2/23/2011	1050		BROWNSBORO GLEN	BALLARDSVILLE	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176472	BROWNSBORO	38.3150939	-85.5626484	4.348	7/14/2012	1545				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71165418	BROWNSBORO	38.3150756	-85.5625896	4.35	6/15/2012	1620		BROWNSBORO GLEN	NEW CHAMBERLAIN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70817223	BROWNSBORO	38.3150934	-85.5624751	4.355	2/15/2010	1500		BROWNSBORO GLEN	BALLARDSVILLE	1	1	0	0	SNOWING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70872076	BROWNSBORO	38.315393	-85.5620899	4.385	7/7/2010	1536		BALLARDSVILLE	BROWNSBORO GLEN	2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70946686	BROWNSBORO	38.3155224	-85.5617815	4.404	12/28/2010	1507				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71056239	BROWNSBORO	38.3155084	-85.5617512	4.405	9/28/2011	1518		BROWNSBORO GLEN	BALLARDSVILLE	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70833029	BROWNSBORO	38.3155236	-85.5617427	4.406	3/30/2010	40	BROWNSBORO GLEN			2	2	0	1	CLEAR	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71187693	BROWNSBORO	38.3155701	-85.5617005	4.41	8/13/2012	1225		BALLARDSVILLE	BROWNSBORO GLEN	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70862893	BROWNSBORO	38.3156744	-85.5616117	4.418	6/12/2010	1444	NEW CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244498	BROWNSBORO	38.3155336	-85.561491	4.418	12/22/2012	1545				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70927565	BALLARDSVILLE	38.3156104	-85.5615177	4.42	11/18/2010	828	BROWNSBORO			3	3	0	0	RAINING	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971692	BROWNSBORO	38.3156891	-85.5615822	4.42	2/28/2011	736		BALLARDSVILLE	BROWNSBORO GLEN	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71160290	BROWNSBORO	38.3156138	-85.5615175	4.42	5/30/2012	1004	BALLARDSVILLE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71228758	BALLARDSVILLE	38.3156114	-85.561518	4.42	11/16/2012	803	BROWNSBORO			2	2	0	1	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71235793	BROWNSBORO	38.3156053	-85.5615191	4.42	12/5/2012	702	BALLARDSVILLE			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71013241	BALLARDSVILLE	38.3155941	-85.5614806	4.422	6/13/2011	1908	BROWNSBORO			2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
71081956	BALLARDSVILLE	38.3155886	-85.5615384	4.422	11/23/2011	30	BROWNSBORO			2	2	0	0	CLOUDY	N	COLLISION WITH PARKED VEHICLE	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71103059	BROWNSBORO	38.3155401	-85.5613824	4.424	1/6/2012	1833	BALLARDSVILLE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
71039795	BROWNSBORO	38.315713	-85.5614703	4.426	8/20/2011	1510	BALLARDSVILLE			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70996125	BALLARDSVILLE	38.3157261	-85.5612222	4.438	5/3/2011	1159	BROWNSBORO			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70997948	BALLARDSVILLE	38.3158424	-85.5606905	4.468	5/6/2011	1341		BROWNSBORO	HICKORY FOREST	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71035994	BALLARDSVILLE	38.3158748	-85.5606215	4.472	8/11/2011	1511		SILVER WING	BROWNSBORO	3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71113807	BALLARDSVILLE	38.3160103	-85.5602378	4.495	2/9/2012	720		BROWNSBORO	HICKORY FOREST	2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70967930	BALLARDSVILLE	38.3159979	-85.560012	4.506	2/18/2011	1700				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70986790	BALLARDSVILLE	38.3160811	-85.5597198	4.523	4/10/2011	1824				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71122574	BALLARDSVILLE	38.3160797	-85.5596723	4.525	3/2/2012	1129		HICKORY FOREST	BROWNSBORO	4	4	0	1	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71049680	BALLARDSVILLE	38.3160081	-85.5588648	4.566	9/13/2011	1630				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70838133	BALLARDSVILLE	38.3163123	-85.5587553	4.577	4/13/2010	800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70947810	BALLARDSVILLE	38.3160178	-85.5580673	4.609	1/1/2011	2342		SILVER WING	HICKORY FOREST	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & HILLCREST	DARK-HWY NOT LIGHTED	N
71008478	BALLARDSVILLE	38.3164626	-85.5579172	4.624	6/2/2011	1453		BROWNSBORO	HICKORY FOREST	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70990074	BALLARDSVILLE	38.316533	-85.5577298	4.634	4/17/2011	1254		BROWNSBORO	HICKORY FOREST	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71149571	BALLARDSVILLE	38.3166484	-85.5571882	4.665	5/9/2012	1650		BROWNSBORO	SILVER WING	2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71184260	BALLARDSVILLE	38.3167494	-85.5569047	4.699	8/5/2012	1730	HICKORY FOREST			2	2	0	0	CLOUDY	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70932206	BALLARDSVILLE	38.3167859	-85.5564739	4.705	11/26/2010	2054		SILVER WING	CRAIGS CREEK	1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
70998088	BALLARDSVILLE	38.3168172	-85.5574896	4.731	5/8/2011	1242				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70814187	BALLARDSVILLE	38.316903	-85.5559569	4.734	2/5/2010	1950				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
70889999	BALLARDSVILLE	38.3175161	-85.5532406	4.888	8/22/2010	945		SILVER WING	CRAIGS CREEK	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
1184316	BALLARDSVILLE	38.3175	-85.55313333	4.893	5/17/2010	1716				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
70971751	BALLARDSVILLE	38.3174722	-85.5515217	4.978	3/1/2011	625		SILVER WING	CRAIGS CREEK	1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/OFF	N
70917924	BALLARDSVILLE	38.3175039	-85.5501675	5.05	10/28/2010	650	CRAIGS CREEK			3	3	0	9	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70929370	BALLARDSVILLE	38.3174882	-85.5501412	5.052	11/20/2010	622	WORTHINGTON PLACE			1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
70971314	BALLARDSVILLE	38.3175314	-85.5501411	5.052	2/27/2011	1650	WORTHINGTON PLACE			2	2	0	0	RAINING	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71061552	BALLARDSVILLE	38.3175222	-85.5500621	5.059	10/11/2011	2138	WORTHINGTON PLACE			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
71184128	PRESTON	38.1001263	-85.6712543	1.156	8/3/2012	1558		MAPLE SPRING	KY6306	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70966916	PRESTON	38.1002549	-85.6712782	1.165	2/16/2011	1717				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244331	PRESTON	38.1003308	-85.67126	1.17	12/20/2012	1430		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70945022	PRESTON	38.1004168	-85.6713734	1.177	12/23/2010	1407		MAPLE SPRING	COOPER CHAPEL	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71237292	PRESTON	38.1004594	-85.6713848	1.18	12/7/2012	726		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71072476	PRESTON	38.1006634	-85.6713718	1.193	11/3/2011	1409		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71028932	PRESTON	38.100675	-85.6714455	1.195	7/25/2011	1820		COOPER CHAPEL	MAPLE SPRING	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945024	PRESTON	38.1006979	-85.6714557	1.197	12/23/2010	1550		MAPLE SPRING	COOPER CHAPEL	4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71215267	PRESTON	38.1010201	-85.6715524	1.22	10/19/2012	1900		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71038449	PRESTON	38.1011683	-85.6709284	1.224	8/13/2011	1640				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70942310	PRESTON	38.1011674	-85.6715949	1.23	12/17/2010	1310		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71240526	PRESTON	38.1012272	-85.6715194	1.233	12/15/2012	1330		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71025942	PRESTON	38.1012671	-85.6716165	1.237	7/17/2011	1231				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70900582	PRESTON	38.1012836	-85.6716513	1.239	9/16/2010	1730		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71057634	PRESTON	38.1013046	-85.6716388	1.24	10/2/2011	1606		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70896841	PRESTON	38.1013526	-85.6716425	1.243	9/6/2010	1319		COOPER CHAPEL	MAPLE SPRING	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71240530	PRESTON	38.1013635	-85.6715767	1.243	12/15/2012	1320		MAPLE SPRING	COOPER CHAPEL	3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71230639	PRESTON	38.1015886	-85.671624	1.259	11/21/2012	1817		MAPLE SPRING	COOPER CHAPEL	4	4	0	1	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70843618	PRESTON	38.1015962	-85.6717269	1.261	4/27/2010	1652		COMMERCE CROSSINGS	MAPLE SPRING	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70835928	PRESTON	38.1016357	-85.6716593	1.263	4/7/2010	1627		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71125457	PRESTON	38.101863	-85.6716911	1.278	3/9/2012	1350		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70942401	PRESTON	38.1019036	-85.6718191	1.283	12/17/2010	2119		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71165415	PRESTON	38.1019539	-85.6717681	1.285	6/15/2012	1615		COOPER CHAPEL	MAPLE SPRING	3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70953293	PRESTON	38.1019946	-85.6718307	1.289	1/14/2011	1207		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70825768	PRESTON	38.1020498	-85.6718036	1.292	3/10/2010	1602		COOPER CHAPEL	MAPLE SPRING	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71116927	PRESTON	38.1020758	-85.6716653	1.293	2/16/2012	1500		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71025941	PRESTON	38.1021229	-85.6717598	1.296	7/17/2011	1225				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71242101	PRESTON	38.1022689	-85.6718306	1.307	12/19/2012	1637		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71063698	PRESTON	38.1025183	-85.6720602	1.327	10/13/2011	1852		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71015269	PRESTON	38.1026073	-85.6720901	1.333	5/30/2011	1811				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70935398	PRESTON	38.102674	-85.6720159	1.337	12/5/2010	1310		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70955994	PRESTON	38.1027013	-85.6720011	1.338	1/20/2011	1450		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71160799	PRESTON	38.1026841	-85.6721592	1.339	6/4/2012	1732		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71047226	PRESTON	38.1026913	-85.6721556	1.34	9/7/2011	1450		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70998539	PRESTON	38.1028034	-85.6722148	1.348	5/9/2011	1630		COOPER CHAPEL	MAPLE SPRING	3	3	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71210112	PRESTON	38.1028234	-85.6721137	1.348	10/8/2012	1702		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176804	PRESTON	38.1028581	-85.6721235	1.35	7/16/2012	1820		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71197167	PRESTON	38.1028839	-85.6722849	1.354	9/7/2012	1200				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71150067	PRESTON	38.1031344	-85.6719196	1.366	5/10/2012	1253		COOPER CHAPEL	MAPLE SPRING	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70868116	PRESTON	38.1031306	-85.6723735	1.372	6/26/2010	2227		COMMERCE CROSSINGS	MAPLE SPRING	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
70945750	PRESTON	38.1031305	-85.6723852	1.372	12/28/2010	659				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71069276	PRESTON	38.1032123	-85.6723981	1.378	10/22/2011	1853		COOPER CHAPEL	MAPLE SPRING	2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & GRADE	DAYLIGHT	N
70812944	PRESTON	38.1032345	-85.6724368	1.38	1/25/2010	1440				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70946171	PRESTON	38.1032277	-85.6724396	1.38	12/28/2010	1255		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71101481	PRESTON	38.1032729	-85.6724919	1.383	1/6/2012	1306	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70991277	PRESTON	38.1033239	-85.672494	1.387	4/22/2011	1450		MAPLE SPRING	COOPER CHAPEL	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70995468	PRESTON	38.1033296	-85.6724966	1.387	5/2/2011	1630		COOPER CHAPEL	MAPLE SPRING	3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71215258	PRESTON	38.1033697	-85.672518	1.39	10/19/2012	1749	COOPER CHAPEL			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71182622	PRESTON	38.1034068	-85.6725017	1.392	7/31/2012	2148		COOPER CHAPEL	COMMERCE CROSSINGS	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71142118	PRESTON	38.1034039	-85.6725455	1.393	4/20/2012	1223	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70873515	PRESTON	38.1034421	-85.6725533	1.396	7/11/2010	1229	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70870846	PRESTON	38.1034698	-85.6725933	1.398	7/2/2010	1700	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70967202	PRESTON	38.1034728	-85.6725714	1.398	2/18/2011	613	COOPER CHAPEL			3	3	0	0	CLEAR	Y	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71004346	PRESTON	38.1034903	-85.6725934	1.399	5/24/2011	738	COOPER CHAPEL			2	2	0	0	RAINING	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70832107	PRESTON	38.1034998	-85.6725912	1.4	3/28/2010	2320	COOPER CHAPEL			3	3	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70838389	PRESTON	38.1035052	-85.6725921	1.4	4/14/2010	739	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70846091	PRESTON	38.1035045	-85.6725923	1.4	5/2/2010	1700	COOPER CHAPEL			4	4	0	5	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70861770	PRESTON	38.1035032	-85.6725931	1.4	6/11/2010	1328	COOPER CHAPEL			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70869878	PRESTON	38.1035051	-85.6725928	1.4	7/1/2010	1336	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	REAR TO REAR	STRAIGHT & LEVEL	DAYLIGHT	N
70909335	PRESTON	38.1035049	-85.6725908	1.4	10/7/2010	1307	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	REAR TO REAR	STRAIGHT & LEVEL	DAYLIGHT	N
70922519	PRESTON	38.1035049	-85.6725926	1.4	11/6/2010	900	COOPER CHAPEL			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70922590	PRESTON	38.1034977	-85.6725845	1.4	11/7/2010	1445	COOPER CHAPEL			3	3	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	REAR TO REAR	STRAIGHT & LEVEL	DAYLIGHT	N
70959739	PRESTON	38.1034966	-85.672586	1.4	1/29/2011	1551	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71004292	PRESTON	38.1035052	-85.6725925	1.4	5/21/2011	2200	COOPER CHAPEL			2	2	0	3	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71005336	PRESTON	38.103505	-85.6725922	1.4	5/26/2011	1025	COOPER CHAPEL			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71009916	PRESTON	38.1034994	-85.6725934	1.4	6/6/2011	1445	COOPER CHAPEL			2	2	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71129642	PRESTON	38.1035037	-85.6725907	1.4	3/21/2012	1405	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71163069	PRESTON	38.1035029	-85.6725909	1.4	6/11/2012	1535	COOPER CHAPEL			2	2	0	1	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71214318	PRESTON	38.1035049	-85.672592	1.4	10/18/2012	2105	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71220751	PRESTON	38.1035293	-85.6725027	1.4	11/1/2012	2113	COOPER CHAPEL			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70808017	PRESTON	38.1035093	-85.6725942	1.401	1/24/2010	1900				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70854981	PRESTON	38.1035154	-85.6725859	1.401	5/25/2010	1120	COOPER CHAPEL			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70854982	PRESTON	38.1035075	-85.6725934	1.401	5/25/2010	1138	COOPER CHAPEL			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70871554	PRESTON	38.1035071	-85.6725925	1.401	7/6/2010	1925	COMMERCE CROSSINGS			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70904612	PRESTON	38.1035073	-85.6725939	1.401	9/22/2010	740				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAWN	N
70999039	PRESTON	38.1035071	-85.6725921	1.401	5/10/2011	1300	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71057933	PRESTON	38.103511	-85.6725944	1.401	10/3/2011	1355	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71199365	PRESTON	38.1035084	-85.6725899	1.401	8/23/2012	745	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	CURVE & HILLCREST	DAYLIGHT	N
70862684	PRESTON	38.1035136	-85.672597	1.402	6/11/2010	1237	COMMERCE CROSSINGS			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70865194	PRESTON	38.1035111	-85.6725966	1.402	6/18/2010	1815	COOPER CHAPEL			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70869403	PRESTON	38.103525	-85.6725831	1.402	6/27/2010	2227	COOPER CHAPEL			2	1	0	1	CLEAR	N	COLLISION WITH PEDESTRIAN IN INTERSECTION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71056385	PRESTON	38.1035149	-85.6725985	1.402	9/29/2011	654	COMMERCE CROSSINGS			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71112904	PRESTON	38.1035256	-85.6725984	1.402	2/6/2012	1645	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71170869	PRESTON	38.1034891	-85.6726608	1.402	6/30/2012	28	COMMERCE CROSSINGS			2	2	0	2	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71214232	PRESTON	38.1035608	-85.672495	1.402	10/18/2012	711	COOPER CHAPEL			1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAWN	N
70806616	PRESTON	38.1035328	-85.6726072	1.403	1/21/2010	1814	COOPER CHAPEL			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70927522	PRESTON	38.1035561	-85.672586	1.404	11/17/2010	1354	COOPER CHAPEL			2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71157925	PRESTON	38.1035613	-85.6725904	1.404	5/28/2012	1900	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	CURVE & LEVEL	DAYLIGHT	N
70962484	PRESTON	38.1035828	-85.6725576	1.405	2/4/2011	2223	COOPER CHAPEL			3	3	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71158855	PRESTON	38.1035476	-85.672733	1.405	5/30/2012	1804	COOPER CHAPEL			2	2	0	0	CLEAR	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70832066	PRESTON	38.1035939	-85.6725962	1.406	3/28/2010	5	COMMERCE CROSSINGS			2	2	0	0	CLOUDY	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70863386	PRESTON	38.1035712	-85.6726523	1.406	6/15/2010	731	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70915093	PRESTON	38.1035718	-85.6726135	1.406	10/21/2010	1344	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71159662	PRESTON	38.1036096	-85.6725135	1.406	6/1/2012	1615				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71166036	PRESTON	38.1035796	-85.6726287	1.407	6/18/2012	907	COMMERCE CROSSINGS			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971684	PRESTON	38.1036001	-85.6726396	1.408	2/27/2011	2100	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71064839	PRESTON	38.1036334	-85.6725455	1.408	10/17/2011	1516				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71058153	PRESTON	38.1036862	-85.6723469	1.409	10/3/2011	1400	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71005206	PRESTON	38.1036312	-85.6726602	1.411	5/25/2011	1514	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70878867	PRESTON	38.1037575	-85.6725937	1.417	7/24/2010	142	COOPER CHAPEL			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71239113	PRESTON	38.1037174	-85.6727774	1.417	12/12/2012	1047	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71192265	PRESTON	38.1037344	-85.6726786	1.418	8/25/2012	923	COMMERCE CROSSINGS			4	4	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71122991	PRESTON	38.103734	-85.6727151	1.419	3/5/2012	1305		COOPER CHAPEL	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71232980	PRESTON	38.1037259	-85.672823	1.42	11/28/2012	1705	COMMERCE CROSSINGS			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71009918	PRESTON	38.1038733	-85.6727953	1.43	6/6/2011	1533	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70824154	PRESTON	38.1038667	-85.6728641	1.431	3/5/2010	2257		I265 S EXIT12 ON RAMP FROM KY61	COOPER CHAPEL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70824024	PRESTON	38.1039413	-85.672836	1.435	3/5/2010	1510		COMMERCE CROSSINGS	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71050792	PRESTON	38.103974	-85.6727919	1.436	9/15/2011	701				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
70967163	PRESTON	38.1040635	-85.6728963	1.442	2/16/2011	1821	COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70986855	PRESTON	38.104207	-85.6730538	1.454	4/11/2011	1600				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70997066	PRESTON	38.1041869	-85.672972	1.454	5/5/2011	1920		I265 S EXIT12 OFF RAMP TO KY61	COMMERCE CROSSINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71024992	PRESTON	38.1042212	-85.6729786	1.457	7/14/2011	2250		COOPER CHAPEL	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71199281	PRESTON	38.1042287	-85.6728403	1.457	8/29/2012	1652		COOPER CHAPEL	COMMERCE CROSSINGS	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71047231	PRESTON	38.1043036	-85.6730104	1.463	9/7/2011	1650		COMMERCE CROSSINGS	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70822547	PRESTON	38.1042819	-85.6731061	1.464	3/2/2010	1615		I265 S EXIT12 OFF RAMP TO KY61	COOPER CHAPEL	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70860172	PRESTON	38.1045119	-85.6731228	1.475	6/7/2010	2132				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70956951	PRESTON	38.1044864	-85.6731128	1.477	1/21/2011	1710				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70819596	PRESTON	38.1045121	-85.6734631	1.488	2/22/2010	1617		I265 S EXIT12 OFF RAMP TO KY61	COOPER CHAPEL	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70807349	PRESTON	38.1046912	-85.6731226	1.491	1/22/2010	1717		I265 S EXIT12 OFF RAMP TO KY61	COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70826956	PRESTON	38.1048214	-85.6731445	1.5	3/13/2010	1941		I265 S EXIT12 OFF RAMP TO KY61	COMMERCE CROSSINGS	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71207988	PRESTON	38.1049286	-85.6731324	1.512	10/3/2012	851		COOPER CHAPEL	I265 N EXIT12 ON RAMP FROM KY61 N	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71230717	PRESTON	38.1049716	-85.6731898	1.516	11/23/2012	1202		I265 N EXIT12 ON RAMP FROM KY61 N	COMMERCE CROSSINGS	2	2	0	0	CLEAR	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71019512	PRESTON	38.105072	-85.6733124	1.52	6/30/2011	1539		I265 S EXIT12 OFF RAMP TO KY61	COMMERCE CROSSINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70967912	PRESTON	38.1054544	-85.6734873	1.549	2/18/2011	1438	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71117761	PRESTON	38.1054678	-85.6733562	1.554	2/17/2012	717		COOPER CHAPEL	I265 N EXIT12 ON RAMP FROM KY61 N	2	2	0	0	FOG/SMOG/SMOKE	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71147937	PRESTON	38.1055467	-85.6733949	1.554	5/4/2012	1335		COMMERCE CROSSINGS	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70819592	PRESTON	38.1056652	-85.6735924	1.565	2/22/2010	1452				4	4	0	2	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70822290	PRESTON	38.1056759	-85.6735073	1.565	3/1/2010	1731				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71174014	PRESTON	38.1056167	-85.6735598	1.569	7/3/2012	1715		COMMERCE CROSSINGS	I265 N EXIT12 ON RAMP FROM KY61 N	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70977107	PRESTON	38.1056778	-85.6738023	1.571	3/15/2011	1745		I265 S EXIT12 OFF RAMP TO KY61	COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70999377	PRESTON	38.1061248	-85.6736672	1.598	5/8/2011	1827	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	1	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71095822	PRESTON	38.1061387	-85.6736526	1.599	12/15/2011	720				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAWN	N
71139520	PRESTON	38.1063052	-85.6736882	1.611	4/15/2012	1239		COOPER CHAPEL	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70821516	PRESTON	38.1063559	-85.6736978	1.614	2/25/2010	810		COOPER CHAPEL	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70889914	PRESTON	38.106409	-85.6737457	1.619	8/20/2010	1625		I265 S EXIT12 OFF RAMP TO KY61	COMMERCE CROSSINGS	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71064356	PRESTON	38.1064436	-85.6737727	1.621	10/17/2011	1920	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DUSK	N
71121446	PRESTON	38.1065742	-85.6736879	1.629	2/29/2012	1326	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71029783	PRESTON	38.1066157	-85.6738173	1.635	7/27/2011	1733		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71089229	PRESTON	38.1070594	-85.6739661	1.667	12/8/2011	1750	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71209583	PRESTON	38.1070489	-85.674066	1.668	10/6/2012	216				1	1	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71042472	PRESTON	38.1072117	-85.6739461	1.678	8/19/2011	1650	I265 S EXIT12 OFF RAMP TO KY61			3	3	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	REAR TO REAR	CURVE & LEVEL	DAYLIGHT	N
71197940	PRESTON	38.1072611	-85.6740759	1.683	9/8/2012	1241	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70865793	PRESTON	38.0934833	-85.6695833	1.698	6/18/2010	1150	MUD			3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71035970	PRESTON	38.1075184	-85.674137	1.702	8/10/2011	1854		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70913150	PRESTON	38.1075206	-85.6742539	1.704	10/17/2010	1017		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70882388	PRESTON	38.1081488	-85.6743236	1.748	8/2/2010	1555		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71000832	PRESTON	38.1082915	-85.6743603	1.758	5/14/2011	1513		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	0	RAINING	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71036958	PRESTON	38.1085557	-85.6744383	1.778	8/13/2011	1838	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70820084	PRESTON	38.108657	-85.6745084	1.786	2/24/2010	1122	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	SNOWING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71118347	PRESTON	38.1086588	-85.6744948	1.786	2/20/2012	1458		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71239798	PRESTON	38.1086475	-85.6745591	1.786	12/14/2012	1231	I265 N EXIT12 ON RAMP FROM KY61 N			2	2	0	2	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71191441	PRESTON	38.1087014	-85.674433	1.788	8/24/2012	755	I265 N EXIT12 ON RAMP FROM KY61 N			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71070456	PRESTON	38.1086934	-85.6745233	1.789	10/30/2011	1415	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71196611	PRESTON	38.1086878	-85.6745496	1.789	9/5/2012	1639	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70931780	PRESTON	38.1087196	-85.6745168	1.79	11/24/2010	1140	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	RAINING	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70969862	PRESTON	38.1092267	-85.6747093	1.823	2/24/2011	2003				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70974554	PRESTON	38.109908	-85.6748722	1.866	3/9/2011	1443	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71075860	PRESTON	38.1101299	-85.6749382	1.881	11/10/2011	1954	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71093400	PRESTON	38.110234	-85.6748606	1.886	12/16/2011	1840		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71230773	PRESTON	38.1101902	-85.6750901	1.886	11/24/2012	2042		I265 N EXIT12 ON RAMP FROM KY61 S	I265 S EXIT12 ON RAMP FROM KY61 N	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71029311	PRESTON	38.1102315	-85.6749591	1.887	7/26/2011	1050	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70842822	PRESTON	38.1102937	-85.6749933	1.891	4/25/2010	1615		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70892700	PRESTON	38.1103541	-85.6750305	1.896	8/28/2010	939		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71242094	PRESTON	38.1106986	-85.6749102	1.916	12/19/2012	1331		I265 S EXIT12 ON RAMP FROM KY61 N	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000834	PRESTON	38.1106947	-85.6751571	1.918	5/14/2011	1458	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70902874	PRESTON	38.1107369	-85.6751101	1.92	9/22/2010	1938				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70963566	PRESTON	38.1108279	-85.6751363	1.926	2/8/2011	1031		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71215322	PRESTON	38.1108909	-85.6751456	1.93	10/20/2012	1628				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71075820	PRESTON	38.110917	-85.6751754	1.932	11/10/2011	1728				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71216716	PRESTON	38.1109601	-85.6750537	1.934	10/24/2012	1707				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71154100	PRESTON	38.1110286	-85.6751154	1.939	5/14/2012	658				2	2	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70991893	PRESTON	38.1112803	-85.6752532	1.955	4/22/2011	1421	I265 S EXIT12 ON RAMP FROM KY61			3	3	0	1	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71122838	PRESTON	38.1112878	-85.6752308	1.955	3/4/2012	2147				2	2	0	1	BLOWING SAND/SOIL/DIRT/SNOW	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71015919	PRESTON	38.111385	-85.6753072	1.962	6/21/2011	1842				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71128290	PRESTON	38.1114163	-85.675304	1.964	3/17/2012	1320	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70808416	PRESTON	38.111447	-85.6753161	1.966	1/26/2010	845		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	4	SNOWING	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
70830864	PRESTON	38.1114781	-85.6753275	1.968	3/25/2010	1650		I265 S EXIT12 ON RAMP FROM KY61	I265 S EXIT12 OFF RAMP TO KY61	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70849094	PRESTON	38.1117003	-85.6753752	1.982	5/8/2010	1917	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71206817	PRESTON	38.1117379	-85.6753349	1.985	9/28/2012	1656		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61 N	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71124643	PRESTON	38.1118026	-85.675417	1.989	3/4/2012	2047	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	2	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70874514	PRESTON	38.1118251	-85.6754301	1.99	7/13/2010	1225				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71100692	PRESTON	38.1118371	-85.6753872	1.99	1/5/2012	2005	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLEAR	N	REAR END -

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71197966	PRESTON	38.1118778	-85.6754697	1.994	9/8/2012	2005	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLOUDY	Y	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71208267	PRESTON	38.1118766	-85.675387	1.994	10/3/2012	1324	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71230691	PRESTON	38.1118796	-85.6754622	1.994	11/22/2012	1920	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	1	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71120717	PRESTON	38.1118958	-85.6754493	1.995	2/28/2012	905	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71230752	PRESTON	38.1119824	-85.6754476	2.001	11/24/2012	1056	I265 S EXIT12 OFF RAMP TO KY61			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70943653	PRESTON	38.1120198	-85.6754772	2.003	12/21/2010	1522		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71168167	PRESTON	38.1123263	-85.6754085	2.021	6/23/2012	1603	I265 S EXIT12 OFF RAMP TO KY61			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70878810	PRESTON	38.1126067	-85.6756571	2.04	7/22/2010	1707	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70991272	PRESTON	38.1126153	-85.6756343	2.04	4/22/2011	1308	I265 S EXIT12 ON RAMP FROM KY61			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71072146	PRESTON	38.1126729	-85.67567	2.044	11/3/2011	750		I265 S EXIT12 OFF RAMP TO KY61	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70951201	PRESTON	38.112275	-85.6757	2.049	1/7/2011	2213				2	2	0	0	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	BACKING	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70838816	PRESTON	38.1129722	-85.675762	2.064	4/14/2010	1819		GLEN ROSE	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71031039	PRESTON	38.1130576	-85.6757587	2.069	7/30/2011	2018		GLEN ROSE	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70870837	PRESTON	38.1131302	-85.6757872	2.074	7/2/2010	1558				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70826981	PRESTON	38.1132059	-85.6758201	2.079	3/14/2010	1335		BOERSTE	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015866	PRESTON	38.1132117	-85.675845	2.079	6/20/2011	2107		I265 S EXIT12 ON RAMP FROM KY61	GLEN ROSE	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70836259	PRESTON	38.1133004	-85.675763	2.084	4/8/2010	1300				2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71027252	PRESTON	38.1133022	-85.675837	2.084	7/20/2011	1818		I265 S EXIT12 ON RAMP FROM KY61	GLEN ROSE	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71099162	PRESTON	38.113313	-85.6758665	2.086	1/1/2012	1900		BOERSTE	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DARK-HWY NOT LIGHTED	N
71131036	PRESTON	38.1133584	-85.6758254	2.088	3/23/2012	1442		BOERSTE	I265 S EXIT12 ON RAMP FROM KY61	3	3	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70854976	PRESTON	38.1133889	-85.6759503	2.091	5/25/2010	549				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAWN	N
70945042	PRESTON	38.1134068	-85.6758769	2.092	12/23/2010	1928		BOERSTE	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
71112398	PRESTON	38.1133943	-85.6760175	2.092	2/5/2012	1808		GLEN ROSE	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70799007	PRESTON	38.1135634	-85.6758606	2.101	1/4/2010	1450		GLEN ROSE	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71039686	PRESTON	38.1135718	-85.6759574	2.102	8/19/2011	1604		GLEN ROSE	I265 S EXIT12 ON RAMP FROM KY61	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71240527	PRESTON	38.1136362	-85.675986	2.107	12/15/2012	1356				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70808436	PRESTON	38.1138128	-85.6759514	2.118	1/26/2010	1618		I265 S EXIT12 ON RAMP FROM KY61	BOERSTE	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71130991	PRESTON	38.1138542	-85.6760202	2.12	3/23/2012	609				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70884201	PRESTON	38.11386	-85.6760273	2.121	8/6/2010	1417	GLEN ROSE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71218344	PRESTON	38.1138917	-85.6760298	2.122	10/28/2012	2238	GLEN ROSE			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71245780	PRESTON	38.1138813	-85.6760315	2.122	12/28/2012	1820	GLEN ROSE			4	4	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71245711	PRESTON	38.1138913	-85.6760797	2.123	12/28/2012	2318	GLEN ROSE			2	2	0	0	SNOWING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70846752	PRESTON	38.1138967	-85.6760557	2.124	5/4/2010	1416	GLEN ROSE			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70913101	PRESTON	38.1138921	-85.6761063	2.124	10/16/2010	1230	GLEN ROSE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71035434	PRESTON	38.1139206	-85.6760436	2.124	8/9/2011	2030	GLEN ROSE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DUSK	N
71088072	PRESTON	38.1139256	-85.676041	2.125	12/6/2011	1651				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
71150032	PRESTON	38.1139203	-85.6760975	2.125	5/3/2012	2310	BOERSTE			2	2	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71225027	PRESTON	38.1139313	-85.6760137	2.125	11/8/2012	2107	GLEN ROSE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
70840587	PRESTON	38.1139475	-85.676049	2.126	4/20/2010	1227	GLEN ROSE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70862847	PRESTON	38.1139348	-85.6760436	2.126	6/11/2010	1655	BOERSTE			3	3	0	0	CLEAR	N	ONCOMING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70878825	PRESTON	38.1139283	-85.6760463	2.126	7/23/2010	1418	BOERSTE			3	3	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70919539	PRESTON	38.1139353	-85.6760475	2.126	11/1/2010	1312	BOERSTE			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70929319	PRESTON	38.1139439	-85.6760322	2.126	11/19/2010	1528				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70938704	PRESTON	38.1139309	-85.6760595	2.126	12/5/2010	1955				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71030193	PRESTON	38.1139356	-85.6760485	2.126	7/28/2011	1512				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71070905	PRESTON	38.1139327	-85.676028	2.126	10/31/2011	1430	GLEN ROSE			3	3	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71093775	PRESTON	38.1139436	-85.6760528	2.126	12/19/2011	559	GLEN ROSE			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71118365	PRESTON	38.1139355	-85.6760458	2.126	2/20/2012	1915	BOERSTE			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE TURNING LEFT	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71123407	PRESTON	38.11394	-85.676048	2.126	3/5/2012	1830	GLEN ROSE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70839650	PRESTON	38.1139522	-85.6760398	2.127	4/16/2010	1743	GLEN ROSE			3	3	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71028447	PRESTON	38.1139659	-85.6760607	2.127	7/24/2011	1548	GLEN ROSE			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71204904	PRESTON	38.1139451	-85.6761316	2.127	9/26/2012	850	BOERSTE			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71112917	PRESTON	38.1139653	-85.6760512	2.128	2/7/2012	825	BOERSTE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70817151	PRESTON	38.1139787	-85.6760296	2.129	2/14/2010	1221	GLEN ROSE			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70849154	PRESTON	38.1139955	-85.676073	2.131	5/9/2010	1346	BOERSTE			2	2	0	4	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71031025	PRESTON	38.1140011	-85.6761137	2.132	7/30/2011	1430	BOERSTE			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71042469	PRESTON	38.11405	-85.6760167	2.132	8/13/2011	1847	GLEN ROSE			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71209603	PRESTON	38.114042	-85.6761497	2.134	10/6/2012	1335		PARK	BOERSTE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70999063	PRESTON	38.114098	-85.67611	2.136	5/11/2011	613				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71038887	PRESTON	38.1140034	-85.6762472	2.139	8/17/2011	1900	BOERSTE			2	2	0	1	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71195394	PRESTON	38.1141958	-85.6760629	2.141	8/31/2012	1748	GLEN ROSE			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71182158	PRESTON	38.1141406	-85.6760337	2.143	7/31/2012	16				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71215248	PRESTON	38.1141933	-85.6762116	2.143	10/19/2012	1700				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	Y
70937671	PRESTON	38.114196	-85.6761238	2.146	12/8/2010	1306		BOERSTE	PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71185533	PRESTON	38.1142056	-85.676126	2.147	8/8/2012	1554		GLEN ROSE	MANSLICK	3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71225221	PRESTON	38.1142769	-85.6762824	2.154	11/12/2012	830		PARK	BOERSTE	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71087487	PRESTON	38.1143384	-85.6761781	2.157	12/5/2011	1647		MANSLICK	BOERSTE	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70904037	PRESTON	38.1143408	-85.6761664	2.158	9/24/2010	1616		PARK	BOERSTE	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & GRADE	DAYLIGHT	N
70971283	PRESTON	38.1143355	-85.6761843	2.158	2/26/2011	1623				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71213359	PRESTON	38.1143707	-85.6763005	2.161	10/16/2012	1826		MANSLICK	BOERSTE	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70980312	PRESTON	38.1145325	-85.6762659	2.173	3/24/2011	1644		MANSLICK	BOERSTE	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70842689	PRESTON	38.1146509	-85.6762557	2.181	4/23/2010	1641				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71090876	PRESTON	38.11473	-85.6762792	2.188	12/5/2011	1647				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
70815129	PRESTON	38.1149031	-85.6763352	2.202	2/10/2010	2217		GLEN ROSE	MANSLICK	3	3	0	1	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70995485	PRESTON	38.1149236	-85.6763205	2.204	5/2/2011	1837				2	2	0	0	RAINING	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71163068	PRESTON	38.1152717	-85.6764022	2.23	6/11/2012	1508				4	4	0	2	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71129231	PRESTON	38.1153827	-85.6765243	2.24	3/20/2012	655				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70839697	PRESTON	38.1153904	-85.6764806	2.241	4/17/2010	1135		BOERSTE	PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70825136	PRESTON	38.1154284	-85.6763292	2.242	3/9/2010	1435		GLEN ROSE	MANSLICK	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71145271	PRESTON	38.1155965	-85.6765585	2.257	4/28/2012	1356		PARK	BOERSTE	3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70951208	PRESTON	38.1156304	-85.6764791	2.258	1/8/2011	19				2	2	0	1	BLOWING SAND/SOIL/DIRT/SNOW	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70868128	PRESTON	38.1158227	-85.6765688	2.274	6/27/2010	1405		PARK	GLEN ROSE	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71154095	PRESTON	38.1158648	-85.6766269	2.277	4/28/2012	1845				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
71125591	PRESTON	38.1159188	-85.6766295	2.281	3/9/2012	1820				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71079051	PRESTON	38.1161019	-85.6766693	2.295	11/17/2011	1056		PARK	BOERSTE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71199278	PRESTON	38.1161275	-85.6767583	2.298	8/27/2012	1543		BOERSTE	MANSLICK	4	4	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71093368	PRESTON	38.1161684	-85.6766282	2.301	12/16/2011	1530		PARK	BOERSTE	3	3	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71064014	PRESTON	38.1163989	-85.6767979	2.32	10/15/2011	1413		PARK	GLEN ROSE	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71162350	PRESTON	38.1166823	-85.6766359	2.339	6/7/2012	1557		PARK	GLEN ROSE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71086720	PRESTON	38.1168429	-85.6768001	2.352	12/3/2011	1215		BOERSTE	MANSLICK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70833049	PRESTON	38.1171869	-85.6770446	2.382	3/30/2010	1508		MANSLICK	PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71093510	PRESTON	38.1175084	-85.6769868	2.405	12/18/2011	1405		MANSLICK	GLEN ROSE	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71080903	PRESTON	38.1175242	-85.6770186	2.407	11/22/2011	805		PARK	GLEN ROSE	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71128242	PRESTON	38.1175298	-85.6771277	2.409	3/16/2012	1529		PARK	GLEN ROSE	3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71021171	PRESTON	38.1175961	-85.6770784	2.413	7/5/2011	1510	MANSLICK			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71124673	PRESTON	38.1175945	-85.6771478	2.414	3/8/2012	1619		PARK	MANSLICK	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71033801	PRESTON	38.1176135	-85.6770843	2.415	8/5/2011	1733				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70948892	PRESTON	38.1176716	-85.6771481	2.42	1/4/2011	738	MANSLICK			3	3	0	2	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71069292	PRESTON	38.1176926	-85.6770806	2.42	10/27/2011	1549		GLEN ROSE	MANSLICK	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70864098	PRESTON	38.1177242	-85.6771299	2.423	6/16/2010	1516		MANSLICK	GLEN ROSE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70913152	PRESTON	38.1178854	-85.6772852	2.435	10/17/2010	1142	MANSLICK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70989275	PRESTON	38.1178833	-85.6772	2.436	4/17/2011	2211				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71133994	PRESTON	38.1178757	-85.6772578	2.436	4/1/2012	1018	PARK			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71078160	PRESTON	38.1179361	-85.6772337	2.441	11/16/2011	1010	PARK			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71091445	PRESTON	38.1179424	-85.6772146	2.441	12/13/2011	1439		PARK	BOERSTE	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71097015	PRESTON	38.1179531	-85.6772067	2.442	12/27/2011	1512	MANSLICK			2	2	0	0	CLOUDY	Y	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71231448	PRESTON	38.1180111	-85.6772075	2.445	11/26/2012	1620	MANSLICK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70856881	PRESTON	38.1180328	-85.6772396	2.448	5/28/2010	2027		PARK	GLE

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70995071	PRESTON	38.1180548	-85.6772445	2.45	4/30/2011	2240	PARK			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71007484	PRESTON	38.1180602	-85.6772478	2.45	5/31/2011	1830	PARK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71040857	PRESTON	38.1180067	-85.6772355	2.45	8/24/2011	825	MANSLICK			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71064848	PRESTON	38.1180613	-85.6772418	2.45	10/18/2011	1225	MANSLICK			3	3	0	1	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70988249	PRESTON	38.1180852	-85.6772101	2.451	4/15/2011	1201	MANSLICK			2	2	0	0	CLOUDY	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71024991	PRESTON	38.1180692	-85.6772631	2.451	7/14/2011	2131				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71178784	PRESTON	38.1180403	-85.6772265	2.452	7/20/2012	1011	SPRINGVIEW			2	2	0	0	CLEAR	Y	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
70837333	PRESTON	38.1181034	-85.6772642	2.453	4/10/2010	1124	PARK			2	2	0	2	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70873380	PRESTON	38.118094	-85.6772438	2.453	6/3/2010	1545	PARK			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71009661	PRESTON	38.1180953	-85.6772847	2.453	6/6/2011	1100	PARK			2	2	0	0	CLEAR	Y	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71222110	PRESTON	38.1180912	-85.6772651	2.453	11/5/2012	726	PARK			3	3	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71245756	PRESTON	38.1181037	-85.6772643	2.453	12/16/2012	1729	PARK	SPRINGVIEW		3	3	0	0	BLOWING SAND/SOIL/DIRT/SNOW	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR TO REAR	STRAIGHT & LEVEL	DUSK	N
71237850	PRESTON	38.1181112	-85.6772597	2.454	12/9/2012	2355	PARK			2	2	0	0	RAINING	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71240800	PRESTON	38.1180032	-85.6772249	2.454	12/15/2012	1003	MANSLICK			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71189531	PRESTON	38.1181411	-85.6772364	2.456	8/18/2012	2215	PARK			2	2	0	3	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70981990	PRESTON	38.1181667	-85.6773167	2.459	3/29/2011	1315	PARK			2	2	0	0	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71101427	PRESTON	38.1181555	-85.6773395	2.459	1/5/2012	1045	MANSLICK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71096358	PRESTON	38.1182281	-85.6773591	2.464	12/23/2011	1213	PARK			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71115079	PRESTON	38.1182647	-85.6773057	2.465	2/11/2012	2001	PARK			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71022102	PRESTON	38.1182858	-85.6772812	2.467	7/8/2011	620	PARK			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N
71195677	PRESTON	38.1183033	-85.6773094	2.468	9/3/2012	1534	PARK			2	2	0	0	SLEET/HAIL	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71094736	PRESTON	38.1183768	-85.6773248	2.473	12/21/2011	1811		SPRINGVIEW	PARK	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DUSK	N
70976023	PRESTON	38.1185044	-85.677165	2.482	3/11/2011	2149	MANSLICK			2	2	0	2	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70930347	PRESTON	38.1185177	-85.6773597	2.483	11/23/2010	716	MANSLICK	SPRINGVIEW		2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70973703	PRESTON	38.1185273	-85.6773114	2.484	3/7/2011	1535	PARK			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70829634	PRESTON	38.1186641	-85.6773712	2.494	3/22/2010	1624		SPRINGVIEW	MANSLICK	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70913051	PRESTON	38.1187138	-85.6774202	2.498	10/15/2010	1714		SPRINGVIEW	PARK	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70869409	PRESTON	38.1187549	-85.6774479	2.501	6/30/2010	1310		PARK	SPRINGVIEW	2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
70861013	PRESTON	38.1188946	-85.6774401	2.511	6/9/2010	2150				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70967911	PRESTON	38.1189887	-85.6775172	2.518	2/18/2011	1349		MANSLICK	SPRINGVIEW	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71050030	PRESTON	38.1194684	-85.6776743	2.554	9/9/2011	1657				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71221910	PRESTON	38.1196369	-85.6777087	2.566	11/3/2012	1310		PARK	SPRINGVIEW	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71189508	PRESTON	38.1196603	-85.6777073	2.567	8/18/2012	1225	SPRINGVIEW			3	3	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71042494	PRESTON	38.1197276	-85.6777353	2.572	8/26/2011	739		SPRINGVIEW	COOPER	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAWN	N
71112347	PRESTON	38.1197413	-85.6777318	2.573	2/4/2012	1537	SPRINGVIEW			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70925358	PRESTON	38.1197739	-85.6778337	2.577	11/12/2010	1741	SPRINGVIEW			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DUSK	N
71059607	PRESTON	38.1198406	-85.6777772	2.58	10/6/2011	1507				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70962455	PRESTON	38.1198758	-85.6777632	2.583	2/4/2011	1440	SPRINGVIEW			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71036896	PRESTON	38.1199175	-85.6778185	2.586	8/12/2011	1713	COOPER			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70922495	PRESTON	38.1199393	-85.6777983	2.587	11/5/2010	1852	COOPER			4	4	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71050836	PRESTON	38.1199363	-85.6778032	2.587	9/16/2011	225				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71234014	PRESTON	38.1199439	-85.677767	2.587	12/2/2012	6	COOPER			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71058637	PRESTON	38.1199586	-85.6777655	2.588	10/4/2011	1535	COOPER			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70982945	PRESTON	38.1202611	-85.6779106	2.611	4/1/2011	701		COOPER	GILLS	2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71107132	PRESTON	38.1203029	-85.6778576	2.614	1/20/2012	1358				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70918267	PRESTON	38.1204822	-85.6779511	2.627	10/28/2010	1724	GILLS			3	3	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71097114	PRESTON	38.1205661	-85.6779524	2.633	12/17/2011	1847				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71096364	PRESTON	38.1206315	-85.6781014	2.64	12/23/2011	1326		COOPER	GILLS	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71007482	PRESTON	38.1206912	-85.6780117	2.643	5/31/2011	1800		GILLS	CREEK POINTE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70824007	PRESTON	38.1210038	-85.678112	2.666	3/4/2010	1552		GILLS	CREEK POINTE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71015801	PRESTON	38.121469	-85.6782377	2.699	6/19/2011	2144				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70859126	LA GRANGE	38.2776482	-85.5182282	6.718	6/3/2010	1630		LUCAS	STANLEY GAULT	2	2	0	1	CLEAR	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	Y
71155428	LA GRANGE	38.2777431	-85.5180841	6.727	5/23/2012	728	STANLEY GAULT			2	2	0	2	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71199769	LA GRANGE	38.2777491	-85.5180853	6.727	9/13/2012	1445				3	3	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71237260	LA GRANGE	38.2777402	-85.5180858	6.727	12/9/2012	1600				2	2	0	2	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70848998	LA GRANGE	38.2777558	-85.5180885	6.728	5/10/2010	1635				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & LEVEL	DAYLIGHT	N
71138620	LA GRANGE	38.2777499	-85.5180788	6.728	4/12/2012	1636		STANLEY GAULT	LUCAS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70859122	LA GRANGE	38.2777673	-85.5180501	6.729	6/3/2010	1541		LUCAS	STANLEY GAULT	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70894534	LA GRANGE	38.2777863	-85.5180635	6.73	9/2/2010	1613	STANLEY GAULT			2	2	0	1	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70916790	LA GRANGE	38.2778041	-85.5181023	6.73	10/26/2010	905	LUCAS			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & GRADE	DAYLIGHT	N
70909344	LA GRANGE	38.2778626	-85.5181436	6.732	10/7/2010	1539	STANLEY GAULT			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71119430	LA GRANGE	38.2779545	-85.5179483	6.742	2/23/2012	1640		STANLEY GAULT	LUCAS	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70800223	LA GRANGE	38.2780294	-85.5175164	6.757	1/7/2010	1259				2	2	0	0	SNOWING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70857214	LA GRANGE	38.2808539	-85.5157674	6.964	6/1/2010	808	NELSON MILLER			2	2	0	2	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70932657	LA GRANGE	38.280858	-85.5157618	6.964	11/29/2010	1728	NELSON MILLER			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71105606	LA GRANGE	38.2810107	-85.5156065	6.977	1/16/2012	1520				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70795022	LA GRANGE	38.2815827	-85.5153446	7.016	1/4/2010	1740				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71030195	LA GRANGE	38.2826099	-85.5149304	7.086	7/28/2011	1631		I265 S EXIT30 ON RAMP FROM KY146	NELSON MILLER	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71064006	LA GRANGE	38.2828665	-85.5148721	7.102	10/15/2011	1248	I265 S EXIT30 ON RAMP FROM KY146			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70983723	LA GRANGE	38.2830004	-85.5149224	7.11	4/3/2011	1525	I265 S EXIT30 ON RAMP FROM KY146			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71063736	LA GRANGE	38.2842829	-85.5147174	7.195	10/14/2011	1420				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71073674	LA GRANGE	38.284367	-85.5146702	7.2	11/5/2011	1623		I265 S EXIT30 ON RAMP FROM KY146	I265 S EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71160339	LA GRANGE	38.2843822	-85.5146081	7.203	6/4/2012	1800				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71199294	LA GRANGE	38.28457	-85.5145791	7.215	9/12/2012	808		I265 S EXIT30 ON RAMP FROM KY146	I265 N EXIT30 ON RAMP FROM KY146	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71237832	LA GRANGE	38.2845752	-85.5146982	7.215	12/9/2012	1825				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71191365	LA GRANGE	38.2846023	-85.5146606	7.216	8/23/2012	245				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71172750	LA GRANGE	38.2846014	-85.5147294	7.221	7/6/2012	856	I265 S EXIT30 ON RAMP FROM KY146			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71115443	LA GRANGE	38.2847591	-85.5146175	7.226	2/13/2012	758		I265 S EXIT30 ON RAMP FROM KY146	I265 N EXIT30 ON RAMP FROM KY146	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71172650	LA GRANGE	38.2847497	-85.514556	7.226	7/5/2012	1845		I265 S EXIT30 ON RAMP FROM KY146	I265 S EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71182136	LA GRANGE	38.2849305	-85.5144877	7.238	7/30/2012	1643		I265 N EXIT30 ON RAMP FROM KY146	I265 S EXIT30 ON RAMP FROM KY146	4	4	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70996135	LA GRANGE	38.2866854	-85.514049	7.353	5/3/2011	1553		I265 N EXIT30 ON RAMP FROM KY146	I265 S EXIT30 OFF RAMP TO KY146	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70849226	LA GRANGE	38.2870899	-85.5139183	7.38	5/10/2010	1545				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & LEVEL	DAYLIGHT	N
70949844	LA GRANGE	38.2871793	-85.5138331	7.387	1/4/2011	1020		I265 N EXIT30 OFF RAMP TO KY146	I265 N EXIT30 ON RAMP FROM KY146	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70888233	LA GRANGE	38.2881601	-85.5132344	7.458	8/17/2010	1705		I265 N EXIT30 OFF RAMP TO KY146	I265 N EXIT30 ON RAMP FROM KY146	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71056607	LA GRANGE	38.2882228	-85.513287	7.461	9/29/2011	705	I265 N EXIT30 ON RAMP FROM KY146			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71124334	LA GRANGE	38.2882118	-85.5132367	7.461	3/7/2012	1547		I265 N EXIT30 ON RAMP FROM KY146	I265 N EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70903221	LA GRANGE	38.2882252	-85.5132216	7.462	9/23/2010	1618	I265 N EXIT30 ON RAMP FROM KY146			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71135453	LA GRANGE	38.288242	-85.5132086	7.463	4/4/2012	1645	I265 N EXIT30 ON RAMP FROM KY146			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70826893	LA GRANGE	38.2882517	-85.5132088	7.464	3/12/2010	1650	I265 N EXIT30 ON RAMP FROM KY146			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70865823	LA GRANGE	38.2882572	-85.5132086	7.464	6/21/2010	1456		I265 N EXIT30 OFF RAMP TO KY146	I265 N EXIT30 ON RAMP FROM KY146	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & GRADE	DAYLIGHT	N
70905309	LA GRANGE	38.288249	-85.5132095	7.464	9/28/2010	1635	I265 N EXIT30 ON RAMP FROM KY146			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70911710	LA GRANGE	38.2882657	-85.513258	7.464	10/13/2010	1647		I265 N EXIT30 OFF RAMP TO KY146	I265 N EXIT30 ON RAMP FROM KY146	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70926900	LA GRANGE	38.2882494	-85.5132102	7.464	11/16/2010	1735	I265 N EXIT30 OFF RAMP TO KY146			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	Y
71010405	LA GRANGE	38.2882518	-85.513208	7.464	6/6/2011	1648	I265 N EXIT30 OFF RAMP TO KY146			2	2	0	0	CLOUDY	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71088127	LA GRANGE	38.2882332	-85.5131561	7.464	12/6/2011	1620		I265 N EXIT30 OFF RAMP KY146 TO	FACTORY	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71093399	LA GRANGE	38.2882535	-85.5132086	7.464	12/16/2011	1848	I265 N EXIT30 OFF RAMP TO KY146			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71132896	LA GRANGE	38.2882304	-85.5131567	7.464	3/29/2012	1653		I265 N EXIT30 OFF RAMP KY146 TO	FACTORY	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DUSK	N
71184132	LA GRANGE	38.2882524	-85.5132088	7.464	8/3/2012	1640	I265 N EXIT30 ON RAMP FROM KY146			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71210114	LA GRANGE	38.2882534	-85.5132068	7.464	10/8/2012	1643	I265 N EXIT30 ON RAMP FROM KY146			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70930361	LA GRANGE	38.2882655	-85.5131928	7.465	11/23/2010	1535	I265 N EXIT30 OFF RAMP TO KY146			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71160324	LA GRANGE	38.2882353	-85.5131538	7.465	6/4/2012	1540		I265 N EXIT30 ON RAMP FROM KY146	I265 N EXIT30 OFF RAMP KY146 TO	2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71025714	LA GRANGE	38.2882569	-85.5131447	7.466	7/15/2011	2302	I265 N EXIT30 OFF RAMP TO KY146			2	2	0	0	CLEAR	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71201735	LA GRANGE	38.2882468	-85.5131193	7.466	9/18/2012	1718				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70906316	LA GRANGE	38.2882961	-85.5131752	7.467	9/30/2010	1420		I265 N EXIT30 OFF RAMP TO KY146	FACTORY	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71176148	LA GRANGE	38.2883477	-85.5131665	7.47	7

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71209602	LA GRANGE	38.288702	-85.5128121	7.499	10/6/2012	1324		FACTORY	I265 N EXIT30 OFF RAMP KY146 TO	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71077965	LA GRANGE	38.2890016	-85.5127687	7.518	11/15/2011	617				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71040385	LA GRANGE	38.2889719	-85.5125905	7.52	8/22/2011	1656		I265 N EXIT30 OFF RAMP TO KY146	FACTORY	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71088770	LA GRANGE	38.288948	-85.5125032	7.522	12/7/2011	1817		I265 N EXIT30 OFF RAMP TO KY146	FACTORY	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71029790	LA GRANGE	38.2891319	-85.5125819	7.53	7/26/2011	2025		FACTORY	I265 N EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
71093845	LA GRANGE	38.2891374	-85.5125384	7.531	12/19/2011	1600				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70977698	LA GRANGE	38.2891468	-85.5125085	7.532	3/16/2011	1435		FACTORY	I265 N EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71188131	LA GRANGE	38.2892708	-85.5124598	7.541	8/14/2012	1630				3	3	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70956956	LA GRANGE	38.2893118	-85.5124596	7.543	1/21/2011	1855				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
71126910	LA GRANGE	38.2893148	-85.5124627	7.543	3/12/2012	508	CHAMBERLAIN			2	2	0	0	RAINING	N	OTHER INTERSECTION COLLISIONS	REAR TO REAR	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70996130	LA GRANGE	38.2893129	-85.5124194	7.544	5/3/2011	1230	FACTORY			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000761	LA GRANGE	38.2893447	-85.5124203	7.546	5/13/2011	1507		FACTORY	I265 N EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71063669	LA GRANGE	38.2893572	-85.5123868	7.547	10/11/2011	842		FACTORY	I265 N EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70856896	LA GRANGE	38.2894015	-85.5123524	7.551	5/29/2010	720		I265 N EXIT30 OFF RAMP TO KY146	FACTORY	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71038450	LA GRANGE	38.2894064	-85.5123465	7.551	8/15/2011	1726				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70976568	LA GRANGE	38.2894316	-85.5123293	7.553	3/14/2011	1244		I265 N EXIT30 OFF RAMP TO KY146	FACTORY	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70999177	LA GRANGE	38.2894386	-85.5123217	7.553	5/11/2011	942				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70873481	LA GRANGE	38.2894405	-85.5123108	7.554	7/10/2010	1359	CHAMBERLAIN			3	3	0	2	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70977691	LA GRANGE	38.2894481	-85.5123177	7.554	3/10/2011	1335	FACTORY			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71043335	LA GRANGE	38.2894502	-85.5123149	7.554	8/29/2011	1644		FACTORY	I265 N EXIT30 OFF RAMP TO KY146	2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & GRADE	DAYLIGHT	N
70856949	LA GRANGE	38.2894578	-85.5123017	7.555	5/30/2010	1516	FACTORY			2	2	0	0	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70872058	LA GRANGE	38.2894577	-85.5123075	7.555	6/28/2010	1237	FACTORY			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70883421	LA GRANGE	38.2894536	-85.5123102	7.555	8/5/2010	1000	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70928082	LA GRANGE	38.289504	-85.5124251	7.555	11/18/2010	1543	CHAMBERLAIN			4	4	0	0	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70948893	LA GRANGE	38.2894578	-85.5123088	7.555	1/4/2011	820	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71035076	LA GRANGE	38.2894656	-85.5123288	7.555	8/9/2011	1438				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71240822	LA GRANGE	38.2894647	-85.5123029	7.556	12/16/2012	1945				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DUSK	N
71152731	LA GRANGE	38.2894807	-85.5122872	7.557	5/13/2012	1040	CHAMBERLAIN			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71010882	LA GRANGE	38.2895316	-85.5122115	7.562	6/8/2011	1449				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71201192	LA GRANGE	38.2895274	-85.5122434	7.562	9/17/2012	1238		CHAMBERLAIN	SERVICE	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71123724	LA GRANGE	38.2895474	-85.5122395	7.563	2/29/2012	1141		FACTORY	SERVICE	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71223478	LA GRANGE	38.2895327	-85.5121865	7.564	11/7/2012	2038		SERVICE	CHAMBERLAIN	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71140378	LA GRANGE	38.2896604	-85.5121066	7.575	4/17/2012	1455				5	5	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71139351	LA GRANGE	38.2897086	-85.5120465	7.576	4/13/2012	1655		CHAMBERLAIN	FACTORY	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71025744	LA GRANGE	38.2897665	-85.5119718	7.581	7/15/2011	1653				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71215283	LA GRANGE	38.2897732	-85.5120019	7.586	10/19/2012	2310		FACTORY	CHAMBERLAIN	1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70910265	LA GRANGE	38.2898315	-85.511961	7.591	10/9/2010	2032		FACTORY	SERVICE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71019500	LA GRANGE	38.2898689	-85.5119572	7.593	6/30/2011	1210		FACTORY	SERVICE	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71027707	LA GRANGE	38.2898833	-85.51195	7.594	7/22/2011	1200		FACTORY	SERVICE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71035978	LA GRANGE	38.2899252	-85.5119295	7.598	8/11/2011	847		CHAMBERLAIN	SERVICE	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71184491	LA GRANGE	38.2899231	-85.5118917	7.599	8/6/2012	809		SERVICE	CHAMBERLAIN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71029362	LA GRANGE	38.2899382	-85.511877	7.6	7/26/2011	2030				2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DUSK	N
70915177	LA GRANGE	38.2900133	-85.5118227	7.607	10/21/2010	1840		SERVICE	FACTORY	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70892594	LA GRANGE	38.2900431	-85.5117923	7.61	8/25/2010	1020		FACTORY	SERVICE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70913122	LA GRANGE	38.290116	-85.5119266	7.611	10/16/2010	1628	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70914691	LA GRANGE	38.2900603	-85.5117794	7.611	10/20/2010	2013	SERVICE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70862957	LA GRANGE	38.2900603	-85.5117664	7.612	6/14/2010	1111	SERVICE			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71167284	LA GRANGE	38.2900617	-85.5117724	7.612	6/20/2012	1230	SERVICE			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71221688	LA GRANGE	38.2900594	-85.5117669	7.612	10/29/2012	923	SERVICE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71193160	LA GRANGE	38.2901204	-85.5117232	7.617	8/27/2012	805				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000684	LA GRANGE	38.2905854	-85.5113568	7.659	5/12/2011	2023		SERVICE	SPRINGS STATION	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70822094	LA GRANGE	38.2905934	-85.5113346	7.661	2/28/2010	1015		SERVICE	SPRINGS STATION	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70879455	LA GRANGE	38.2907638	-85.5112247	7.675	7/26/2010	740		SPRINGS STATION	SERVICE	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71088100	LA GRANGE	38.290735	-85.5111173	7.677	12/6/2011	600				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71060568	LA GRANGE	38.2908649	-85.5111422	7.685	10/8/2011	1736		SPRINGS STATION	SERVICE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70806613	LA GRANGE	38.2913199	-85.5108341	7.725	1/21/2010	1737				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71078590	LA GRANGE	38.2914142	-85.5107324	7.734	11/15/2011	1734				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71099714	LA GRANGE	38.2917942	-85.5104051	7.77	1/3/2012	1619		SERVICE	SPRINGS STATION	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71131584	LA GRANGE	38.2920115	-85.5102033	7.79	3/26/2012	515				1	1	0	1	CLOUDY	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70876764	TAYLORSVILLE	38.1903329	-85.4982462	5.47	7/19/2010	1505	OLD TAYLORSVILLE			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71206925	TAYLORSVILLE	38.1902848	-85.4994499	5.532	10/1/2012	655		OLD TAYLORSVILLE	OLD TAYLORSVILLE	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DAWN	N
70882953	TAYLORSVILLE	38.1902148	-85.4995747	5.539	8/4/2010	916		OLD TAYLORSVILLE	OLD TAYLORSVILLE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71023564	TAYLORSVILLE	38.1901366	-85.5007861	5.602	6/29/2011	1812				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71174373	TAYLORSVILLE	38.1901181	-85.5017908	5.654	7/10/2012	630				3	3	1	0	CLOUDY	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71073717	TAYLORSVILLE	38.1901007	-85.5021697	5.673	11/6/2011	1933				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70900432	TAYLORSVILLE	38.1900781	-85.5021533	5.674	9/14/2010	1114		NEW HOPEWELL	OLD TAYLORSVILLE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71131042	TAYLORSVILLE	38.189998	-85.5026734	5.705	3/23/2012	1422	HARRODS OLD			2	2	0	1	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70887879	TAYLORSVILLE	38.1900649	-85.5028062	5.711	8/17/2010	804	HARRODS OLD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71072054	TAYLORSVILLE	38.190017	-85.5038451	5.768	10/29/2011	2201		I265 N EXIT23 OFF RAMP TO KY155	NEW HOPEWELL	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71142104	TAYLORSVILLE	38.1898436	-85.5044548	5.802	4/19/2012	1752				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71169662	TAYLORSVILLE	38.1898217	-85.5046384	5.812	6/27/2012	2020				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71075238	TAYLORSVILLE	38.1896341	-85.5052229	5.846	11/10/2011	640		I265 N EXIT23 ON RAMP FROM KY155	HARRODS OLD	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
71006956	TAYLORSVILLE	38.1895659	-85.5056842	5.872	5/28/2011	2029		HARRODS OLD	I265 N EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
70930044	TAYLORSVILLE	38.189556	-85.5059591	5.886	11/22/2010	1818		HARRODS OLD	I265 N EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71121422	TAYLORSVILLE	38.1894604	-85.5060774	5.894	2/29/2012	802	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE TURNING LEFT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71126327	TAYLORSVILLE	38.1894555	-85.5060952	5.896	3/13/2012	736	I265 N EXIT23 OFF RAMP TO KY155			2	2	0	1	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N
71154306	TAYLORSVILLE	38.1894519	-85.5061094	5.896	5/20/2012	1324	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	1	CLEAR	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71228111	TAYLORSVILLE	38.189493	-85.506166	5.897	11/16/2012	1820				2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71007485	TAYLORSVILLE	38.1894697	-85.5061599	5.898	5/31/2011	1739		I265 N EXIT23 OFF RAMP TO KY155	NEW HOPEWELL	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
71166500	TAYLORSVILLE	38.1894424	-85.5061429	5.898	6/19/2012	1841				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71197982	TAYLORSVILLE	38.1893821	-85.5064599	5.916	9/9/2012	1131		I265 N EXIT23 ON RAMP FROM KY155	I265 N EXIT23 OFF RAMP TO KY155	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70891134	TAYLORSVILLE	38.1893576	-85.5066993	5.929	8/24/2010	1232				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71187347	TAYLORSVILLE	38.1892837	-85.5068517	5.939	8/12/2012	1705				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70923992	TAYLORSVILLE	38.1890971	-85.5077707	5.99	11/9/2010	615	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	1	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAWN	N
70947746	TAYLORSVILLE	38.1890983	-85.5077858	5.99	12/31/2010	1425	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71147939	TAYLORSVILLE	38.1891999	-85.5077992	5.99	5/4/2012	1345	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71204476	TAYLORSVILLE	38.1890395	-85.5077659	5.99	9/25/2012	1318	I265 N EXIT23 OFF RAMP TO KY155			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71204477	TAYLORSVILLE	38.18905	-85.50776667	5.99	9/25/2012	1323	I265 N EXIT23 OFF RAMP TO KY155			3	3	0	0	CLOUDY	N	COLLISION WITH PARKED VEHICLE	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71234147	TAYLORSVILLE	38.1891775	-85.5077851	5.99	12/2/2012	1724	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DUSK	N
71235707	TAYLORSVILLE	38.1891733	-85.5078252	5.992	12/5/2012	1837	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70854547	TAYLORSVILLE	38.1890895	-85.5078415	5.994	5/24/2010	2206	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71047252	TAYLORSVILLE	38.1890942	-85.5078834	5.996	9/8/2011	1033		I265 N EXIT23 ON RAMP FROM KY155	I265 S EXIT23 OFF RAMP TO KY155	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70996674	TAYLORSVILLE	38.18904	-85.5080132	6.003	5/4/2011	1755	I265 N EXIT23 OFF RAMP TO KY155			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70919125	TAYLORSVILLE	38.189018	-85.5080343	6.005	10/29/2010	1716	I265 N EXIT23 OFF RAMP TO KY155			4	4	0	2	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71078594	TAYLORSVILLE	38.189042	-85.5080439	6.005	11/16/2011	720	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	RAINING	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N
71199761	TAYLORSVILLE	38.1890177	-85.5080677	6.007	9/11/2012	1634		I265 N EXIT23 OFF RAMP TO KY155	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
1344639	TAYLORSVILLE	38.22225	-85.6583	6.058	1/16/2012	1750		FURMAN	DUTCHMANS	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	
71177304	TAYLORSVILLE	38.188891	-85.5090038	6.06	7/18/2012	953	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71022087	TAYLORSVILLE	38.1888215	-85.509118	6.067	7/7/2011	1833	I265 N EXIT23 ON RAMP FROM KY155			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71049295	TAYLORSVILLE	38.1887792	-85.5092184	6.074	9/12/2011	740		I265 N EXIT23 OFF RAMP TO KY155	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70918241	TAYLORSVILLE	38.1887803	-85.5092693	6.076	10/28/2010	713	I265 S EXIT23 OFF RAMP TO KY155			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N
71093481	TAYLORSVILLE	38.1887472	-85.5093635	6.082	12/17/2011	1903		I265 S EXIT23 ON RAMP FROM KY155	I265 N EXIT23 ON RAMP FROM KY155	2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71200713	TAYLORSVILLE	38.1885823	-85.5101292	6.126	9/16/2012	2314				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY LIGHTED/OFF	N
71205604	TAYLORSVILLE	38.1885711	-85.5102135	6.131	9/28/2012	731		I265 S EXIT23 ON RAMP FROM KY155	I265 N EXIT23 OFF RAMP TO KY155	4	4	0	2	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971742	TAYLORSVILLE	38.1885553	-85.5103495	6.139	2/28/2011	1759	I265 N EXIT23 OFF RAMP TO KY155			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DUSK	N
71049332	TAYLORSVILLE	38.1885157	-85.5103455	6.139	9/12/2011	1838				1	1	0	0	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71120229	TAYLORSVILLE	38.1884991	-85.5105194	6.149	2/26/2012	922	I265 S EXIT23 ON RAMP FROM KY155			2	2	0	1	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70842819	TAYLORSVILLE	38.1884955	-85.5105373	6.15	4/25/2010	1538	I265 S EXIT23 OFF RAMP TO KY155			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70965374	TAYLORSVILLE	38.1884994	-85.5105469	6.15	2/12/2011	1919	I265 S EXIT23 OFF RAMP TO KY155			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71064077	TAYLORSVILLE	38.1884994	-85.5105363	6.15	10/17/2011	1412	I265 S EXIT23 OFF RAMP TO KY155			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71073683	TAYLORSVILLE	38.1885303	-85.5106201	6.154	11/5/2011	1826	I265 N EXIT23 OFF RAMP TO KY155			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70986185	TAYLORSVILLE	38.1882775	-85.5116143	6.215	4/8/2011	707		HOPEWELL	I265 S EXIT23 ON RAMP FROM KY155	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
70896726	TAYLORSVILLE	38.1880913	-85.5126322	6.276	9/3/2010	1814	HOPEWELL			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70917733	TAYLORSVILLE	38.1880934	-85.5127896	6.285	10/27/2010	1655	HOPEWELL			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70868515	TAYLORSVILLE	38.1882946	-85.5130956	6.3	6/28/2010	1849	HOPEWELL			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71028444	TAYLORSVILLE	38.1879619	-85.5140503	6.349	7/24/2011	1519				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71010899	TAYLORSVILLE	38.1878824	-85.5147108	6.383	6/8/2011	1753				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71213941	TAYLORSVILLE	38.1877752	-85.5158731	6.443	10/18/2012	921	STONE LAKES			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71236211	TAYLORSVILLE	38.1877598	-85.5159923	6.449	12/6/2012	1842	STONE LAKES			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71104851	TAYLORSVILLE	38.1877575	-85.5160046	6.45	1/13/2012	1325	STONE LAKES			2	2	0	1	SNOWING	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71101637	TAYLORSVILLE	38.1877755	-85.5160199	6.451	1/7/2012	1526	STONE LAKES			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71180610	TAYLORSVILLE	38.1877735	-85.5160236	6.451	7/26/2012	1850	STONE LAKES			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70876703	TAYLORSVILLE	38.1877755	-85.5160493	6.452	7/17/2010	1730	STONE LAKES			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71097011	TAYLORSVILLE	38.1877524	-85.5160787	6.454	12/27/2011	1429	STONE LAKES			2	2	0	2	RAINING	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71193652	TAYLORSVILLE	38.1877554	-85.5160799	6.454	8/29/2012	2250	STONE LAKES			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION 09 - 32	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71244605	TAYLORSVILLE	38.1877896	-85.516065	6.454	12/23/2012	1937	STONE LAKES			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70917735	TAYLORSVILLE	38.1877333	-85.5161275	6.457	10/27/2010	1646	STONE LAKES			4	4	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71189411	TAYLORSVILLE	38.18773	-85.5162676	6.464	8/17/2012	1525		GRENDEN FIELDS	STONE LAKES	2	2	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71144063	TAYLORSVILLE	38.1877211	-85.5165909	6.482	4/25/2012	2015		GRENDEN FIELDS	STONE LAKES	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70890760	TAYLORSVILLE	38.1876797	-85.5168187	6.494	8/23/2010	1230		STONE LAKES	GRENDEN FIELDS	2	2	0	0	CLEAR	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71236149	TAYLORSVILLE	38.1876677	-85.5168842	6.498	12/5/2012	1532		STONE LAKES	GRENDEN FIELDS	2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71207916	TAYLORSVILLE	38.1877312	-85.5170475	6.506	10/3/2012	607				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71123472		38.117609	-85.7520077	7.443	3/6/2012	732				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71131227		38.1174388	-85.7499388	7.549	3/24/2012	1314				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71188136	KY841 E	38.1173885	-85.7498064	7.555	8/15/2012	707		KY841	NATIONAL	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
71030976		38.1174289	-85.7484813	7.628	7/29/2011	2100				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DUSK	N
70851442	KY841 E	38.1175295	-85.7481317	7.647	5/16/2010	445	NATIONAL			1	1	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
817121	KY0841	38.11736667	-85.73816667	7.65	2/24/2012	428			NATIONAL	1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	
70813043		38.1174558	-85.7480269	7.653	2/6/2010	933				1	1	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71121470		38.11745	-85.7479959	7.654	2/29/2012	2043	NATIONAL			1	1	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71192270	KY841 E	38.1174346	-85.7479794	7.655	8/25/2012	1210	NATIONAL			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70906291	KY841 E	38.117328	-85.7478619	7.661	9/30/2010	850				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71107249		38.1177691	-85.7478878	7.662	1/22/2012	735				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & HILLCREST	DARK-HWY LIGHTED/ON	N
70862890		38.1175014	-85.7478416	7.663	6/12/2010	1435		NATIONAL	NATIONAL	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70829010		38.1174645	-85.7476893	7.671	3/18/2010	1420				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70926136		38.1177199	-85.7470744	7.711	11/16/2010	312	NATIONAL			1	1	0	0	CLOUDY	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71120988		38.1178183	-85.7465001	7.743	2/28/2012	1502				4	4	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70814812		38.1177837	-85.7463307	7.752	2/10/2010	1708				1	1	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70901892		38.1175406	-85.7459189	7.768	9/20/2010	1510				2	2	0	0	CLEAR	Y	COLLISION WITH NON-FIXED OBJECT	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
70976088		38.1175294	-85.7448034	7.829	3/13/2011	723	NATIONAL			1	1	0	0	CLEAR	Y	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAWN	N
71009347	KY841 W	38.1178133	-85.7448949	7.83	6/3/2011	1702				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71144282	KY841 W	38.117895	-85.7430704	7.93	4/27/2012	753	NATIONAL			3	3	0	2	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71074908		38.1176802	-85.7427789	7.94	11/8/2011	2233				3	3	0	3	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71228199	KY841 E	38.1176948	-85.7419615	7.984	11/18/2012	2200	NATIONAL			2	2	0	0	CLEAR	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71059669	KY841 E	38.11698	-85.7418951	7.988	10/7/2011	142				2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70965954		38.1179965	-85.7419212	7.993	2/14/2011	1800				1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70951210		38.1177081	-85.7417441	7.996	1/8/2011	29				2	2	0	2	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70973686		38.1178608	-85.7408561	8.046	3/6/2011	2001				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	ANGLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70951280		38.1180201	-85.7404257	8.075	1/9/2011	242				1	1	0	1	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
70948465		38.1180289	-85.7400403	8.096	1/3/2011	1420				2	2	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71032944		38.1177391	-85.7398804	8.098	8/4/2011	1735				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70898348	KY841 W	38.118041	-85.7396943	8.114	9/10/2010	920				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70922613	KY841 W	38.1180355	-85.7395269	8.124	11/8/2010	820				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70855858	KY841 W	38.1180808	-85.7389071	8.157	5/20/2010	1753	I65 S EXIT125 OFF RAMP TO KY481			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70922614	KY841 W	38.118058	-85.7386922	8.169	11/8/2010	820				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71171353	KY841 E	38.1178334	-85.738186	8.191	7/2/2012	1249				1	1	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71245940	KY841 W	38.1180911	-85.7379781	8.208	12/30/2012	1226				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71131084		38.1177394	-85.7376716	8.219	3/23/2012	2029				2	2	0	1	CLOUDY	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71034244		38.1179274	-85.7374905	8.234	8/8/2011	952		I65 S EXIT125 OFF RAMP TO KY481	PARK	1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70799743	KY841 E	38.1176658	-85.737216	8.244	1/6/2010	1216				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71019476		38.1178714	-85.7371159	8.255	6/24/2011	2227				1	1	0	1	CLEAR	N	OVERTURNED IN ROADWAY	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY LIGHTED/ON	N
70981221		38.1175223	-85.7364348	8.286	3/22/2011	1210				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71105977	KY841 W	38.1176169	-85.7357307	8.331	1/17/2012	1125				1	1	0	1	SEVERE CROSSWINDS	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71188355	KY841 E	38.1173022	-85.7355029	8.338	8/15/2012	645				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	Y
70856953		38.1176249	-85.7353497	8.352	5/30/2010	1618				3	3	0	3	CLEAR	N	HEAD-ON COLLISION	HEAD ON	CURVE & LEVEL	DAYLIGHT	N
70817034	KY841 W	38.11751	-85.7353019	8.355	2/12/2010	1441				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70860799	KY841 W	38.1177138	-85.7352616	8.356	6/8/2010	1152				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70909366		38.1171584	-85.7349298	8.37	10/7/2010	1940		PARK	I65 S EXIT125 RAMP FROM KY481	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71139932		38.117123	-85.7347535	8.38	4/16/2012	741				2	2	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
70947723		38.117081	-85.7346389	8.386	12/30/2010	2145		I65 S EXIT125 RAMP FROM KY481	PARK	1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71140368		38.1170406	-85.7345057	8.394	4/16/2012	741				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70817060		38.1173328	-85.734546	8.397	2/12/2010	1500				2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71140367		38.11703333	-85.73443333	8.398	4/16/2012	741				2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70952008	KY841 E	38.1169585	-85.7343723	8.402	1/11/2011	1527				1	1	0	1	BLOWING SAND/SOIL/DIRT/SNOW	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71083148		38.1172054	-85.7341563	8.419	11/24/2011	1915	PARK			1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71021296		38.1171858	-85.734075	8.424	7/6/2011	1042				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71218325	KY841 E	38.1160843	-85.7307305	8.608	10/28/2012	600				2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70902188	KY841 W	38.1163695	-85.7307891	8.61	9/21/2010	1248				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70992136	KY841 W	38.1159759	-85.7294534	8.686	4/24/2011	815				1	1	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71218324	KY841 W	38.1158927	-85.7290075	8.711	10/28/2012	401				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71171840	KY841 E	38.1155436	-85.7286025	8.729	6/19/2012	725				2	2	0	0	CLEAR	N	OCCUPANT FELL FROM MOVING VEHICLE	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70988134	KY841 W	38.1157077	-85.728308	8.751	4/15/2011	347				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71213337	KY841 E	38.1153563	-85.7279145	8.768	10/16/2012	1419		PARK	I65 S EXIT125 RAMP FROM KY481	2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DAYLIGHT	N
70944193		38.1153902	-85.727048	8.823	12/20/2010	1500				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70968004		38.115123	-85.7259743	8.884	2/19/2011	1952		PARK	I65 S EXIT125 OFF RAMP TO KY481	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70975926	KY841 E	38.1146981	-85.7253627	8.914	3/10/2011	1726				2	2	0	0	RAINING	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71120994	KY841 W	38.1148422	-85.724839	8.948	2/28/2012	1624				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71079971	KY841 W	38.1147955	-85.724644	8.96	11/14/2011	28				1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71043529		38.1147317	-85.7245055	8.968	8/24/2011	1258				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71144284	KY841 W	38.1143141	-85.7243417	8.984	4/27/2012	833				2	2	0	1	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71009348		38.1142521	-85.7220235	9.107	6/3/2011	1716		PARK	I65 S EXIT125 OFF RAMP TO KY481	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71093868	KY841 E	38.113876	-85.7216959	9.122	12/20/2011	735		I65 S EXIT125 RAMP FROM KY481	PARK	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70929290		38.1140464	-85.7207009	9.181	11/19/2010	828				1	1	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70965385	KY841 E	38.1137407	-85.7205378	9.185	2/13/2011	408				2	2	0	1	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71086604	KY841 W	38.1140688	-85.7203395	9.199	12/1/2011	2310		PARK	I65 S EXIT125 OFF RAMP TO KY481	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70842669		38.1138346	-85.719741	9.226	4/23/2010	1256		PARK	I65 S EXIT125 RAMP FROM KY481	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70913093		38.1137491	-85.719349	9.249	10/16/2010	856				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71077880		38.1141062	-85.7188628	9.277	11/14/2011	1515		I65 S EXIT125 OFF RAMP TO KY481	PARK	1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71115458		38.1141899	-85.7180158	9.321	2/13/2012	1437		PARK	I65 S EXIT125 OFF RAMP TO KY481	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	Y
71000862	KY841 E	38.1140492	-85.7172758	9.355	5/14/2011	1945				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & LEVEL	DUSK	N
71070516	KY841 E	38.1140244	-85.7166404	9.39	10/30/2011	2120				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70959658		38.1144894	-85.7159715	9.427	1/26/2011	900				1	1	0	0	SNOWING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71128238	KY841 E	38.1142571	-85.7152425	9.462	3/16/2012	1526				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71024607		38.1146713	-85.7146212	9.498	7/13/2011	1033				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70869895		38.1143943	-85.7142787	9.513	7/1/2010	1742		PARK		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70890946	KY841 E	38.1143838	-85.7139999	9.528	8/24/2010	1737				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70964478		38.114591	-85.7137221	9.541	2/11/2011	755				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70889021		38.1145945	-85.7127914	9.591	8/18/2010	1845	I65 S EXIT125 RAMP FROM KY481			1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71000807	KY841 E	38.1145994	-85.7127507	9.593	5/14/2011	226				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71011238		38.1146101	-85.7126542	9.598	6/9/2011	35				1	1	0	1	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
71005787	KY841 W	38.1149877	-85.7122648	9.622	5/27/2011	520				1	1	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71057646	KY841 W	38.1150407	-85.7121068	9.63	10/2/2011	1900				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71154893		38.1147728	-85.7116863	9.686	5/18/2012	954				3	3	0	5	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70827285	KY841 W	38.1153138	-85.7101368	9.735	3/3/2010	945				2	2	0	0	CLEAR	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71242124	KY841 E	38.114879	-85.7104437	9.754	12/20/2012	751				1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70884301	KY841 W	38.1154752	-85.7092754	9.78	8/8/2010	2030		I65 S EXIT125 OFF RAMP TO KY481	PARK	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
71133728	KY841 W	38.1154508	-85.7089343	9.799	3/23/2012	1020				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71241693	KY841 W	38.1157667	-85.7086819	9.811	12/18/2012	1249	I65 S EXIT125 OFF RAMP TO KY481			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	CURVE & HILLCREST	DAYLIGHT	N
70922245		38.1155079	-85.70825	9.836	11/4/2010	1511				1	1	0	2	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70907915	KY841 E	38.1152484	-85.7089375	9.839	10/4/2010	1728		I65 S EXIT125 RAMP TO I265 N	I265 S EXIT10 RAMP TO I65	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71128451	KY841 E	38.1152143	-85.7078062	9.9	3/17/2012	2251				1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71059129	KY841 W	38.1155462	-85.7061344	9.993	10/5/2011	641				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71157804		38.115532	-85.7058275	10.009	5/25/2012	2105	I265 S EXIT10 RAMP TO I65			1	1	0	0	CLEAR	N	OTHER INTERSECTION COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
71057581		38.1154448	-85.7043564	10.09	10/1/2011	1242				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70935348		38.1152304	-85.7024905	10.192	12/4/2010	900		I265 S EXIT10 RAMP TO I65	I65 S EXIT125 RAMP TO I265 N	1	1	0	0	SLEET/HAIL	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70966166	KY841 E	38.1148732	-85.7023423	10.195	2/9/2011	814				1	1	1	2	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71131272	KY841 W	38.1151653	-85.7021396	10.212	3/25/2012	1219	I265 S EXIT10 RAMP TO I65			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	Y
70984138		38.1151564	-85.7020862	10.215	3/18/2011	2235				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70929022		38.1151229	-85.7016217	10.24	11/18/2010	754				1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71105250		38.1150504	-85.7015301	10.246	1/16/2012	1705				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DARK-HWY NOT LIGHTED	N
70930396		38.3151753	-85.5826227	34.759	11/23/2010	1948				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71142242		38.3153231	-85.5826179	34.77	4/18/2012	1522	I71 S EXIT9B OFF RAMP TO KY841 N			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71088781	KY841 E	38.3165657	-85.5865061	34.998	12/8/2011	535				1	1	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70857671	KY841 E	38.31699	-85.5883272	35.101	6/1/2010	2208	I71 S EXIT9B OFF RAMP TO KY841 N			1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	CURVE & HILLCREST	DARK-HWY LIGHTED/ON	N
71101612	KY841 W	38.3168694	-85.5890603	35.133	1/6/2012	2335				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71178769	KY841 W	38.317484	-85.5930315	35.357	7/17/2012	2257				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71015815	KY841 W	38.3174907	-85.5930504	35.359	6/20/2011	825				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71096258	KY841 E	38.3175021	-85.5930916	35.361	12/22/2011	1202				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71005783		38.3177167	-85.5942367	35.426	5/26/2011	1745				1	1	0	0	CLOUDY	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71131774		38.3177296	-85.5944529	35.437	3/27/2012	729	WOLF PEN BRANCH			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70840952		38.3177531	-85.5948024	35.456	4/20/2010	1928				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70952859		38.3182908	-85.599224	35.698	1/13/2011	1312				1	1	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70886179	KY841	38.3186701	-85.6024249	35.874	8/13/2010	424				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70960187		38.3188135	-85.6038984	35.954	1/30/2011	1620				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71188555	KY841	38.3193425	-85.6078786	36.173	8/15/2012	2223		KY841 E	WOLF PEN BRANCH	2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71073685	KY841	38.3197921	-85.6096506	36.272	11/5/2011	1842				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71065697	KY841	38.320326	-85.6114556	36.375	10/19/2011	2051				2	2	0	4	RAINING	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71157944		38.3212197	-85.6140213	36.524	5/29/2012	705				1	1	0	0	RAINING	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAWN	N
71124154	KY841	38.3222953	-85.6170107	36.698	3/6/2012	1339				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70992351		38.3246706	-85.6215736	37.006	4/25/2011	831	US42			2	2	0	0	CLOUDY	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71142186	BEULAH CHURCH	38.1182524	-85.6152708	2.917	4/21/2012	1235		ARBOR MANOR	ADAMS RUN	2	2	0	1	CLOUDY	Y	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70870831	BEULAH CHURCH	38.1184296	-85.6154324	2.929	7/2/2010	1524		ADAMS RUN	ARBOR MANOR	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71128210	BEULAH CHURCH	38.1184574	-85.6152852	2.931	3/14/2012	345		ARBOR MANOR	ADAMS RUN	1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	Y
71188178	BEULAH CHURCH	38.1190896	-85.6152177	2.975	8/15/2012	2034		ADAMS RUN	ARBOR MANOR	1	1	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71148466	BEULAH CHURCH	38.1192508	-85.6152454	2.986	5/7/2012	1047		ADAMS RUN	ARBOR MANOR	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71232553	BEULAH CHURCH	38.121683	-85.6149544	3.155	11/29/2012	732				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70930355	BEULAH CHURCH	38.122063	-85.6149246	3.181	11/23/2010	1439		I265 N EXIT15 ON RAMP FROM KY864	ROCKY	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
1357585	BEULAH CHURCH	38.12223333	-85.6149	3.193	3/3/2011	723	GLASER			3	3	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
70831948	BEULAH CHURCH	38.1228484	-85.6148648	3.237	3/24/2010	1900				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71163599	BEULAH CHURCH	38.123655	-85.6147763	3.293	6/11/2012	1604	I265 N EXIT15 ON RAMP FROM KY864			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71086683	BEULAH CHURCH	38.1236708	-85.6147965	3.294	12/2/2011	1640	I265 N EXIT15 OFF RAMP TO KY864			2	2	0	0	CLEAR	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71195425	BEULAH CHURCH	38.1236756	-85.6147757	3.294	9/1/2012	1340	I265 N EXIT15 OFF RAMP TO KY864			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71143856	BEULAH CHURCH	38.1236989	-85.6147717	3.296	4/26/2012	719		I265 N EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71034612	BEULAH CHURCH	38.1237321	-85.6147812	3.298	8/8/2011	1430	I265 N EXIT15 OFF RAMP TO KY864			2	2	0	0	RAINING	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71166445	BEULAH CHURCH	38.1238002	-85.6148269	3.303	6/19/2012	1537				2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71084410	BEULAH CHURCH	38.1240596	-85.6148286	3.321	11/28/2011	759				3	3	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70917219	BEULAH CHURCH	38.1245181	-85.6146022	3.354	10/26/2010	1526	I265 N EXIT15 OFF RAMP TO KY864			1	1	0	1	RAINING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION 09 - 32	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70968446	BEULAH CHURCH	38.124538	-85.6146732	3.355	2/15/2011	713				2	2	0	4	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAWN	N
1244286	BEULAH CHURCH	38.12493333	-85.61466667	3.383	7/13/2011	1840	I265			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
71207910	BEULAH CHURCH	38.1249751	-85.6146316	3.386	10/2/2012	2028	I265 S EXIT15 ON RAMP FROM KY864			2	2	0	0	CLOUDY	Y	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71240804	BEULAH CHURCH	38.1257288	-85.6145121	3.439	12/16/2012	1319				2	2	0	0	CLOUDY	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70876785	BEULAH CHURCH	38.1257421	-85.6145008	3.44	7/20/2010	634	I265 S EXIT15 ON RAMP FROM KY864			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE TURNING LEFT	REAR END	STRAIGHT & LEVEL	DAWN	N
71126867	BEULAH CHURCH	38.1258005	-85.6145118	3.444	3/13/2012	1413	I265 S EXIT15 ON RAMP FROM KY864			2	2	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71228078	BEULAH CHURCH	38.1257973	-85.6145096	3.444	11/16/2012	1209	I265 S EXIT15 OFF RAMP TO KY864			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71110499	BEULAH CHURCH	38.1258616	-85.6145253	3.448	1/31/2012	1542	I265 N EXIT15 OFF RAMP TO KY864			2	2	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71067657	BEULAH CHURCH	38.1261639	-85.6144859	3.469	10/24/2011	1505		I265 S EXIT15 OFF RAMP TO KY864	I265 S EXIT15 ON RAMP FROM KY864	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70907233	BEULAH CHURCH	38.1264453	-85.6144645	3.489	10/3/2010	1542	I265 S EXIT15 OFF RAMP TO KY864			2	2	0	1	CLOUDY	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71020552	BEULAH CHURCH	38.1265603	-85.614485	3.497	7/1/2011	2141				3	3	0	3	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70838908	BEULAH CHURCH	38.1280985	-85.6143007	3.605	4/15/2010	2008	MANSLICK			3	3	0	2	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DUSK	N
70873384	BEULAH CHURCH	38.1280961	-85.6142791	3.605	7/6/2010	1554	MANSLICK			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70887018	BEULAH CHURCH	38.1281026	-85.6142661	3.605	8/14/2010	1126	ASPEN GLEN			2	2	0	0	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71035991	BEULAH CHURCH	38.1300393	-85.6140813	3.737	8/11/2011	1354				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71085709	BEULAH CHURCH	38.1306706	-85.6141256	3.779	12/1/2011	926				2	2	0	0	CLEAR	Y	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71026938	BEULAH CHURCH	38.1308759	-85.6140905	3.793	7/20/2011	1035		ZELMA FIELDS	ASPEN GLEN	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71063678	BEULAH CHURCH	38.1308852	-85.6140863	3.793	10/13/2011	1540	ZELMA FIELDS			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71172661	BEULAH CHURCH	38.1315502	-85.6140526	3.838	7/6/2012	450		RED BUD HILL	ZELMA FIELDS	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71111042	BEULAH CHURCH	38.1323211	-85.6140176	3.89	1/31/2012	1711		HAPPINESS	GRAND CASCADE	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71053333	BEULAH CHURCH	38.1326609	-85.6139271	3.914	9/21/2011	1853	HAPPINESS			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70841564	BEULAH CHURCH	38.1326947	-85.6139601	3.916	4/22/2010	1440	HAPPINESS			3	3	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71036994	BEULAH CHURCH	38.1332693	-85.6138536	3.955	8/14/2011	1239				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70938759	BEULAH CHURCH	38.1337375	-85.6137319	3.987	12/10/2010	1437		HAPPINESS	FEGENBUSH	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71043248	BEULAH CHURCH	38.134034	-85.6137605	4.006	8/30/2011	740				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71105683	BEULAH CHURCH	38.1341687	-85.6137583	4.015	1/17/2012	1711				2	2	0	2	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71143622	WESTPORT	38.2944677	-85.5574039	6.14	4/25/2012	1948		SHELBURN PARK	SPRINGHURST	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DUSK	N
71228153	WESTPORT	38.2946404	-85.5573058	6.15	11/17/2012	1517		SPRINGHURST	FREYS HILL	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70849235	WESTPORT	38.294721	-85.5571169	6.162	5/10/2010	1713				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70907627	WESTPORT	38.2947782	-85.557053	6.167	10/4/2010	1050		FREYS HILL	SHELBURN PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71093523	WESTPORT	38.2948646	-85.5571032	6.168	12/19/2011	1342		SPRINGHURST	SHELBURN PARK	1	1	0	0	CLOUDY	N	OCCUPANT FELL FROM MOVING VEHICLE	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70824002	WESTPORT	38.2948218	-85.5569357	6.174	3/2/2010	1230		FREYS HILL	SHELBURN PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71225028	WESTPORT	38.2948944	-85.556834	6.182	11/9/2012	23	SHELBURN PARK			1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70879884	WESTPORT	38.2949313	-85.5566799	6.19	7/26/2010	1157		FREYS HILL	SHELBURN PARK	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71163629	WESTPORT	38.2948915	-85.5566217	6.192	6/12/2012	1740		SHELBURN PARK	SPRINGHURST	3	3	0	0	CLOUDY	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70966938	WESTPORT	38.295045	-85.5565795	6.199	2/16/2011	1152	SHELBURN PARK			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70896775	WESTPORT	38.2949263	-85.5564742	6.2	9/4/2010	1515	SHELBURN PARK			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70973183	WESTPORT	38.2950222	-85.5564853	6.203	3/4/2011	1224		FREYS HILL	SHELBURN PARK	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71128219	WESTPORT	38.2950303	-85.5564727	6.203	3/15/2012	2242		SHELBURN PARK	FREYS HILL	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70920940	WESTPORT	38.2950393	-85.5564698	6.204	11/2/2010	1753	SHELBURN PARK			2	2	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71051678	WESTPORT	38.2950367	-85.5564642	6.204	9/16/2011	1700	SHELBURN PARK			2	2	0	0	CLEAR	Y	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71056373	WESTPORT	38.295036	-85.5564582	6.204	9/28/2011	1737		SHELBURN PARK	FREYS HILL	2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71106431	WESTPORT	38.2950589	-85.5564515	6.205	1/19/2012	1550		SHELBURN PARK	SPRINGHURST	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71197805	WESTPORT	38.29506	-85.5564685	6.205	9/7/2012	1610	SHELBURN PARK			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71207202	WESTPORT	38.2949614	-85.5563978	6.206	10/1/2012	1755	SHELBURN PARK			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71244384	WESTPORT	38.2950867	-85.5565628	6.207	12/21/2012	1620	SHELBURN PARK			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71060574	WESTPORT	38.2950848	-85.556391	6.209	10/8/2011	1947		SHELBURN PARK	INDIAN LAKE	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70912208	WESTPORT	38.2950934	-85.5563446	6.211	10/14/2010	1939		INDIAN LAKE	SHELBURN PARK	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71171343	WESTPORT	38.2950939	-85.5563322	6.213	6/29/2012	755		INDIAN LAKE	SHELBURN PARK	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70826099	WESTPORT	38.2951843	-85.5561784	6.222	3/11/2010	1511		SHELBURN PARK	TOWNE CENTER	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71131199	WESTPORT	38.2953424	-85.5557233	6.247	3/23/2012	2118				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70933195	WESTPORT	38.2954812	-85.5554006	6.267	11/20/2010	1823		INDIAN LAKE	SHELBURN PARK	2	2	0	3	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70849227	WESTPORT	38.2957317	-85.5554225	6.275	5/10/2010	1557		INDIAN LAKE	SHELBURN PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945006	WESTPORT	38.2956511	-85.5552979	6.277	12/22/2010	1326				2	2	0	2	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	CURVE & LEVEL	DAYLIGHT	N
70913123	WESTPORT	38.2956215	-85.5550695	6.286	10/16/2010	1715				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71081919	WESTPORT	38.2957714	-85.5547882	6.304	11/22/2011	1803		SHELBURN PARK	INDIAN LAKE	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71060935	WESTPORT	38.2957356	-85.5546095	6.311	10/10/2011	1915		SHELBURN PARK	INDIAN LAKE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70811799	WESTPORT	38.2958242	-85.5545857	6.315	2/3/2010	1936		INDIAN LAKE	SHELBURN PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71165489	WESTPORT	38.2957667	-85.554531	6.315	6/16/2012	1700				2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
70900444	WESTPORT	38.2958523	-85.5544901	6.32	9/14/2010	1430				3	3	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71188578	WESTPORT	38.2958863	-85.5541814	6.335	8/16/2012	1915		INDIAN LAKE	SHELBURN PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70931737	WESTPORT	38.2960162	-85.5540323	6.346	11/12/2010	1240		INDIAN LAKE	SHELBURN PARK	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	CURVE & LEVEL	DAYLIGHT	N
71075233	WESTPORT	38.2960311	-85.5539928	6.348	11/7/2011	1224		INDIAN LAKE	SHELBURN PARK	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70834327	WESTPORT	38.2960892	-85.5537924	6.359	4/2/2010	1140		INDIAN LAKE	SHELBURN PARK	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70803932	WESTPORT	38.2961313	-85.5535828	6.37	1/14/2010	1429		INDIAN LAKE	SHELBURN PARK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70982766	WESTPORT	38.2961939	-85.553549	6.374	3/18/2011	2205		INDIAN LAKE	SHELBURN PARK	3	3	0	1	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70859202	WESTPORT	38.2962256	-85.5533428	6.384	6/4/2010	1700				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70830961	WESTPORT	38.2962358	-85.5533095	6.386	3/25/2010	2330	INDIAN LAKE			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71054740	WESTPORT	38.2962366	-85.5533112	6.386	9/23/2011	2100	INDIAN LAKE			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71092402	WESTPORT	38.2962361	-85.5533105	6.386	12/15/2011	1159	INDIAN LAKE			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71156406	WESTPORT	38.2962313	-85.5533103	6.386	5/25/2012	1143	TOWNE CENTER			2	2	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71018288	WESTPORT	38.2962406	-85.5533236	6.387	6/26/2011	1230	TOWNE CENTER			2	2	0	1	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71030208	WESTPORT	38.2962237	-85.5533231	6.387	7/28/2011	2123		TOWNE CENTER	INDIAN LAKE	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71084076	WESTPORT	38.2962251	-85.5533256	6.387	11/28/2011	1430				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71094734	WESTPORT	38.2962542	-85.5533037	6.387	12/21/2011	1747	TOWNE CENTER			2	2	0	0	CLOUDY	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71168079	WESTPORT	38.2962289	-85.5533051	6.387	6/22/2012	1540				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71225856	WESTPORT	38.2962922	-85.5533344	6.387	11/8/2012	1405	TOWNE CENTER			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71093853	WESTPORT	38.2962616	-85.5532947	6.388	12/19/2011	1730	INDIAN LAKE			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & LEVEL	DUSK	N
71236441	WESTPORT	38.296316	-85.55333	6.388	12/7/2012	1213	TOWNE CENTER			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71242699	WESTPORT	38.2961458	-85.5532951	6.388	12/20/2012	2049		TOWNE CENTER	INDIAN LAKE	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70971288	WESTPORT	38.29619	-85.5533128	6.389	2/26/2011	1757		TOWNE CENTER	INDIAN LAKE	4	4	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70984655	WESTPORT	38.2962541	-85.5533518	6.389	4/5/2011	1859	INDIAN LAKE			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70852467	WESTPORT	38.2962536	-85.5532362	6.39	5/18/2010	834		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70979186	WESTPORT	38.296256	-85.5532381	6.39	3/21/2011	1635				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71064324	WESTPORT	38.2962369	-85.5533831	6.39	10/16/2011	1934	INDIAN LAKE			2	2	0	5	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71105011	WESTPORT	38.296271	-85.5532633	6.39	1/14/2012	1816		TOWNE CENTER	INDIAN LAKE	2	2	0	0	SNOWING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70992349	WESTPORT	38.2962245	-85.5532164	6.391	4/25/2011	827				2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71015857	WESTPORT	38.2962563	-85.553235	6.391	6/20/2011	1734	TOWNE CENTER			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71068894	WESTPORT	38.2962796	-85.5533929	6.391	10/26/2011	729	TOWNE CENTER			2	2	0	0	RAINING	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
71098872	WESTPORT	38.2962432	-85.55343	6.393	12/29/2011	1536				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71140850	WESTPORT	38.296325	-85.5532226	6.393	4/18/2012	2015				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
70904164	WESTPORT	38.2961461	-85.5532168	6.394	9/26/2010	1629		TOWNE CENTER	INDIAN LAKE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70922405	WESTPORT	38.2962795	-85.553121	6.397	11/4/2010	1720		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70925411	WESTPORT	38.296294	-85.5531342	6.397	11/13/2010	1752		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71237307	WESTPORT	38.2963272	-85.5531448	6.399	12/7/2012	1444		TOWNE CENTER	INDIAN LAKE	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71135459	WESTPORT	38.296358	-85.5530921	6.401	4/4/2012	1800	TOWNE CENTER			2	2	0	0	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70870850	WESTPORT	38.2963323	-85.552996	6.405	7/2/2010	1702		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71237493	WESTPORT	38.296426	-85.5530307	6.405	12/7/2012	2301		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70910278	WESTPORT	38.2963381	-85.5529454	6.408	10/10/2010	1207		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71051655	WESTPORT	38.2962876	-85.5529307	6.408	9/16/2011	1617		INDIAN LAKE	TOWNE CENTER	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71162486	WESTPORT	38.2963301	-85.552882	6.411	6/9/2012	1525	TOWNE CENTER			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70901432	WESTPORT	38.2960395	-85.5539256	6.423	9/19/2010	1500	INDIAN LAKE			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70810425	WESTPORT	38.2964297	-85.5526703	6.424	1/30/2010	1904		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71012894	WESTPORT	38.2962016	-85.5539941	6.424	6/12/2011	1320				2	2	0	2	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71093482	WESTPORT	38.2964231	-85.5526695	6.424	12/17/2011	1945		INDIAN LAKE	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70855985	WESTPORT	38.2964366	-85.5526288	6.427	5/28/2010	1327		I265 S EXIT33 OFF RAMP TO KY1447	TOWNE CENTER	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70821616	WESTPORT	38.2964779	-85.552605	6.429	2/28/2010	1223		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71246518	WESTPORT	38.2965151	-85.5525908	6.431	12/31/2012	1231				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71045674	WESTPORT	38.2964506	-85.5525441	6.432	9/2/2011	1145		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70829058	WESTPORT	38.2964535	-85.5524816	6.435	3/19/2010	1737		INDIAN LAKE	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71165478	WESTPORT	38.2964354	-85.5524041	6.436	6/16/2012	1330				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71145168	WESTPORT	38.2965458	-85.5522074	6.452	4/27/2012	1715		I265 S EXIT33 OFF RAMP TO KY1447	TOWNE CENTER	2	2	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70809030	WESTPORT	38.2965903	-85.5521334	6.457	1/27/2010	1619		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71233848	WESTPORT	38.2966523	-85.5520148	6.46	11/27/2012	1115		TOWNE CENTER	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70989061	WESTPORT	38.2966269	-85.5519536	6.467	4/16/2011	1624		I265 S EXIT33 OFF RAMP TO KY1447	TOWNE CENTER	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70845267	WESTPORT	38.2966117	-85.5519258	6.468	4/29/2010	2224		I265 S EXIT33 OFF RAMP TO KY1447	INDIAN LAKE	2	2	0	2	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71158413	WESTPORT	38.2966955	-85.5517432	6.48	5/22/2012	1231		I265 S EXIT33 OFF RAMP TO KY1447	TOWNE CENTER	2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70863890	WESTPORT	38.2966135	-85.5516887	6.481	6/15/2010	1831		I265 S EXIT33 OFF RAMP TO KY1447	TOWNE CENTER	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71096306	WESTPORT	38.2966592	-85.5516468	6.484	12/22/2011	1810		INDIAN LAKE	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71229037	WESTPORT	38.2969085	-85.5517884	6.484	11/20/2012	1201				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70817059	WESTPORT	38.2966668	-85.551599	6.486	2/12/2010	1655		INDIAN LAKE	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70907614	WESTPORT	38.2966911	-85.5516032	6.487	10/2/2010	1248		I265 S EXIT33 OFF RAMP TO KY1447	TOWNE CENTER	4	4	0	2	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71080822	WESTPORT	38.2967455	-85.5514543	6.496	11/21/2011	715				2	2	0	0	FOG WITH RAIN	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71182292	WESTPORT	38.296908	-85.5514878	6.499	7/31/2012	1258		I265 S EXIT33 OFF RAMP TO KY1447	TOWNE CENTER	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70894067	WESTPORT	38.2968058	-85.5512178	6.51	9/1/2010	2111		I265 S EXIT33 OFF RAMP TO KY1447	INDIAN LAKE	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70859176	WESTPORT	38.2967611	-85.5511508	6.512	6/4/2010	1154				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70959749	WESTPORT	38.2967945	-85.5511669	6.512	1/29/2011	1839		TOWNE CENTER	INDIAN LAKE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71162768	WESTPORT	38.2968149	-85.5511667	6.513	6/11/2012	820	I265 S EXIT33 OFF RAMP TO KY1447			2	2	0	0	RAINING	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000826	WESTPORT	38.2968269	-85.5511145	6.516	5/14/2011	1405				5	5	0	4	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70805892	WESTPORT	38.2968393	-85.551095	6.517	1/19/2010	1430	I265 S EXIT33 OFF RAMP TO KY1447			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70880280	WESTPORT	38.2968493	-85.5510432	6.52	7/25/2010	15	I265 S EXIT33 OFF RAMP TO KY1447			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71083159	WESTPORT	38.296844	-85.5510492	6.52	11/24/2011	2350				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70939634	WESTPORT	38.2968484	-85.5510035	6.522	12/11/2010	2226	I265 S EXIT33 OFF RAMP TO KY1447			2	2	0	0	RAINING	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71080823	WESTPORT	38.2970137	-85.5506312	6.538	11/21/2011	705		I265 S EXIT33 OFF RAMP TO KY1447	I265 S EXIT33 OFF RAMP TO KY1447	3	3	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAWN	N
71049287	WESTPORT	38.2969474	-85.5506419	6.543	9/11/2011	2158		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71219673	WESTPORT	38.2969463	-85.5505933	6.545	10/30/2012	1948		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70962479	WESTPORT	38.2969758	-85.5503961	6.556	2/4/2011	2014		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70996657	WESTPORT	38.2971799	-85.5497368	6.595	5/4/2011	1520		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70981277	WESTPORT	38.2972461	-85.5494597	6.61	3/25/2011	1737		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71225199	WESTPORT	38.2973315	-85.5494699	6.612	11/11/2012	1141				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70937711	WESTPORT	38.2973078	-85.5494433	6.613	12/9/2010	1818		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71195402	WESTPORT	38.2972807	-85.5494111	6.614	8/31/2012	2053		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70999401	WESTPORT	38.297271	-85.5492786	6.62	5/11/2011	1531		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71005773	WESTPORT	38.2973156	-85.5493079	6.62	5/26/2011	1820		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71087437	WESTPORT	38.2973089	-85.5491152	6.63	12/4/2011	1430				2	2	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70835526	WESTPORT	38.2973713	-85.549111	6.631	4/6/2010	2042				4	4

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70995159	WESTPORT	38.2975131	-85.5484135	6.67	5/1/2011	1651		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71215236	WESTPORT	38.2974917	-85.5483723	6.672	10/19/2012	1600		I265 S EXIT33 ON RAMP FROM KY1447	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71237323	WESTPORT	38.2975235	-85.5483808	6.672	12/7/2012	1624		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70929420	WESTPORT	38.2975548	-85.5483827	6.673	11/21/2010	1318		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71072060	WESTPORT	38.2976867	-85.5477759	6.707	11/1/2011	1556				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71090132	WESTPORT	38.2977265	-85.5477494	6.709	12/9/2011	1849		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70824177	WESTPORT	38.2978065	-85.5476583	6.716	3/6/2010	1624		I265 S EXIT33 OFF RAMP TO KY1447	I265 N EXIT33 ON RAMP FROM KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
1941820	WESTPORT	38.2925	-85.55583333	6.723	5/25/2012	1235		SPRINGHURST	INDIAN LAKES	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	
71216691	WESTPORT	38.2978173	-85.5474527	6.726	10/24/2012	807		I265 N EXIT33 OFF RAMP TO KY1447	I265 S EXIT33 ON RAMP FROM KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71193195	WESTPORT	38.2978696	-85.5474106	6.729	8/23/2012	952		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70821585	WESTPORT	38.2977925	-85.5473314	6.732	2/27/2010	1634		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70923160	WESTPORT	38.2978531	-85.5472981	6.735	11/8/2010	1234		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70997820	WESTPORT	38.297914	-85.5471386	6.745	5/6/2011	242	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71102153	WESTPORT	38.2978997	-85.5471412	6.745	1/9/2012	1915				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71096378	WESTPORT	38.2979115	-85.5470323	6.75	12/23/2011	1600				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70805087	WESTPORT	38.2979182	-85.5470166	6.751	1/15/2010	1831				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70896934	WESTPORT	38.2979173	-85.5470181	6.751	9/7/2010	2121	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	3	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70947721	WESTPORT	38.2979145	-85.5470227	6.751	12/30/2010	2125	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70967960	WESTPORT	38.2979148	-85.5470222	6.751	2/18/2011	2128	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71020751	WESTPORT	38.2979167	-85.5470219	6.751	7/4/2011	2139	I265 S EXIT33 OFF RAMP TO KY1447			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70817423	WESTPORT	38.2979228	-85.5470078	6.752	2/16/2010	2345	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	5	BLOWING SAND/SOIL/DIRT/SNOW	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70839670	WESTPORT	38.2979711	-85.5470289	6.752	4/16/2010	2138	I265 N EXIT33 ON RAMP FROM KY1447			3	3	0	1	RAINING	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70988232	WESTPORT	38.297921	-85.5470054	6.752	4/11/2012	845	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	4	RAINING	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71087514	WESTPORT	38.2979093	-85.5470057	6.752	12/5/2011	2309	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	0	RAINING	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71158411	WESTPORT	38.2979083	-85.5470084	6.752	5/21/2012	1042	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	2	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71204662	WESTPORT	38.2979407	-85.5469586	6.755	8/1/2012	1815		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70841595	WESTPORT	38.297959	-85.5468754	6.76	4/23/2010	735	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71245846	WESTPORT	38.2980751	-85.5467538	6.767	12/29/2012	1920	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	0	SNOWING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70954266	WESTPORT	38.2980418	-85.5464797	6.782	1/12/2011	2214		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71152755	WESTPORT	38.2981557	-85.5463612	6.787	5/15/2012	955	I265 N EXIT33 OFF RAMP TO KY1447			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70830956	WESTPORT	38.298138	-85.5461747	6.8	3/25/2010	2203		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	3	3	0	0	RAINING	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71055951	WESTPORT	38.2980883	-85.5460993	6.803	9/27/2011	2330				2	2	0	1	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	HEAD ON	STRAIGHT & LEVEL	DUSK	N
70840581	WESTPORT	38.2982086	-85.545946	6.813	4/20/2010	740		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71070248	WESTPORT	38.298226	-85.545799	6.821	10/26/2011	755				3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70959792	WESTPORT	38.2983788	-85.5452699	6.851	1/31/2011	718		I265 N EXIT33 ON RAMP FROM KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70943163	WESTPORT	38.2986536	-85.5441539	6.915	12/20/2010	1830	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70931921	WESTPORT	38.2988106	-85.5440132	6.926	11/24/2010	1508	I265 S EXIT33 OFF RAMP TO KY1447			3	3	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70985319	WESTPORT	38.2987231	-85.5439496	6.927	4/7/2011	1123	I265 N EXIT33 ON RAMP FROM KY1447			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70907003	WESTPORT	38.2987804	-85.5437823	6.937	9/27/2010	1739				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151062	WESTPORT	38.2987894	-85.5437003	6.941	5/11/2012	1550				3	3	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70981591	WESTPORT	38.2988277	-85.5436274	6.946	3/28/2011	809		I265 N EXIT33 OFF RAMP TO KY1447	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71170787	WESTPORT	38.2990268	-85.5425018	6.997	6/28/2012	1234		CHAMBERLAIN	I265 S EXIT33 OFF RAMP TO KY1447	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70908432	WESTPORT	38.2991015	-85.5427159	6.999	10/5/2010	1500	I265 N EXIT33 OFF RAMP TO KY1447			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71006916	WESTPORT	38.2990647	-85.5426814	7	5/28/2011	423	I265 S EXIT33 OFF RAMP TO KY1447			1	1	0	2	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70835450	WESTPORT	38.2991153	-85.5426069	7.005	4/6/2010	1545	I265 N EXIT33 OFF RAMP TO KY1447			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71045654	WESTPORT	38.2991175	-85.5425933	7.005	9/1/2011	1325	I265 N EXIT33 OFF RAMP TO KY1447			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70884437	WESTPORT	38.2991212	-85.5425577	7.007	8/9/2010	820		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71009389	WESTPORT	38.2992502	-85.5426408	7.007	6/4/2011	1138				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70810466	WESTPORT	38.2991367	-85.5425184	7.008	1/31/2010	1230		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71170937	WESTPORT	38.2991769	-85.5423321	7.015	6/30/2012	1603		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71200523	WESTPORT	38.2992676	-85.5420816	7.017	9/13/2012	1622				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71145680	WESTPORT	38.2991969	-85.5422617	7.018	4/30/2012	1613		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71193636	WESTPORT	38.2991894	-85.5422454	7.018	8/29/2012	1722		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015679	WESTPORT	38.2992083	-85.5422347	7.019	6/17/2011	1635		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	4	4	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71196598	WESTPORT	38.2991752	-85.5422124	7.019	9/5/2012	1526		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71119072	WESTPORT	38.2991665	-85.5421905	7.02	2/22/2012	1647		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70866658	WESTPORT	38.2992226	-85.542162	7.021	6/23/2010	1717		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70922561	WESTPORT	38.2992288	-85.5421802	7.021	11/6/2010	1954		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70967989	WESTPORT	38.2992368	-85.542171	7.021	2/19/2011	1629		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70938708	WESTPORT	38.2992148	-85.5421056	7.023	12/6/2010	1810		I265 N EXIT33 OFF RAMP TO KY1447	I265 N EXIT33 OFF RAMP TO KY1447	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71081675	WESTPORT	38.299231	-85.542109	7.023	11/21/2011	1630		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DAYLIGHT	N
70922536	WESTPORT	38.299263	-85.5420812	7.025	11/6/2010	1446		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71169636	WESTPORT	38.2992895	-85.5420894	7.025	6/27/2012	1555		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71146120	WESTPORT	38.2992499	-85.5420206	7.026	4/30/2012	2146		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71108394	WESTPORT	38.2992709	-85.5420016	7.027	1/25/2012	1925		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	RAINING	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71153288	WESTPORT	38.2992043	-85.5419619	7.028	5/17/2012	2021		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLEAR	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & GRADE	DAYLIGHT	N
70818070	WESTPORT	38.2992675	-85.5419565	7.029	2/18/2010	1443		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71069306	WESTPORT	38.2993243	-85.5419545	7.03	10/27/2011	1800		CHAMBERLAIN	I265 N EXIT33 OFF RAMP TO KY1447	2	2	0	0	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70910247	WESTPORT	38.2992974	-85.5418982	7.031	10/9/2010	1619	CHAMBERLAIN			2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	Y	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71201510	WESTPORT	38.299285	-85.5418849	7.031	9/17/2012	1645				2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70919109	WESTPORT	38.2993085	-85.5418373	7.033	10/29/2010	1617	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71026840	WESTPORT	38.2993193	-85.5418513	7.033	7/19/2011	2100				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70996157	WESTPORT	38.2993538	-85.5418516	7.034	5/4/2011	533	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70925288	WESTPORT	38.2992969	-85.5417794	7.035	11/11/2010	1819	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DUSK	N
70986776	WESTPORT	38.2993068	-85.5417757	7.035	4/10/2011	1330	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71196566	WESTPORT	38.2992674	-85.5417794	7.035	9/4/2012	2130	CHAMBERLAIN			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
70909329	WESTPORT	38.2993102	-85.5417477	7.036	10/7/2010	1030	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71096317	WESTPORT	38.2993082	-85.5417514	7.036	12/22/2011	1922				2	2	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71191488	WESTPORT	38.2992912	-85.5417539	7.036	8/22/2012	2010		I265 N EXIT33 OFF RAMP TO KY1447	CHAMBERLAIN	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DUSK	N
70976852	WESTPORT	38.29932	-85.5417215	7.037	3/14/2011	1355	CHAMBERLAIN			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71005786	WESTPORT	38.2993199	-85.541745	7.037	5/26/2011	2307	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70850466	WESTPORT	38.299325	-85.5417196	7.038	5/13/2010	1912	CHAMBERLAIN			2	2	0	0	CLEAR	Y	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70899007	WESTPORT	38.2993114	-85.5417016	7.038	9/13/2010	926	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70904166	WESTPORT	38.2993189	-85.5417056	7.038	9/26/2010	1642	CHAMBERLAIN			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70981283	WESTPORT	38.2993219	-85.5416963	7.038	3/25/2011	1943	CHAMBERLAIN			2	2	0	0	CLOUDY	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70990652	WESTPORT	38.2993229	-85.5417147	7.038	4/20/2011	1238	CHAMBERLAIN			2	2	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71001767	WESTPORT	38.2993261	-85.5417074	7.038	5/17/2011	1523	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71032926	WESTPORT	38.2993143	-85.5417148	7.038	8/4/2011	1216	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71109487	WESTPORT	38.2993159	-85.5417052	7.038	1/22/2012	1309	CHAMBERLAIN			2	2	0	0	FOG WITH RAIN	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71112919	WESTPORT	38.2993159	-85.5417066	7.038	2/7/2012	820	CHAMBERLAIN			2	2	0	0	CLEAR	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71124327	WESTPORT	38.2993205	-85.5416936	7.038	3/7/2012	1258	CHAMBERLAIN			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71141243	WESTPORT	38.2992469	-85.541682	7.038	4/20/2012	811	CHAMBERLAIN			2	2	0	0	CLEAR	Y	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71166398	WESTPORT	38.2992489	-85.5416748	7.038	6/19/2012	719	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71177172	WESTPORT	38.2993161	-85.5416985	7.038	7/16/2012	1745	CHAMBERLAIN			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	STRAIGHT & HILLCREST	STRAIGHT & GRADE	DAYLIGHT	N
71207986	WESTPORT	38.2993625	-85.5417197	7.038	10/2/2012	1049	CHAMBERLAIN			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71056742	WESTPORT	38.2993168	-85.5416921	7.039	9/30/2011	850	CHAMBERLAIN			2	2	0	1	CLOUDY	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71237291	WESTPORT	38.2993537	-85.5417076	7.039	12/7/2012	713	CHAMBERLAIN			2	2	0	0	RAINING	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70906314	WESTPORT	38.2993741	-85.5416749	7.04	9/30/2010	1356	CHAMBERLAIN			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
1471127	WESTPORT	38.29718333	-85.54955	7.2	8/22/2012	1720	CHAMBERLAIN			3	3	0	1	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
70954279	WESTPORT	38.3001514	-85.5387939	7.202	1/13/2011	2222				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71165361	WESTPORT	38.3001708	-85.5387077	7.206	6/15/2012	1527		ACCOMACK	MURPHY	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70925258	WESTPORT	38.3001738	-85.5386934	7.207	11/11/2010	1445				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71204360	WESTPORT	38.3001716	-85.5387016	7.207	9/25/2012	814	ACCOMACK			2	2	0	1	RAINING	Y	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & GRADE	DAYLIGHT	N
71032942	WESTPORT	38.3001973	-85.5386023	7.212	8/4/2011	1720		ACCOMACK	MURPHY	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71180206	WESTPORT	38.3002563	-85.5384622	7.221	7/25/2012	1522	ACCOMACK			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70839737	WESTPORT	38.3002576	-85.5384287	7.223	4/17/2010	2008		ACCOMACK	MURPHY	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70981279	WESTPORT	38.3011734	-85.5356102	7.386	3/25/2011	1758		ACCOMACK	MURPHY	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70821604	WESTPORT	38.3012558	-85.5355184	7.393	2/28/2010	115		ACCOMACK	MURPHY	2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	BACKING	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71116035	WESTPORT	38.3012257	-85.5354098	7.398	2/14/2012	1718		ACCOMACK	MURPHY	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71185539	BILLTOWN	38.1412494	-85.5409139	4.729	8/8/2012	1648				4	4	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
1891855	BILLTOWN	38.14143333	-85.54106667	4.744	6/5/2010	1558				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	
70903245	BILLTOWN	38.1425634	-85.5421146	4.838	9/24/2010	333				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70905275	BILLTOWN	38.1437792	-85.5432028	4.95	9/28/2010	802		I265 N EXIT19 ON RAMP FROM KY1819	KENDRICK	2	2	0	2	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71078105	BILLTOWN	38.1439484	-85.5433506	4.953	11/15/2011	1730				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71159737	BILLTOWN	38.1442965	-85.543628	5	6/3/2012	1347				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70945004	BILLTOWN	38.1457982	-85.5449608	5.142	12/21/2010	1728		I265 N EXIT19 ON RAMP FROM KY1819	I265 S EXIT19 ON RAMP FROM KY1819	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
70973375	BILLTOWN	38.1461825	-85.5453632	5.174	3/5/2011	514				2	2	0	1	RAINING	Y	VEHICLE GOING IN WRONG DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70917479	BILLTOWN	38.1465528	-85.5457137	5.203	10/26/2010	1712	I265 N EXIT19 OFF RAMP TO KY1819			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71004012	BILLTOWN	38.1470307	-85.5459329	5.235	5/16/2011	1741	I265 S EXIT19 OFF RAMP TO KY1819			2	2	0	0	CLEAR	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71126215	BILLTOWN	38.147734	-85.5466358	5.293	3/12/2012	2122	I265 N EXIT19 OFF RAMP TO KY1819			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71127423	BILLTOWN	38.1477344	-85.5466433	5.293	3/15/2012	1732	I265 S EXIT19 OFF RAMP TO KY1819			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71142103	BILLTOWN	38.149006	-85.54771	5.365	4/19/2012	1618				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71112359	BILLTOWN	38.1501188	-85.5487115	5.473	2/4/2012	1747				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	CURVE & LEVEL	DUSK	N
71119408	BILLTOWN	38.150345	-85.5489094	5.496	2/23/2012	1126	GELLHAUS			1	1	0	0	CLEAR	N	NON-COLLISION OBJECT COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
70917478	BILLTOWN	38.1504545	-85.5492741	5.519	10/26/2010	1618	GELLHAUS			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71146125	BILLTOWN	38.1505095	-85.5494208	5.53	5/1/2012	856		BILLTOWN FRONTAGE	GELLHAUS	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70817213	BILLTOWN	38.1505226	-85.5494421	5.532	2/15/2010	1217		GELLHAUS	BILLTOWN FRONTAGE	2	2	0	1	SNOWING	N	HEAD-ON COLLISION	HEAD ON	CURVE & GRADE	DAYLIGHT	N
70894055	BILLTOWN	38.150536	-85.5494522	5.533	9/1/2010	1800	GELLHAUS			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70820054	BILLTOWN	38.1505283	-85.5494681	5.535	2/23/2010	1634	GELLHAUS			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70810494	BILLTOWN	38.1506152	-85.5496764	5.548	2/1/2010	820		SHALLOW ROCK	GELLHAUS	2	1	0	1	CLEAR	N	COLLISION WITH PEDESTRIAN NON - INTERSECTION	SINGLE VEHICLE	CURVE & LEVEL	DAYLIGHT	N
71080010	BILLTOWN	38.1506923	-85.5497855	5.555	11/18/2011	1604		GELLHAUS	SHALLOW ROCK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70985310	BILLTOWN	38.1509029	-85.5503366	5.588	4/5/2011	1846		GELLHAUS	SHALLOW ROCK	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70959787	BILLTOWN	38.1510486	-85.550795	5.614	1/30/2011	2054	WEATHER VANE			1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
70831946	BILLTOWN	38.1511816	-85.5510626	5.631	3/24/2010	1440		SHALLOW ROCK	GELLHAUS	2	2	0	2	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71235720	BILLTOWN	38.1516746	-85.552502	5.714	12/6/2012	328		WEATHER VANE	SHALLOW ROCK	1	1	0	0	CLOUDY	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70937720	BILLTOWN	38.1518163	-85.5531647	5.751	12/10/2010	335				1	1	0	0	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70885781	OLD HENRY	38.2849308	-85.4840194	0.707	8/11/2010	1213		RIDGE BROOK	WOODMONT PARK	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & GRADE	DAYLIGHT	N
70832430	OLD HENRY	38.2672601	-85.5081926	0.723	3/29/2010	1527		NELSON MILLER	STANLEY GAULT	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	CURVE & LEVEL	DAYLIGHT	N
71165419	OLD HENRY	38.2672765	-85.508068	0.729	6/15/2012	1630				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71124324	OLD HENRY	38.2854193	-85.4837311	0.743	3/7/2012	815				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
70926128	OLD HENRY	38.2856888	-85.4832685	0.773	11/15/2010	1850		WOODMONT PARK	RIDGE BROOK	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & GRADE	DUSK	N
70860820	OLD HENRY	38.2679873	-85.5062946	0.837	6/8/2010	1759				2	2	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70947695	OLD HENRY	38.2679851	-85.5063015	0.837	12/30/2010	1202	NELSON MILLER			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71192274	OLD HENRY	38.2680284	-85.5062175	0.843	8/25/2012	1245		NELSON MILLER	I265 S EXIT29 OFF RAMP TO KY3084	2	2	0	1	CLEAR	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71230411	OLD HENRY	38.268088	-85.5062009	0.845	11/12/2012	1345	NELSON MILLER			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70889156	OLD HENRY	38.2680433	-85.5061252	0.847	8/19/2010	1620	I265 S EXIT29 ON RAMP FROM KY3084			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70880109	OLD HENRY	38.2682218	-85.5057683	0.871	7/28/2010	1048		I265 S EXIT29 OFF RAMP TO KY3084	I265 S EXIT29 ON RAMP FROM KY3084	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70850399	OLD HENRY	38.2689176	-85.5038992	0.981	5/10/2010	805		I265 S EXIT29 OFF RAMP TO KY3084	I265 S EXIT29 ON RAMP FROM KY3084	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70977703	OLD HENRY	38.26897	-85.5036989	0.993	3/17/2011	906				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71123334	OLD HENRY	38.2692569	-85.5029476	1.037	3/5/2012	1524	I265 S EXIT29 OFF RAMP TO KY3084			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71080939	OLD HENRY	38.260115	-85.5158763	1.136	11/21/2011	1400		ENGLISH STATION	ENGLISH STATION	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71217174	OLD HENRY	38.2699174	-85.5011112	1.145	10/25/2012	1729		I265 N EXIT29 ON RAMP FROM KY3084	I265 S EXIT29 OFF RAMP TO KY3084	2	2	0	3	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70848990	OLD HENRY	38.2891734	-85.4781543	1.148	5/6/2010	843	REAMERS			2	2	0	2	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71211426	OLD HENRY	38.2602755	-85.5159209	1.148	10/11/2012	1556	ENGLISH STATION			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70939667	OLD HENRY	38.2700375	-85.5008847	1.159	12/13/2010	1314				2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71092089	OLD HENRY	38.2700377	-85.5008781	1.16	12/14/2011	1755	I265 N EXIT29 ON RAMP FROM KY3084			2	2	0	3	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71125436	OLD HENRY	38.2700429	-85.500868	1.16	3/9/2012	822		I265 N EXIT29 OFF RAMP TO KY3084	I265 S EXIT29 ON RAMP FROM KY3084	3	3	0	0	CLEAR	Y	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71049114	OLD HENRY	38.2701572	-85.5006141	1.176	9/8/2011	1257				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71115010	OLD HENRY	38.270215	-85.5004817	1.184	2/10/2012	1530				3	3	0	1	SNOWING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70810250	OLD HENRY	38.2706085	-85.4999521	1.221	1/30/2010	658	I265 N EXIT29 OFF RAMP TO KY3084			1	1	0	0	SNOWING	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	CURVE & GRADE	DAWN	N
70924046	OLD HENRY	38.2706	-85.4994509	1.245	11/11/2010	748	I265 N EXIT29 OFF RAMP TO KY3084			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70885327	OLD HENRY	38.2706253	-85.4993335	1.251	8/10/2010	1731	I265 N EXIT29 ON RAMP FROM KY3084			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70932658	OLD HENRY	38.2706388	-85.4993418	1.251	11/29/2010	1722	I265 N EXIT29 ON RAMP FROM KY3084			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71070432	OLD HENRY	38.2706245	-85.4993327	1.251	10/29/2011	2110	I265 N EXIT29 ON RAMP FROM KY3084			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70990245	OLD HENRY	38.270644	-85.4992871	1.254	4/19/2011	832		I265 N EXIT29 ON RAMP FROM KY3084	TERRA CROSSING	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71207985	OLD HENRY	38.2713045	-85.4976638	1.355	10/2/2012	619		I265 N EXIT29 ON RAMP FROM KY3084	I265 N EXIT29 ON RAMP FROM KY3084	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71117944	OLD HENRY	38.2713332	-85.4974753	1.366	2/19/2012	5				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70999985	OLD HENRY	38.2718851	-85.4960021	1.456	5/12/2011	848	I265 N EXIT29 ON RAMP FROM KY3084			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71068363	OLD HENRY	38.2719983	-85.4957046	1.474	10/12/2011	658	I265 N EXIT29 ON RAMP FROM KY3084			3	3	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70911429	OLD HENRY	38.2720035	-85.4956935	1.475	10/12/2010	739	I265 N EXIT29 ON RAMP FROM KY3084			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70826079	OLD HENRY	38.2721591	-85.4952833	1.5	3/8/2010	835		TERRA CROSSING	I265 N EXIT29 ON RAMP FROM KY3084	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70911112	OLD HENRY	38.2726429	-85.494008	1.577	10/12/2010	845				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70966930	OLD HENRY	38.2726262	-85.4939925	1.577	2/15/2011	2024		TERRA CROSSING	BUSH FARM	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71211166	OLD HENRY	38.2727398	-85.4935253	1.604	10/11/2012	1120		TERRA CROSSING	HIGH WICKHAM	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70886973	OLD HENRY	38.2731686	-85.4926107	1.661	8/13/2010	1543				2	2	0	0	CLEAR	Y	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
70832087	OLD HENRY	38.2736992	-85.4913255	1.741	3/28/2010	1623	BUSH FARM			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	CURVE & LEVEL	DAYLIGHT	N
70861612	OLD HENRY	38.2738749	-85.4910866	1.758	6/10/2010	2129		BUSH FARM	TERRA CROSSING	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71125656	OLD HENRY	38.2741917	-85.490476	1.797	3/11/2012	1242				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70994868	OLD HENRY	38.2741937	-85.4904627	1.798	4/27/2011	725	BUSH FARM			2	2	0	1	RAINING	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
71172239	OLD HENRY	38.2742137	-85.4904366	1.8	7/4/2012	1401	BUSH FARM			2	2	0	2	CLOUDY	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	CURVE & GRADE	DAYLIGHT	N
71045728	OLD HENRY	38.2742195	-85.4904051	1.802	9/2/2011	2310	BUSH FARM			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	CURVE & GRADE	DARK-HWY NOT LIGHTED	N
70884284	OLD HENRY	38.2743777	-85.4903064	1.818	8/8/2010	850		BUSH FARM	ARNOLD PALMER	1	1	0	0	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	CURVE & GRADE	DAYLIGHT	N
71062108	OLD HENRY	38.2748336	-85.4899201	1.862	10/12/2011	2049		BUSH FARM	ARNOLD PALMER	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	CURVE & LEVEL	DARK-HWY LIGHTED/OFF	N
70994958	SMYRNA	38.1247125	-85.6430163	0.916	4/28/2011	1607	SASKATCHEWAN			4	4	0	1	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71187335	SMYRNA	38.1239388	-85.6431164	0.969	8/12/2012	1350		MANSLICK	SASKATCHEWAN	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71042592	SMYRNA	38.1237248	-85.6426656	0.986	8/28/2011	1319	MANSLICK			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70998545	SMYRNA	38.1231846	-85.6431402	1.021	5/9/2011	1740				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70916215	SMYRNA	38.1230801	-85.6431366	1.028	10/25/2010	1015		MANSLICK	SASKATCHEWAN	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70968487	SMYRNA	38.122935	-85.6431481	1.038	2/21/2011	1912		SASKATCHEWAN	MANSLICK	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/OFF	N
70948904	SMYRNA	38.1228837	-85.6431477	1.041	1/4/2011	1345	MANSLICK			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70813251	SMYRNA	38.1228427	-85.6431479	1.044	2/8/2010	2110	MANSLICK			3	3	0	0	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70927494	SMYRNA	38.1228421	-85.6431472	1.044	11/16/2010	1642	MANSLICK			2	2	0	1	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71035158	SMYRNA	38.1228432	-85.6431473	1.044	8/10/2011	820	MANSLICK			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71239155	SMYRNA	38.1228565	-85.6431393	1.045	12/12/2012	2052				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71050108	SMYRNA	38.1228859	-85.6431627	1.047	9/10/2011	2220	MANSLICK			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71151098	SMYRNA	38.1228859	-85.6431627	1.047	5/11/2012	2154	MANSLICK			2	2	0	0	CLOUDY	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71151178	SMYRNA	38.1228859	-85.6431627	1.047	5/13/2012	1452	MANSLICK			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71205718	SMYRNA	38.1227911	-85.6431387	1.048	9/28/2012	1210		SMYRNA FRONTAGE	MANSLICK	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70817065	SMYRNA	38.122774	-85.6431628	1.049	2/12/2010	1744	MANSLICK			3	3	0	3	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71060919	SMYRNA	38.1228327	-85.6430328	1.05	10/9/2011	2351	MANSLICK			1	1	0	1	CLOUDY	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIG

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70992178	SMYRNA	38.1232216	-85.6430913	1.07	4/25/2011	751		MANSLICK	SMYRNA FRONTAGE	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71159700	SMYRNA	38.1235014	-85.6431618	1.09	6/2/2012	1357				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71212301	SMYRNA	38.1235013	-85.6430201	1.09	10/13/2012	1705		SMYRNA FRONTAGE	MANSLICK	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
71213948	SMYRNA	38.1235014	-85.6430909	1.09	10/18/2012	1205				1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71029332	SMYRNA	38.1235574	-85.6431617	1.093	7/26/2011	1435		MANSLICK	SMYRNA FRONTAGE	2	2	0	0	CLEAR	N	1 VEHICLE PARKED POSITION (NOT PARKING LOT/DRIVEWAY)	BACKING	STRAIGHT & GRADE	DAYLIGHT	N
71080017	SMYRNA	38.1213224	-85.6432892	1.149	11/18/2011	1750				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71012178	SMYRNA	38.1199654	-85.6433785	1.243	6/11/2011	1625		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	2	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70965326	SMYRNA	38.1197916	-85.6434109	1.255	2/11/2011	2352				2	2	0	2	CLEAR	N	VEHICLE GOING IN WRONG DIRECTION	HEAD ON	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70798999	SMYRNA	38.1196564	-85.6434597	1.265	1/4/2010	1144	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70852099	SMYRNA	38.1194728	-85.6434509	1.277	5/17/2010	2305		SMYRNA FRONTAGE	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	RAINING	N	HEAD-ON COLLISION	HEAD ON	STRAIGHT & HILLCREST	DARK-HWY LIGHTED/ON	N
71126213	SMYRNA	38.1194735	-85.6433986	1.277	3/12/2012	2100				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	CURVE & LEVEL	DARK-HWY NOT LIGHTED	N
71050476	SMYRNA	38.1194572	-85.6434348	1.278	9/15/2011	745		SMYRNA FRONTAGE	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70980232	SMYRNA	38.1194445	-85.6434405	1.279	3/15/2011	1245	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL			2	2	0	0	RAINING	Y	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71087816	SMYRNA	38.1194286	-85.64345	1.28	12/6/2011	900	I265 S EXIT14 ON RAMP FROM COOPER CHAPEL			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE TURNING LEFT	REAR END	STRAIGHT & LEVEL	DAWN	N
70813053	SMYRNA	38.1192799	-85.643446	1.29	2/6/2010	1340		I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	SNOWING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70874534	SMYRNA	38.1188755	-85.6434888	1.318	7/13/2010	1510		I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	I265 S EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71214229	SMYRNA	38.1188572	-85.643381	1.319	10/18/2012	220				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70837355	SMYRNA	38.1187377	-85.6435927	1.329	4/10/2010	1557	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71051544	SMYRNA	38.1185512	-85.6435013	1.341	9/15/2011	1140				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71080887	SMYRNA	38.1184046	-85.6436525	1.352	11/21/2011	1240	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70946702	SMYRNA	38.118368	-85.6435112	1.353	12/29/2010	1540				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70829136	SMYRNA	38.1181859	-85.6435236	1.366	3/21/2010	1533	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	CURVE & LEVEL	DAYLIGHT	N
71133900	SMYRNA	38.1181599	-85.6435549	1.368	3/30/2012	1945		I265 S EXIT14 ON RAMP FROM COOPER CHAPEL	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71065409	SMYRNA	38.1177574	-85.6435829	1.396	10/19/2011	703	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N
70888207	SMYRNA	38.1168723	-85.6436255	1.457	8/11/2010	2223	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70999031	SMYRNA	38.1168731	-85.6436252	1.457	5/10/2011	915	I265 N EXIT14 OFF RAMP TO COOPER CHAPEL			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70801937	SMYRNA	38.116762	-85.6436372	1.465	1/11/2010	810		THEILER	I265 N EXIT14 ON RAMP FROM COOPER CHAPEL	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71064841	SMYRNA	38.1162574	-85.6435257	1.5	10/17/2011	1740				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71170948	SMYRNA	38.1161156	-85.6436683	1.509	6/30/2012	1818				2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & HILLCREST	DAYLIGHT	N
71120104	SMYRNA	38.1147383	-85.6439298	1.605	2/17/2012	1840	THEILER			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70957416	SMYRNA	38.1146756	-85.6439302	1.61	1/24/2011	745	THEILER			2	2	0	0	SNOWING	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70951175	SMYRNA	38.114636	-85.6439403	1.612	1/7/2011	1554	THEILER			2	2	0	1	SNOWING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	CURVE & LEVEL	DAYLIGHT	N
70838913	SMYRNA	38.1146281	-85.6439454	1.613	4/16/2010	742	THEILER			2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
70914388	SMYRNA	38.1146286	-85.6439427	1.613	10/20/2010	852	THEILER			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70865171	SMYRNA	38.1132985	-85.644859	1.718	6/18/2010	1612		THEILER	COOPER CHAPEL	2	1	0	1	CLEAR	N	COLLISION WITH PEDESTRIAN NON - INTERSECTION	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71151171	BARDSTOWN	38.1346741	-85.579897	4.413	5/13/2012	1328		BRENTLINGER	WINGFIELD	3	3	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71213313	BARDSTOWN	38.1347163	-85.5796994	4.413	10/14/2012	1915				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	ANGLE	STRAIGHT & LEVEL	DUSK	N
71215211	BARDSTOWN	38.1347512	-85.5797342	4.415	10/19/2012	1446		BRENTLINGER	WINGFIELD	2	2	0	2	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71031687	BARDSTOWN	38.1347152	-85.5799159	4.416	8/1/2011	1734				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70869438	BARDSTOWN	38.1348447	-85.57996	4.425	6/30/2010	2039		BRENTLINGER	WINGFIELD	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70849250	BARDSTOWN	38.1348865	-85.5798868	4.427	5/11/2010	911				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71179828	BARDSTOWN	38.1348617	-85.5800199	4.428	7/24/2012	1751				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71220187	BARDSTOWN	38.1350251	-85.5800537	4.439	10/31/2012	730		BRENTLINGER	WINGFIELD	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAWN	N
71089242	BARDSTOWN	38.1351986	-85.580091	4.451	12/9/2011	727				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70882637	BARDSTOWN	38.1353089	-85.5802597	4.461	8/3/2010	1601		BARTLEY	CEDAR CREEK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71054834	BARDSTOWN	38.1353793	-85.5802563	4.466	9/24/2011	1905				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70935308	BARDSTOWN	38.1355221	-85.5802734	4.475	12/3/2010	1806		WINGFIELD	CEDAR CREEK	3	3	0	0	CLOUDY	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71074327	BARDSTOWN	38.1355374	-85.5802109	4.475	11/7/2011	2138				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70857663	BARDSTOWN	38.1355516	-85.5802885	4.477	6/1/2010	1840		CEDAR CREEK	WINGFIELD	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71164465	BARDSTOWN	38.1355429	-85.5802915	4.477	6/14/2012	938		BARTLEY	CEDAR CREEK	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71065119	BARDSTOWN	38.1355619	-85.580294	4.478	10/19/2011	1157		CEDAR CREEK	BARTLEY	2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71195493	BARDSTOWN	38.1357099	-85.5801898	4.486	9/2/2012	1225		BRENTLINGER	WINGFIELD	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71193711	BARDSTOWN	38.1357524	-85.5802835	4.49	8/1/2012	915		BRENTLINGER	WINGFIELD	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71158467	BARDSTOWN	38.1357536	-85.5803973	4.493	5/30/2012	1605				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015673	BARDSTOWN	38.1357782	-85.5803944	4.494	6/17/2011	1558				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70818068	BARDSTOWN	38.1358023	-85.580422	4.496	2/18/2010	1412		BRENTLINGER	WINGFIELD	4	4	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70961565	BARDSTOWN	38.1359457	-85.5803191	4.504	2/3/2011	1614		BARTLEY	CEDAR CREEK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70806604	BARDSTOWN	38.136048	-85.5804975	4.514	1/18/2010	1730		BRENTLINGER	WINGFIELD	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71159695	BARDSTOWN	38.1361835	-85.5804724	4.522	6/2/2012	1153				2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71052833	BARDSTOWN	38.1362715	-85.5805557	4.529	9/20/2011	1702		BARTLEY	CEDAR CREEK	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151160	BARDSTOWN	38.1362565	-85.5806544	4.53	5/13/2012	1045	CEDAR CREEK	BARTLEY		2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71004017	BARDSTOWN	38.1362598	-85.5806678	4.531	5/19/2011	815	CEDAR CREEK	WINGFIELD		3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70865179	BARDSTOWN	38.1362849	-85.5806504	4.532	6/18/2010	1658				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70872547	BARDSTOWN	38.1362927	-85.5806871	4.533	7/8/2010	1752				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71198403	BARDSTOWN	38.1363307	-85.5807367	4.537	9/7/2012	1759		CEDAR CREEK	BARTLEY	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71148087	BARDSTOWN	38.1364796	-85.5807331	4.546	5/6/2012	1232		BRENTLINGER	WINGFIELD	3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71129600	BARDSTOWN	38.1364919	-85.5808327	4.549	3/20/2012	1730		BRENTLINGER	WINGFIELD	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71132898	BARDSTOWN	38.136616	-85.5807798	4.556	3/29/2012	1715		BARTLEY	CEDAR CREEK	3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
70976054	BARDSTOWN	38.1366443	-85.5808209	4.559	3/12/2011	1342		BRENTLINGER	WINGFIELD	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71198404	BARDSTOWN	38.1367206	-85.5808181	4.563	9/7/2012	1808		WINGFIELD	BRENTLINGER	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70942435	BARDSTOWN	38.1367215	-85.580853	4.564	12/18/2010	1211		BRENTLINGER	WINGFIELD	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71008123	BARDSTOWN	38.1367584	-85.580714	4.564	6/2/2011	730		BRENTLINGER	WINGFIELD	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71149074	BARDSTOWN	38.136834	-85.5808557	4.572	5/8/2012	1703				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71149075	BARDSTOWN	38.1369626	-85.5808918	4.581	5/8/2012	1655		BRENTLINGER	WINGFIELD	2	2	0	4	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71241142	BARDSTOWN	38.1369898	-85.5809686	4.584	12/14/2012	648		WINGFIELD	BRENTLINGER	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71220458	BARDSTOWN	38.137099	-85.5810119	4.592	11/1/2012	800		WINGFIELD	BRENTLINGER	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAWN	N
71162440	BARDSTOWN	38.1371739	-85.5810803	4.598	6/8/2012	1805		BARTLEY	CEDAR CREEK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70876642	BARDSTOWN	38.1372559	-85.5810562	4.603	7/16/2010	1555				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71071047	BARDSTOWN	38.1372493	-85.5810652	4.603	10/31/2011	1728				3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151201	BARDSTOWN	38.1373088	-85.5811203	4.607	5/13/2012	1709				3	3	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	Y
70918271	BARDSTOWN	38.1373518	-85.5810524	4.609	10/28/2010	1739		WINGFIELD	BRENTLINGER	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70936978	BARDSTOWN	38.1374396	-85.5812027	4.618	12/7/2010	1830				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	Y
71004442	BARDSTOWN	38.1375411	-85.5812081	4.624	5/15/2011	120				1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70872551	BARDSTOWN	38.1375704	-85.5812851	4.628	7/8/2010	1738	WINGFIELD			3	3	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71087818	BARDSTOWN	38.137638	-85.5813121	4.633	12/6/2011	905		WINGFIELD	BRENTLINGER	3	3	0	2	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71060533	BARDSTOWN	38.1376759	-85.5813263	4.635	10/7/2011	2137				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71200585	BARDSTOWN	38.1376935	-85.5813109	4.636	9/14/2012	1836	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70915965	BARDSTOWN	38.1377236	-85.5813544	4.639	10/22/2010	1521				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70877758	BARDSTOWN	38.1377734	-85.5812969	4.641	7/21/2010	846		BRENTLINGER	WINGFIELD	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70825120	BARDSTOWN	38.1378144	-85.5813226	4.644	3/9/2010	810		WINGFIELD	BRENTLINGER	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71215306	BARDSTOWN	38.1378374	-85.5813235	4.646	10/20/2012	1250		WINGFIELD	BRENTLINGER	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71125470	BARDSTOWN	38.1378701	-85.5813129	4.648	3/9/2012	1534	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71008496	BARDSTOWN	38.13787	-85.5813645	4.649	6/2/2011	1607	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70999171	BARDSTOWN	38.1378763	-85.5814102	4.65	5/8/2011	1328		BRENTLINGER	WINGFIELD	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71042876	BARDSTOWN	38.1378973	-85.5814498	4.652	8/29/2011	650		WINGFIELD	BRENTLINGER	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	Y
71045857	BARDSTOWN	38.1379388	-85.5814428	4.655	9/5/2011	1119		WINGFIELD	BARTLEY	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70844486	BARDSTOWN	38.1379785	-85.5814692	4.658	4/29/2010	717				2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71038997	BARDSTOWN	38.1380098	-85.58148	4.66	8/19/2011	707		BRENTLINGER	WINGFIELD	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71244714	BARDSTOWN	38.138008	-85.5814789	4.66	12/26/2012	1415	WINGFIELD			2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70865189	BARDSTOWN	38.1380371	-85.5814912	4.662	6/18/2010	1806		WINGFIELD	CEDAR CREEK	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71021292	BARDSTOWN	38.1380387	-85.5814803	4.662	7/6/2011	940	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71068935	BARDSTOWN	38.1380441	-85.5814978	4.662	10/26/2011	1741		WINGFIELD	BRENTLINGER	3	3	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	CURVE & LEVEL	DAYLIGHT	N
70810896	BARDSTOWN	38.1380592	-85.5814993	4.663	1/27/2010	625				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70866336	BARDSTOWN	38.1380515	-85.5815004	4.663	6/22/2010	515	WINGFIELD			3	3	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70866337	B

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70993669	BARDSTOWN	38.1395154	-85.5822102	4.663	4/27/2011	2012				3	3	0	4	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71025715	BARDSTOWN	38.1380528	-85.5814991	4.663	7/15/2011	709	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAWN	N
71245838	BARDSTOWN	38.13806667	-85.58146667	4.663	12/29/2012	1456	WINGFIELD			2	2	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70946163	BARDSTOWN	38.138062	-85.5815431	4.664	12/28/2010	655	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71219614	BARDSTOWN	38.1380587	-85.581514	4.664	10/30/2012	1603	BARTLEY			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70917740	BARDSTOWN	38.1380688	-85.5815643	4.665	10/27/2010	1651	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71245837	BARDSTOWN	38.1380732	-85.5815114	4.665	12/29/2012	1455	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
306539	BARDSTOWN	38.13811667	-85.5815	4.667	10/28/2010	1730	BARTLEY			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	
70901906	BARDSTOWN	38.1380968	-85.5815684	4.667	9/20/2010	1745	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71016233	BARDSTOWN	38.1381048	-85.5815081	4.667	6/22/2011	1736	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71036023	BARDSTOWN	38.1381514	-85.5816281	4.672	8/11/2011	2353				1	1	0	2	CLEAR	N	RAN OFF ROADWAY (1 VEHICLE WITH/EARTH EMBANKMENT/DITCH)	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71126914	BARDSTOWN	38.1382241	-85.5815731	4.676	3/13/2012	1559	CEDAR CREEK	WINGFIELD		2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70853937	BARDSTOWN	38.138252	-85.5815818	4.677	5/22/2010	1805				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71159646	BARDSTOWN	38.1383208	-85.5816235	4.683	6/1/2012	1158	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71110554	BARDSTOWN	38.138453	-85.581738	4.694	1/2/2012	947	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71129597	BARDSTOWN	38.1385184	-85.5817792	4.699	3/20/2012	1627	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70915966	BARDSTOWN	38.1386386	-85.5816981	4.705	10/22/2010	1535				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70916208	BARDSTOWN	38.1386397	-85.5817835	4.706	10/25/2010	818	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70802348	BARDSTOWN	38.1386605	-85.5817885	4.708	1/11/2010	1400	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71051978	BARDSTOWN	38.1386761	-85.5817912	4.709	9/19/2011	951	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70824742	BARDSTOWN	38.1387228	-85.5818045	4.712	3/8/2010	2021	I265 N EXIT17 OFF RAMP TO US31E	BARTLEY		2	2	0	2	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70821548	BARDSTOWN	38.1387359	-85.5818163	4.713	2/26/2010	1716	WINGFIELD	BARTLEY		2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71233890	BARDSTOWN	38.1387167	-85.5818289	4.713	11/30/2012	1645	US31E	BARTLEY		3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70991052	BARDSTOWN	38.1388443	-85.5817001	4.719	4/21/2011	1730	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71117907	BARDSTOWN	38.1388518	-85.5818529	4.721	2/18/2012	1120	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70876691	BARDSTOWN	38.138896	-85.5818622	4.724	7/17/2010	1305	BARTLEY	WINGFIELD		3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70904143	BARDSTOWN	38.1388945	-85.5819304	4.726	9/25/2010	2335	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70944356	BARDSTOWN	38.1389613	-85.5819231	4.73	12/23/2010	1216				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71192245	BARDSTOWN	38.1389646	-85.5819476	4.731	8/24/2012	1829				4	4	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71094722	BARDSTOWN	38.1390726	-85.5817296	4.735	12/21/2011	1324	I265 N EXIT17 OFF RAMP TO US31E	WINGFIELD		2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71117763	BARDSTOWN	38.1390723	-85.5819762	4.738	2/17/2012	854	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70951187	BARDSTOWN	38.1391902	-85.5820519	4.747	1/7/2011	1757				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71151206	BARDSTOWN	38.1392374	-85.5820671	4.75	5/13/2012	1803	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71097924	BARDSTOWN	38.1392369	-85.5821841	4.753	12/29/2011	1716				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
71198002	BARDSTOWN	38.139277	-85.5820842	4.753	9/9/2012	1801				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71078109	BARDSTOWN	38.1392897	-85.5820862	4.754	11/15/2011	1830	I265 N EXIT17 OFF RAMP TO US31E	BARTLEY		2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
71151856	BARDSTOWN	38.1392804	-85.5820928	4.754	5/14/2012	900				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71050807	BARDSTOWN	38.13932	-85.5820942	4.756	9/15/2011	1535	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71105201	BARDSTOWN	38.1393293	-85.5821075	4.757	1/15/2012	1351				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70922447	BARDSTOWN	38.1393345	-85.5821551	4.758	11/5/2010	1241	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71093777	BARDSTOWN	38.1393342	-85.5821522	4.758	12/19/2011	1354	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71137950	BARDSTOWN	38.1393551	-85.5820636	4.759	4/11/2012	636				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
70830149	BARDSTOWN	38.1393833	-85.5820547	4.76	3/23/2010	1829	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70956903	BARDSTOWN	38.1393663	-85.5821321	4.76	1/18/2011	1316	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		3	3	0	1	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70859130	BARDSTOWN	38.1393834	-85.5821407	4.761	6/3/2010	1620	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000908	BARDSTOWN	38.1393838	-85.5821116	4.761	5/15/2011	1815	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
70852256	BARDSTOWN	38.1394064	-85.5821601	4.763	5/16/2010	1508	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70922230	BARDSTOWN	38.1394378	-85.5821732	4.765	11/4/2010	1057	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176173	BARDSTOWN	38.1394177	-85.5821973	4.765	7/15/2012	1117				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71100452	BARDSTOWN	38.1394505	-85.5821747	4.766	1/5/2012	844	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70936587	BARDSTOWN	38.1394492	-85.5821927	4.767	11/7/2010	1555	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70982372	BARDSTOWN	38.139465	-85.5821774	4.767	3/30/2011	557				3	3	0	1	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71023654	BARDSTOWN	38.1394514	-85.5822121	4.767	7/11/2011	1751	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71192779	BARDSTOWN	38.1394533	-85.5821113	4.767	8/27/2012	1653				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70818940	BARDSTOWN	38.1394668	-85.5821867	4.768	2/18/2010	1440	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70883407	BARDSTOWN	38.1395123	-85.5821606	4.77	8/4/2010	1641				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70904118	BARDSTOWN	38.1395042	-85.5822042	4.77	9/25/2010	1128	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70837315	BARDSTOWN	38.1395125	-85.5822087	4.771	4/9/2010	2300	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70915859	BARDSTOWN	38.1395115	-85.5822061	4.771	10/19/2010	1658	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71204365	BARDSTOWN	38.1395094	-85.582198	4.771	9/25/2012	1125	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	1	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71223448	BARDSTOWN	38.1395193	-85.582212	4.771	11/7/2012	530	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	1	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70845364	BARDSTOWN	38.1395318	-85.582211	4.772	5/1/2010	1402	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70907631	BARDSTOWN	38.1395296	-85.5822144	4.772	10/4/2010	1242	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70965367	BARDSTOWN	38.139535	-85.5821827	4.772	2/12/2011	1737	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	2	CLEAR	N	REAR END - ONE VEHICLE TURNING RIGHT	REAR END	STRAIGHT & LEVEL	DUSK	N
71029366	BARDSTOWN	38.1395149	-85.5822384	4.772	7/26/2011	2236	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71029964	BARDSTOWN	38.1395378	-85.5821944	4.772	7/28/2011	1144	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71107140	BARDSTOWN	38.1395431	-85.5822068	4.773	1/20/2012	1608	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70973394	BARDSTOWN	38.1395601	-85.5822302	4.774	3/5/2011	1554	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71107251	BARDSTOWN	38.1396013	-85.5821357	4.775	1/22/2012	838				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	Y
71159756	BARDSTOWN	38.1395512	-85.5822636	4.775	6/2/2012	530	I265 N EXIT17 OFF RAMP TO US31E			3	3	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAWN	Y
71204118	BARDSTOWN	38.1395865	-85.5822689	4.777	9/20/2012	653	WINGFIELD			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAWN	N
70977568	BARDSTOWN	38.1396019	-85.5822949	4.778	3/16/2011	1850	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71068522	BARDSTOWN	38.1396214	-85.5822663	4.779	10/26/2011	1122		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945001	BARDSTOWN	38.1396333	-85.5822585	4.78	12/21/2010	1524		I265 N EXIT17 OFF RAMP TO US31E	BARTLEY	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71185196	BARDSTOWN	38.1397384	-85.5822373	4.786	8/7/2012	1719	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70800149	BARDSTOWN	38.1397182	-85.5823356	4.787	1/6/2010	1753		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70958002	BARDSTOWN	38.1397268	-85.5823108	4.787	1/24/2011	1710		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71120301	BARDSTOWN	38.1397341	-85.5823087	4.787	2/26/2012	1430				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70824188	BARDSTOWN	38.1397339	-85.5823649	4.788	3/6/2010	1822	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70962474	BARDSTOWN	38.1397314	-85.5823424	4.788	2/4/2011	1853	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70891774	BARDSTOWN	38.1398441	-85.5823652	4.795	8/26/2010	1453				2	2	0	0	CLEAR	N	OTHER COLLISIONS ON SHOULDER	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
71222485	BARDSTOWN	38.1397997	-85.5822892	4.798	11/5/2012	1655		US31E	US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71072087	BARDSTOWN	38.1398928	-85.5823973	4.799	11/2/2011	1553	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	OTHER INTERSECTION COLLISIONS	REAR TO REAR	STRAIGHT & LEVEL	DAYLIGHT	N
71195739	BARDSTOWN	38.1398823	-85.5824234	4.799	9/4/2012	745	I265 N EXIT17 ON RAMP FROM US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71081036	BARDSTOWN	38.1399152	-85.58239	4.801	11/21/2011	1740				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70842738	BARDSTOWN	38.1399982	-85.5823828	4.806	4/24/2010	1355	WINGFIELD	I265 N EXIT17 OFF RAMP TO US31E		3	3	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71027599	BARDSTOWN	38.1400285	-85.582397	4.808	7/21/2011	605				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAWN	N
71084749	BARDSTOWN	38.1400618	-85.5824636	4.811	11/29/2011	1812				2	2	0	2	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71025762	BARDSTOWN	38.1400375	-85.5825553	4.812	7/15/2011	1835		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70884857	BARDSTOWN	38.1401623	-85.5824683	4.818	8/9/2010	1730		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70806621	BARDSTOWN	38.1402127	-85.5824754	4.822	1/21/2010	1911		I265 N EXIT17 ON RAMP FROM US31E	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70941359	BARDSTOWN	38.1401993	-85.5825479	4.822	12/15/2010	1818				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71150070	BARDSTOWN	38.1402365	-85.5825117	4.824	5/10/2012	1312				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71149042	BARDSTOWN	38.1402593	-85.5826485	4.828	5/7/2012	1746		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71083401	BARDSTOWN	38.1403658	-85.5825834	4.833	11/27/2011	1953				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71092109	BARDSTOWN	38.1403207	-85.5827376	4.834	12/15/2011	420				1	1	0	0	RAINING	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70976045	BARDSTOWN	38.1403882	-85.5826068	4.835	3/12/2011	1231		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	3	3	0	3	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70834352	BARDSTOWN	38.1405215	-85.5826691	4.845	4/2/2010	1712		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244534	BARDSTOWN	38.1407552	-85.5827554	4.862	12/23/2012	1220	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71020617	BARDSTOWN	38.1409187	-85.5828601	4.874	7/3/2011	1522				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71233904	BARDSTOWN	38.1409122	-85.5828849	4.875	11/30/2012	1900		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71076558	BARDSTOWN	38.141123	-85.5829001	4.888	11/11/2011	1146	I265 N EXIT17 O

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71096266	BARDSTOWN	38.1416175	-85.5832165	4.926	12/22/2011	1236		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71159697	BARDSTOWN	38.1415027	-85.5828194	4.927	6/2/2012	1300				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70876621	BARDSTOWN	38.141685	-85.5832599	4.932	7/15/2010	1730		I265 S EXIT17 ON RAMP FROM US31E	I265 N EXIT17 OFF RAMP TO US31E	4	4	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71207200	BARDSTOWN	38.1416829	-85.5832661	4.932	10/1/2012	1751		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
70972517	BARDSTOWN	38.14171667	-85.58328333	4.934	3/3/2011	1651		I265 S EXIT17 ON RAMP FROM US31E	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
1943197	BARDSTOWN	38.14173333	-85.58326667	4.935	8/21/2011	1630				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
71215307	BARDSTOWN	38.1417558	-85.5832745	4.936	10/20/2012	1310				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70972516	BARDSTOWN	38.1417525	-85.5832921	4.937	3/3/2011	1651		I265 S EXIT17 ON RAMP FROM US31E	I265 N EXIT17 OFF RAMP TO US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71139346	BARDSTOWN	38.1417465	-85.5833554	4.938	4/13/2012	1601				3	3	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71244602	BARDSTOWN	38.1417565	-85.5832097	4.939	12/23/2012	1835	I265 N EXIT17 ON RAMP FROM US31E N			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71034621	BARDSTOWN	38.1418449	-85.5832899	4.942	8/8/2011	1445		I265 N EXIT17 OFF RAMP TO US31E	I265 N EXIT17 ON RAMP FROM US31E	3	3	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71084745	BARDSTOWN	38.1418869	-85.5832833	4.945	11/29/2011	1754				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71172653	BARDSTOWN	38.1419083	-85.5833443	4.948	7/5/2012	1930		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70898451	BARDSTOWN	38.1419112	-85.5833852	4.949	9/12/2010	219	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	1	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71004126	BARDSTOWN	38.1419418	-85.583404	4.951	5/21/2011	2025		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70922951	BARDSTOWN	38.1419786	-85.583403	4.953	11/8/2010	1746		I265 S EXIT17 ON RAMP FROM US31E	I265 N EXIT17 OFF RAMP TO US31E	4	4	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71200569	BARDSTOWN	38.1419684	-85.5834022	4.953	9/14/2012	1603		I265 S EXIT17 ON RAMP FROM US31E	I265 N EXIT17 OFF RAMP TO US31E	3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
662011	BARDSTOWN	38.142	-85.58341667	4.954	8/15/2011	1735	I265			3	3	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	
70844109	BARDSTOWN	38.1420092	-85.5834398	4.956	4/28/2010	1614				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945037	BARDSTOWN	38.1420436	-85.5834811	4.959	12/23/2010	1800		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70869415	BARDSTOWN	38.1421223	-85.5833031	4.961	6/30/2010	1430	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70844111	BARDSTOWN	38.1420999	-85.5834807	4.963	4/28/2010	1638		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71041852	BARDSTOWN	38.1421555	-85.5834485	4.965	8/26/2011	1229		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71056243	BARDSTOWN	38.142131	-85.5834986	4.965	9/28/2011	1519				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71158078	BARDSTOWN	38.1421493	-85.583462	4.965	5/26/2012	1556				5	5	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71221866	BARDSTOWN	38.1421034	-85.5833964	4.965	11/2/2012	1912	I265 EXIT17 ON RAMP FROM US31E S			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70971782	BARDSTOWN	38.1421518	-85.583507	4.966	3/1/2011	1559		I265 N EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151188	BARDSTOWN	38.1421418	-85.5835251	4.966	5/13/2012	1554				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71060618	BARDSTOWN	38.1421685	-85.5834763	4.967	10/9/2011	1853		I265 S EXIT17 ON RAMP FROM US31E	I265 N EXIT17 OFF RAMP TO US31E	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70851334	BARDSTOWN	38.1422132	-85.5835225	4.971	5/7/2010	1630				2	2	0	1	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71168155	BARDSTOWN	38.1422555	-85.583496	4.976	6/23/2012	1316	I265 EXIT17 ON RAMP FROM US31E S			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71218278	BARDSTOWN	38.1423103	-85.5834907	4.976	10/27/2012	1303	I265 EXIT17 ON RAMP FROM US31E N			3	3	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70830147	BARDSTOWN	38.1423031	-85.5835669	4.977	3/23/2010	1811	I265 S EXIT17 ON RAMP FROM US31E			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71001763	BARDSTOWN	38.1423319	-85.583559	4.979	5/17/2011	1206	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71052560	BARDSTOWN	38.142316	-85.5836285	4.979	9/19/2011	1505				2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70805110	BARDSTOWN	38.1425985	-85.5837106	4.999	1/16/2010	1220				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70973698	BARDSTOWN	38.1426208	-85.5837022	5	3/7/2011	1443	I265 N EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71209616	BARDSTOWN	38.1426876	-85.5836576	5.003	10/6/2012	1903		I265 EXIT17 ON RAMP FROM US31E N	I265 EXIT17 OFF RAMP TO US31E	2	2	0	1	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
70818049	BARDSTOWN	38.1427528	-85.5838098	5.011	2/18/2010	853		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT17 ON RAMP FROM US31E	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
71198992	BARDSTOWN	38.1427903	-85.5837943	5.013	9/11/2012	2116	I265 S EXIT17 ON RAMP FROM US31E			2	2	0	0	CLEAR	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	CURVE & LEVEL	DARK-HWY LIGHTED/ON	N
70976013	BARDSTOWN	38.1428137	-85.5837809	5.014	3/11/2011	1813		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
70868240	BARDSTOWN	38.1428456	-85.5837882	5.017	6/28/2010	1028		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70929330	BARDSTOWN	38.1428707	-85.5838372	5.019	11/19/2010	1635				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70907211	BARDSTOWN	38.142952	-85.5838768	5.025	10/2/2010	2032				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71099170	BARDSTOWN	38.1431121	-85.5839691	5.037	1/2/2012	1052				3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71240812	BARDSTOWN	38.1431806	-85.5840221	5.043	12/16/2012	1643				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71208763	BARDSTOWN	38.1433319	-85.5840015	5.052	10/4/2012	1647		I265 EXIT17 OFF RAMP TO US31E	I265 EXIT17 ON RAMP FROM US31E N	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71039789	BARDSTOWN	38.1433465	-85.5840943	5.055	8/20/2011	1336		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70930041	BARDSTOWN	38.143391	-85.5841017	5.058	11/22/2010	1746		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71004145	BARDSTOWN	38.1433896	-85.5841091	5.058	5/22/2011	1640		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT17 OFF RAMP TO US31E	4	4	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71120206	BARDSTOWN	38.1434497	-85.5840932	5.061	2/25/2012	1355		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71177773	BARDSTOWN	38.1434881	-85.584052	5.063	7/11/2012	1641		I265 EXIT17 OFF RAMP TO US31E	I265 EXIT17 ON RAMP FROM US31E N	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71220160	BARDSTOWN	38.1434665	-85.5841483	5.063	8/13/2012	1353		I265 S EXIT17 ON RAMP FROM US31E	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	1	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71230622	BARDSTOWN	38.1434794	-85.5841012	5.064	11/21/2012	1540				2	2	0	2	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71026015	BARDSTOWN	38.1435008	-85.5840923	5.065	7/18/2011	1014	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71026015	BARDSTOWN	38.1435008	-85.5840923	5.065	7/18/2011	1014	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71026015	BARDSTOWN	38.1435008	-85.5840923	5.065	7/18/2011	1014	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71026015	BARDSTOWN	38.1435008	-85.5840923	5.065	7/18/2011	1014	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71085713	BARDSTOWN	38.1435092	-85.5841619	5.066	12/1/2011	1342		I265 S EXIT17 OFF RAMP TO US31E	I265 S EXIT17 ON RAMP FROM US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71171356	BARDSTOWN	38.1435393	-85.584103	5.067	7/2/2012	1358	I265 EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71065017	BARDSTOWN	38.1435484	-85.5841802	5.069	10/19/2011	1041	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70868496	BARDSTOWN	38.1436034	-85.5841199	5.072	6/28/2010	1512				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70913138	BARDSTOWN	38.1435826	-85.5841935	5.072	10/17/2010	30	I265 S EXIT17 ON RAMP FROM US31E			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70954344	BARDSTOWN	38.1435809	-85.584195	5.072	1/14/2011	2052	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
70980252	BARDSTOWN	38.1435926	-85.5841899	5.072	3/18/2011	1240	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70987352	BARDSTOWN	38.1435935	-85.5841881	5.072	4/12/2011	1500	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70997812	BARDSTOWN	38.1435867	-85.5841877	5.072	5/5/2011	1743	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71023607	BARDSTOWN	38.1435845	-85.5841856	5.072	7/11/2011	1644	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71061179	BARDSTOWN	38.1435836	-85.5841846	5.072	10/11/2011	1201	I265 S EXIT17 OFF RAMP TO US31E			3	3	0	2	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71063497	BARDSTOWN	38.1435899	-85.5841853	5.072	10/13/2011	847	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	1	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71147979	BARDSTOWN	38.1435881	-85.5841885	5.072	5/4/2012	1750	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	CURVE & LEVEL	DAYLIGHT	N
71028384	BARDSTOWN	38.1435939	-85.5841935	5.073	7/22/2011	2355	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71184143	BARDSTOWN	38.1436052	-85.5841933	5.073	8/3/2012	1905	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70936590	BARDSTOWN	38.1436164	-85.5841957	5.074	12/7/2010	1551	I265 S EXIT17 OFF RAMP TO US31E			5	5	0	4	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71028909	BARDSTOWN	38.1436184	-85.5842128	5.074	7/25/2011	949	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71076717	BARDSTOWN	38.1436165	-85.5841934	5.074	11/12/2011	1830	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71143553	BARDSTOWN	38.1436324	-85.5842172	5.075	4/10/2012	1651				2	2	0	1	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70917198	BARDSTOWN	38.1436396	-85.5842112	5.076	10/26/2010	1246	I265 S EXIT17 OFF RAMP TO US31E			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71214571	BARDSTOWN	38.1437648	-85.584277	5.085	10/19/2012	1050		BROOKRIDGE VILLAGE	CEDAR SPRINGS	2	2	0	1	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71006961	BARDSTOWN	38.1437727	-85.5842916	5.086	5/28/2011	2219				2	2	0	0	BLOWING SAND/SOIL/DIRT/SNOW	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70902603	BARDSTOWN	38.1438061	-85.5842902	5.088	9/22/2010	936				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70882643	BARDSTOWN	38.1437864	-85.5843649	5.089	8/3/2010	1722		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70893619	BARDSTOWN	38.1438444	-85.5843148	5.091	8/31/2010	1748				4	4	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70868846	BARDSTOWN	38.1438614	-85.5843258	5.092	6/29/2010	1512	I265 S EXIT17 ON RAMP FROM US31E			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70943153	BARDSTOWN	38.1438718	-85.5843389	5.093	12/20/2010	1629		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71178976	BARDSTOWN	38.1438657	-85.5843443	5.093	7/21/2012	2207				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70874073	BARDSTOWN	38.1439897	-85.5843954	5.102	7/11/2010	1539				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70983607	BARDSTOWN	38.1440013	-85.5844219	5.103	4/1/2011	1707	I265 S EXIT17 OFF RAMP TO US31E			3	3	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70955469	BARDSTOWN	38.1440503	-85.5843968	5.106	1/19/2011	1812		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DUSK	N
71013740	BARDSTOWN	38.1440839	-85.5844418	5.109	6/15/2011	1730		I265 S EXIT17 OFF RAMP TO US31E	BROOKRIDGE VILLAGE	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71096303	BARDSTOWN	38.1440921	-85.5844296	5.109	12/22/2011	1730		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70997780	BARDSTOWN	38.14409	-85.5844436	5.11	5/2/2011	2033		BROOKRIDGE VILLAGE	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70883447	BARDSTOWN	38.1441483	-85.5843795	5.112	8/4/2010	1517		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70936565	BARDSTOWN	38.1441531	-85.5844394	5.114	12/7/2010	1118				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71182549	BARDSTOWN	38.1441777	-85.5844727	5.116	7/31/2012	1727		BROOKRIDGE VILLAGE	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70841279	BARDSTOWN	38.1442457	-85.5844918	5.121	4/21/2010	1659				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71073532	BARDSTOWN	38.1442943	-85.584536	5.125	11/4/2011	1534		CEDAR SPRINGS	BROOKRIDGE VILLAGE	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71195426	BARDSTOWN	38.1443611	-85.5845025	5.128	9/1/2012	1345				3	3	0	2	CLOUDY	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70810936	BARDSTOWN	38.1443523	-85.5845785	5.129	2/1/2010	1918		BROOKRIDGE VILLAGE	I265 S EXIT17 OFF RAMP TO US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70892719	BARDSTOWN	38.144439	-85.5846306	5.136	8/28/2010	1724		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	2	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70922221	BARDSTOWN	38.1444627	-85.5845972	5.137	11/3/2010	1727		CEDAR SPRINGS	I265 S EXIT17 OFF RAMP TO US31E	3	3	0	3	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71151167	BARDSTOWN	38.1445349	-85.5846323	5.142	5/13/2012	1221		BROOKRIDGE VILLAGE	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70948915	BARDSTOWN	38.1445464	-85.5846471	5.143	1/4/2011	1625				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70870036	BARDSTOWN	38.1445613	-85.5846243	5.144	7/2/2010	1020		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70919124	BARDSTOWN	38.1445673	-85.5846639	5.145	10/29/2010	1722		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71080048	BARDSTOWN	38.1446001	-85.5845737	5.145	11/19/2011	1037				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70962511	BARDSTOWN	38.1446429	-85.5846781	5.15	2/5/2011	1257		CEDAR SPRINGS	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	SNOWING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70896897	BARDSTOWN	38.1447039	-85.5847013	5.154	9/7/2010	1405		CEDAR SPRINGS	I265 S EXIT17 OFF RAMP TO US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70872532	BARDSTOWN	38.144734	-85.5847445	5.157	7/8/2010	1500	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71000836	BARDSTOWN	38.1447367	-85.584746	5.157	5/14/2011	1521				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71176013	BARDSTOWN	38.1447527	-85.5847435	5.158	7/13/2012	1610				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
70936087	BARDSTOWN	38.144771	-85.5847637	5.16	12/5/2010	2145		I265 S EXIT17 ON RAMP FROM US31E	CEDAR SPRINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70822541	BARDSTOWN	38.1447841	-85.5847731	5.161	3/2/2010	1553		BROOKRIDGE VILLAGE	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015893	BARDSTOWN	38.144814	-85.5847547	5.162	6/21/2011	1406		BROOKRIDGE VILLAGE	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70971801	BARDSTOWN	38.1448897	-85.5847573	5.167	3/1/2011	2022				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71004073	BARDSTOWN	38.1448868	-85.5847666	5.167	5/20/2011	1815	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71208319	BARDSTOWN	38.1448939	-85.5848219	5.169	10/3/2012	2036		BROOKRIDGE VILLAGE	CEDAR SPRINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70900436	BARDSTOWN	38.1449775	-85.5848174	5.174	9/14/2010	1327		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70989697	BARDSTOWN	38.1449756	-85.5848568	5.175	4/18/2011	1705				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70852081	BARDSTOWN	38.1450158	-85.5847856	5.176	5/17/2010	1745	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70981618	BARDSTOWN	38.1449867	-85.5848657	5.176	3/28/2011	1018				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & HILLCREST	DAYLIGHT	N
71132515	BARDSTOWN	38.1450183	-85.5848414	5.177	3/28/2012	1600	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70810226	BARDSTOWN	38.1450543	-85.5848974	5.181	1/29/2010	1858	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71004317	BARDSTOWN	38.1451096	-85.5849138	5.185	5/23/2011	1616	BROOKRIDGE VILLAGE			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70798698	BARDSTOWN	38.1451279	-85.5849337	5.186	1/4/2010	742		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	SNOWING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70986824	BARDSTOWN	38.1451394	-85.5848761	5.186	4/11/2011	1140	CEDAR SPRINGS			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71012056	BARDSTOWN	38.1451391	-85.5849013	5.186	6/10/2011	1618		BROOKRIDGE VILLAGE	I265 S EXIT17 OFF RAMP TO US31E	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71168228	BARDSTOWN	38.1451392	-85.5849407	5.187	6/24/2012	1207	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70879461	BARDSTOWN	38.1451439	-85.5849546	5.188	7/26/2010	1145	CEDAR SPRINGS			1	1	0	0	CLOUDY	N	OTHER INTERSECTION COLLISIONS	SINGLE VEHICLE	STRAIGHT & GRADE	DAYLIGHT	N
71135442	BARDSTOWN	38.1451385	-85.584979	5.188	4/4/2012	1721				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70851443	BARDSTOWN	38.1451714	-85.5849572	5.189	5/16/2010	812		CEDAR SPRINGS	I265 S EXIT17 OFF RAMP TO US31E	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - OPPOSITE DIRECTION	SIDESWIPE-OPPOSITE DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70896847	BARDSTOWN	38.1451703	-85.5849538	5.189	9/6/2010	1554	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70900456	BARDSTOWN	38.1451703	-85.5849407	5.189	9/14/2010	1656	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70922588	BARDSTOWN	38.1451714	-85.584951	5.189	11/7/2010	1053	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70959754	BARDSTOWN	38.1451703	-85.5849144	5.189	1/29/2011	2020		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DUSK	N
71086614	BARDSTOWN	38.145203	-85.5848447	5.189	12/2/2011	1351	CEDAR SPRINGS			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71086852	BARDSTOWN	38.1451807	-85.5849406	5.19	12/4/2011	1858		CEDAR SPRINGS	I265 S EXIT17 ON RAMP FROM US31E	2	2	0	0	RAINING	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DARK-HWY NOT LIGHTED	N
70801956	BARDSTOWN	38.1451979	-85.5849619	5.191	1/11/2010	1350	CEDAR SPRINGS			2	2	0	0	SNOWING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70821628	BARDSTOWN	38.1451917	-85.5849632	5.191	2/28/2010	1643	BROOKRIDGE VILLAGE			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70826943	BARDSTOWN	38.1451938	-85.5849643	5.191	3/13/2010	1502	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70853855	BARDSTOWN	38.1452	-85.58496667	5.191	5/20/2010	1959	CEDAR SPRINGS			2	2	0	0	CLOUDY	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70867858	BARDSTOWN	38.1451968	-85.5849623	5.191	6/25/2010	1203	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70922517	BARDSTOWN	38.1451939	-85.584974	5.191	11/6/2010	710	CEDAR SPRINGS			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
70925314	BARDSTOWN	38.1451932	-85.5849612	5.191	11/12/2010	1111	CEDAR SPRINGS			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
70957164	BARDSTOWN	38.145193	-85.5849638	5.191	1/24/2011	851	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70977695	BARDSTOWN	38.1452001	-85.5849626	5.191	3/16/2011	1104	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71013802	BARDSTOWN	38.1451859	-85.5849802	5.191	6/16/2011	1247	CEDAR SPRINGS			2	2	0	1	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71080893	BARDSTOWN	38.1451985	-85.5849267	5.191	11/21/2011	1250	CEDAR SPRINGS			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71093505	BARDSTOWN	38.1451893	-85.5849606	5.191	12/18/2011	1244	BROOKRIDGE VILLAGE			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71103162	BARDSTOWN	38.1451821	-85.5849924	5.191	1/11/2012	1900	CEDAR SPRINGS			2	2	0	0	RAINING	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71126954	BARDSTOWN	38.1451956	-85.5849679	5.191	3/14/2012	2034	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71198427	BARDSTOWN	38.1451937	-85.5849641	5.191	9/10/2012	1505	CEDAR SPRINGS			3	3	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71212190	BARDSTOWN	38.1451945	-85.5849634	5.191	10/12/2012	830	CEDAR SPRINGS			2	2	0	1	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70823011	BARDSTOWN	38.1452036	-85.5849676	5.192	3/3/2010	1940	BROOKRIDGE VILLAGE			3	3	0	0	CLOUDY	Y	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70917204	BARDSTOWN	38.145202	-85.584969	5.192	10/26/2010	1310	CEDAR SPRINGS			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70949854	BARDSTOWN	38.1452253	-85.5849147	5.192	1/6/2011	710	BROOKRIDGE VILLAGE			2	2	0	0	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70991928	BARDSTOWN	38.1452057	-85.5849694	5.192	4/22/2011	1816	BROOKRIDGE VILLAGE			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70998324	BARDSTOWN	38.1452126	-85.5849652	5.192	5/9/2011	1249	CEDAR SPRINGS			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71025801	BARDSTOWN	38.1452102	-85.5849723	5.192	7/16/2011	1622	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71058378	BARDSTOWN	38.1452041	-85.5849688	5.192	10/3/2011	1101	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71071551	BARDSTOWN	38.1452039	-85.584969	5.192	11/1/2011	2225	CEDAR SPRINGS			2	2	0	2	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71128303	BARDSTOWN	38.1452127	-85.5849504	5.192	3/17/2012	1547	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71132467	BARDSTOWN	38.1452066	-85.5849664	5.192	3/28/2012	1507	CEDAR SPRINGS			2	2	0	1	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71157960	BARDSTOWN	38.145212	-85.5849535	5.192	5/29/2012	1025	BROOKRIDGE VILLAGE			2	2	0	0	RAINING	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71209623	BARDSTOWN	38.1452041	-85.5849818	5.192	10/6/2012	2040	CEDAR SPRINGS			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71235004	BARDSTOWN	38.1452066	-85.5849721	5.192	12/3/2012	1626	CEDAR SPRINGS			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70914670	BARDSTOWN	38.1452246	-85.5849433	5.193	10/20/2010	1610	BROOKRIDGE VILLAGE			2	2	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70932284	BARDSTOWN	38.1452145	-85.5849744	5.193	11/29/2010	736				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70935245	BARDSTOWN	38.1452243	-85.584978	5.193	12/2/2010	2042		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70956939	BARDSTOWN	38.1452237	-85.5849632	5.193	1/21/2011	1550				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	CURVE & LEVEL	DAYLIGHT	N
70988026	BARDSTOWN	38.1452182	-85.5849808	5.193	4/12/2011	1203	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71103164	BARDSTOWN	38.14521667	-85.58505	5.194	1/11/2012	1900	CEDAR SPRINGS			3	3	0	0	RAINING	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	Y
70901913	BARDSTOWN	38.1452452	-85.5849786	5.195	9/20/2010	1806				2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71210544	BARDSTOWN	38.1451391	-85.5849276	5.195	10/4/2012	1240				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70873483	BARDSTOWN	38.1452556	-85.5850098	5.196	7/10/2010	1423				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70821623	BARDSTOWN	38.1452705	-85.5850019	5.197	2/28/2010	1503		CEDARLOOK	BROOKRIDGE VILLAGE	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70894065	BARDSTOWN	38.1452705	-85.585012	5.197	9/1/2010	2008				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70997014	BARDSTOWN	38.1453052	-85.5849166	5.197	5/4/2011	2158	CEDAR SPRINGS			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70958718	BARDSTOWN	38.1453058	-85.5849806	5.199	1/27/2011	1835	BROOKRIDGE VILLAGE			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING RIGHT	ANGLE	STRAIGHT & GRADE	DARK-HWY LIGHTED/ON	N
71127426	BARDSTOWN	38.1453004	-85.5850125	5.199	3/15/2012	1740	BROOKRIDGE VILLAGE			2	2	0	1	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71083158	BARDSTOWN	38.1453552	-85.5850368	5.203	11/24/2011	2340				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71165524	BARDSTOWN	38.1453594	-85.5850372	5.204	6/17/2012	1427	CEDARLOOK			2	2	0	1	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244532	BARDSTOWN	38.1453781	-85.5850191	5.205	12/23/2012	1111	CEDAR SPRINGS			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71174887	BARDSTOWN	38.145405	-85.5850765	5.207	7/12/2012	843				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70827007	BARDSTOWN	38.1454356	-85.5850776	5.209	3/15/2010	1247		CEDAR SPRINGS	CEDARLOOK	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70885035	BARDSTOWN	38.1454758	-85.5851288	5.213	8/10/2010	839		CEDAR SPRINGS	CEDARLOOK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71233844	BARDSTOWN	38.1454969	-85.5851172	5.214	11/25/2012	2030				2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70865169	BARDSTOWN	38.1455576	-85.5850474	5.217	6/18/2010	1532				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71058146	BARDSTOWN	38.1455858	-85.5851238	5.22	10/2/2011	1506	CEDAR SPRINGS	CEDARLOOK		2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70971768	BARDSTOWN	38.1456688	-85.5850711	5.225	3/1/2011	1139		CEDARLOOK	CEDAR SPRINGS	2	2	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70969313	BARDSTOWN	38.1458181	-85.5852727	5.239	2/23/2011	1749		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015854	BARDSTOWN	38.1458988	-85.585254	5.244	6/20/2011	1705				3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70982032	BARDSTOWN	38.1460126	-85.5853516	5.253	3/29/2011	1750		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70819000	BARDSTOWN	38.1460637	-85.5853462	5.257	2/20/2010	1401		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70865804	BARDSTOWN	38.1460644	-85.5853844	5.258	6/20/2010	1422		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70894025	BARDSTOWN	38.1460717	-85.5853861	5.258	9/1/2010	1252		CEDARLOOK	CEDAR SPRINGS	2	2	0	1	CLOUDY	Y	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & GRADE	DAYLIGHT	N
71009410	BARDSTOWN	38.1461218	-85.5853844	5.261	6/4/2011	1546		CEDARLOOK	BROOKRIDGE VILLAGE	3	3	0	1	CLEAR	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70833267	BARDSTOWN	38.1461957	-85.5854494	5.268	3/31/2010	1344		CEDARLOOK	BROOKRIDGE VILLAGE	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71145272	BARDSTOWN	38.1461989	-85.5855562	5.27	4/28/2012	1353		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71160794	BARDSTOWN	38.1462268	-85.5854428	5.27	6/4/2012	1712				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70944992	BARDSTOWN	38.1464348	-85.585562	5.286	12/15/2010	1517		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70876755	BARDSTOWN	38.1465232	-85.5856075	5.293	7/19/2010	1401				2	2	0	0	CLOUDY	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71183984	BARDSTOWN	38.1465254	-85.5856048	5.293	8/2/2012	1008	CEDARLOOK			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70967971	BARDSTOWN	38.146557	-85.5855763	5.294	2/19/2011	1225		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71153281	BARDSTOWN	38.146586	-85.5856839	5.298	5/17/2012	1824				2	2	0	0	CLEAR	Y	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70832024	BARDSTOWN	38.1466601	-85.5856788	5.303	3/27/2010	1245		BROOKRIDGE VILLAGE	CEDARLOOK	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70826878	BARDSTOWN	38.1466733	-85.5856556	5.304	3/12/2010	1548		CEDARLOOK	CEDAR SPRINGS	3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70981617	BARDSTOWN	38.1467956	-85.5857367	5.313	3/28/2011	1036		CEDARLOOK	CEDAR SPRINGS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70884260	BARDSTOWN	38.1468136	-85.5857579	5.315	8/7/2010	1411				3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70924036	BARDSTOWN	38.1468592	-85.5856673	5.316	11/10/2010	1830		CEDARLOOK	CEDAR SPRINGS	2	2	0	1	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71200624	BARDSTOWN	38.1468561	-85.5857771	5.318	9/15/2012	1615				3	3	0	1	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70878237	BARDSTOWN	38.1469197	-85.5858017	5.323	7/23/2010	938		CEDARLOOK	BROOKRIDGE VILLAGE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70874604	BARDSTOWN	38.1469468	-85.5858714	5.326	7/13/2010	1309	CEDARLOOK			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70976043	BARDSTOWN	38.1469654	-85.5858251	5.326	3/12/2011	1158		CEDARLOOK	BROOKRIDGE VILLAGE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71057638	BARDSTOWN	38.1470281	-85.5856395	5.327	10/2/2011	1725	CEDARLOOK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70901242	BARDSTOWN	38.1469896	-85.5858332	5.328	9/17/2010	1214

MASTER FILE NUMBER	ROADWAY NAME	GPS LATITUDE DECIMAL	GPS LONGITUDE DECIMAL	MILEPOINT DERIVED	COLLISION DATE	COLLISION TIME	INTERSECTION ROADWAY NAME	BETWEEN STREET ROADWAY NAME 1	BETWEEN STREET ROADWAY NAME 2	UNITS INVOLVED	MOTOR VEHICLES INVOLVED	KILLED	INJURED	WEATHER	HIT & RUN INDICATOR	DIRECTIONAL ANALYSIS	MANNER OF COLLISION	ROADWAY CHARACTER	LIGHT CONDITION	SECONDARY COLLISION INDICATOR
71192294	BARDSTOWN	38.1470418	-85.5858677	5.332	8/26/2012	5	CEDARLOOK			2	1	0	1	CLOUDY	N	COLLISION WITH PEDESTRIAN IN INTERSECTION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70806135	BARDSTOWN	38.1470582	-85.5858646	5.333	1/20/2010	1210	CEDARLOOK			2	2	0	2	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70852257	BARDSTOWN	38.1470514	-85.5858633	5.333	5/17/2010	1733	CEDARLOOK			2	2	0	1	CLOUDY	N	OPPOSITE DIRECTION - BOTH VEHICLES GOING STRAIGHT AHEAD	HEAD ON	STRAIGHT & LEVEL	DAYLIGHT	N
70884230	BARDSTOWN	38.1470505	-85.5858612	5.333	8/6/2010	1914	CEDAR SPRINGS			2	2	0	0	CLEAR	Y	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70932197	BARDSTOWN	38.1470519	-85.5858637	5.333	11/26/2010	1706	CEDAR SPRINGS			3	3	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70938841	BARDSTOWN	38.1470523	-85.5858625	5.333	12/11/2010	1711	CEDARLOOK			2	2	0	0	RAINING	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70956133	BARDSTOWN	38.1470537	-85.5858615	5.333	1/21/2011	1024	CEDARLOOK			2	2	0	0	CLOUDY	N	ANGLE COLLISION - OTHER	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70958673	BARDSTOWN	38.1470588	-85.5858639	5.333	1/26/2011	2055	CEDARLOOK			2	2	0	2	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70998020	BARDSTOWN	38.1470558	-85.5858359	5.333	5/7/2011	1408	CEDARLOOK			3	3	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71009432	BARDSTOWN	38.1470489	-85.5858607	5.333	6/5/2011	400	CEDARLOOK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71017787	BARDSTOWN	38.1470499	-85.5858782	5.333	6/26/2011	1407	CEDARLOOK			2	2	0	0	CLOUDY	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71019086	BARDSTOWN	38.1470538	-85.5858627	5.333	6/22/2011	1837	CEDAR SPRINGS			4	4	0	1	CLOUDY	N	REAR END - BOTH VEHICLES GOING STRAIGHT	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71042564	BARDSTOWN	38.1470514	-85.5858615	5.333	8/27/2011	1138	CEDARLOOK			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71061481	BARDSTOWN	38.1470522	-85.585876	5.333	10/11/2011	1704				2	2	0	0	CLEAR	N	SIDESWIPE COLLISION - SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71067058	BARDSTOWN	38.147056	-85.5858637	5.333	10/22/2011	1336	CEDARLOOK			2	2	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71097053	BARDSTOWN	38.1470518	-85.5858632	5.333	12/27/2011	1809	CEDARLOOK			2	2	0	1	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71111049	BARDSTOWN	38.1470458	-85.5858596	5.333	2/1/2012	848	CEDARLOOK			2	2	0	1	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71190499	BARDSTOWN	38.1470512	-85.5858666	5.333	8/1/2012	905	CEDARLOOK			2	2	0	2	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71232362	BARDSTOWN	38.1470513	-85.5858632	5.333	11/28/2012	952	CEDARLOOK			2	2	0	1	CLEAR	N	ANGLE COLLISION - BOTH VEHICLES GOING STRAIGHT	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70907133	BARDSTOWN	38.1470713	-85.5858566	5.334	10/1/2010	1740	CEDARLOOK			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70909333	BARDSTOWN	38.1470593	-85.5858656	5.334	10/7/2010	1131	CEDARLOOK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71039688	BARDSTOWN	38.1470612	-85.5858831	5.334	8/19/2011	1620	CEDAR SPRINGS			3	3	0	0	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71075018	BARDSTOWN	38.1470611	-85.585871	5.334	11/9/2011	1212	CEDARLOOK			2	2	0	0	RAINING	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71007466	BARDSTOWN	38.1470774	-85.585883	5.335	5/31/2011	1540	CEDARLOOK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71192925	BARDSTOWN	38.1470697	-85.5858961	5.335	8/28/2012	1041	CEDARLOOK			2	2	0	0	CLEAR	N	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DAYLIGHT	N
71245879	BARDSTOWN	38.1470818	-85.5858829	5.335	12/30/2012	2119	CEDARLOOK			2	2	0	0	CLOUDY	Y	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70889925	BARDSTOWN	38.1470938	-85.5858838	5.336	8/20/2010	1758	CEDARLOOK	SEATONVILLE		2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70954366	BARDSTOWN	38.1470925	-85.5858546	5.336	1/15/2011	1505	CEDARLOOK			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70956973	BARDSTOWN	38.1470913	-85.5858757	5.336	1/22/2011	228	CEDARLOOK			2	2	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70988027	BARDSTOWN	38.1470844	-85.5858824	5.336	4/12/2011	1515	CEDARLOOK			2	2	0	1	CLOUDY	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71096334	BARDSTOWN	38.1470925	-85.5858814	5.336	12/22/2011	2306	CEDARLOOK			2	2	0	0	RAINING	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY LIGHTED/OFF	N
71128283	BARDSTOWN	38.1470949	-85.5858879	5.336	3/17/2012	957				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70934551	BARDSTOWN	38.1471137	-85.5858813	5.337	12/3/2010	1155	CEDARLOOK			2	2	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71148443	BARDSTOWN	38.1471121	-85.5858764	5.337	5/3/2012	721				3	3	0	3	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70892659	BARDSTOWN	38.1471123	-85.5858942	5.338	8/27/2010	1621	CEDARLOOK			2	2	0	0	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70936608	BARDSTOWN	38.1471329	-85.5858502	5.338	12/7/2010	2010				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
71112136	BARDSTOWN	38.1471059	-85.5859358	5.338	2/3/2012	1348	CEDARLOOK			2	2	0	0	CLEAR	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	CURVE & LEVEL	DAYLIGHT	N
71233900	BARDSTOWN	38.1471138	-85.5859082	5.338	11/30/2012	1816	CEDARLOOK			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71210951	BARDSTOWN	38.1471411	-85.5858814	5.339	10/10/2012	1543	CEDARLOOK			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
70995004	BARDSTOWN	38.1471773	-85.5858812	5.342	4/29/2011	1545		CEDARLOOK	SEATONVILLE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71015921	BARDSTOWN	38.1471921	-85.5859188	5.344	6/21/2011	1938	CEDARLOOK			2	2	0	0	CLOUDY	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71021577	BARDSTOWN	38.1471835	-85.5859618	5.344	7/6/2011	1757				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70892645	BARDSTOWN	38.1472327	-85.5859427	5.347	8/27/2010	1455	CEDARLOOK			2	2	0	1	CLEAR	N	REAR END - OTHER	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71038993	BARDSTOWN	38.1472745	-85.5859956	5.35	8/18/2011	2120	CEDARLOOK			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70889927	BARDSTOWN	38.14728333	-85.58596667	5.351	8/20/2010	1758		CEDARLOOK	SEATONVILLE	3	3	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
70894058	BARDSTOWN	38.1473176	-85.5859754	5.354	9/1/2010	1819		CEDARLOOK	SEATONVILLE	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70945723	BARDSTOWN	38.147383	-85.585948	5.358	12/27/2010	1331		BEULAH CHURCH	CEDARLOOK	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70935408	BARDSTOWN	38.1474423	-85.5860863	5.365	12/5/2010	1711				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71165364	BARDSTOWN	38.1476153	-85.5861212	5.377	6/15/2012	1606	CEDARLOOK	BEULAH CHURCH		3	3	0	1	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71179026	BARDSTOWN	38.1476572	-85.5861483	5.381	7/22/2012	1238	CEDARLOOK	SEATONVILLE		2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70802902	BARDSTOWN	38.147716	-85.5861754	5.385	1/12/2010	1508	CEDARLOOK	SEATONVILLE		3	3	0	3	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71036002	BARDSTOWN	38.1477588	-85.5860816	5.387	8/11/2011	1606	CEDARLOOK	SEATONVILLE		2	2	0	3	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
70965358	BARDSTOWN	38.1478133	-85.5861213	5.391	2/12/2011	1637		BEULAH CHURCH	CEDARLOOK	2	2	0	1	CLEAR	N	1 VEHICLE ENTERING OR LEAVING PARKED POSITION (NOT PARKING LOT)	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70991039	BARDSTOWN	38.1477999	-85.5863075	5.394	4/21/2011	1434		SEATONVILLE	CEDARLOOK	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
71139518	BARDSTOWN	38.1478356	-85.5861971	5.394	4/15/2012	1244		CEDARLOOK	BEULAH CHURCH	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71152716	BARDSTOWN	38.147934	-85.5862908	5.403	5/9/2012	1822		CEDARLOOK	SEATONVILLE	2	2	0	0	CLEAR	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71244380	BARDSTOWN	38.1481033	-85.5862577	5.414	12/21/2012	1508		CEDARLOOK	BEULAH CHURCH	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DAYLIGHT	N
70905831	BARDSTOWN	38.1480469	-85.5864964	5.415	9/29/2010	1652		BEULAH CHURCH	CEDARLOOK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71050099	BARDSTOWN	38.1481143	-85.5862648	5.415	9/10/2011	2008		CEDARLOOK	BEULAH CHURCH	2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
70938756	BARDSTOWN	38.1481234	-85.5863315	5.417	12/10/2010	1425		CEDARLOOK	SEATONVILLE	4	4	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	Y
71115779	BARDSTOWN	38.1481726	-85.5864026	5.422	2/14/2012	901				2	2	0	0	RAINING	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71115105	BARDSTOWN	38.1482429	-85.5864759	5.428	2/12/2012	1849				2	2	0	0	CLEAR	Y	VEHICLE BACKING	BACKING	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70900562	BARDSTOWN	38.1483336	-85.5864234	5.433	9/16/2010	1105		BEULAH CHURCH	CEDARLOOK	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71147817	BARDSTOWN	38.1483476	-85.5864888	5.435	4/2/2012	1525				2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70898312	BARDSTOWN	38.1483963	-85.5865134	5.439	9/9/2010	1539		CEDARLOOK	SEATONVILLE	2	2	0	0	CLOUDY	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70820879	US42	38.3184523	-85.6236428	8.581	2/22/2010	1700				1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
71237463	SHELBYVILLE	38.2430746	-85.514012	11.443	12/7/2012	1747		AIKEN	PARK PLACE	2	2	0	0	RAINING	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & LEVEL	DUSK	N
70849234	SHELBYVILLE	38.2421014	-85.5047035	11.97	5/10/2010	1730	I265 S EXIT27 ON RAMP FROM US60			2	2	0	0	CLOUDY	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & GRADE	DAYLIGHT	N
70969466	SHELBYVILLE	38.2418753	-85.5018402	12.101	2/24/2011	725		I265 N EXIT27 ON RAMP FROM US60	BECKLEY WOODS	2	2	0	0	RAINING	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70810945	SHELBYVILLE	38.2418655	-85.5017389	12.107	2/2/2010	732		I265 N EXIT27 OFF RAMP TO US60	BECKLEY WOODS	2	2	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70971713	SHELBYVILLE	38.241877	-85.501674	12.111	2/28/2011	1057		I265 N EXIT27 ON RAMP FROM US60	BECKLEY WOODS	2	2	0	0	RAINING	Y	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70822142	SHELBYVILLE	38.2418831	-85.5015036	12.12	3/1/2010	1402		I265 N EXIT27 ON RAMP FROM US60	BECKLEY WOODS	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70872104	SHELBYVILLE	38.2418662	-85.5012742	12.133	7/7/2010	2042		BECKLEY WOODS	I265 N EXIT27 OFF RAMP TO US60	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70998102	SHELBYVILLE	38.2418281	-85.5012678	12.134	5/8/2011	1654		BECKLEY WOODS	I265 N EXIT27 ON RAMP FROM US60	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70977090	SHELBYVILLE	38.2418354	-85.5012091	12.137	3/15/2011	1250				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70979881	SHELBYVILLE	38.241796	-85.5005515	12.174	3/23/2011	1734		I265 N EXIT27 ON RAMP FROM US60	BECKLEY WOODS	2	2	0	1	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70846096	SHELBYVILLE	38.2417754	-85.5004728	12.178	5/3/2010	512		I265 N EXIT27 OFF RAMP TO US60	BECKLEY WOODS	1	1	0	0	FOG/SMOG/SMOKE	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70817021	SHELBYVILLE	38.2417491	-85.5004568	12.179	2/12/2010	1204		BECKLEY WOODS	I265 N EXIT27 OFF RAMP TO US60	3	3	0	1	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
71115776	SHELBYVILLE	38.2417395	-85.5004028	12.182	2/14/2012	807				2	2	0	0	CLOUDY	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71015639	SHELBYVILLE	38.2417384	-85.5003205	12.187	6/17/2011	19		BECKLEY WOODS	I265 N EXIT27 OFF RAMP TO US60	1	1	0	0	CLEAR	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70927233	SHELBYVILLE	38.2416917	-85.5002108	12.193	11/17/2010	1035		I265 N EXIT27 ON RAMP FROM US60	BECKLEY WOODS	1	1	0	0	CLOUDY	N	COLLISION WITH ANIMAL	SINGLE VEHICLE	STRAIGHT & LEVEL	DAYLIGHT	N
70982209	SHELBYVILLE	38.2417145	-85.5000912	12.2	3/30/2011	726		I265 N EXIT27 ON RAMP FROM US60	BECKLEY WOODS	3	3	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70999045	SHELBYVILLE	38.2416865	-85.4999656	12.207	5/10/2011	1604		I265 N EXIT27 OFF RAMP TO US60	BECKLEY WOODS	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70880810	SHELBYVILLE	38.2416456	-85.4994185	12.238	7/29/2010	2246		BECKLEY WOODS	I265 N EXIT27 OFF RAMP TO US60	1	1	0	0	CLEAR	N	COLLISION WITH NON-FIXED OBJECT	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY NOT LIGHTED	N
71029322	SHELBYVILLE	38.241688	-85.4991622	12.252	7/26/2011	1306		I265 N EXIT27 ON RAMP FROM US60	BECKLEY WOODS	3	3	0	0	CLEAR	N	OTHER ROADWAY OR MID-BLOCK COLLISION	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71006953	SHELBYVILLE	38.2416008	-85.4986821	12.279	5/28/2011	1800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71034215	SHELBYVILLE	38.2415912	-85.4985966	12.284	8/8/2011	850		I265 N EXIT27 OFF RAMP TO US60	BECKLEY WOODS	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71068875	SHELBYVILLE	38.2416014	-85.4985697	12.285	10/24/2011	1004		BECKLEY WOODS	I265 N EXIT27 ON RAMP FROM US60	1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT NON - INTERSECTION - FIRST EVENT COLLISION 09 - 32 EXCLUDING 16	SINGLE VEHICLE	STRAIGHT & HILLCREST	DAYLIGHT	N
70937005	SHELBYVILLE	38.2416301	-85.4985114	12.289	12/8/2010	2315	BECKLEY WOODS			1	1	0	0	CLEAR	N	COLLISION WITH FIXED OBJECT IN INTERSECTION - FIRST EVENT COLLISION	SINGLE VEHICLE	STRAIGHT & LEVEL	DARK-HWY LIGHTED/ON	N
70991249	SHELBYVILLE	38.2415839	-85.4984879	12.29	4/21/2011	1800				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & HILLCREST	DAYLIGHT	N
70803149	SHELBYVILLE	38.2415804	-85.4984669	12.291	1/13/2010	839				2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70982942	SHELBYVILLE	38.2415828	-85.4984729	12.291	3/31/2011	723	BECKLEY WOODS			2	2	0	0	CLEAR	N	SIDESWIPE-SAME DIRECTION	SIDESWIPE-SAME DIRECTION	STRAIGHT & LEVEL	DAYLIGHT	N
71039987	SHELBYVILLE	38.2415774	-85.4984813	12.291	8/22/2011	705	BECKLEY WOODS			2	2	0	0	CLEAR	N	OPPOSING LEFT TURN	OPPOSING LEFT TURN	STRAIGHT & LEVEL	DAYLIGHT	N
71066210	SHELBYVILLE	38.2415829	-85.498475	12.291	10/21/2011	732				2	2	0	0	CLEAR	N	1 VEHICLE ENTERING/LEAVING ENTRANCE	ANGLE	STRAIGHT & GRADE	DAWN	Y
71067059	SHELBYVILLE	38.2415818	-85.4984685	12.291	10/22/2011	1230				2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
71083677	SHELBYVILLE	38.2415831	-85.4984733	12.291	11/28/2011	1300	BECKLEY WOODS			3	3	0	0	RAINING	N	ANGLE COLLISION - ONE VEHICLE TURNING LEFT	ANGLE	STRAIGHT & GRADE	DAYLIGHT	N
71113166	SHELBYVILLE	38.2415832	-85.4984727	12.291	2/7/2012	806	BECKLEY WOODS			2	2	0	0	CLEAR	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71128223	SHELBYVILLE	38.2415817	-85.4984711	12.291	3/16/2012	729	BECKLEY WOODS			2	2	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70874952	SHELBYVILLE	38.2415812	-85.4984641	12.292	7/14/2010	1830		BECKLEY WOODS	SPREADING OAK	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71140440	SHELBYVILLE	38.2415783	-85.4984156	12.294	4/17/2012	1649	BECKLEY WOODS			3	3	0	0	CLOUDY	N	REAR END - ONE VEHICLE STOPPED	REAR END	STRAIGHT & GRADE	DAYLIGHT	N
70942309	SHELBYVILLE	38.2415489	-85.4983889	12.296	12/17/2010	1213		BECKLEY WOODS	SPREADING OAK	2	2	0	0	SLEET/HAIL	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
70981333	SHELBYVILLE	38.2415555	-85.4979903	12.318	3/26/2011	1851		BECKLEY WOODS	SPREADING OAK	2	2	0	0	CLOUDY	N	REAR END IN TRAFFIC ONE VEHICLE STOPPED	REAR END	STRAIGHT & LEVEL	DUSK	N
71028329	SHELBYVILLE	38.2415297	-85.497896	12.324	7/22/2011	1120		SPREADING OAK	BECKLEY WOODS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC LANES BOTH VEHICLES MOVING	REAR END	STRAIGHT & LEVEL	DAYLIGHT	N
71205592	SHELBYVILLE	38.2415185	-85.4978063	12.329	9/27/2012	2013		SPREADING OAK	BECKLEY WOODS	2	2	0	0	CLEAR	N	REAR END IN TRAFFIC

Appendix D:

GEOTECHNICAL OVERVIEW

P-009-2014

cc: M. Bullock
S. Ross
S. Gutti
M. Pelfry
L. Walker
J. Hickerson
S. Dikes

M E M O R A N D U M

TO: John Moore, P.E.
Division of Planning

BY: Bart Asher, P.E., P.L.S.
Geotechnical Branch Manager

DATE: September 29, 2014

SUBJECT: **Jefferson County**
I-265 Programming Study
From I-65 to the New East End Bridge
12FO C35 D625 05 FH02 0410 C056 E143
Mars # 8931407P
Preliminary Geotechnical Assessment

The Division of Planning is conducting a study for future improvements on the subject project. This project is located in Jefferson County, KY on I-265 between I-65 and the New East End Bridge. This abbreviated review will discuss some general geotechnical concerns with the area.

The approximate coordinates this site are:
I-65 at I-265 - 38.115433 degrees North and -85.686636 degrees West.
I-64 at I-265 - 38.223469 degrees North and -85.502647 degrees West.
I-71 at I-265 - 38.320539 degrees North and -85.590478 degrees West.

The site is located in the Brooks, Mount Washington, Jeffersontown, Crestwood and Anchorage Geologic Quadrangles. The project is in the Outer Bluegrass Physiographic Region.

Mapping indicates that the some site soils are comprised of alluvium, terrace deposits and lacustrine deposits. In addition there are numerous areas where it should be anticipated that the soils have been manipulated and consist primarily of artificial, manmade, fills near the surface.

Bedrock in this area is as follows:

Section 1 – Bedrock in the section 1 section is primarily of the Louisville Limestone formation. Louisville limestone is generally a competent limestone that very suitable for use in road construction and generally makes very durable rock cuts. Louisville limestone has some potential for karst related issues. Laurel dolomite, New Albany shale and Beechwood limestone are also present in this section. New Albany shale is known to be a pyritic or black shale which can produce acidic runoff. This may require special treatment if the bedrock is exposed.

Example of Karst in Louisville Limestone in Rock Cut

Section 2 – The Louisville limestone is also present in section 2. There is an active quarry that mines this material near the interchange of KY 3084 where the current alignment passes over. Of the numerous other formations in this section, a number of them are comprised of non-durable shales. Some of these shales break down and erode badly when exposed to surface runoff. There have been some slope instabilities that have been remediated in this area. Many of these shales would warrant a cut slope design on a 2H:1V slope for new cuts slopes. Of these, the Waldron shale is notable for past construction related issues. This is the same formation encountered in the approaches to and in the tunnels near the end of the project. The shales at the tunnel have numerous construction related constraints imposed on them.

Quarry high wall – flooded pit. Highly erodible and problematic Waldron shale cap.

Section 3 – Section 3 is primarily in the Louisville Limestone and Laurel dolomite again. Mapping and experience in the area would indicate that Karst problems are more significant in section 3 and can require remediation.

For estimation of right of way for rock cuts in this area it is typical to assume from a 1V:1H to 1.5V:1H for cut slopes. It may be necessary to lay some of the rock cut slopes back on a 2H:1V slope where poor, soil-like, shales are encountered.

Soils in the area are generally suitable for embankment construction. Generally, embankments built from the native soils and durable bedrock can be constructed to a height of 60 feet or more with 2H:1V slopes if the foundation is suitable and proper compaction methods are used. Embankment construction with non-durable shales may require special treatment. Soil cuts over approximately 10 feet often require analyses to design proper slopes. In no case should soil cuts be steeper than 2H:1V. Suitable rock for embankment construction and rock roadbed is readily available in this area of the state. Some of the soils in the area are considered highly erodible. Wet areas, based on vegetation type, were noted in the field visit..

California Bearing Ratio (CBR) values used in pavement design generally range from 2-5 for soils subgrades in the area. Chemical modification of subgrade or the use of rock roadbed is often used in the area. Wet areas could require undercutting and/or rock stabilization for embankment construction. It's very likely that subgrades under any removed pavements will be wet and could require remediation.

Foundations for bridges in this area would typically be founded on shallow foundations (spread footings on bedrock) or deep foundations (steel H-piles driven to bedrock or drilled shafts socketed into bedrock). Culverts and walls are typically supported on shallow (either yielding or non-yielding) foundations on soil or bedrock. Where acid producing shales are encountered, special design and construction considerations will be required for structures. This can include restrictions on backfill and the use of special concretes.

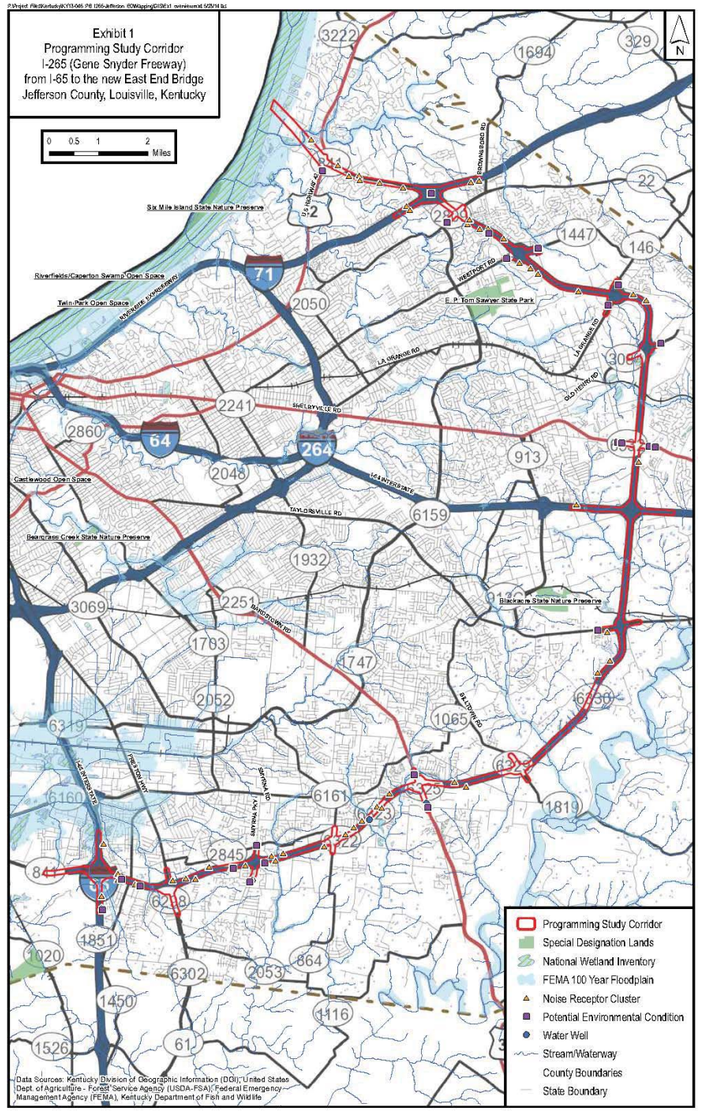
Previously completed Geotechnical Investigations within the vicinity of the study area are located in the appendix. The reports are located on the KYTC Geotechnical Branch Database which can be accessed through the KYTC Division of Structural Designs home page (Click on Geotech and Search KYTC Completed Projects).

Site specific Geotechnical investigations are critical in this region for design. Proper cut slope design and embankment construction control are crucial for project success.

Please feel free to contact this office for additional information.

Attachments:
Proposed corridor map
GQ Site Maps
List of previous projects

P-009-2014
Jefferson County
I-265



I-265 Planning Study
Section 1

N

Louisville East

Jeffersontown

Brooks

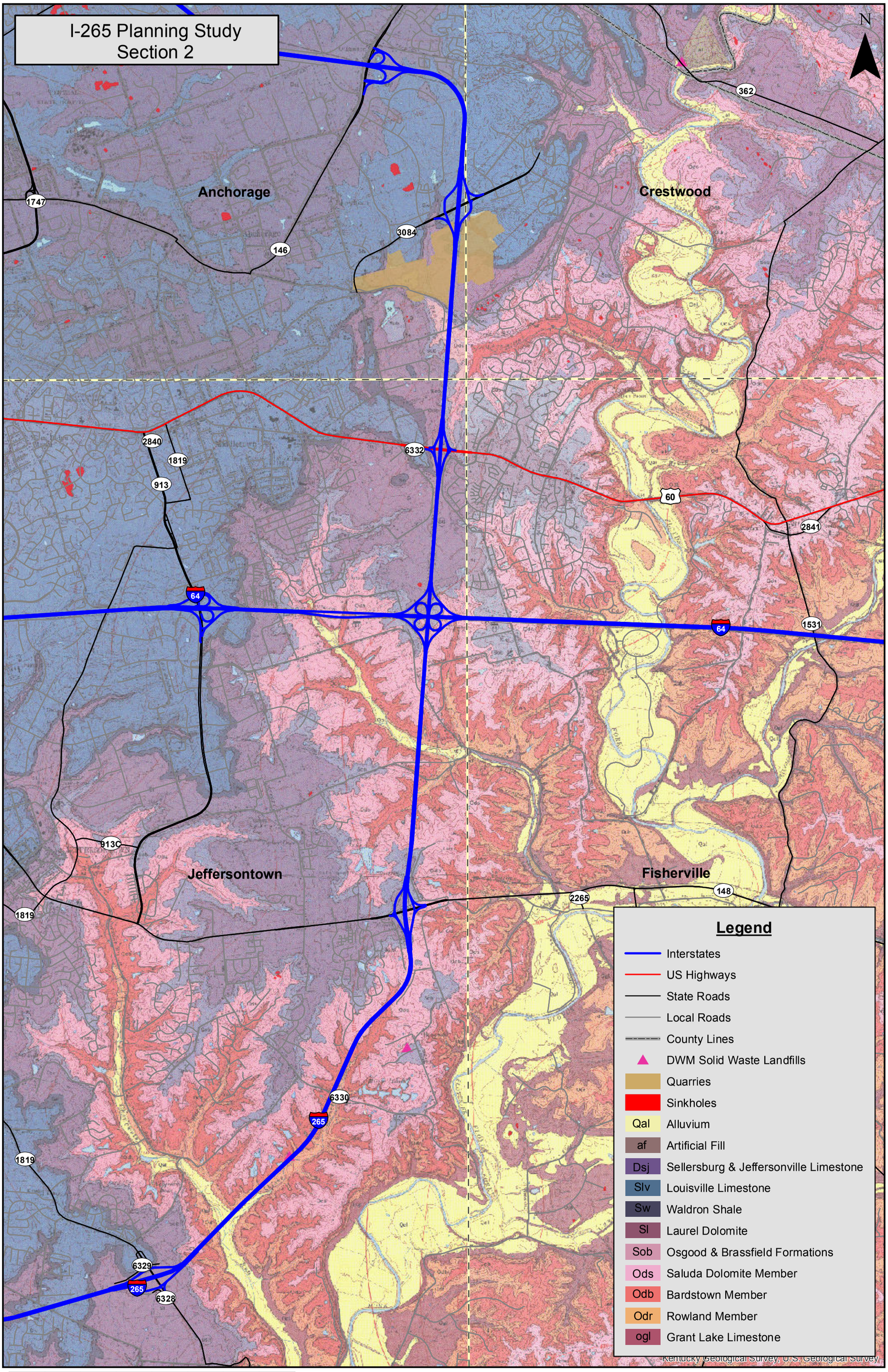
Mount Washington

2052 1747 1065 1819 6326 6329 6328 6325 6161 6160 1065 265 6323 6324 6322 6320 2845 841 841 6298 6299 1450 65 1851 2317 6307 6304 6306 6305 61 6302 6303 2053

Legend

County Lines		Qal	Alluvium	Dnsb	New Albany Shale & Beechwood Limestone
Interstates		Qt	Terrace Deposits		Borden Formation Members
US Highways		Qla	Lacustrine Deposits	Mbn	Nancy Member
State Roads		af	Artificial Fill	Mbk	Kenwood Siltstone
Local Roads		Slv	Louisville Limestone	Mbnp	New Providence Shale
Quarries		Sw	Waldron Shale		
Solid Waste Landfills		Sl	Laurel Dolomite		
Sinkholes		Sob	Osgood &Brassfield Formations		

0 3,000 6,000 12,000 Feet


I-265 Planning Study
Section 2
N
Anchorage
Crestwood
Jeffersontown
Fisherville
362
1747
146
3084
2840
1819
913
6332
60
2841
64
1531
913C
2265
148
6330
265
6329
6328
Legend
Interstates
US Highways
State Roads
Local Roads
County Lines
DWM Solid Waste Landfills
Quarries
Sinkholes
Qal Alluvium
af Artificial Fill
Dsj Sellersburg & Jeffersonville Limestone
Slv Louisville Limestone
Sw Waldron Shale
Sl Laurel Dolomite
Sob Osgood & Brassfield Formations
Ods Saluda Dolomite Member
Odb Bardstown Member
Odr Rowland Member
ogl Grant Lake Limestone
Kentucky Geological Survey, U.S. Geological Survey
0
3,000
6,000
12,000 Feet

I-265 Planning Study
Section 3

N

Jeffersonville

Anchorage

Crestwood

OHIO

841

42

71

1694

265

2809

1447

146

1747

22

3084

Legend

Interstates		Qal	Alluvium
US Highways		Qo	Outwash
State Roads		af	Artificial Fill
Local Roads		Dsj	Sellersburg & Jeffersonville Limestone
County Lines		Slv	Louisville Limestone
Solid Waste Landfills		Sw	Waldron Shale
Quarries		Sl	Laurel Dolomite
Sinkholes		Sob	Osgood &Brassfield Formations

0 3,000 6,000 12,000 Feet

Report No.	Route	Structure Over	Project Type	Description
S-055-2008	I-265	Ohio River	State Bridge	Phase 1 of the Ohio River Bridges Project; Section 5 - I-265 over the Ohio River Sta 187+40 to 212+50
S-128-2011	I-265		State Bridge	East end approach tying to river bridge KY 841 Station 167+81.96 and ending at KY 841 Station 187+50.96
S-083-2012	KY-841	Harrods Creek	State Bridge	LOUISVILLE BRIDGES SECTION FOUR - EAST END BRIDGE APPROACH DESIGN Bridge over Harrods Creek, Approx. Sta. 143+42.75, Dual 5-span bridges
R-029-2008	I-265		Roadway	LOUISVILLE BRIDGES PROJECT; EAST END BRIDGE COMPONENT. (98KYD) Section 4 Sta 11+33 to 186+50
S-082-2012	KY-841		State Bridge	LOUISVILLE BRIDGES SECTION FOUR - EAST END BRIDGE APPROACH DESIGN. KY 841, Ramp A Flyover Bridge, KY 841 Sta. 100+83.66
S-049-2009	I-265		State Bridge	Ohio River Bridges Project New Wolf Pen Bridge Rd and Temporary Diversion Bridge
R-024-2012	US-42		Roadway	US 42 Add fifth lane for left turns from Harrods Creek Bridge to River Road
R-014-2009	I-265		Roadway	Ohio River Bridges Project Wolf Pen Branch Roadway Report
S-129-2011	I-265		Tunnel	South Bound Tunnel LOUISVILLE BRIDGES SECTION FOUR - EAST END BRIDGE APPROACH DESIGN
S-130-2011	I-265		Tunnel	Pillar Section for Tunnel LOUISVILLE BRIDGES SECTION FOUR - EAST END BRIDGE APPROACH DESIGN
S-131-2011	I-265		Tunnel	Vertical borings for Tunnel LOUISVILLE BRIDGES SECTION FOUR - EAST END BRIDGE APPROACH DESIGN
R-005-1981	I-265		Roadway	Section 9: Sta 1120+00 to Sta 1275+00
R-010-1971	I-265		Roadway	Old Henry Rd over Jefferson Freeway - Bridge Foundation Investigation
S-062-1996	KY-3084	I-265	State Bridge	Old Henry Road over I-265
S-031-1996	I-265	Quarry Lake	State Bridge	Bridge @ Sta. 5+266.070 @ I-265 (Gene Snyder Freeway to Old Henry Rd.) Ramps 5 & 5A
R-009-1971	I-265		Roadway	Jefferson Freeway over Aiken Rd -- Bridge Foundation Investigation
S-076-1979	I-265		Culvert	Culvert @ Sta 1168+90 on KY 841
S-064-1981	I-265	US-60	Ste	Jefferson Freeway (NBL & SBL) @ Station 1122+15.98
R-010-2010	I-265		Roadway	SNYDER FREEWAY RECONSTRUCT I-265/US-60 INTERCHANGE TO ENHANCE CAPACITY AND SAFETY
R-015-2008	I-265		Roadway	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
S-007-2009	I-265		Wall	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF -LOUISVILLE
S-009-2009	I-265		Wall	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
S-032-2008	I-265	I-64	State Bridge	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
S-035-2008	I-265		Culvert	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
S-036-2008	I-265		Culvert	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
S-056-2008	I-265		State Bridge	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
S-105-2008	I-265		Wall	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
S-106-2008	I-265		Wall	SNYDER FREEWAY RECONSTRUCT 2 RAMPS AT I-265/I-64 INTERCHANGE EAST OF LOUISVILLE
R-014-1971	I-265		Roadway	Jefferson Freeway - From Sta 924+00 to Sta 1920+00 Beulah Church Rd to KY 155
R-016-1971	I-265		Roadway	Jefferson Freeway Section 5 - From Sta 924+00 to Sta 1695+00 (Sta Eq 978+05 Bk = 1562+81 Ah) Beulah Church Rd to KY 155
R-015-1971	I-265		Roadway	Jefferson Freeway - From Sta 480+00 to Sta 924+00 National Turnpike to Beulah Church Road
S-045-1978	CR-1008	I-265	Bridge	Bridge is located at Milepoint 21.5 on I-265
S-035-1979	I-265	Chenoweth Run	State Bridge	Three Span at Jefferson Freeway N.B.
S-046-1978	KY-1819	I-265	State Bridge	Bridge is located over I-265 at Milepoint 19.4
S-017-1978	I-265		Culvert	RCBC @ Station 1884+40 on Jefferson Freeway
S-050-1976	CR-1007	I-265	State Bridge	Bridge on CR 1007H (Seatonville Rd) over I-265 at I-265 MP 18.500
R-009-1972	US-31E		Roadway	Interchange with I-265, From Station 365+00 to Station 460+00
R-023-2008	US-31E		Roadway	IMPROVE I-265/US-31E (BARDSTOWN RD) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY. North Side and Retaining Wall @ STA 405+61.58 to 413+34.29
R-028-2008	I-265		Roadway	IMPROVE I-265/US-31E (BARDSTOWN RD) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY. South Side and Retaining Wall @ STA 423+03.83 to 423+92.77
R-034-2011	US-31E		Roadway	US 31E (Bardstown Road) at I-265 Interchange Improvements
S-052-2008	US-31E		Wall	IMPROVE I-265/US-31E (BARDSTOWN RD) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY. North Side and Retaining Wall @ STA 405+61.58 to 413+34.29
S-068-2008	I-265		Wall	IMPROVE I-265/US-31E (BARDSTOWN RD
S-069-2008	I-265		Wall	IMPROVE I-265/US-31E (BARDSTOWN RD
S-048-1978	I-265	US-31E	State Bridge	Bridge is located at Milepoint 4.9 of US-31E at the I-265/US-31E interchange
S-055-1976	I-265		Culvert	Three RC Culverts on Jefferson Freeway (I-265/KY841
S-049-1976	CR-1018	I-265	State Bridge	Bridge on CR 1018H (Johnson School Rd) over I-265 at I-265 MP 16.134
S-042-1976	KY-864	I-265	State Bridge	Bridge over Gene Snyder (Jefferson) Freeway (I-265)
S-048-1976	I-265	KY-864	State Bridge	Bridge on I-265 (Jefferson Freeway) over Beulah Church Rd (KY 864) at MP 15.172
S-052-1976	CR-1007	I-265	State Bridge	Bridge on CR 1007M (Pennsylvania Run Rd) over I-265 at I-265 MP 14.327
S-017-1984	CR-1007	I-265	State Bridge	This report contains two bridges; Pennsylvania Run (CR-1007M) over Gene Snyder (I-265) and second at Gene Snyder over Beulah Church Road (KY-1065)

S-004-2012	I-265		Wall	Sound barrier along the south side of I-265, beginning at Smyrna Pkwy (2100 ft)
S-062-2013	I-265		Wall	DESIGN AND CONSTRUCT A SOUND BARRIER WALL ALONG I-265 SOUTHSIDE FROM APPROX. 500 FEET WEST OF CINDERELLA LANE TO SMYRNA PARKWAY FOR APPRX. 4100 FE
S-046-1976	I-265	Cinderella Lane	State Bridge	Bridge on Jefferson Freeway (I-265) over Cinderella Lane at MP 12.808
R-010-1975	KY-61		Roadway	Interchange with I-265, From Station 260+00 to Station 263+00
R-029-2011	I-265		Roadway	IMPROVE I-265/KY-61 (PRESTON HWY) INTERCHANGE
S-063-2011	I-265		Culvert	IMPROVE I-265/KY-61 (PRESTON HWY) INTERCHANGE
S-035-1974	KY-61	I-265	State Bridge	Preston St Interchange over the Jefferson Freeway
S-036-1974	KY-61	Jefferson Freeway (I-265) & Preston St	State Bridge	Ramp 2 of the I-265 & Preston St Interchange over I-265 and Preston St
S-002-1978	I-265		Culvert	6 Culverts on Jefferson Freeway
S-029-1973	I-265	Blue Lick Road	State Bridge	Twin Bridges over I-265 over Blue Lick Road at MP 10.898
S-045-1975	I-265	Freedom Way	State Bridge	Bridge on I-265 (Jefferson Freeway) over Freedom Way at MP 10.749
S-042-1979	I-265	Ramp 4	State Bridge	Jefferson Freeway over Ramp 4
S-008-1975	I-265	I-65	State Bridge	Structures for Interchange of I-265& I-65, including KY 841, Ramp '6', and South Park Rd
S-043-1979	I-265	I-65	State Bridge	Jefferson Freeway, Ramp 4 over I-65
R-017-1975	I-65		Roadway	I-65 and I-265 Interchange

Appendix E:

CULTURAL HISTORIC OVERVIEW

Contract Publication Series 13-319

A CULTURAL HISTORIC RESOURCE RECORDS REVIEW FOR THE I-265 CORRIDOR PROGRAMMING STUDY IN LOUISVILLE, JEFFERSON COUNTY, KENTUCKY

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Project Background

In September 2013, Cultural Resource Analysts, Inc. (CRA), conducted a cultural resource records review for the I-265 Corridor Programming Study in Louisville, Kentucky. The review was conducted at the request of Lindsay Walker, Traffic and Transportation Engineer for Parsons Brinckerhoff, Inc. The study area for the project consists of a buffer around I-265, also known as the Gene Snyder Freeway, from U.S. 42 around the Louisville metro area to I-65. The study area also extends northwest from U.S. 42 to the Ohio River at the site of the new East End bridge. The study area includes the right-of-way (access limits) along the mainline of I-265, expanding out to a 250 ft buffer on each side of the mainline centerline. At the interchange locations, the ramp termini intersections are included along with the next adjacent upstream and downstream intersection.

This records review, supplemented by a field reconnaissance, serves to identify and examine previously surveyed cultural historic resources in and around the study area that could be impacted by planned improvements to I-265. It provides a record of the results of past survey work in the study area, as well as updated information regarding the condition and National Register of Historic Places (NRHP) eligibility of previously recorded historic resources in the area and identification of other potentially significant resources within the study area that should be taken into consideration as the project is developed.

Cultural Historic Records Review

A search of records maintained by the National Register of Historic Places (NRHP) (available online at: http://nrhp.focus.nps.gov) and the Kentucky Heritage Council (KHC) (FY14_1558) was conducted to: 1) determine what portions of the study area had been previously surveyed for cultural historic resources; 2) identify any previously recorded cultural historic sites that were situated within the study area; and 3) provide information concerning what cultural historic resources could be expected within the study area. The project team, consisting of the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and consultant Parsons Brinckerhoff, Inc., determined the study area utilized for this report.

KHC geographic information system (GIS) data requested by CRA on September 3, 2013, was returned on September 6, 2013, and researched by Kathy Martinolich on September 11, 2013. The work at KHC consisted of a review of professional survey reports and records of cultural historic sites within, and adjacent to, the study area.

KHC records revealed that there are 3 NRHP-listed historic districts, 16 contributing elements of the historic districts, 9 individually listed NRHP properties, 8 properties that have been recommended or determined eligible for listing in the NRHP, and 19 previously surveyed properties that have an undetermined status in the KHC database that are located within or immediately adjacent to the study area.

Historic Districts and Associated Properties

Three NRHP districts cross into the northernmost section of the study area, near the Ohio River. These districts overlap each other, and all extend outward beyond the study area.

Drumanard (JF 565/JF 694), both a district (JF 694, known as Drumanard) and an individual property (JF 565, known as Drumanard or the Fitzhugh House), is located just northwest of the intersection of I-265 and U.S. 42, on the north side of Wolf Pen Branch Road, and consists of 55 acres of gently rolling land with 15 contributing resources. These are divided up into three groups of resources: a designed historic landscape developed by Olmstead Associates; an English garden; and a collection of Tudor Revival-style residential buildings (Keys 1988). The district boundaries extend both north and south of the current study area. The district was determined eligible by the National Park Service in 1989, and was listed, after owner objections were withdrawn, in 1992.

The Harrods Creek Historic District (JF 556, 557, 558, 570, and 571) consists of approximately 319 acres of land divided among five properties: the Theodore Mueller House/Shady Brook Farm (JF 556); the Bingham-Hilliard Estate (JF 557); Cochran House (JF 558); The Ashbourne (JF 570); and Avish (FJ 771). Overall, the district contains 36 contributing elements as well as 3 previously individually listed buildings. The district consists of four groups of resources: a designed historic landscape, formal gardens, managed agricultural land, and a collection of residential buildings (Neary, Carey, and Keys 1991). The district boundaries extend north and south of the current study area, but most of the district is located southwest of the study area. The district was listed in 1991.

The Country Estates of River Road Historic District consists of a corridor of land, approximately 3 mi long, along the Ohio River and upper River Road. The properties within the district were built as country estates, and many were previously listed individually or as part of other districts, including the Nitta Yuma Historic District, Harrods Creek Historic District, Glenview Historic District, and Drumanard. As a whole, the district contains 61 contributing resources and 45 non-contributing resources (Brooks 1998). The district boundaries extend north and south of the current study area, but most of the district is located southwest of the study area, overlapping portions of the Harrods Creek Historic District. The district was listed in 1999.

Individually Listed NRHP Properties

Nine individually listed NRHP properties are located in or adjacent to the study area. These properties are scattered throughout the study area; the northeastern-most section of the study area contains the highest concentration of these properties. Listed properties in this section of the study area include the Barber House/Rosewell (JF 452, located at 6306 Transylvania Beach); Belleview (JF 453, located at 6600 Upper River Road); the Fitzhugh House/Drumanard (JF 565/JF 694, located at 6401 Wolf Pen Branch Road); the Allison-Barrickman House (JF 563, located on Wolf Pen Branch Road); the Merriwether House (JF 690, located at 6421 Upper River Road); and Cedarbrook Farm (JF 559, located at 4800 Springdale Road). The three other NRHP-listed properties are located in the southern portion of the study area, and include the Omer/Pound House (JF 196, located at 6609

Billtown Road); Cooper Memorial Church (JF 95, located at 9900 Preston Highway); and the Fishpool Plantation (JF 96, located at 9701 Cooper Church Drive).

Properties Determined or Recommended Eligible for Listing in the NRHP

Eight properties have been determined eligible for listing in the NRHP according to the KHC database, or were recommended eligible by survey authors or other preservation professionals undertaking the documentation of these historic properties. The properties determined eligible by KHC officials include the following: the J. Schildknecht House (JF 841, located at 6306 Transylvania Beach); a house on Harrods Old Trace (JF 1739); and a house on Hopewell Road (JF 1741). Two additional properties, which were not given survey numbers but are referred to in this report as Powell 1998-5 and Powell 1998-7, were recommended as not eligible by author Helen Powell in her survey of the sites; however, KHC personnel recommended that the sites "both appear to meet some National Register Criteria" that would make them eligible for NRHP listing (Morgan 1998). Both resources are located on Urton Lane in the eastern section of the study area. Three other properties were recommended eligible within Brother et al. (2010), as well as within the Final Environmental Impact Statement (FEIS) and Supplement of the Final Environmental Impact Statement (SFEIS). These properties include the John Determann House (JF 843, located at 6100 Transylvania Beach in the north section of the study area); the James T. Taylor/James W. Chandler House (JF 784, located at 6209 Wolf Pen Branch Road in the north section of the study area); and St. Francis in the Fields Church (JF 676, located at 6710 Wolf Pen Branch Road in the north section of the study area).

Properties with Undetermined Status in the KHC Database

Nineteen previously surveyed properties that have an undetermined status in the KHC database are situated within the study area. These properties include the George Determann Sr. House (JF 842, located at 6104 Transylvania Beach); the O'Bannon Grocery Store (JF 475, located on Old LaGrange Road); two houses on Old LaGrange Road (JF 477 and JF 480, located at 12405 and 12412 Old LaGrange Road, respectively); a farm (JF 975, located at 13715 Old Henry Trail); the W. Singer residence (JF 364, located on Old Henry Road); the Mores-English House (JF 369, located at 13403 Shelbyville Road); Hopewell Presbyterian Church (JF 205, located on Hopewell Road); a house located at 4000 Hopewell Road (JF 204); a house located on Billtown Road (JF 194); the Gray House (JF 195, located on Billtown Road); a house and farmhouse with outbuildings located on Bardstown Road (JF 146 and JF 958, located at 7602 and 7807 Bardstown Road, respectively); the Cedar Creek Bridge, which carries Bardstown Road over Cedar Creek (JF 149); the Sellers House (JF 99, located on Preston Highway); the Yount House (JF 94, located at 9908 Preston Highway); and the Gelnrose House (JF 98, located on Manslick Road). Two more properties were listed as demolished in the KHC database: the Durr House (JF 329, located at 1007 South English Station Road) and the Gilpin Log House (JF 97, located at 9611 Preston Highway). Other properties within this category were found to be demolished during the field study; information on these properties can be found in Table 4. CRA's architectural historians visited the extant sites during field reconnaissance to provide preliminary recommendations regarding their potential for listing in the NRHP; these preliminary recommendations can be found in Tables 2 and 3.

Previous Cultural Historic Reports within the Study Area

The northeastern-most section of the study area overlaps with the survey area for the East End Bridge section of the Louisville-Southern Indiana Ohio River Bridges (LSIORB) Project. This area has been extensively surveyed for this project, and the findings of these surveys can be found on the project website, http://kyinbridges.com/. The final environmental determinations and recommendations for the project are contained within Chapter 4 of the FEIS and Chapter 4 of the SFEIS, released in 2003 and 2012, respectively. Parts of this section of the study area were also covered by the 2010 report *A Survey Update of Butchertown, Phoenix Hill, Downtown Louisville, and*

River Road, by Janie-Rice Brother, Rachel Kennedy, Jennifer Ryall and Jay Stottman, with contributions by Laura Everdale, Kim McBride, Christina Pappas and Eric Schlarb. This report, prepared for the Louisville Metro Government, suggested that several properties in the study area along Transylvania Beach, among others in the area, would merit inclusion in the development of a Multiple Property Documentation Form (MPDF) for recreation on the Ohio River. The report recommends that these properties would be eligible as contributing resources to such a multiple property listing; however, the properties along Transylvania Beach were not recommended as eligible as a contiguous district. Resources along Transylvania Beach that fall within, or immediately adjacent to, the study area for this project include JF 841, 842, and 843. This survey also documented several other properties and districts within the study area, including the Country Estates of River Road Historic District, Harrods Creek Historic District, the James T. Taylor/James W. Chandler House (JF 784), the Merriwether House (JF 690), the J. Schildknecht House (JF 841), the John Determan House (JF 843), the Allison-Barrickman House (JF 563), St. Francis in the Fields Church (JF 676), Belleview (JF 453), and Rosewell (JF 452). These resources are also all identified within the surveys for the LSIORB Project.

The *FCC Form 620 and Attachments for the Indian Springs Cellular Tower in Louisville, Jefferson County, Kentucky*, by John E. Paquette of Environment and Archaeology, LLC, completed in 2007 for Terracon, was identified during the records review. The project APE consisted of a .5 mi radius around the proposed location of a cell tower on the south side of Westport Road, just east of I-265. One newly surveyed property, identified in the report as Site 2, a "Native American Burial Ground," was located within the study area for the current report; the report recommended the site ineligible for listing, but SHPO personnel stated that the report did not contain enough information to make an eligibility determination for the site (Pollack 2007).

Cultural Resources Survey for the I-265/I-64 Interchange and I-265/US 60 Interchange in Jefferson County, Kentucky, by Helen C. Powell of H. Powell and Co., Inc., was completed in 1998 for HNTB of Louisville, Kentucky. The project APE consisted of the area immediately surrounding the two interchanges. No survey numbers were assigned to the sites surveyed in this report, and they are referred to within this records review as Powell 98-1–Powell 98-9. Ten sites were surveyed in the report, as well as another four sites in the addendum to the report, which was written in 2002. Nine of the sites in the original report were located within the study area for the records review; the location of the tenth site, as well as the four sites in the addendum, was not provided within the report, and these sites could not be located during the survey. Powell recommended that all sites surveyed within the report were ineligible for NRHP listing; KHC personnel recommended that Sites 5 and 7 could potentially be eligible for NRHP listing under Criterion A (as a subsistence type farm complex) and Criterion C (as a late-nineteenth-century T-Plan residence), respectively (Morgan 1998). A concurrence letter for the addendum could not be located within KHC files.

A cell tower report, *FCC Form 620 Submission Packet for the Proposed Hopewell Site, 4021 Hopewell Road, Jefferson County, Kentucky*, by Robert Ball of Wilbur Smith Associates, was completed for MACTEC in 2008. The APE consisted of a .75 mi radius around a proposed cell tower site southeast of the I-265/Taylorsville Road intersection. Several sites within the current study area were surveyed in this report, including JF 204, JF 1738, JF 1739, and JF 1741. JF 1739 and JF 1741 were recommended eligible; KHC personnel concurred that these sites had eligibility potential (Neary 2008).

Another cell tower report, *FCC Form 620 and Attachments for the Seatonville Cellular Tower in Louisville, Jefferson County, Kentucky*, by Melissa M. Thompson of Environment and Archaeology, LLC, was completed for the Environmental Corporation of America in 2007. The APE consisted of a .5 mi radius around a proposed cell tower site south of I-265 between Seatonville Road and Bardstown Road. Forty-five resources were surveyed within this APE, one of which was located within the current study area. This resource, JF 1652, was recommended ineligible within the report;

KHC personnel concurred with this finding (Neary 2007). A additional cell tower report, *Form 620 and Attachment for the Skyway Towers—Ferncreek Site, 6714 Glendale Road, Louisville, Kentucky*, completed by Trileaf in 2008, had an APE that intersected the current project study area; however, no survey sites were located within the overlapping area. The cell tower report survey area consisted of a .5 mi radius of the proposed cell tower site at 6714 Glendale Road, north of I-265 and west of Bardstown Road.

The final survey report located within the current study area, A Cultural Resource Study for the Reconstruction of KY 1450, Blue Lick Road, from KY 61 to the Bullitt County Line in Jefferson County, Kentucky, was completed by Helen C. Powell of H. Powell and Co., Inc., for THE Engineers in 1996. This study featured an APE along Blue Lick Road on either side of I-265. Four resources surveyed for this project were located within the current report study area. These resources, referred to in Powell's report as Photos 26, 27, 28, and 29, and referred to in this report as Powell 96-26–Powell 96-29, were located along Blue Lick Road immediately north and south of I-265. All four were recommended ineligible for NRHP listing by Powell. A KHC concurrence letter could not be located for this report.

Field Results

A field reconnaissance of the study area was undertaken by Kathy Martinolich and Sarah Reynolds of CRA on September 23 and 24, 2013. This field study was meant to verify the condition of previously surveyed properties within or adjacent to the study area, as well as identify any new potentially significant properties in the area. Tables 1–4 contain information on the condition of properties verified in the field, as well as the corresponding figure numbers of listed, eligible, and potentially significant properties. The locations of sites verified in the field are shown on Figure 1a–g.

Table 1 contains information on the NRHP-listed districts and individual sites located within and adjacent to the study area. The three NRHP districts that intersect the study area were visited in the field, and all appear to maintain their rural historic character. The portions of these districts that extend into the study area overlap in the vicinity of the Drumanard estate, which has maintained excellent historic integrity. Seven of the NRHP-listed properties were visited in the field, and all appear to maintain levels of historic integrity adequate to support their NRHP eligibility. CRA personnel were unable to access two listed properties—JF 96, the Fishpool Plantation, and JF 196, the Omer/Pound House. However, recent aerial photos show that both properties are still extant. If the proposed project was anticipated to impact these properties, further research regarding their conditions would be recommended. NRHP boundaries for listed districts and individual sites, when available, are included with this report (Figures 2–10); however, information regarding the exact nature of some boundaries differs in different surveys and reports identified by the records review. Boundaries for some sites should be reconsidered before any impact assessment to the site can be completed. JF 559 (Cedarbrook Farm), originally a large rural farm, is now hemmed in by subdivisions, and its original 30-acre boundary, which included a variety of outbuildings as well as the farm's historic agricultural landscape, is no longer appropriate to the historic site's current surroundings. Additionally, the boundary for JF 96 (Fishpool Plantation), currently just the perimeter of the house, should be reconsidered as well, to better reflect the landscape of the settlement-era plantation. Boundary information could not be found for JF 95 (Cooper Memorial Church) or JF 196 (the Omer/Pound House), and boundaries for these sites would need to be found or reestablished prior to any impact determination for the sites. NRHP boundaries for all listed sites and districts should be considered carefully in light of the aspects of historic significance that make each property eligible for NRHP listing, as well as the conditions on the ground, before any potential impact assessments for the proposed project are made. When possible, photos were taken of NRHP-listed sites (Figures 11–20); however, restricted access to some sites made photos impossible.

Table 1. NRHP-Listed Properties within or adjacent to the Study Area.

Site/Survey #	Resource Name	Address/location	NRHP Status	Condition	Photo Figure	Map Figure
	Harrods Creek Historic District		NRHP listed district	Good; maintains adequate integrity for continued NRHP listing	11	1b, 2
	Country Estates of River Road Historic District		NRHP listed district	Good; maintains adequate integrity for continued NRHP listing	12, 13	1b, 3
JF 565/JF 694	Fitzhugh House/Drumanard	6401 Wolf Pen Branch Road	NRHP listed site and district	Good; maintains adequate integrity for continued NRHP listing	14	1b, 4
JF 564	H. Holm House/Strater House	6411 Wolf Pen Branch Road	NRHP district contributing site	Good; maintains adequate integrity for continued NRHP listing as contributing site	15	1b, 4
JF 452	Barber House/Rosewell	6415 Transylvania Avenue	NRHP listed site	Good; maintains adequate integrity for continued NRHP listing	16	1b, 5
JF 453	Belleview	6600 Upper River Road	NRHP listed site	Good; maintains adequate integrity for continued NRHP listing	17	1b, 6
JF 690	Merriwether House	6421 Upper River Road	NRHP listed site	Abandoned, fair condition; maintains adequate integrity for continued NRHP listing	18	1b, 7
JF 563	Allison-Barrickman House	6909 Wolf Pen Branch Road	NRHP listed site	Good; maintains adequate integrity for continued NRHP listing	19	1b, 8
JF 559	Cedarbrook Farm	4800 Springdale Road	NRHP listed site	Good; maintains adequate integrity for continued NRHP listing. Boundary should be reconsidered.	None (no access)	1b, 9
JF 196	Omer/Pound House	6609 Billtown Road	NRHP listed site	No access; still extant (aerial photos)	None (no access)	1f
JF 95	Cooper Memorial Church	9900 Preston Highway	NRHP listed site	Good; some modern additions, but maintains adequate integrity for continued NRHP listing	20	1g
JF 96	Fishpool Plantation	9701 Cooper Church Road	NRHP listed site	No access; still extant (aerial photos)	None (no access)	1g, 10

Table 2. Recommended Eligible and Potentially Significant Properties within or adjacent to the Study Area.

Site #	Resource Name	Address/Location	NRHP Eligibility	Basis for recommendation	Condition	Photo Figures	Map Figure
JF 843	John Determann House	6100 Transylvania Beach	Recommended eligible	LSIORB Project FEIS 2003	Good; maintains excellent historic integrity of form and materials	21	1b
JF 784	James T. Taylor/James W. Chandler House	6209 Wolf Pen Branch Road	Recommended eligible	Brother, Kennedy, Ryall, and Stottman 2010	Good; maintains excellent historic integrity of form and materials	22	1b
JF 676	St. Francis in the Fields Church	6710 Wolf Pen Branch Road	Recommended eligible	Brother, Kennedy, Ryall, and Stottman 2010	Good; maintains historic form and materials, has some modern additions	23	1b
JF 1741	House	Hopewell Road	Potentially significant	Ball 2008, field observations	Maintains historic form, columns, and chimneys, some modern replacement materials	24	1e
JF 204	House	4000 Hopewell Road	Potentially significant	Field observations	Excellent condition, maintains historic materials and integrity, some modern additions	25	1e
JF 99	Sellers House	Preston Highway	Potentially significant	Field observations	Excellent condition, maintains historic materials and integrity	26	1g
CRA-1	Farmhouse and farm	7105 Billtown Road	Potentially significant	Field observations	Minimal access; appears to be in good condition with minimal additions	27	1f
CRA-2	Log house/structure	2500 South Park Road	Potentially significant	Field observations	Good condition, maintains historic materials and integrity	28	1g

Table 3. Previously Surveyed Ineligible Properties within or adjacent to the Study Area.

Site #	Resource Name	Address/Location	NRHP Eligibility	Condition	Map Figure
JF 475	O'Bannon Grocery Store	Old LaGrange Road	Ineligible	Heavily altered with modern additions and replacement materials	1c
Powell 98-5	Bungalow and barns	Urton Lane	Ineligible	Missing two barns and in poor condition	1d
Powell 98-7	E. Lusch House	Urton Lane	Ineligible	Altered with modern additions and replacement materials	1d
Powell 98-8	Brick ranch	English Station Road	Ineligible	Abandoned. Common design and form with no exceptional features	1d
Powell 98-9	Colonial Revival House	English Station Road	Ineligible	Altered with replacement materials. Common design and form with no exceptional features	1d
Powell 98-1	T-Plan House	South Pope Lick Road	Ineligible	Common design and form with no exceptional features	1d
Powell 98-2	T-Plan House	South Pope Lick Road	Ineligible	Common design and form with no exceptional features	1d
Powell 98-3	T-Plan House	Poplar Lane	Ineligible	Common design and form with no exceptional features	1d
JF 1738	House	3204 Harrods Old Trace	Ineligible	Heavily altered with modern replacement materials	1e
JF 1652	Bungalow	Seatonville Road	Ineligible	Heavily altered with modern replacement materials	1f
JF 94	Yount House	9908 Preston Highway	Ineligible	Undergoing major alterations, much historic material removed	1g
Powell 96-26	Bungalow	Blue Lick Road	Ineligible	Common design and form with no exceptional features	1g
Powell 96-27	House	Blue Lick Road	Ineligible	Common design and form with no exceptional features	1g
Powell 96-28	Front-gable house	Blue Lick Road	Ineligible	Common design and form with no exceptional features	1g
Powell 96-29	Silver Heights Plaza and sign	Blue Lick Road	Ineligible	Poor condition, altered with modern replacement materials	1g

Table 4. Previously Surveyed Properties within or adjacent to the Study Area that are No Longer Extant.

Site #	Resource Name	Address/Location	NRHP Eligibility	Condition	Map Figure
JF 842	George Determann Sr. House	6104 Transylvania Beach	N/A	No longer extant	1b
JF 477	House	12405 Old LaGrange Road	N/A	No longer extant	1c
JF 480	House	12412 LaGrange Road	N/A	No longer extant	1c
JF 975	Farm	13715 Old Henry Trail	N/A	No longer extant	1c
JF 364	W. Singer House	Old Henry Road	N/A	No longer extant	1c
JF 369	Mores-English House	13403 Shelbyville Road	N/A	No longer extant	1d
Powell 98-6	Front-gabled house	Urton Lane	N/A	No longer extant	1d
JF 329	Durr House	1007 South English Station Road	N/A	No longer extant	1d
Powell 98-4	T-Plan House	South Pope Lick Road	N/A	No longer extant	1d
JF 1739	House	Harrods Old Trace	N/A	No longer extant	1e
JF 194	House	Billtown Road	N/A	No longer extant	1f
JF 195	Gray House	Billtown Road	N/A	No longer extant	1f
JF 146	House	7602 Bardstown Road	N/A	No longer extant	1f
JF 958	Farm house and outbuildings	7807 Bardstown Road	N/A	No longer extant	1f
JF 149	Cedar Creek Bridge	Bardstown Road at Cedar Creek	N/A	No longer extant	1f
JF 97	Gilpin Log House	9611 Preston Highway	N/A	No longer extant	1g
JF 98	Glenrose House	Manslick Road	N/A	No longer extant	1g

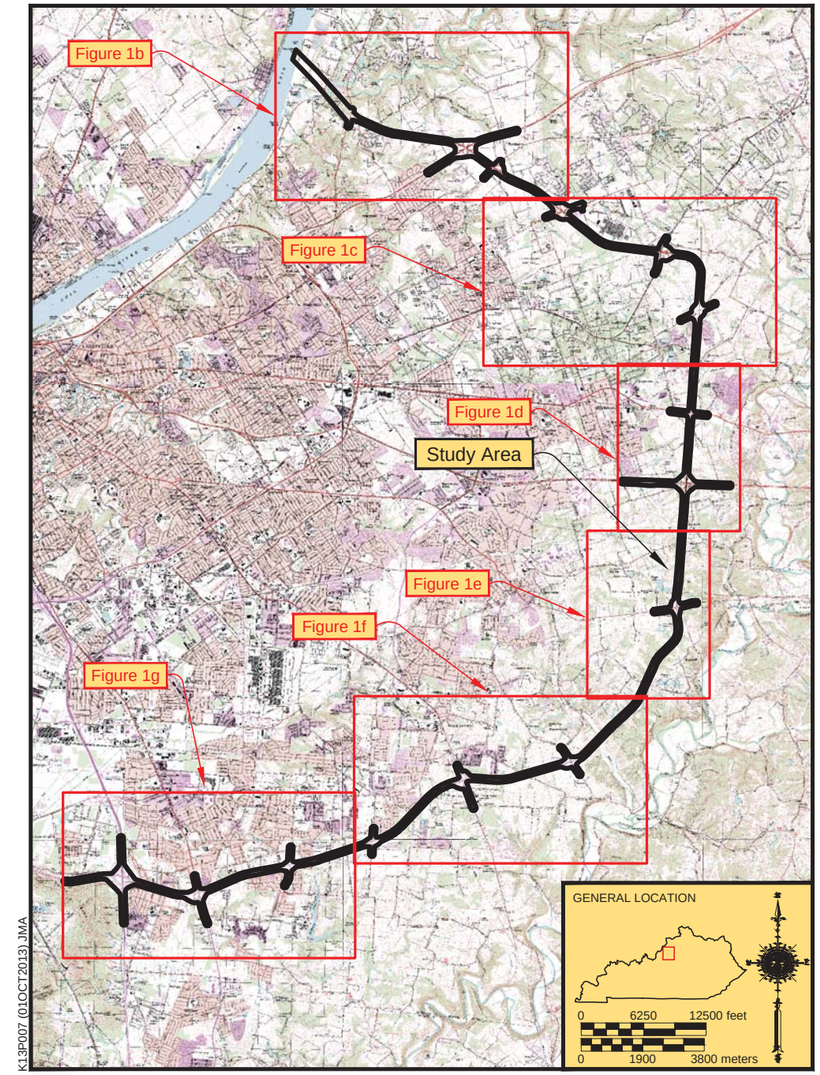

Figure 1a. Topographic maps showing NRHP-listed sites and districts, recommended eligible or potentially eligible sites, ineligible sites, and previously surveyed sites that are no longer extant within and adjacent to the current project study area.

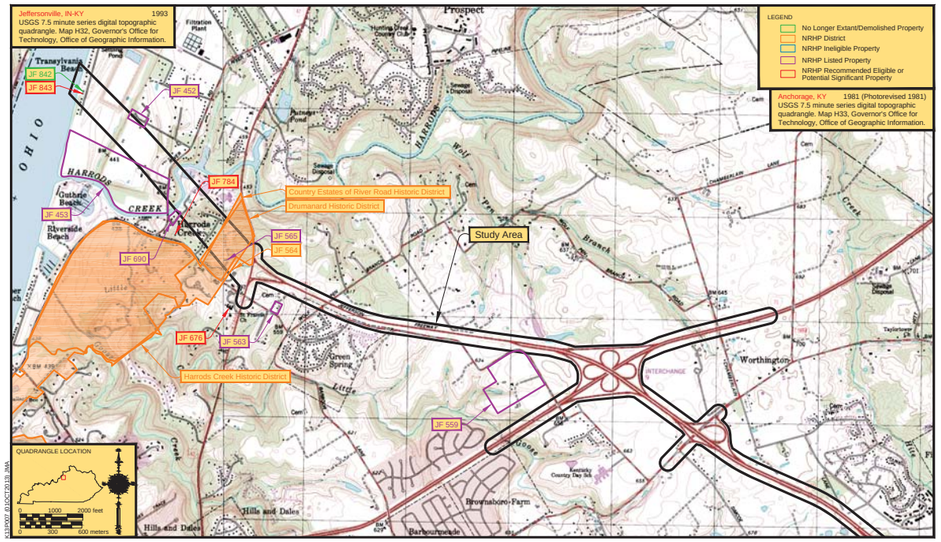

Figure 1b. Topographic maps showing NRHP-listed sites and districts, recommended eligible or potentially eligible sites, ineligible sites, and previously surveyed sites that are no longer extant within and adjacent to the current project study area.

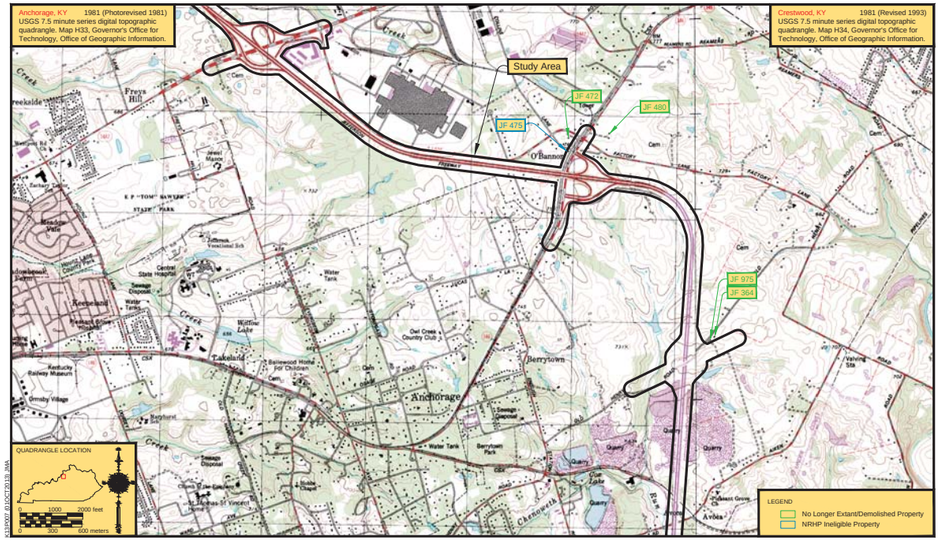

Figure 1c. Topographic maps showing NRHP-listed sites and districts, recommended eligible or potentially eligible sites, ineligible sites, and previously surveyed sites that are no longer extant within and adjacent to the current project study area.

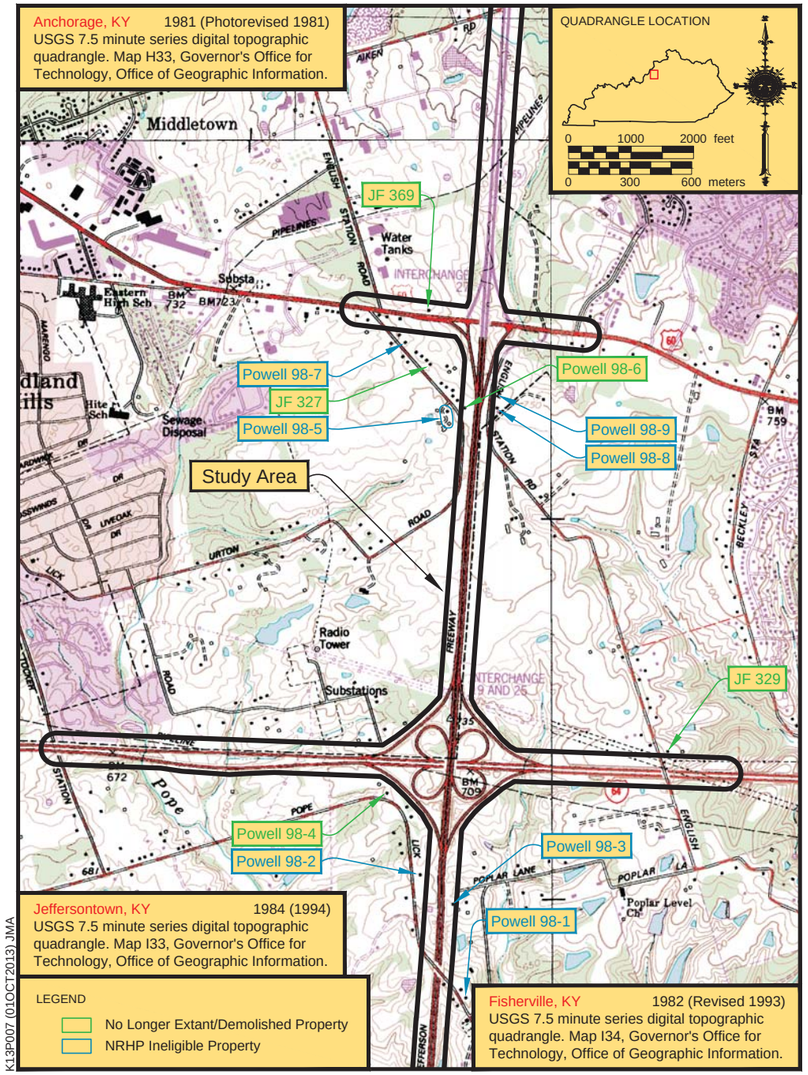

Figure 1d. Topographic maps showing NRHP-listed sites and districts, recommended eligible or potentially eligible sites, ineligible sites, and previously surveyed sites that are no longer extant within and adjacent to the current project study area.

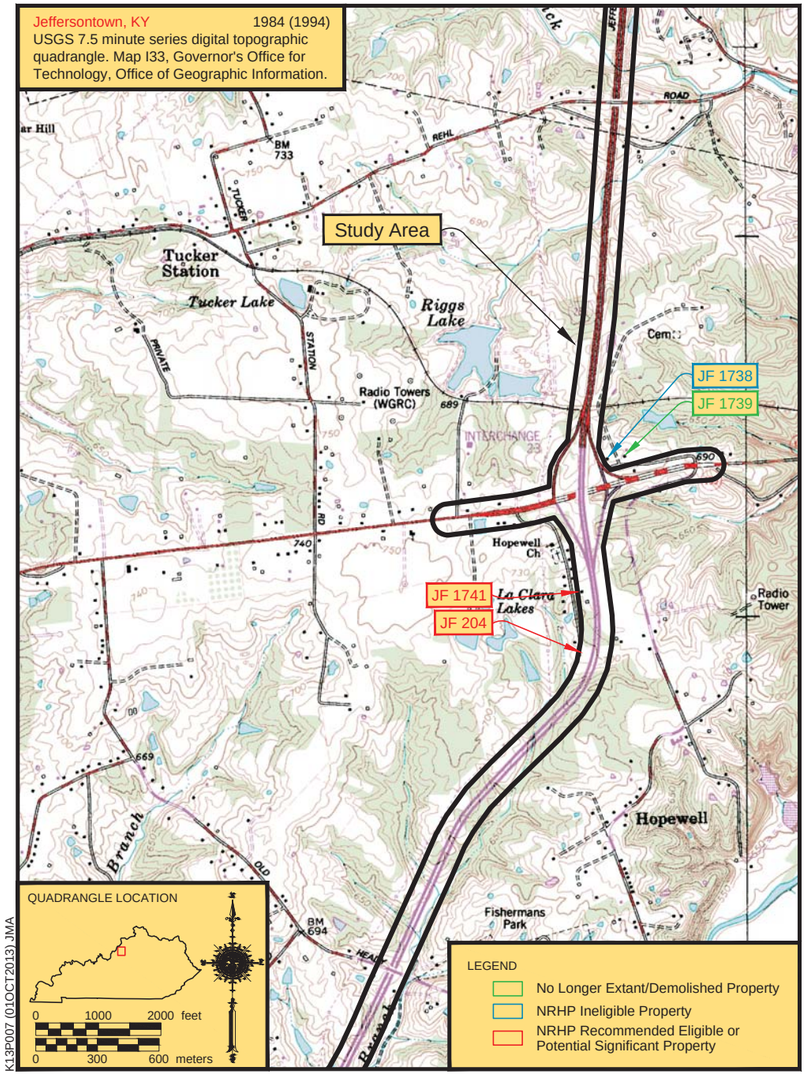

Figure 1e. Topographic maps showing NRHP-listed sites and districts, recommended eligible or potentially eligible sites, ineligible sites, and previously surveyed sites that are no longer extant within and adjacent to the current project study area.

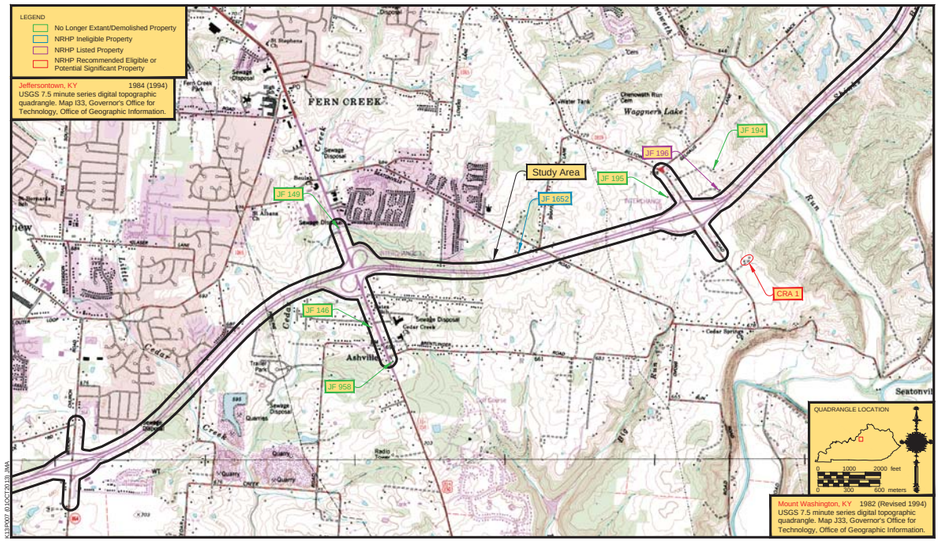

Figure 1f. Topographic maps showing NRHP-listed sites and districts, recommended eligible or potentially eligible sites, ineligible sites, and previously surveyed sites that are no longer extant within and adjacent to the current project study area.

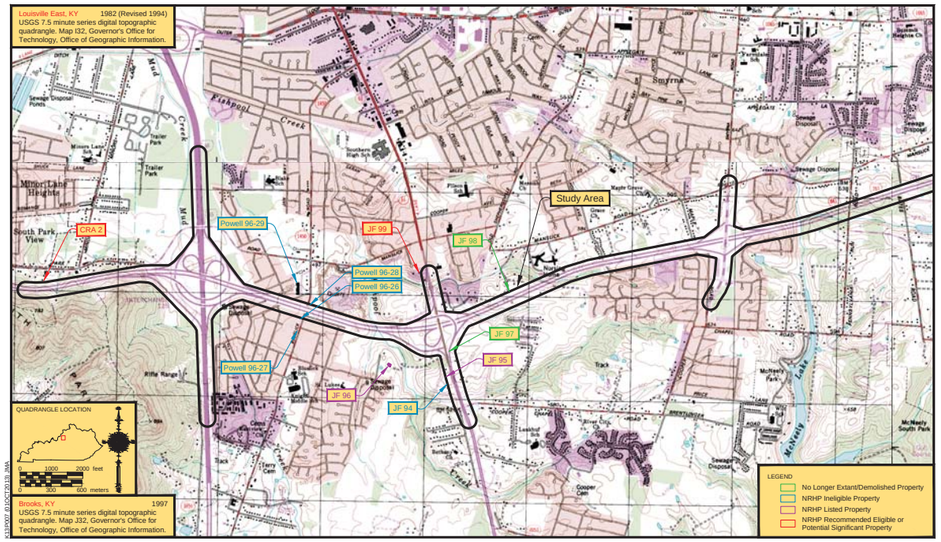

Figure 1g. Topographic maps showing NRHP-listed sites and districts, recommended eligible or potentially eligible sites, ineligible sites, and previously surveyed sites that are no longer extant within and adjacent to the current project study area.

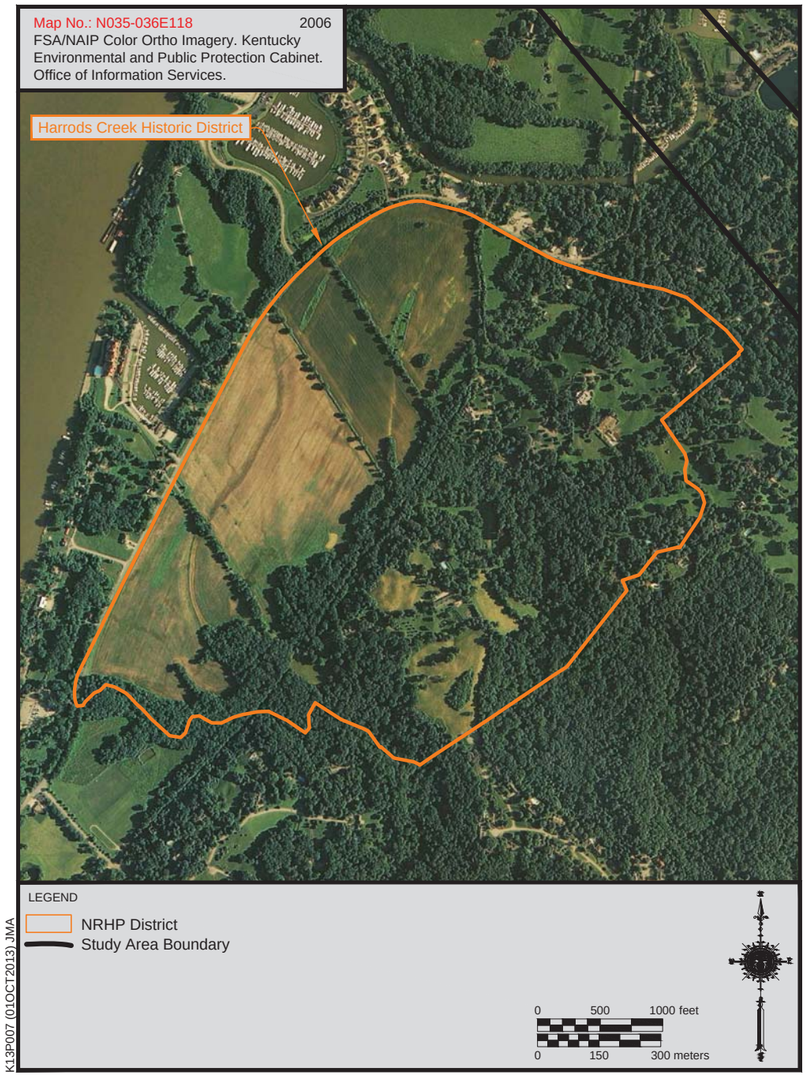

Figure 2. Aerial photo showing study area and boundary of Harrods Creek Historic District.

Figure 3. Aerial photo showing study area and boundary of a portion of the Country Estates of River Road Historic District.

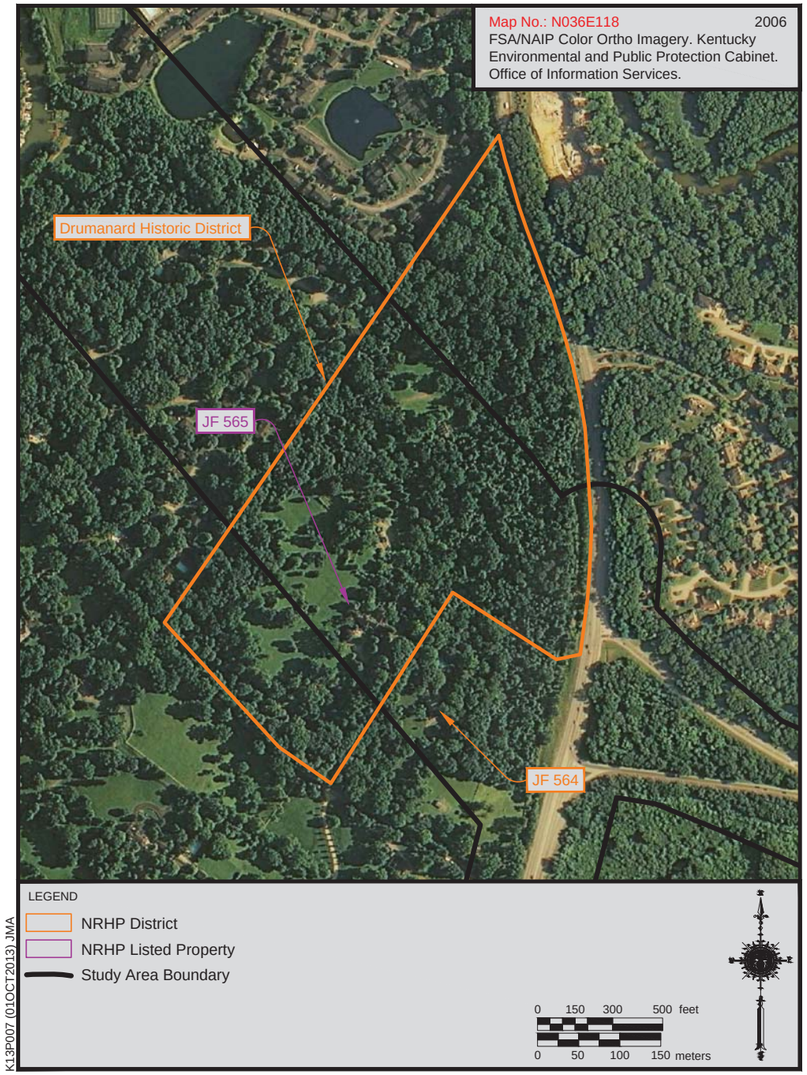

Figure 4. Aerial photo showing boundary of Drumanard Historic District with JF 565 (Fitzhugh House) and JF 564 (H. Holm/Strater House).

Figure 5. Aerial photo showing NRHP boundary of Rosewell (JF 452).

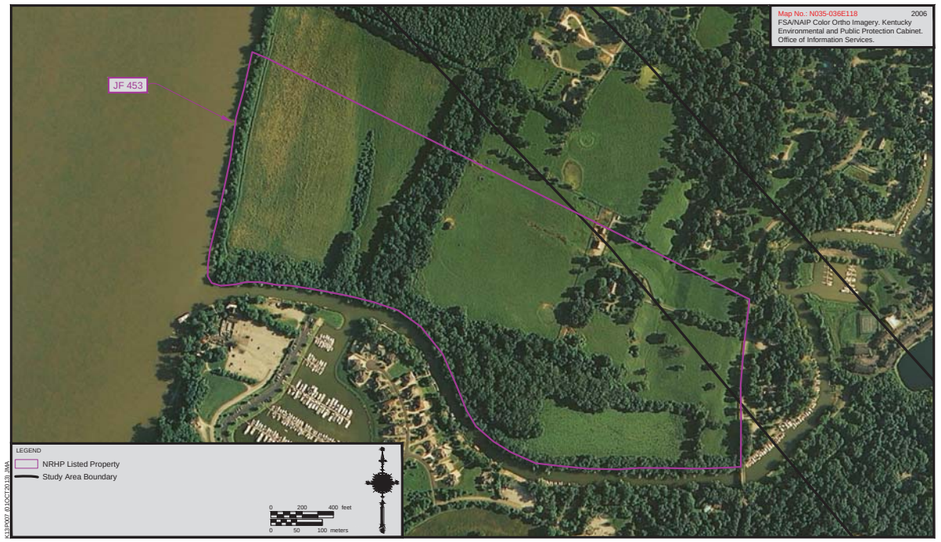

Figure 6. Aerial photo showing NRHP boundary of Belleview (JF 453).

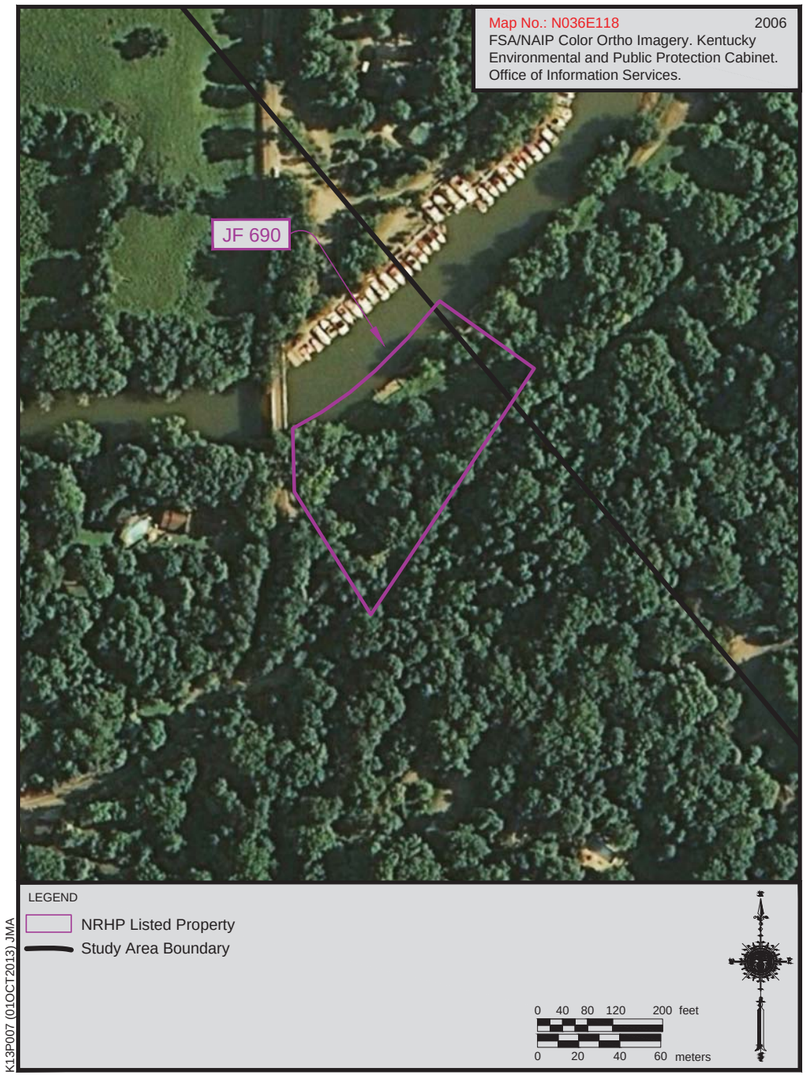

Figure 7. Aerial photo showing NRHP boundary of Merriwether House (JF 690).

Figure 8. Aerial photo showing NRHP boundary of Allison-Barrickman House (JF 563).

Figure 9. Aerial photo showing NRHP boundary of Cedarbrook Farm (JF 559).

Figure 10. Aerial photo showing NRHP boundary of Fishpool Plantation (JF 96).

Figure 11. Easterly overview of Harrods Creek Historic District and Country Estates of River Road Historic District from River Road southeast of the study area.

Figure 12. South-southwesterly overview of modern large estate located within Harrods Creek Historic District and Country Estates of River Road Historic District from Wolf Pen Branch Road within the study area.

Figure 13. East-southeasterly view of entry to Drumanard within Drumanard Historic District, Harrods Creek Historic District, and Country Estates of River Road Historic District from Wolf Pen Branch Road within the study area.

Figure 14. Northeasterly view of Fitzhugh House within Drumanard Historic District (JF 565/JF 694).

Figure 15. East-northeasterly view of entry to H. Holm/Strater House (JF 564) within Drumanard Historic District.

Figure 16. Northwesterly view of Rosewell (JF 452).

Figure 17. West-southwesterly view of drive to Belleview from right of way (ROW) (JF 453).

Figure 18. East-northeasterly view of Merriwether House (JF 690).

Figure 19. North-northeasterly view of Allison-Barrickman House (JF 563).

Figure 20. Northwesterly view of Cooper Memorial Church (JF 95).

Table 2 contains information on sites determined eligible within or adjacent to the study area. Three sites within the study area were recommended eligible in earlier surveys, but were never listed in the NRHP. The John Determann House (JF 843), located at 6100 Transylvania Beach in the north end of the study area, was recommended eligible in the LSIORB FEIS and SFEIS reports. The house was recommended eligible under Criterion A as an unaltered, intact example of a river camp, characterized by its masonry construction and steel windows meant to survive the repeated flooding by the Ohio River. Field study confirmed that these characteristics remain intact. The James T. Taylor/James W. Chandler House (JF 784), located at 6209 Wolf Pen Branch Road, was recommended eligible in *A Survey Update of Butchertown, Phoenix Hill, Downtown Louisville, and River Road* (Brother et al. 2010), under Criterion B for its associations with notable local African American contractor James T. Taylor, as well as under Criterion C as a significant architectural form evoking Dutch and Tudor Revival styles. Field study confirmed that the house maintains adequate historic integrity of materials and form to convey these associations. Another site within the northern portion of the study area, St. Francis in the Fields Church (JF 676, located at 6710 Wolf Pen Branch Road), was also recommended eligible in the 2010 report by Brother et al. under Criterion C for its architecture and Olmstead landscape plan. While additions have been made to the church, it still maintains its original form and materials. The landscape around the church has also maintained its historic design with large trees and open spaces, including a large grassy bowl in front of the historic church entrance. Photos were taken of sites recommended eligible (Figures 21–23).

Figure 21. North-northwesterly view of John Determann House (JF 843).

Figure 22. East-northeasterly view of James T. Taylor/James W. Chandler House (JF 784).

Figure 23. Southwesterly view of St. Francis in the Fields Church (JF 676).

Table 2 also contains information on recommendations for potentially significant historic sites. Such recommendations are based off earlier survey findings as well as field observations by CRA personnel. Photos were taken of these potentially significant sites (Figures 24–28). JF 1741, a house located at 3813 Hopewell Road, was recommended eligible in the 2008 cell tower report *FCC Form 620 Submission Packet for the Proposed Hopewell Site, 4021 Hopewell Road, Jefferson County, Kentucky* by Robert Ball (Ball 2008). KHC personnel concurred that the residence was potentially eligible. No significance justification was provided for this site. It exhibits a moderate level of integrity of design and materials, and further research is necessary to provide a definitive eligibility determination. JF 204, a house at 4000 Hopewell Road, was listed as undetermined in the KHC database, but exhibited an excellent condition and high level of historic integrity in the field. JF 99, the Farman-Sellers House located on Preston Highway, was also listed as undetermined in the KHC database but exhibited an exceptional level of physical integrity of form and materials in the field. Both houses could potentially be significant for their nineteenth-century architecture, as well as potential associations with notable persons of local, regional, or national significance; further research would be required to confirm if such associations exist. Two sites not indicated in the KHC records review results but located within, or adjacent to, the study area should also be considered potentially significant. These include a farmhouse and possible historic farmstead located at 7105 Billtown Road south of the study area, which could be potentially significant as an intact historic farmstead, as well as a log structure located on South Park Road in the southwest portion of the study area, which could be potentially significant as an early log structure in the area. These sites are referred to within this report as CRA-1 and CRA-2, respectively. Additional research on all these sites is recommended before a final eligibility determination can be made.

Table 3 contains information on all previously surveyed sites that appear ineligible for NRHP listing based on preliminary observations in the field. The reasons for these determinations ranged from houses and structures exhibiting common and undistinguished types and forms to diminished historic integrity due to modern replacement materials and unsympathetic additions. Table 4 contains information on previously surveyed sites that were no longer extant; the former locations of these sites are marked on Map 1b–g. Many of these sites have been replaced with modern housing developments, office buildings, and shopping centers.

Figure 24. Southeasterly view of potentially eligible house at 3813 Hopewell Road (JF 1741).

Figure 25. Southwesterly view of potentially eligible house at 4000 Hopewell Road (JF 204).

Figure 26. Westerly view of potentially eligible Farman-Sellers House (JF 99).

Figure 27. East-northeasterly view of farmhouse at 7105 Billtown Road (CRA-1).

Figure 28. South-southeasterly view of log structure at 2500 South Park Road (CRA-2).

The study area was also examined for district potential. No areas, outside of those existing historic districts, were determined to display a high level of cohesive theme, architecture, or historic character that would merit recommendation as a potential NRHP district. The Transylvania Beach area in the north end of the study area was highly modified through the addition of new housing, the modification of historic housing, and the removal of historic housing stock to make room for the East End Bridge. Several historic neighborhoods in the south end of the study area were over 50 years old, but did not display notable or especially cohesive architecture, evidence of designed landscapes, or a high level of planned infrastructure, making them ineligible as potential NRHP districts.

Cultural Historic Records Review Results

As indicated on Figure 1, historic resources have been surveyed throughout the study area with many concentrated in the northern portion of the study area, near the Ohio River. The majority of historic properties within the study area that are individually listed or contributing to NRHP-listed historic districts are located in this area as well. However, previously surveyed properties are scattered throughout the study area, and exhibited a range of conditions. Many resources that had been previously surveyed have been demolished since these surveys occurred, often replaced by modern development.

Large swaths of the APE contained no previously surveyed historic resources, and very few newly identified properties that appeared eligible or potentially eligible for NRHP listing were located during the course of the field study. In many areas, I-265 cuts through large open fields with no buildings of any age located in the immediate vicinity (Figure 29). However, a complete survey of the full study area has not yet been undertaken. CRA recommends that any projects within this study area should avoid impacts to the area's many known historic properties identified in this report. Additional cultural historic investigations also may be required to identify previously undocumented cultural historic resources in the vicinity of any such projects, and additional research may be required to make eligibility determinations for properties identified as potentially significant within this report.

Figure 29. West-southwesterly overview of I-265 at Billtown Road.

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Appendix F:

ENVIRONMENTAL CONSTRAINTS

Environmental Overview

Underground Storage Tank/Hazardous Materials, Air Quality, Traffic Noise, and Aquatic and Terrestrial Ecosystems
I-265, Gene Snyder Freeway
Louisville, Jefferson County, Kentucky

Prepared for
Parsons Brinckerhoff, Inc.

October 18, 2013
Revised May 28, 2014

Prepared by
Third Rock Consultants, LLC

Prepared by:

Cory Bloyd

Prepared by:

Jennifer Shelby, PE

Prepared by:

Steve Evans

Prepared by:

James Storm

THIRD ROCK CONSULTANTS

www.thirdrockconsultants.com

Environmental Analysis & Restoration

Table of Contents

I. INTRODUCTION

Third Rock Consultants, LLC (Third Rock) was retained by Parsons Brinckerhoff, Inc. to perform an Environmental Overview to identify resources related to underground storage tank/hazardous materials, air quality, traffic noise, and aquatic and terrestrial ecosystems, for the proposed I-265 (Gene Snyder Freeway) corridor project. The project is a strategic corridor programming study to identify and evaluate improvements to I-265 (Gene Snyder Freeway) from I-65 to the new East End Bridge in Louisville, Kentucky. The study focuses on identifying short-term improvements that can be quickly and effectively implemented as well as long-term solutions by examining the future transportation needs and determining options for future improvement projects. The Study Corridor incorporates I-265 from I-65 to the new East End Bridge. The interchanges located along the corridor are included in the study as well. The Study Corridor includes the right-of-way (access limits) along the mainline of I-265 expanding out to a 250 foot buffer on each side of the mainline centerline. The proposed project is shown on Exhibits 1 through 4, pages 2 through 5.

II. UNDERGROUND STORAGE TANKS / HAZARDOUS MATERIALS

A. Methodology

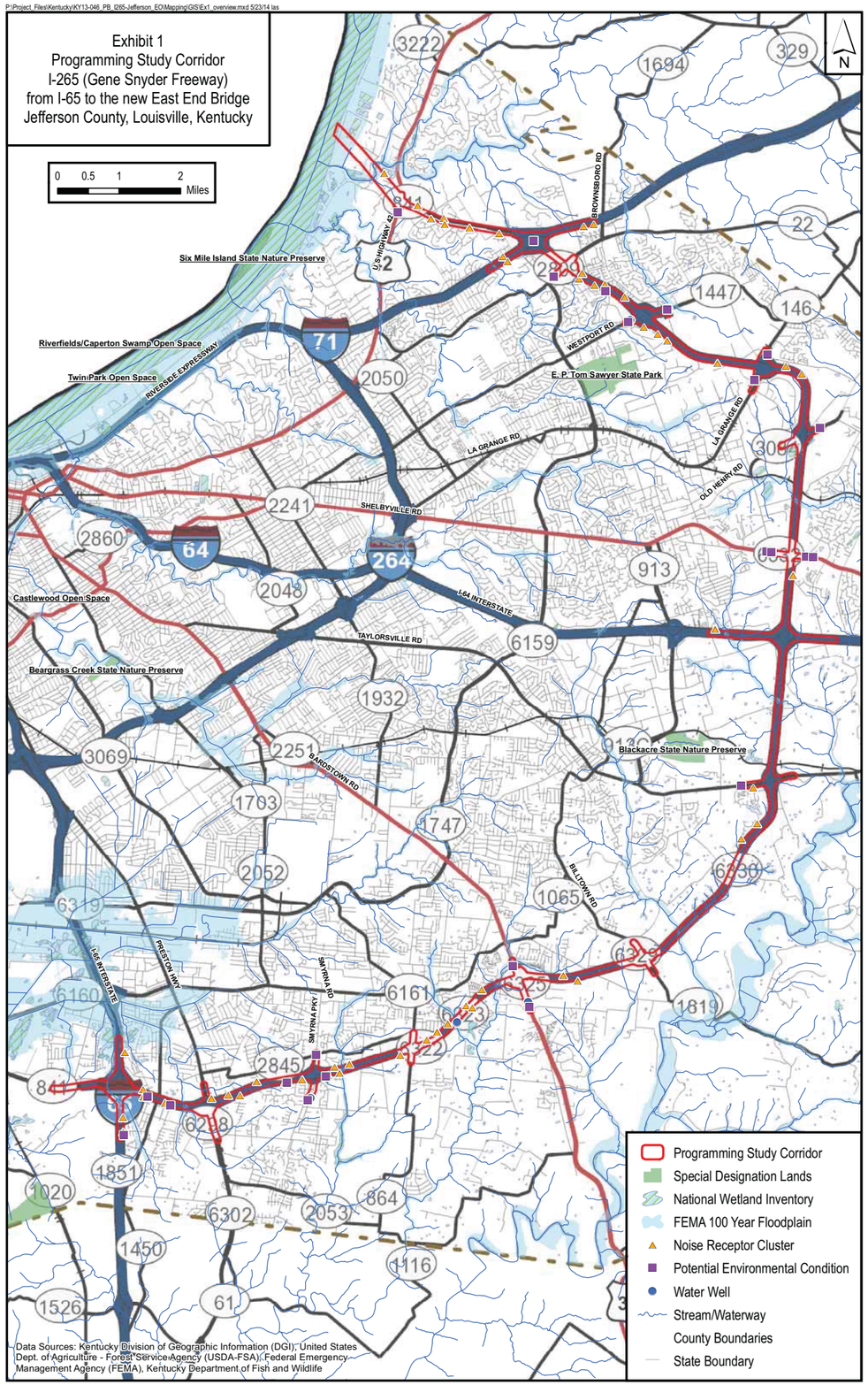
A Third Rock Environmental Professional utilized a desktop data review and limited cursory site reconnaissance to assess potential underground storage tank and hazardous material concerns related to the project. The desktop data review was conducted in an effort to identify potential recognized environmental conditions located within the Study Corridor in which a recognized environmental condition is defined as follows:

The presence or likely presence of any Hazardous Substances or Petroleum Products on a Property under conditions that indicate an existing release, a past release, or a material threat of a release of any Hazardous Substances or Petroleum Products into structures on the Property or into the ground, groundwater, or surface water of the Property. The term includes Hazardous Substances or Petroleum Products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not represent a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. (Phase I Environmental Site Assessment Process, ASTM Standard E-1527-05).

B. Database Search

Environmental Data Resources, Inc. (EDR) was contacted to provide an electronic review of applicable environmental databases located within the Study Corridor. Various databases were researched, including those pursuant to ASTM standards. A copy of the databases researched and the associated acronyms is included in Appendix A.

The database search resulted in the identification of a total of 37 mapped facilities of potential environmental significance located within the Study Corridor. Numerous other facilities were identified by the EDR report; however, based upon the database listing, the additional sites are not expected to represent an environmental condition and are thus not included in this overview. A list of the facilities identified by EDR that potentially represent an environmental condition are included in Table 1, pages 6 and 7.



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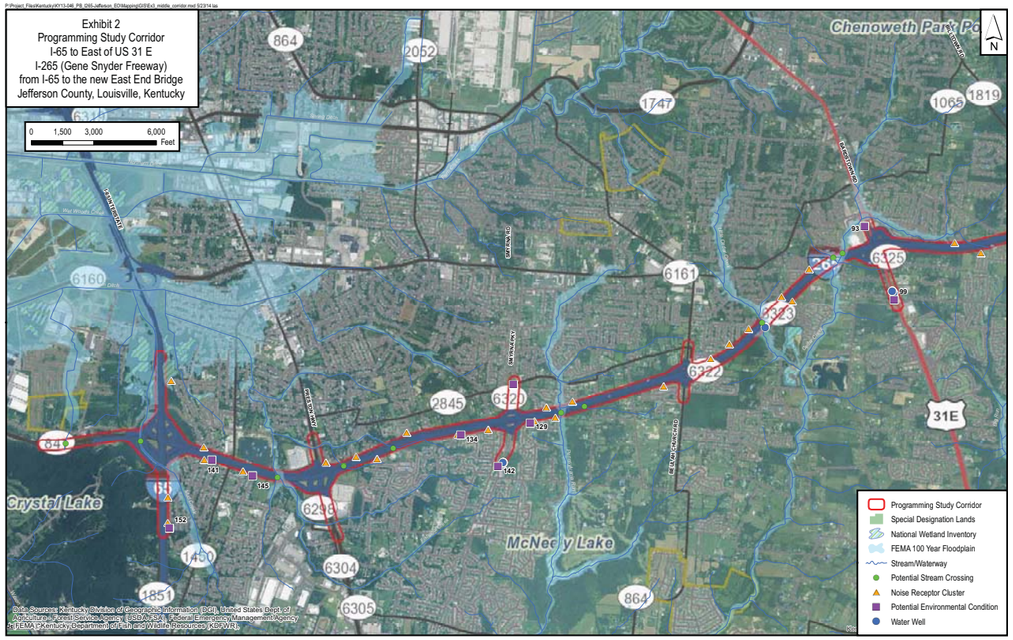

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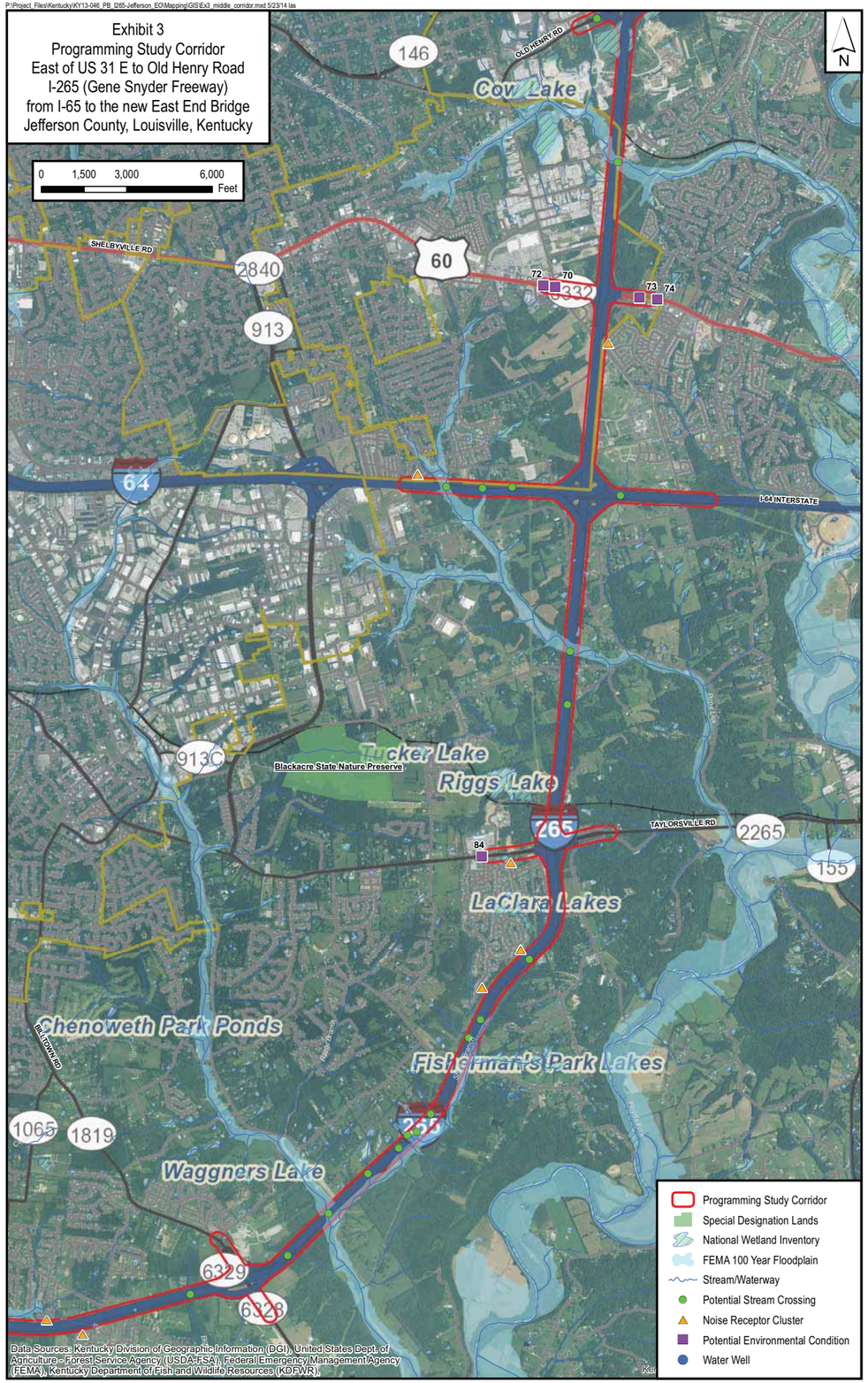

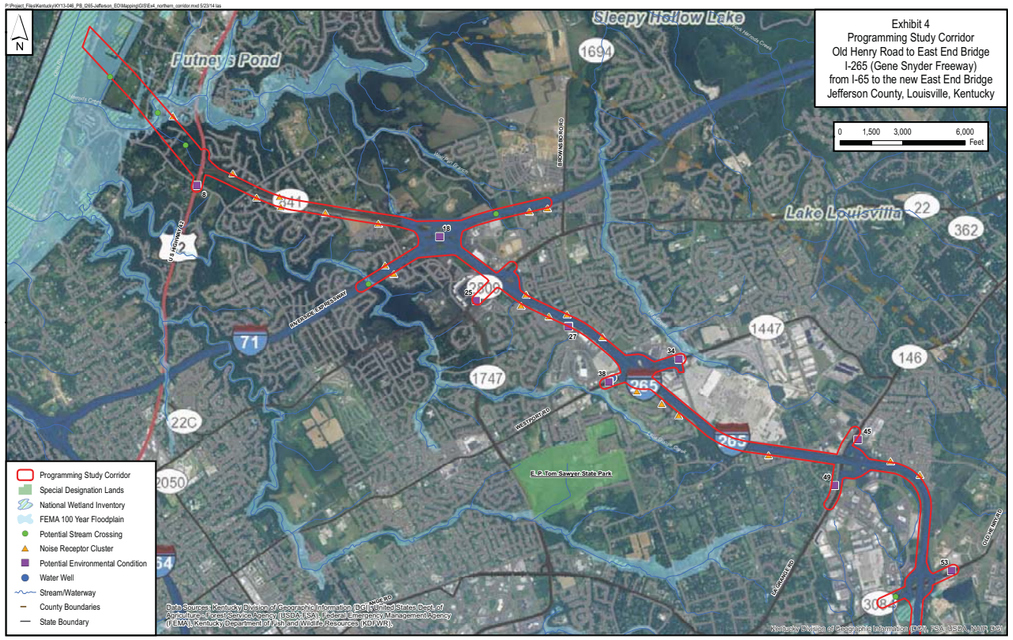

TABLE 1 – POTENTIAL UST SITES OF CONCERN

MAP ID	SITE	ADDRESS	DATABASE
8	No Name	8801 US 42, Prospect KY	LEAD
18	BS Express Diazinon Spill	Intersection of I-71 & I-265, Louisville KY	CERCLIS, PRP
25	Old Brownsboro Crossing	9607 Brownsboro Road, Louisville KY	KY SHWS
27	Kahuna 225 Cleaners	3554 Springhurst Boulevard, Louisville KY	EDR Hist Cleaners
34	Ford KY Truck Plant	3001 Chamberlain Lane, Louisville KY	CERC-NFRAP, PCB Transformer, KY SHWS, KY UST, RCRA-LQG, TRIS, PADS, ERNS, ICIS
38	Target Store # 1071	4101 Towne Center Drive, Louisville KY	RCRA-LQG
45	Highland Cleaners	12418 Lagrange Road, Louisville KY	EDR Hist Cleaners
45	Thorton Oil Corp # 31	12412 Lagrange Road, Louisville KY	UST
45	Clean 1 Cleaners	12907 Factory Lane, Louisville KY	EDR Hist Cleaners
45	Alexander Residence	12910 Factory Lane, Louisville KY	SHWS
45	Kroger Fuel L-739	13003 Factory Lane, Louisville KY	UST
49	No Name	2803 South Winchester Acres Road, Louisville KY	LEAD
53	Sam Meyers Cleaners	2300 Terra Crossing Boulevard, Louisville KY	EDR Hist Cleaners
72	Eastland BP Gas Stations	13208 Shelbyville Road, Louisville KY	EDR Hist Auto Stations
70	Midtown Auto Connection Auto Repair	211 N. English Station Road, Louisville KY	EDR Hist Auto Stations
70	Louisville Water Company - Middletown Substation	209 N. English Station Road, Louisville KY	UST
70	Thorton Oil Corp # 95	13314 Shelbyville Road, Louisville KY	EDR Hist Auto Stat, UST
73	The Hogan Group	13802 Shelbyville Road, Louisville KY	SHWS
74	The Cleanery	14043 Shelbyville Road, Louisville KY	EDR Hist Cleaners, RCRA-CESQG
74	Dairymart # 235	14041 Shelbyville Road, Louisville KY	UST, SB 193
74	Green Horizons Organic Compost Facility	Shelbyville Road, Louisville KY	SWF/LF, Hist LF
84	Sam Meyers Cleaners	12613 Taylorsville Road, Louisville KY	EDR Hist Cleaners
84	Kroger	12611 Taylorsville Road, Louisville KY	UST
93	Valvoline Instant Oil Change	7150 Cedar Springs Boulevard, Louisville KY	EDR Hist Auto Stat, RCRA-CESQG
93	Murphy Oil USA # 6793	7100 Cedar Springs Boulevard, Louisville KY	UST
99	Halls Service	7701 Bardstown Road, Louisville KY	EDR Hist Auto Stat, UST
99	Newton's Corvettes Auto Repair	7703 Bardstown Road, Louisville KY	EDR Hist Auto Stat
99	BP Kiel Brothers Oil	7723 Bardstown Road, Louisville KY	EDR Hist Auto Stat, UST

MAP ID	SITE	ADDRESS	DATABASE
	Company		
99	Cedar Creek Baptist Church	9901 Brentlinger Road, Louisville KY	SHWS
118	Manslick Laundromat	6416 Manslick Road, Louisville KY	EDR Hist Cleaners
118	Valero	6403 E Manslick Road, Louisville KY	UST
141	Leach Property	3810 Freedom Way, Apartment 18, Louisville KY	SHWS, CDL
129	Lewis Auto Truck Service	8910 Lantana Drive, Louisville KY	EDR Hist Auto Stat
129	Lyvers Property	9001 Leslee Court, Louisville KY	SHWS, CDL
134	Redmon Performance Center	9102 Glass Slipper Court, Louisville KY	EDR Hist Auto Stat
145	Arms Property	9613 Caven Avenue, Louisville KY	SHWS, CDL
152	PMR Property	245 Whisp Brook Circle, Louisville KY	SHWS, CDL
142	Sav-A-Step # 50	9260 Symrna Road, Louisville KY	UST, SB 193

Additionally, 169 orphan sites were identified by the EDR report as being potentially located within the Study Corridor based on poor or inadequate address information. The orphan sites are presumably located along the I-265 corridor; however, their exact locations are not known. Additional research is recommended regarding the precise location of the orphan sites when project alternatives are developed.

C. Oil, Gas, and Water Wells

The presence of water wells should be expected throughout the entire Study Corridor.

Information provided by the Kentucky Geological Survey indicates that at least 18 water wells are potentially located within the Study Corridor. The location of the water wells positioned within the Study Corridor are shown on Exhibit 1, page 2.

No oil or gas wells are mapped within the Study Corridor, though many are positioned just outside the Study Corridor limits. The possibility of encountering such wells should be considered.

D. Waste Disposal

There are no permitted waste disposal facilities located within the Study Corridor.

E. Underground Storage Tanks

The underground storage tank (UST) and hazardous material concerns for this project are similar to those of any proposed highway development. Active and abandoned UST sites can be expected along any major roadway within the Study Corridor. It can be assumed that numerous convenience stores and gas stations with UST potential are located within the Study Corridor, particularly along the major intersections with I-265. The EDR report identified 18 such active and former UST sites located along the I-265 corridor. It is possible that automotive repair shops not identified by the EDR report are present throughout the Study Corridor that could also represent UST potential. Further investigation into the locations of USTs is recommended once project alternatives are developed.

F. Site Reconnaissance

A cursory site investigation (windshield survey) was conducted on October 9, 2013 to verify the

findings of the EDR database report. Major Study Corridor roadways were driven during the windshield survey. The findings of the EDR report were confirmed to be accurate as numerous gas stations were observed at the various interchanges with I-265. A more detailed Study Corridor examination is recommended as part of a Phase I Underground Storage Tank/Hazardous Materials Baseline Assessment conducted once project alternatives have been developed.

III. AIR QUALITY

The study corridor is in the Louisville Interstate Air Quality Control Region. This project is not listed in the latest (FY 2013-2016) Statewide Transportation Implementation Program (STIP). Additionally, there are currently no required traffic control measures (TCMs) in the State Implementation Plan (SIP). Jefferson County is an attainment area for 8-hour Ozone, is a non-attainment area for $PM_{2.5}$, and is currently in attainment for PM_{10}. Though a portion of Jefferson County is a non-attainment area for sulfur dioxide (effective October 4, 2013), the study corridor is not within the non-attainment area. The potential impact of the project related to each criteria pollutant is described below.

A. Carbon Monoxide (CO)

According to the *Kentucky Guidelines for Addressing Transportation Air Quality in NEPA Documents* (FHWA & KYTC 2008), this project does not meet the criteria requiring a CO project level analysis and will not produce a projected violation of the CO standards (35 parts per million over a 1-hour period or 9 parts per million over an 8-hour period since the project does not include a signalized intersection with a projected open to traffic year average daily traffic [ADT] greater than 80,000 vehicles per day). CO emissions are typically concentrated near intersections, where queuing and idling of vehicles occurs. There are 15 interchanges within the study corridor, but none are expected to be signalized interchanges with ADT greater than 80,000 vehicles per day. However, if a project is controversial, a CO project level analysis can be required.

B. Lead (Pb)

Lead has not been a mobile source concern since tetraethyl lead was banned as a fuel additive in 1995. All areas in Kentucky are in attainment for lead and the proposed project is not anticipated to impact this status.

C. Nitrogen Oxides (NO_X) and Ozone (O_3)

Ground level ozone (O_3) is created by chemical reactions between nitrogen oxides (NO_X) and volatile organic compounds (VOC) in the presence of sunlight. Urban and industrial areas are considered the primary sources of NO_X and VOC. All areas in Kentucky are in attainment for nitrogen dioxide (NO_2).

The study corridor was within a maintenance area for 8-hour ozone with respect to 1997 Ozone national ambient air quality standards (NAAQS), but in April 2012, EPA established that the 1997 8-hour ozone standard would be vacated following the implementation of the 2008 Ozone NAAQS. Jefferson County is now in attainment to the current 2008 Ozone NAAQS. There are currently no TCMs in the SIP.

D. Sulfur Dioxide (SO_2)

Sulfur dioxide (SO_2) is primarily an industrial source concern and generally not a mobile source concern. A portion of Jefferson County is considered non-attainment for the SO_2 NAQQS (2010); however, this project corridor is not within the non-attainment area, thus sulfur dioxide for this area will not be a project-level concern.

E. Particulate Matter (PM)

Jefferson County is in non-attainment for $PM_{2.5}$ (1997), thus, $PM_{2.5}$ will be a project-level concern. Currently there are no TCMs included in the SIP. The $PM_{2.5}$ checklist and Interagency Consultation

verifications must be completed and added to subsequent NEPA documents. Interagency coordination will determine whether a specific project is of local air quality concern regarding $PM_{2.5}$ and if a hot-spot analysis will be required.

All areas in Kentucky are in attainment for PM_{10}. The conformity procedures set forth in 23 CFR 770 regarding PM_{10} do not apply to this project at this time.

F. Mobile Source Air Toxics (MSAT)

Controlling air toxic emissions has become a national priority. Detailed information on this subject can be found in the memorandum regarding *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents* located in Appendix B. The FHWA has developed a tiered approach for addressing mobile source air toxics (MSAT) effects. The three categories for analyzing MSAT in NEPA documents are listed below:

- No analysis for projects with no potential for meaningful MSAT effects
- Qualitative analysis for projects with low potential MSAT effects
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects

Each category has specific parameters that must be met and determined based on the type of project, the amount of traffic projected, the proximity to populated areas, etc. It is not feasible to determine if the proposed project will generate meaningful MSAT effects at this time. Any project components that result in appreciable changes in traffic volumes or vehicle mix could cause an increase in MSAT emissions. However, MSAT emissions will likely be lower than present levels in the design year as a result of the US Environmental Protection Agency (USEPA)'s national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the Study Corridor are likely to be lower in the future.

G. Cumulative and Indirect Impacts

Indirect air quality impacts on urban, commercial, and residential areas along the project corridor cannot be determined at this time. As future traffic volumes increase, access is improved, and traffic patterns change due to project components, air quality within the project vicinity could be affected. Also, additional growth within the corridor associated with roadway improvements should be anticipated.

H. Summary

The study corridor is within the Louisville Interstate Air Quality Control Region. This project is not listed in the latest (FY 2013-2016) STIP. There are currently no required TCMs in the SIP. The project is located in a $PM_{2.5}$ non-attainment area, thus future work required for this project includes completion of the $PM_{2.5}$ checklist and Interagency Consultation to determine whether a $PM_{2.5}$ hot-spot analysis is required. Additionally, future work should confirm that the project meets CO screening criteria and that a CO hot-spot analysis is not needed. Likewise, project-specific MSAT analysis must be completed. As specific projects are identified within the corridor, those projects should be identified within the TIP and STIP.

IV. TRAFFIC NOISE

The Federal Highway Administration (FHWA) Noise Standard requires that noise abatement measures be considered when traffic noise impacts are identified. Vehicle tires, engines, and exhaust propagate noise at levels dependent upon the volume, speed, percentage of trucks,

and the slope of the roadway. These traffic noises are measured in decibels in the A-scale (dBA). The A-scale is designed to best approximate the way noise is heard by the human ear. Due to the logarithmic nature of noise measurements, a three dBA increase in the noise level represents a doubling in the noise level, but this increase is barely detectible by the human ear. A 10 dBA increase is perceived as a doubling of the noise level. Noise levels decrease in proportion with the square of the distance from the source such that a 4.5 dBA decrease is usually achieved when the distance from the roadway is doubled (FHWA 2011).

According to the FHWA, traffic noise impacts occur when the predicted traffic noise levels approach (are within one dBA) or exceed the noise abatement criteria (NAC) or when the predicted traffic noise levels substantially exceed the existing noise level. The noise abatement criteria are established to address traffic noise levels that interfere with speech communication. Noise Abatement Criteria are broken into seven activity categories (A to G) by description of land use and evaluation location (exterior or interior). Activity Category B, C, E, F, and G receptors are located within the project area with the potential for some Activity Category D (interior use) receptors. No criteria are established for Activity Categories F and G, which include manufacturing, retail, industry, and other similar facilities and undeveloped land, respectively, because they are not noise sensitive. A higher NAC threshold is established for Activity Category E receptors, which includes exteriors areas of developed lands such as hotel pools and restaurant patios. However, there are an abundance of the more sensitive Activity Category B and C receptors in the vicinity of the project. Activity Category B includes exterior areas of frequent human use at single or multifamily homes and mobile home parks where traffic noise would interfere with normal conversation such as on balconies, patios, or in backyards. Activity Category C includes exterior areas of non-residential lands such as schools, parks, hospitals, churches, recreation areas, cemeteries, day cares, and other similar land uses.

Based on noise propagation principles, traffic noise is not usually a serious problem for receptors more than 500 feet from heavily traveled freeways or more than 100 to 200 feet from lightly traveled roads (FHWA 2011).

Where noise impacts occur, Kentucky Transportation Cabinet (KYTC) guidelines state that noise abatement measures should be considered. In order to be implemented, noise abatement measures must be both reasonable and feasible. Noise barriers are generally not reasonable for localized impacted receptors; however, if a large number of impacted receptors are located in close proximity to the project and each other, the cost per benefited receptor is often low enough that a noise barrier is reasonable. During any future Phase 1 design, all noise sensitive receptors within 500 feet of the project have to be assessed to determine whether impacts are predicted and if so whether noise abatement is feasible and reasonable. For the purposes of this overview clusters of noise receptors in close proximity to the project have been identified in lieu of all potential noise sensitive receptors on Exhibits 1 through 4, pages 2 through 5. While impacts may occur outside of these identified areas, these areas are most likely to have reasonable and feasible noise barriers if impacts are predicted.

V. AQUATIC AND TERRESTRIAL ECOSYSTEMS

The Study Corridor is located within agricultural cropland, pasture, suburban/residential areas, commercial/industrial parks, blocks of forest, forested stream riparian, and wetland.

Forested Block at Western Terminus

Third Rock biologists performed an aquatic and terrestrial windshield survey of the corridor on October 9, 2013. Topographic and aerial maps were utilized in order to facilitate a review of the project corridor. Habitats for federal and state listed species and water resources were documented via literature review, mapping efforts, and the windshield survey.

A. Aquatic Resources

While wetlands can be found throughout the Study Corridor, the largest concentrations occur in the southeastern portion of the corridor, between Billtown Road and I-64. A total of 33 National Wetland Inventory (NWI) wetlands totally approximately 30.2 acres are found within the corridor. They include freshwater ponds, lakes, emergent, and forested wetland types.

The Environmental Protection Agency's (EPA) environmental review tool NEPAssist (EPA, 2012) identified 10 stream crossings present in the Study Corridor. Nine of these crossings occur south of the I-265/I-64 intersection. The United States Geologic Survey's National Hydrography Dataset (NHD) indicates that there are potentially 34 streams located within the programming study area (Exhibits 2 through 4, pages 3 through 5). At a later date, field verification of streams will be required to determine the exact number of stream crossings to be impacted.

Potential Emergent Wetland between Mile 18 & 19

There are no wild and scenic rivers or special designation lands such as nature preserves, wildlife refuges, or wildlife management areas within the Study Corridor. Portions of the project corridor pass through the Federal Emergency Management Agency (FEMA) 100-year floodplain of multiple streams (Exhibit 1, page 2).

B. Terrestrial Resources

1. Federally Listed Species

The U.S Fish and Wildlife Service's Kentucky Ecological Services Field Office lists 19 Endangered, Threatened, Proposed, and Candidate Species in Jefferson County, Kentucky. They include; gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), clubshell (*Pleurobema clava*), fanshell (*Cyprogenia stegaria*), fat pocketbook (*Potamilus capax*), orangefoot pimpleback (*Plethobasus cooperianus*), ring pink (*Obovaria retusa*), pink mucket (*Lampsilis abrupta*), sheepnose (*Plethobasus cyphyus*), rough pigtoe (*Pleurobema plenum*), rabbitsfoot (*Quadrula*

cylindrica cylindrica), spectaclecase (*Cumberlandia monodonta*), running buffalo clover (*Trifolium stoloniferum*), Kentucky glade cress (*Leavenworthia exigua* var. *lacinata*), interior least tern (*Sterna antillarum athalassos*), bald eagle (*Haliaeetus leucocephalus*), American burying beetle (*Nicrophorus americanus*), and Louisville cave beetle (*Pseudanopthalmus troglodytes*).

Through literature review, mapping efforts, and a windshield survey, habitat for six of the species was noted as potentially occurring within the larger project vicinity. Species include the federally endangered gray bat, Indiana bat, and running buffalo clover; the proposed threatened northern long-eared bat and Kentucky glade cress; and the candidate species Louisville cave beetle. Potential federally listed proposed, threatened and endangered species potentially present within the corridor may change pending receipt of agency coordination responses during any future Phase 1 design.

According to U.S Fish and Wildlife Service (USFWS) mapped IB summer habitat polygons (USFWS 2014), the northern extent of the project area falls within the 5 mile radius of a known "sensitive & maternity" summer habitat polygon and is within one mile of, but not inside, a 2.5 mile radius "non-maternity summer" polygon. A portion of the project area to the south also falls within the 5 mile radius of a known maternity location. Summer roosting habitat for the federally endangered Indiana bat and proposed endangered northern long-eared bat was identified within the Study Corridor during the windshield survey. The highest concentrations of Indiana bat and northern long-eared bat habitat are found at the western terminus of the corridor and in the southeastern portion of the corridor, between Billtown Road and I-64, where forested blocks dominate the landscape. Gray bat foraging and travel stream corridors have been identified within the study corridor at several stream crossings, most of which are south of the I-265/I-64 interchange. During any future Phase 1 design all known cave and portal locations within 1 km have to be assessed to determine whether potential bat hibernacula may be impacted by the proposed project.

No habitat for the federally listed running buffalo clover, Kentucky glade cress, and Louisville cave beetle was observed during the windshield survey. The literature and mapping review indicates that no habitat for Kentucky glade cress or Louisville cave beetle exists within the study area, but critical habitat areas of Kentucky glade cress do exist outside of the project corridor to the south within McNeely Lake Park. Habitat for running buffalo clover is potentially present within the Study Corridor.

Roadside Tree with Broken Limbs

Roadside Snag

2. State Threatened and Endangered Species

Through literature review, mapping efforts, and a windshield survey it was determined that habitat for the following species listed by the Kentucky State Nature Preserves Commission (KSNPC) and Kentucky Department of Fish and Wildlife Resources (KDFWR) for Jefferson County may be present within the project corridor: king rail, pied-billed grebe, double-crested cormorant, black-crowned night-heron, hooded merganser, least bittern, bald eagle, peregrine falcon, little blue heron, lark sparrow, great egret, blue-winged teal, Bachman's sparrow, eastern slender glass lizard, Kirtland's snake, Alabama shad, northern metalmark, Louisville crayfish, Bousfield's amphipod, northern fox grape, Wood's bunchflower, Short's goldenrod, grassleaf arrowhead, pickerel-weed, Allegheny chinkapin, and Carolina fanwort. Potential state listed threatened and endangered species habitat present within the corridor may change pending receipt of agency coordination responses during any future Phase 1 design.

REFERENCES

Environmental Protection Agency. August 2012. http://www.epa.gov/compliance/nepa/nepassist-mapping.html. Accessed 10/18/13.

Federal Highway Administration (FHWA). 2011. "Highway Traffic Noise Analysis and Abatement Guidance." FHWA-HEP-10-025.

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US Fish and Wildlife Service. http://ecos.fws.gov/ipac/wizard/chooseLocation!prepare.action. October 2013.

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APPENDICES

APPENDIX A – ENVIRONMENTAL DATA RESOURCES (EDR) DATABASE INFORMATION

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/09/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 62

Source: EPA
Telephone: N/A
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/09/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 62

Source: EPA
Telephone: N/A
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/09/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 62

Source: EPA
Telephone: N/A
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens
Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 72

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 09/27/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 04/26/2013
Date Data Arrived at EDR: 05/29/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 72

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 09/27/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/06/2013
Date Data Arrived at EDR: 04/25/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-TSDF: RCRA - Treatment, Storage and Disposal
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-LQG: RCRA - Large Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

RCRA NonGen / NLR: RCRA - Non Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 07/11/2013
Date Data Arrived at EDR: 08/08/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 36

Source: Environmental Protection Agency
Telephone: (404) 562-8651
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List
A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/14/2013
Date Data Arrived at EDR: 03/29/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls
A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/14/2013
Date Data Arrived at EDR: 03/29/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

ERNS: Emergency Response Notification System
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/17/2013
Date Made Active in Reports: 02/15/2013
Number of Days to Update: 29

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 55

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Annually

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/05/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Varies

US CDL: Clandestine Drug Labs
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/12/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 59

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 09/04/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Quarterly

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/24/2013
Date Data Arrived at EDR: 06/25/2013
Date Made Active in Reports: 08/09/2013
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/24/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Semi-Annually

DOD: Department of Defense Sites
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites
The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 03/13/2013
Number of Days to Update: 15

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

LUCIS: Land Use Control Information System
LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005
Date Data Arrived at EDR: 12/11/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 31

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/15/2013
Next Scheduled EDR Contact: 09/02/2013
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 01/15/2013
Date Made Active in Reports: 03/13/2013
Number of Days to Update: 57

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Varies

ROD: Records Of Decision
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/18/2012
Date Data Arrived at EDR: 03/13/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 30
Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 09/13/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites
Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146
Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/28/2013
Next Scheduled EDR Contact: 09/09/2013
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137
Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/26/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39
Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/05/2013
Date Data Arrived at EDR: 04/18/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 22
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 09/05/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/30/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

TSCA: Toxic Substances Control Act
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/24/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/22/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 07/20/2011
Date Data Arrived at EDR: 11/10/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 07/01/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2012
Date Data Arrived at EDR: 01/16/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 114

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/17/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/14/2013
Date Data Arrived at EDR: 03/20/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 112

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 09/10/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/09/2013
Date Data Arrived at EDR: 04/11/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 29

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 03/08/2013
Date Data Arrived at EDR: 03/21/2013
Date Made Active in Reports: 07/10/2013
Number of Days to Update: 111

Source: EPA
Telephone: (404) 562-9900
Last EDR Contact: 09/11/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 05/08/2012
Date Data Arrived at EDR: 05/25/2012
Date Made Active in Reports: 07/10/2012
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 08/26/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Biennially

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 07/03/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 72

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/03/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/16/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 01/29/2013
Date Data Arrived at EDR: 02/14/2013
Date Made Active in Reports: 02/27/2013
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 09/24/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Varies

FEDERAL FACILITY: Federal Facility Site Information listing
A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 10/09/2012
Date Made Active in Reports: 12/20/2012
Number of Days to Update: 72

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/08/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Varies

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing
The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/01/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 01/23/2013
Date Data Arrived at EDR: 01/30/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-5962
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 01/23/2013
Date Data Arrived at EDR: 01/30/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-5962
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 01/13/2014
Data Release Frequency: Annually

EPA WATCH LIST: EPA WATCH LIST
EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 06/30/2013
Date Data Arrived at EDR: 08/13/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Quarterly

US FIN ASSUR: Financial Assurance Information
All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/04/2013
Date Data Arrived at EDR: 03/15/2013
Date Made Active in Reports: 05/10/2013
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/27/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Quarterly

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/02/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 08/17/2010
Date Data Arrived at EDR: 01/03/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 09/13/2013
Next Scheduled EDR Contact: 12/23/2013
Data Release Frequency: Varies

STATE AND LOCAL RECORDS

KY SHWS: State Leads List
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 06/27/2013
Date Data Arrived at EDR: 06/28/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 19

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Quarterly

IN SHWS: List of Hazardous Waste Response Sites Scored Using the Indiana Scoring Model
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 03/01/2007
Date Data Arrived at EDR: 08/27/2007
Date Made Active in Reports: 09/18/2007
Number of Days to Update: 22

Source: Department of Environmental Management
Telephone: 317-308-3052
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Annually

IN SWF/LF: Permitted Solid Waste Facilities
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/17/2013
Date Made Active in Reports: 06/28/2013
Number of Days to Update: 11

Source: Department of Environmental Management
Telephone: 317-232-0066
Last EDR Contact: 09/30/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Semi-Annually

KY SWF/LF: Solid Waste Facilities List
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 07/22/2013
Date Data Arrived at EDR: 07/22/2013
Date Made Active in Reports: 07/31/2013
Number of Days to Update: 9

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Semi-Annually

IN NPDES: NPDES Permit Listing
A listing of active NPDES Permit Section facility locations.

Date of Government Version: 07/15/2013
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 07/31/2013
Number of Days to Update: 15

Source: Department of Environmental Management
Telephone: 317-233-0676
Last EDR Contact: 07/15/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Varies

KY UIC: UIC Information
A listing of underground injection control wells.

Date of Government Version: 07/18/2013
Date Data Arrived at EDR: 07/22/2013
Date Made Active in Reports: 08/14/2013
Number of Days to Update: 23

Source: Kentucky Geological Survey
Telephone: 859-323-0544
Last EDR Contact: 07/22/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Quarterly

IN UIC: UIC Site Listing
A listing of class II well locations

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/05/2013
Date Made Active in Reports: 06/28/2013
Number of Days to Update: 23

Source: Department of Natural Resources
Telephone: 317-232-0045
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

KY SWRCY: Recycling Facilities
A listing of recycling facilities located in the state of Kentucky.

Date of Government Version: 10/26/2010
Date Data Arrived at EDR: 11/04/2010
Date Made Active in Reports: 01/11/2011
Number of Days to Update: 68

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 07/26/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

IN SWRCY: Recycling Facilities
A listing of recycling facilities located in the state of Indiana.

Date of Government Version: 10/26/2009
Date Data Arrived at EDR: 11/02/2009
Date Made Active in Reports: 11/11/2009
Number of Days to Update: 9

Source: Department of Environmental Management
Telephone: 317-234-4050
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

KY HIST LF: Historical Landfills
This solid waste facility listing contains detail information that is not included in the landfill listing. A listing with detail information is no longer available by the Department of Environmental Protection.

Date of Government Version: 05/01/2003
Date Data Arrived at EDR: 03/30/2006
Date Made Active in Reports: 05/01/2006
Number of Days to Update: 32

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

IN LUST: Lust Leaking Underground Storage Tank List

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 05/14/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 06/28/2013
Number of Days to Update: 24

Source: Department of Environmental Management
Telephone: 317-232-8900
Last EDR Contact: 09/04/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Annually

KY SB193: SB193 Branch Site Inventory List

The inventory indicates facilities that have performed permanent closure activities at a regulated underground storage tank facility and have known soil and/or groundwater contamination.

Date of Government Version: 09/05/2006
Date Data Arrived at EDR: 09/13/2006
Date Made Active in Reports: 10/18/2006
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 502-564-5981
Last EDR Contact: 07/15/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: No Update Planned

IN UST: Indiana Registered Underground Storage Tanks

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 05/13/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 06/28/2013
Number of Days to Update: 24

Source: Department of Environmental Management
Telephone: 317-308-3008
Last EDR Contact: 09/04/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Quarterly

KY UST: Underground Storage Tank Database

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 05/14/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 43

Source: Department of Environmental Protection
Telephone: 502-564-5981
Last EDR Contact: 09/04/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Quarterly

IN DEL SHWS: Deleted Commissioner's Bulletin Sites List

A listing of sites deleted/removed from the Commissioner's Bulletin List

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/04/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 10

Source: Department of Environmental Management
Telephone: 317-234-0347
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

IN BULK: Registered Bulk Fertilizer and Pesticide Storage Facilities

A listing of registered dry or liquid bulk fertilizer and pesticide storage facilities.

Date of Government Version: 04/01/2013
Date Data Arrived at EDR: 04/09/2013
Date Made Active in Reports: 04/30/2013
Number of Days to Update: 21

Source: Office of Indiana State Chemist
Telephone: 765-494-0579
Last EDR Contact: 07/03/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Varies

IN MANIFEST: Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 01/15/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 38

Source: Department of Environmental Management
Telephone: 317-233-4624
Last EDR Contact: 07/12/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Annually

KY SPILLS: State spills

A listing of spill and/or release related incidents.

Date of Government Version: 05/16/2013
Date Data Arrived at EDR: 05/24/2013
Date Made Active in Reports: 06/03/2013
Number of Days to Update: 10

Source: DEP, Emergency Response
Telephone: 502-564-2380
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

IN SPILLS: Spills Incidents

Oil, hazardous, or objectionable materials that may be released to soil and water.

Date of Government Version: 06/30/2013
Date Data Arrived at EDR: 08/09/2013
Date Made Active in Reports: 09/06/2013
Number of Days to Update: 28

Source: Department of Environmental Management
Telephone: 317-308-3038
Last EDR Contact: 09/06/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Semi-Annually

KY ENG CONTROLS: Engineering Controls Site Listing

A listing of sites that use engineering controls.

Date of Government Version: 06/26/2013
Date Data Arrived at EDR: 06/26/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 21

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

KY INST CONTROL: State Superfund Database

A list of closed sites in the State Superfund Database. Institutional controls would be in place at any site that uses Contained or Managed as a Closure Option.

Date of Government Version: 06/26/2013
Date Data Arrived at EDR: 06/26/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 21

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

IN VCP: Voluntary Remediation Program Site List

A current list of Voluntary Remediation Program sites that are no longer confidential.

Date of Government Version: 01/01/2012
Date Data Arrived at EDR: 01/25/2012
Date Made Active in Reports: 02/02/2012
Number of Days to Update: 8

Source: Department of Environmental Management
Telephone: 317-234-0966
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

KY VCP: Voluntary Cleanup Program Sites
Sites that have been accepted into the Voluntary Cleanup Program or have submitted an application.

Date of Government Version: 06/26/2013
Date Data Arrived at EDR: 06/26/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 21

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

KY DRYCLEANERS: Drycleaner Listing
A listing of drycleaner facility locations.

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 43

Source: Department of Environmental Protection
Telephone: 502-573-3382
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

IN DRYCLEANERS: Drycleaner Facility Listing
A list of drycleaners involved in the Indiana 5-Star Environmental Recognition Program. It is a voluntary program that ranks participating drycleaners on a scale of one to five stars. The program recognizes those drycleaners willing to do more for the environment and worker safety than the rules require. These drycleaners are going above and beyond the rules to protect the environment, their employees and their neighbors and customers.

Date of Government Version: 06/13/2013
Date Data Arrived at EDR: 08/23/2013
Date Made Active in Reports: 09/18/2013
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 800-988-7901
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Varies

IN BROWNFIELDS: Brownfields Site List
A brownfield site is an industrial or commercial property that is abandoned, inactive, or underutilized, on which expansion or redeveloopment is complicated due to the actual or perceived environmental contamination.

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 06/28/2013
Number of Days to Update: 24

Source: Department of Environmental Management
Telephone: 317-233-2570
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Semi-Annually

KY BROWNFIELDS: Kentucky Brownfield Inventory
The Kentucky Brownfield Program has created an inventory of brownfield sites in order to market the properties to those interested in brownfield redevelopment. The Kentucky Brownfield Program is working to promote the redevelopment of these sites by helping to remove barriers that prevent reuse, providing useful information to communities, developers and the public and encouraging a climate that fosters redevelopment of contaminated sites.

Date of Government Version: 08/05/2013
Date Data Arrived at EDR: 08/07/2013
Date Made Active in Reports: 08/13/2013
Number of Days to Update: 6

Source: Division of Compliance Assistance
Telephone: 502-564-0323
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Varies

KY CDL: Clandestine Drub Lab Location Listing
Clandestine drug lab site locations.

Date of Government Version: 06/26/2013
Date Data Arrived at EDR: 06/26/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 21

Source: Department of Environmental Protection
Telephone: 502-564-6716
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

IN CDL: Clandestine Drug Lab Listing
A listing of clandestine drub labs that have been cleaned up.

Date of Government Version: 07/08/2013
Date Data Arrived at EDR: 07/08/2013
Date Made Active in Reports: 07/31/2013
Number of Days to Update: 23

Source: Department of Environmental Management
Telephone: 317-416-5031
Last EDR Contact: 07/08/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Quarterly

KY NPDES: Permitted Facility Listing
A listing of permitted wastewater facilities.

Date of Government Version: 08/06/2013
Date Data Arrived at EDR: 08/07/2013
Date Made Active in Reports: 08/14/2013
Number of Days to Update: 7

Source: Department of Environmental Protection
Telephone: 502-564-3410
Last EDR Contact: 07/16/2013
Next Scheduled EDR Contact: 08/26/2013
Data Release Frequency: Varies

KY AIRS: Permitted Airs Facility Listing
A listing of permitted Airs facilities.

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 07/17/2013
Number of Days to Update: 43

Source: Department of Environmental Protection
Telephone: 502-573-3382
Last EDR Contact: 09/03/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Varies

IN AIRS: Permitted Sources & Emissions Listing
Current permitted sources and emissions inventory information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/08/2013
Date Made Active in Reports: 08/29/2013
Number of Days to Update: 52

Source: Department of Environmental Management
Telephone: 317-233-0185
Last EDR Contact: 07/08/2013
Next Scheduled EDR Contact: 10/21/2013
Data Release Frequency: Varies

KY LEAD: Environmental Lead Program Report Tracking Database
Lead Report Tracking Database

Date of Government Version: 07/10/2013
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 07/31/2013
Number of Days to Update: 15

Source: Department of Public Health
Telephone: 502-564-4537
Last EDR Contact: 08/08/2013
Next Scheduled EDR Contact: 11/25/2013
Data Release Frequency: Varies

IN OISC: Office of Indiana State Chemist Database
Restricted use pesticide dealers and pesticide & fertilizer applicators.

Date of Government Version: 06/24/2013
Date Data Arrived at EDR: 06/25/2013
Date Made Active in Reports: 08/29/2013
Number of Days to Update: 65

Source: Office of Indiana State Chemist & Seed
Telephone: 765-494-1492
Last EDR Contact: 09/24/2013
Next Scheduled EDR Contact: 01/08/2014
Data Release Frequency: Quarterly

IN SCP: State Cleanup Program Sites
The goals for the State Cleanup Section are to mitigate risk to human health and the environment.

Date of Government Version: 06/03/2013
Date Data Arrived at EDR: 06/04/2013
Date Made Active in Reports: 06/28/2013
Number of Days to Update: 24

Source: Department of Environmental Management
Telephone: 317-233-0068
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/16/2013
Data Release Frequency: Quarterly

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations
This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34
Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/19/2013
Next Scheduled EDR Contact: 10/28/2013
Data Release Frequency: Semi-Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52
Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/31/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 09/28/2012
Date Data Arrived at EDR: 11/01/2012
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 162
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 02/06/2013
Date Data Arrived at EDR: 02/08/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 63
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Semi-Annually

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 09/12/2011
Date Data Arrived at EDR: 09/13/2011
Date Made Active in Reports: 11/11/2011
Number of Days to Update: 59
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 43
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 02/05/2013
Date Data Arrived at EDR: 02/06/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 65
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 43
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 09/28/2012
Date Data Arrived at EDR: 11/07/2012
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 156
Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 02/06/2013
Date Data Arrived at EDR: 02/08/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 63
Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 08/02/2012
Date Data Arrived at EDR: 08/03/2012
Date Made Active in Reports: 11/05/2012
Number of Days to Update: 94
Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/10/2011
Date Data Arrived at EDR: 05/11/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 34

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Semi-Annually

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 02/21/2013
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 45

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 02/05/2013
Date Data Arrived at EDR: 02/06/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 65

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/24/2013
Next Scheduled EDR Contact: 11/11/2013
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 09/28/2012
Date Data Arrived at EDR: 10/02/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 14

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/02/2013
Next Scheduled EDR Contact: 10/14/2013
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR PROPRIETARY RECORDS

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners
EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Auto Stat: EDR Proprietary Historic Gas Stations - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Proprietary Historic Dry Cleaners - Cole

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: N/A
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/20/2013
Date Data Arrived at EDR: 05/21/2013
Date Made Active in Reports: 06/27/2013
Number of Days to Update: 37

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/19/2013
Next Scheduled EDR Contact: 12/02/2013
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/07/2013
Date Made Active in Reports: 09/10/2013
Number of Days to Update: 34

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/07/2013
Next Scheduled EDR Contact: 11/18/2013
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/24/2013
Date Made Active in Reports: 08/19/2013
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/05/2013
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/23/2013
Next Scheduled EDR Contact: 12/09/2013
Data Release Frequency: Annually

VT MANIFEST: Hazardous Waste Manifest Data
Hazardous waste manifest information.

Date of Government Version: 05/01/2013
Date Data Arrived at EDR: 08/14/2013
Date Made Active in Reports: 09/20/2013
Number of Days to Update: 37

Source: Department of Environmental Conservation
Telephone: 802-241-3443
Last EDR Contact: 07/18/2013
Next Scheduled EDR Contact: 11/04/2013
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 08/09/2013
Date Made Active in Reports: 09/27/2013
Number of Days to Update: 49

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/16/2013
Next Scheduled EDR Contact: 12/30/2013
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Listing
Source: Department Of Human Services
Telephone: 615-313-4778

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetlands Inventory
Source: Tennessee Spatial Data Server
Telephone: 931-528-6481

Tennesee Lust TDEC: In 1998 EDR reviewed technical reports, phase II reports and phase II report equivalents held by the Tennessee Department of Environment and Conservation and recorded data on leaking underground storage tanks in Davidson, Knox, and Shelby counties.

STREET AND ADDRESS INFORMATION

APPENDIX B – INTERIM GUIDANCE UPDATE ON MOBILE SOURCE AIR TOXICS (MSAT) ANALYSIS

U.S. Department of Transportation
Federal Highway Administration

Memorandum

SENT VIA ELECTRONIC MAIL

Subject: **INFORMATION:** Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents
/S/Original signed by
From: April Marchese
Director, Office of Natural Environment

Date: December 6, 2012

In Reply Refer To:
HEPN-10

To: Division Administrators
Federal Lands Highway Division Engineers

PURPOSE

The purpose of this memorandum is to update the September 2009 interim guidance that advised Federal Highway (FHWA) Division offices on when and how to analyze Mobile Source Air Toxics (MSAT) under the National Environmental Policy Act (NEPA) review process for highway projects.

This update reflects recent changes in methodology for conducting emissions analysis and updates of research in the MSAT arena. The U.S. Environmental Protection Agency (EPA) released the latest emission model, the Motor Vehicle Emissions Simulator (MOVES) in 2010, and started a 2-year grace period to phase in the requirement of using MOVES for transportation conformity analysis. On February 8, 2011, EPA issued guidance on Using the MOVES and Emission FACtors (EMFAC) Models in NEPA Evaluation that recommended the same grace period be applied to project-level emissions analysis for NEPA purposes. At the end of this grace period, i.e. beginning December 20, 2012, project sponsors should use MOVES to conduct emissions analysis for NEPA purposes. To prepare for this transition, FHWA is updating the September 2009 Interim Guidance to incorporate the analysis conducted using MOVES. Based on FHWA's analysis using MOVES2010b, the latest version of MOVES, diesel particulate matter (diesel PM) has become the dominant MSAT of concern. We have also provided an update on the status of scientific research on air toxics. The update supersedes the September 2009 Interim Guidance and should be referenced as a whole in NEPA documentation.

BACKGROUND

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air

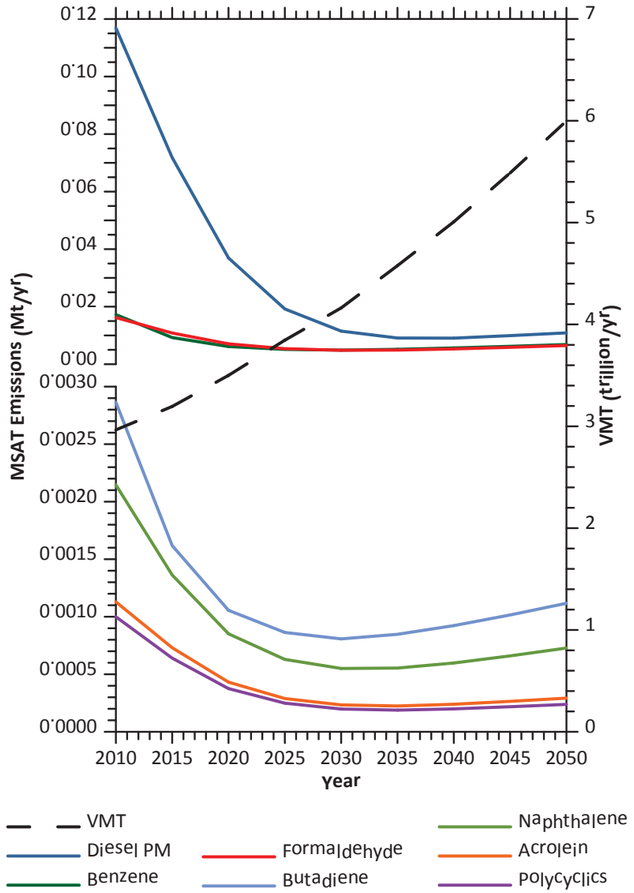
Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (http://cfcpub.epa.gov/ncea/iris/index.cfm). In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (http://www.epa.gov/ttn/atw/nata1999/). These are *acrolein, benzene, 1,3-butidiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter*. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES improves upon the previous MOBILE model in several key aspects: MOVES is based on a vast amount of in-use vehicle data collected and analyzed since the latest release of MOBILE, including millions of emissions measurements from light-duty vehicles. Analysis of this data enhanced EPA's understanding of how mobile sources contribute to emissions inventories and the relative effectiveness of various control strategies. In addition, MOVES accounts for the significant effects that vehicle speed and temperature have on PM emissions estimates, whereas MOBILE did not. MOVES2010b includes all air toxic pollutants in NATA that are emitted by mobile sources. EPA has incorporated more recent data into MOVES2010b to update and enhance the quality of MSAT emission estimates. These data reflect advanced emission control technology and modern fuels, plus additional data for older technology vehicles.

Based on an FHWA analysis using EPA's MOVES2010b model, as shown in Figure 1, even if vehicle-miles travelled (VMT) increases by 102 percent as assumed from 2010 to 2050, a combined reduction of 83 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Figure 1:
PROJECTED NATIONAL MSAT EMISSION TRENDS 2010 – 2050
FOR VEHICLES OPERATING ON ROADWAYS
USING EPA's MOVES2010b MODEL



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors

Source: EPA MOVES2010b model runs conducted during May – June 2012 by FHWA.

The implications of MOVES on MSAT emissions estimates compared to MOBILE are: lower estimates of total MSAT emissions; significantly lower benzene emissions; significantly higher diesel PM emissions, especially for lower speeds. Consequently, diesel PM is projected to be the dominant component of the emissions total.

MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA.

Nonetheless, air toxics concerns continue to be raised on highway projects during the NEPA process. Even as the science emerges, we are duly expected by the public and other agencies to address MSAT impacts in our environmental documents. The FHWA, EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

NEPA CONTEXT

The NEPA requires, to the fullest extent possible, that the policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with its environmental protection goals. The NEPA also requires Federal agencies to use an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment. The NEPA requires and FHWA is committed to the examination and avoidance of potential impacts to the natural and human environment when considering approval of proposed transportation projects. In addition to evaluating the potential environmental effects, we must also take into account the need for safe and efficient transportation in reaching a decision that is in the best overall public interest. The FHWA policies and procedures for implementing NEPA are contained in regulation at 23 CFR Part 771.

CONSIDERATION OF MSAT IN NEPA DOCUMENTS

The FHWA developed a tiered approach with three categories for analyzing MSAT in NEPA documents, depending on specific project circumstances:

(1) No analysis for projects with no potential for meaningful MSAT effects;

(2) Qualitative analysis for projects with low potential MSAT effects; or

(3) Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

For projects warranting MSAT analysis, the seven priority MSAT should be analyzed.

(1) Projects with No Meaningful Potential MSAT Effects, or Exempt Projects.

The types of projects included in this category are:

- Projects qualifying as a categorical exclusion under 23 CFR 771.117(c) (subject to consideration whether unusual circumstances exist under 23 CFR 771.117(b));
- Projects exempt under the Clean Air Act conformity rule under 40 CFR 93.126; or
- Other projects with no meaningful impacts on traffic volumes or vehicle mix.

For projects that are categorically excluded under 23 CFR 771.117(c), or are exempt from conformity requirements under the Clean Air Act pursuant to 40 CFR 93.126, no analysis or discussion of MSAT is necessary. Documentation sufficient to demonstrate that the project qualifies as a categorical exclusion and/or exempt project will suffice. For other projects with no or negligible traffic impacts, regardless of the class of NEPA environmental document, no MSAT analysis is recommended.[1] However, the project record should document the basis for the determination of "no meaningful potential impacts" with a brief description of the factors considered. Example language, which must be modified to correspond with local and project-specific circumstances, is provided in Appendix A.

(2) Projects with Low Potential MSAT Effects

The types of projects included in this category are those that serve to improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. This category covers a broad range of projects.

We anticipate that most highway projects that need an MSAT assessment will fall into this category. Any projects not meeting the criteria in category (1) or category (3) below should be included in this category. Examples of these types of projects are minor widening projects; new interchanges, replacing a signalized intersection on a surface street; or projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic (AADT).

For these projects, a qualitative assessment of emissions projections should be conducted. This qualitative assessment would compare, in narrative form, the expected effect of the project on traffic volumes, vehicle mix, or routing of traffic and the associated changes in MSAT for the project alternatives, including no-build, based on VMT, vehicle mix, and speed. It would also

[1] The types of projects categorically excluded under 23 CFR 771.117(d) or exempt from certain conformity requirements under 40 CFR 93.127 does not warrant an automatic exemption from an MSAT analysis, but they usually will have no meaningful impact.

discuss national trend data projecting substantial overall reductions in emissions due to stricter engine and fuel regulations issued by EPA. Because the emission effects of these projects typically are low, we expect there would be no appreciable difference in overall MSAT emissions among the various alternatives.

Appendix B includes example language for a qualitative assessment, with specific examples for four types of projects: (1) a minor widening project; (2) a new interchange connecting an existing roadway with a new roadway; (3) a new interchange connecting new roadways; and (4) minor improvements or expansions to intermodal centers or other projects that affect truck traffic. The information provided in Appendix B must be modified to reflect the local and project-specific situation.

In addition to the qualitative assessment, a NEPA document for this category of projects must include a discussion of information that is incomplete or unavailable for a project specific assessment of MSAT impacts, in compliance with the Council on Environmental Quality (CEQ) regulations (40 CFR 1502.22(b)). This discussion should explain how current scientific techniques, tools, and data are not sufficient to accurately estimate human health impacts that could result from a transportation project in a way that would be useful to decision-makers. Also in compliance with 40 CFR 150.22(b), it should contain information regarding the health impacts of MSAT. See Appendix C.

(3) Projects with Higher Potential MSAT Effects

This category includes projects that have the potential for meaningful differences in MSAT emissions among project alternatives. We expect a limited number of projects to meet this two-pronged test. To fall into this category, a project should:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location, involving a significant number of diesel vehicles for new projects or accommodating with a significant increase in the number of diesel vehicles for expansion projects; or

- Create new capacity or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000[2] or greater by the design year;

And also

- Proposed to be located in proximity to populated areas.

Projects falling within this category should be more rigorously assessed for impacts. If a project falls within this category, you should contact the Office of Natural Environment (HEPN) and the

[2] Using EPA's MOVES2010b emissions model, FHWA staff determined that this range of AADT would result in emissions significantly lower than the Clean Air Act definition of a major hazardous air pollutant (HAP) source, i.e., 25 tons/yr. for all HAPs or 10 tons/yr. for any single HAP. Variations in conditions such as congestion or vehicle mix could warrant a different range for AADT; if this range does not seem appropriate for your project, please consult with the contacts from HEPN and HEPE identified in this memorandum.

Office of Project Development and Environmental Review (HEPE) in FHWA Headquarters for assistance in developing a specific approach for assessing impacts. This approach would include a quantitative analysis to forecast local-specific emission trends of the priority MSAT for each alternative, to use as a basis of comparison. This analysis also may address the potential for cumulative impacts, where appropriate, based on local conditions. How and when cumulative impacts should be considered would be addressed as part of the assistance outlined above. The NEPA document for this project should also include relevant language on unavailable information described in Appendix C.

If the analysis for a project in this category indicates meaningful differences in levels of MSAT emissions among alternatives, mitigation options should be identified and considered. See Appendix E for information on mitigation strategies.

You should also consult with HEPN and HEPE if you have a project that does not fall within any of the types of projects listed above, but you think has the potential to substantially increase future MSAT emissions.

CONCLUSION

What we know about mobile source air toxics is still evolving. As the science progresses FHWA will continue to revise and update this guidance. FHWA is working with Stakeholders, EPA and others to better understand the strengths and weaknesses of developing analysis tools and the applicability on the project level decision documentation process. FHWA wanted to make project sponsors aware of the implications of the transition to the MOVES model and that we will be issuing updates to this interim guidance when necessary. Additional background information on MSAT-related research is provided in Appendix D.

The FHWA Headquarters and Resource Center staff Victoria Martinez (787) 766-5600 X231, Bruce Bender (202) 366-2851, and Michael Claggett (505) 820-2047, are available to provide information and technical assistance, support any necessary analysis, and limit project delays. All MSAT analysis beginning on or after December 20, 2012, should use the MOVES model. Any MSAT analysis initiated prior to that date may continue to operate under the previous guidance and utilize MOBILE6.2. We are available to answer questions from project sponsors as we transition to MOVES.

APPENDICES

Appendix A – Prototype Language for Exempt Projects
Appendix B – Prototype Language for Qualitative Project Level MSAT Analysis
Appendix C – The Council on Environmental Quality (CEQ) Provisions Covering Incomplete or Unavailable Information (40 CFR 1502.22) including a discussion of unavailable information for project-specific MSAT Health Impacts Analysis
Appendix D – FHWA Sponsored Mobile Source Air Toxics Research Efforts
Appendix E – MSAT Mitigation Strategies

APPENDIX A – Prototype Language for Exempt Projects

The purpose of this project is to (*insert major deficiency that the project is meant to address*) by constructing (*insert major elements of the project*). This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

APPENDIX B – Examples of Prototype Language for Qualitative Project-Level MSAT Analysis

The information in this Appendix is for projects with low potential MSAT effects – any non-exempt project that does not meet the threshold criteria for higher potential effects, as described in the interim guidance, should be considered for treatment provided here. The types of projects that fall into this category are those that improve operations of highways, or freight facilities without adding substantial new capacity. Examples include minor widening projects or new interchanges replacing signalized intersection on surface streets.

The following are some examples of qualitative MSAT analyses for different types of projects. Each project is different, and some projects may contain elements covered in more than one of the examples below. Analysts can use the example language as a starting point, but should tailor it to reflect the unique circumstances of the project being considered. The following factors should be considered when crafting a qualitative analysis:

- For projects on an existing alignment, MSAT are expected to decline due to the effect of new EPA engine and fuel standards.

- Projects that result in increased travel speeds will reduce MSAT emissions per VMT basis, although previously, the effect of speed changes on diesel particulate matter was not accounted for in the MOBILE6.2 model, however, MOVES does provide this estimation and should be accounted for accordingly. This speed benefit may be offset somewhat by increased VMT if the more efficient facility attracts additional vehicle trips.

- Projects that facilitate new development may generate additional MSAT emissions from new trips, truck deliveries, and parked vehicles (due to evaporative emissions). However, these may also be activities that are attracted from elsewhere in the metro region; thus, on a regional scale there may be no net change in emissions.

- Projects that create new travel lanes, relocate lanes, or relocate economic activity closer to homes, schools, businesses, and other populated areas may increase concentrations of MSAT at those locations relative to No Action.

Other elements related to a qualitative analysis are a discussion of information that is incomplete or unavailable for a project specific assessment of MSAT impacts and a discussion of any MSAT mitigation measures that may be associated with the project.

INTODUCTORY LANGUAGE FOR QUALITATIVE ANALYSIS FOR ALL PROJECTS

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at: www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm

(1) Minor Widening Project

(For purposes of this scenario, minor highway widening projects are those in which the design year traffic is predicted to be less than 140,000 – 150,000 AADT. Widening projects that surpass these criteria are subject to a quantitative analysis.)

For each alternative in this EIS/EA (*specify*), the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. Refer to Table ___ (*specify*). This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2010b model, emissions of all of the priority MSAT decrease as speed increases. Because the estimated VMT under each of the Alternatives are nearly the same, varying by less than ___ (*specify*) percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

(The following paragraph may apply if the project includes plans to construct travel lanes closer to populated areas.)

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT could be higher under certain Build Alternatives than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along

the expanded roadway sections that would be built at _____ (*specify location*), under Alternatives _____ (*specify*), and along _____ (*specify route*) under Alternatives _____ (*specify*). However, the magnitude and the duration of these potential increases compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

(2) New Interchange Connecting an Existing Roadway with a New Roadway

(This scenario is oriented toward projects where a new roadway segment connects to an existing limited access highway. The purpose of the roadway is primarily to meet regional travel needs, e.g., by providing a more direct route between locations.)

For each alternative in this EIS/EA (*specify*), the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. Because the VMT estimated for the No Build Alternative is higher than for any of the Build Alternatives, higher levels of MSAT are not expected from any of the Build Alternatives compared to the No Build. Refer to Table ___ (*specify*). In addition, because the estimated VMT under each of the Build Alternatives are nearly the same, varying by less than ___ (*specify*) percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

Under each alternative there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the new roadway sections that would be built at _____ (*specify location*), under Alternatives _____ (*specify*), and along _____ (*specify route*) under Alternatives _____ (*specify*). However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

In sum, under all Build Alternatives in the design year it is expected there would be reduced MSAT emissions in the immediate area of the project, relative to the No Build

Alternative, due to the reduced VMT associated with more direct routing, and due to EPA's MSAT reduction programs.

(3) New Interchange Connecting New Roadways

(This scenario is oriented toward interchange projects developed in response to or in anticipation of economic development, e.g., a new interchange to serve a new shopping/residential development. Projects from the previous example may also have economic development associated with them, so some of this language may also apply.)

For each alternative in this EIS/EA (*specify*), the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives is slightly higher than that for the No Build Alternative, because the interchange facilitates new development that attracts trips that would not otherwise occur in the area. Refer to Table ___ (*specify*). This increase in VMT means MSAT under the Build Alternatives would probably be higher than the No Build Alternative in the study area. There could also be localized differences in MSAT from indirect effects of the project such as associated access traffic, emissions of evaporative MSAT (e.g., benzene) from parked cars, and emissions of diesel particulate matter from delivery trucks (*modify depending on the type and extent of the associated development*). Travel to other destinations would be reduced with subsequent decreases in emissions at those locations.

Because the estimated VMT under each of the Build Alternatives are nearly the same, varying by less than ___ (*specify*) percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various Build Alternatives. For all Alternatives, emissions are virtually certain to be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future than they are today.

(The following discussion would apply to new interchanges in areas already developed to some degree. For new construction in anticipation of economic development in rural or largely undeveloped areas, this discussion would be applicable only to populated areas, such as residences, schools, and businesses.)

The travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT would be higher under certain Alternatives than others. The localized differences in MSAT concentrations would likely be most pronounced along the new/expanded roadway sections that would be built at _____ (*specify location*), under Alternatives _____ (*specify*), and along _____ (*specify route*) under Alternatives _____ (*specify*).

However, the magnitude and the duration of these potential increases cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Further, under all Alternatives, overall future MSAT are expected to be substantially lower than today due to implementation of EPA's vehicle and fuel regulations.

In sum, under all Build Alternatives in the design year it is expected there would be slightly higher MSAT emissions in the study area relative to the No Build Alternative due to increased VMT. There also could be increases in MSAT levels in a few localized areas where VMT increases. However, EPA's vehicle and fuel regulations will bring about significantly lower MSAT levels for the area in the future than today.

(4) Minor Improvements or Expansions to Intermodal Centers or Other Projects that Affect Truck Traffic

(The description for these types of projects depends on the nature of the project. The key factor from an MSAT standpoint is the change in truck and rail activity and the resulting change in MSAT emissions patterns.)

For each alternative in this EIS/EA (*specify*), the amount of MSAT emitted would be proportional to the amount of truck vehicle miles traveled (VMT) and rail activity, assuming that other variables (such as travel not associated with the intermodal center) are the same for each alternative. The truck VMT and rail activity estimated for each of the Build Alternatives are higher than that for the No Build Alternative, because of the additional activity associated with the expanded intermodal center. Refer to Table ___ (*specify*). This increase in truck VMT and rail activity associated with the Build Alternatives would lead to higher MSAT emissions (particularly diesel particulate matter) in the vicinity of the intermodal center. The higher emissions could be offset somewhat by two factors: 1) the decrease in regional truck traffic due to increased use of rail for inbound and outbound freight; and 2) increased speeds on area highways due to the decrease in truck traffic. The extent to which these emissions decreases will offset intermodal center-related emissions increases is not known.

Because the estimated truck VMT and rail activity under each of the Build Alternatives are nearly the same, varying by less than ___ (*specify*) percent, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent from 2010 to 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the EPA-projected reductions are so significant (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future as well.

(The following discussion may apply if the intermodal center is close to other development.)

The additional freight activity contemplated as part of the project alternatives will have the effect of increasing diesel emissions in the vicinity of nearby homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of MSAT would be higher than under the No Build alternative. The localized differences in MSAT concentrations would likely be most pronounced under Alternatives _____ (*specify*). However, as discussed above, the magnitude and the duration of these potential differences cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific health impacts. Even though there may be differences among the Alternatives, on a region-wide basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will cause substantial reductions over time that in almost all cases the MSAT levels in the future will be significantly lower than today.

(Insert a description of any emissions-reduction activities that are associated with the project, such as truck and train idling limitations or technologies, such as auxiliary power units; alternative fuels or engine retrofits for container-handling equipment, etc.)

In sum, all Build Alternatives in the design year are expected to be associated with higher levels of MSAT emissions in the study area, relative to the No Build Alternative, along with some benefit from improvements in speeds and reductions in region-wide truck traffic. There also could be slightly higher differences in MSAT levels among Alternatives in a few localized areas where freight activity occurs closer to homes, schools, and businesses. Under all alternatives, MSAT levels are likely to decrease over time due to nationally mandated cleaner vehicles and fuels.

MSAT MITIGATION STRATEGIES

Although there is no obligation to identify and consider MSAT mitigation strategies as part of a qualitative analysis, such strategies may be part of a project's design. Refer to the examples provided in (4) Minor Improvements or Expansions to Intermodal Centers or Other Projects that Affect Truck Traffic, or Appendix E. For these and similar circumstances, MSAT mitigation strategies should be discussed as part of a qualitative analysis.

CEQ PROVISIONS COVERING INCOMPLETE OR UNAVAILABLE INFORMATION (40 CFR 1502.22)

The introductory language for qualitative analysis should be followed by a 40 CFR 1502 assessment of incomplete or unavailable information. Refer to Appendix C for details.

APPENDIX C – CEQ Provisions Covering Incomplete or Unavailable Information (40 CFR 1502.22)

Sec. 1502.22 INCOMPETE OR UNAVAILABLE INFORMATION

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

(a) If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.

(b) If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:

1. a statement that such information is incomplete or unavailable;
2. a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment;
3. a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment; and
4. the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts that have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.

(c) The amended regulation will be applicable to all environmental impact statements for which a Notice to Intent (40 CFR 1508.22) is published in the Federal Register on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation.

INCOMPLETE OR UNAVAILABLE INFORMATION FOR PROJECT-SPECIFIC MSAT HEALTH IMPACTS ANALYSIS

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not,

would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, https://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, http://pubs.healtheffects.org/view.php?id=282) or in the future as vehicle emissions substantially decrease (HEI, http://pubs.healtheffects.org/view.php?id=306).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (http://pubs.healtheffects.org/view.php?id=282). As a result, there is no national

consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (http://www.epa.gov/risk/basicinformation.htm#g) and the HEI (http://pubs.healtheffects.org/getfile.php?u=395) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in this Appendix (reflecting any local and project-specific circumstances), should be included regarding incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff Victoria Martinez (787) 766-5600 X231, Bruce Bender (202) 366-2851, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

APPENDIX D – FHWA Sponsored Mobile Source Air Toxics Research Efforts

Human epidemiology and animal toxicology experiments indicate that many chemicals or mixtures termed air toxics have the potential to impact human health. As toxicology, epidemiology and air contaminant measurement techniques have improved over the decades, scientists and regulators have increased their focus on the levels of each chemical or material in the air in an effort to link potential exposures with potential health effects. The EPA's list of 21 mobile source toxics represents their prioritization of these chemicals or materials for further study and evaluation. The EPA's strategy for evaluating air toxic compounds effects is focused on both national trends and local impacts. The FHWA has embarked on an air toxics research program with the intent of understanding the mobile source contribution and its impact on local and national air quality. Several of studies either initiated or supported by FHWA are described below[1].

Air toxics emissions from mobile sources have the potential to impact human health and often represent a regulatory agency concern. The FHWA has responded to this concern by developing an integrated research program to answer the most important transportation community questions related to air toxics, human health, and the NEPA process. To this end, FHWA has performed, funded or is currently managing several research projects. Many of these projects are based on an Air Toxics Research Workplan that provides a roadmap for agency research efforts[2]. These efforts include:

THE NATIONAL NEAR ROADWAY MSAT STUDY

The FHWA, in conjunction with the EPA and a consortium of State departments of transportation, studied the concentration and physical behavior of MSAT and mobile source PM 2.5 in Las Vegas, Nevada and Detroit, Michigan. The study criteria dictated that the study site be open to traffic and have 150,000 Annual Average Daily Traffic or more. These studies were intended to provide knowledge about the dispersion of MSAT emissions with the ultimate goal of enabling more informed transportation and environmental decisions at the project-level. These studies are unique in that the monitored data was collected for the entire year. The Las Vegas, NV report revealed there are a large number of influences in this urban setting and researchers must look beyond the roadway to find all the sources in the near road environment. Additionally, in Las Vegas, meteorology played a large role in the concentrations measured in the near road study area. More information is available at http://www.fhwa.dot.gov/environment/airtoxicmsat/index.htm.

[1] The information provided here is an update to research work discussed in the 2009 release of this interim guidance. The current title of each research activity is followed by the title used to describe the activity previously.
[2] Available at http://www.fhwa.dot.gov/environment/airtoxic/workplan/index.htm

TRAFFIC-RELATED AIR POLLUTION

Going One Step Beyond: A Neighborhood Scale Air Toxics Assessment in North Denver (The Good Neighbor Project)

In 2007, the Denver Department of Environmental Health (DDEH) issued a technical report entitled *Going One Step Beyond: A Neighborhood Scale Air Toxics Assessment in North Denver (The Good Neighbor Project)***.** This research project was funded by FHWA. In this study, DDEH conducted a neighborhood-scale air toxics assessment in North Denver, which includes a portion of the proposed I-70 East project area. Residents in this area have been very concerned about both existing health effects in their neighborhoods (from industrial activities, hazardous waste sites, and traffic) and potential health impacts from changes to I-70.

The study was designed to compare modeled levels of the six priority MSATs identified in FHWA's 2006 guidance with measurements at existing MSAT monitoring sites in the study area. MOBILE6.2 emissions factors and the ISC3ST dispersion model were used (some limited testing of the CALPUFF model was also performed). Key findings include: 1) modeled mean annual concentrations from highways were well below estimated Integrated Risk Information System (IRIS) cancer and non-cancer risk values for all six MSAT; 2) modeled concentrations dropped off sharply within 50 meters of roadways; 3) modeled MSAT concentrations tended to be higher along highways near the Denver Central Business District (CBD) than along the I-70 East corridor (in some cases, they were higher within the CBD itself, as were the monitored values); and 4) dispersion model results were generally lower than monitored concentrations but within a factor of two at all locations.

Mobile Source Air Toxic Hot Spot

Given concerns about the possibility of MSAT exposure in the near road environment, The Health Effects Institute (HEI) dedicated a number of research efforts at trying to find a MSAT "hotspot." In 2011 three studies were published that tested this hypothesis. In general the authors confirm that while highways are a source of air toxics, they were unable to find that highways were the only source of these pollutants and determined that near road exposures were often no different or no higher than background or ambient levels of exposure, and hence no true hot spots were identified. These links provide additional information http://pubs.healtheffects.org/getfile.php?u=659 page 137, http://pubs.healtheffects.org/getfile.php?u=656 page 143, and http://pubs.healtheffects.org/getfile.php?u=617 page 87, where monitored on-road emissions were higher than emission levels monitored near road residences, but the issue of hot spot was not ultimately discussed.

Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects

In January 2010, HEI released Special Report #17, investigating the health effects of traffic related air pollution. The goal of the research was to synthesize available information on the effects of traffic on health. Researchers looked at linkages between: (1) traffic emissions (at the tailpipe) with ambient air pollution in general, (2) concentrations of ambient pollutants with human exposure to pollutants from traffic, (3) exposure to pollutants from traffic with human-health effects and toxicologic data, and (4) toxicologic data with epidemiological associations. Challenges in making exposure assessments, such as quality and quantity of emissions data and models, were investigated, as was the appropriateness of the use of proximity as an exposure-assessment model. Overall, researchers felt that there was "sufficient" evidence for causality for the exacerbation of asthma. Evidence was "suggestive but not sufficient" for other health outcomes such as cardiovascular mortality and others. Study authors also note that past epidemiologic studies may not provide an appropriate assessment of future health associations as vehicle emissions are decreasing overtime. The report is available from HEI's website at http://www.healtheffects.org/. The FHWA provides financial support to HEI's research work.

HEI SPECIAL REPORT #16

In November 2007, the HEI published Special Report #16: Mobile-Source Air Toxics: A Critical Review of the Literature on Exposure and Health Effects. The purpose of this Report was to accomplish the following tasks:

- Use information from the peer-reviewed literature to summarize the health effects of exposure to the 21 MSATs defined by the EPA in 2001;
- Critically analyze the literature for a subset of priority MSAT; and
- Identify and summarize key gaps in existing research and unresolved questions about the priority MSAT.

The HEI chose to review literature for acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, naphthalene, and polycyclic organic matter (POM). Diesel exhaust was included, but not reviewed in this study since it had been reviewed by HEI and EPA recently. In general, the Report concluded that the cancer health effects due to mobile sources are difficult to discern since the majority of quantitative assessments are derived from occupational cohorts with high concentration exposures and some cancer potency estimates are derived from animal models. The Report suggested that substantial improvements in analytical sensitively and specificity of biomarkers would provide better linkages between exposure and health effects. Noncancer endpoints were not a central focus of most research, and therefore require further investigation. Subpopulation susceptibility also requires additional evaluation. The study is available from HEI's website at http://www.healtheffects.org/.

KANSAS CITY PM CHARACTERIZATION STUDY (KANSAS CITY STUDY)

This study was initiated by EPA to conduct exhaust emissions testing on 480 light-duty, gasoline vehicles in the Kansas City Metropolitan Area (KCMA). Major goals of the study included characterizing PM emissions distributions of a sample of gasoline vehicles in Kansas City; characterizing gaseous and PM toxics exhaust emissions; and characterizing the fraction of high emitters in the fleet. In the process, sampling methodologies were evaluated. Overall, results from the study were used to populate databases for the MOVES emissions model. The FHWA was one of the research sponsors. This study is available on EPA's website at: http://www.epa.gov/otaq/emission-factors-research/420r08009.pdf

ESTIMATING THE TRANSPORTATION CONTRIBUTION TO PARTICULATE MATTER POLLUTION (AIR TOXICS SUPERSITE STUDY)

The purpose of this study was to improve understanding of the role of highway transportation sources in particulate matter (PM) pollution. In particular, it was important to examine uncertainties, such as the effects of the spatial and temporal distribution of travel patterns, consequences of vehicle fleet mix and fuel type, the contribution of vehicle speed and operating characteristics, and influences of geography and weather. The fundamental methodology of the study was to combine EPA research-grade air quality monitoring data in a representative sample of metropolitan areas with traffic data collected by State departments of transportation (DOTs) and local governments.

Phase I of the study, the planning and data evaluation stage, assessed the characteristics of EPA's ambient PM monitoring initiatives and recruited State DOTs and local government to participate in the research. After evaluating and selecting potential metropolitan areas based on the quality of PM and traffic monitoring data, nine cities were selected to participate in Phase II. The goal of Phase II was to determine whether correlations could be observed between traffic on highway facilities and ambient PM concentrations. The Phase I report was published in September 2002. Phase II included the collection of traffic and air quality data and data analysis. Ultimately, six cities participated: New York City (Queens), Baltimore, Pittsburgh, Atlanta, Detroit and Los Angeles.

In Phase II, air quality and traffic data were collected. The air quality data was obtained from EPA AIRS AQS system, Supersite personnel, and NARSTO data archive site. Traffic data included ITS (roadway surveillance), Coverage Counts (routine traffic monitoring) and Supplemental Counts (specifically for research project). Analyses resulted in the conclusion that only a weak correlation existed between PM2.5 concentrations and traffic activity for several of the sites. The existence of general trends indicates a relationship, which however is primarily unquantifiable. Limitations of the study include the assumption that traffic sources are close enough to ambient monitors to provide sufficiently strong source strength, that vehicle activity is an appropriate surrogate for mobile emissions, and lack of knowledge of other factors such as non-traffic

sources of PM and its precursors. A paper documenting the work of Phase II was presented at the 2004 Emissions Inventory Conference and is available at http://www.epa.gov/ttn/chief/conference/ei13/mobile/black.pdf.

APPENDIX E – MSAT Mitigation Strategies

Lessening the effects of mobile source air toxics should be considered for projects with substantial construction-related MSAT emissions that are likely to occur over an extended building period, and for post-construction scenarios where the NEPA analysis indicates potentially meaningful MSAT levels. Such mitigation efforts should be evaluated based on the circumstances associated with individual projects, and they may not be appropriate in all cases. However, there are a number of available mitigation strategies and solutions for countering the effects of MSAT emissions.

Mitigating for Construction MSAT Emissions

Construction activity may generate a temporary increase in MSAT emissions. Project-level assessments that render a decision to pursue construction emission mitigation will benefit from a number of technologies and operational practices that should help lower short-term MSAT. In addition, the Federal Highway Administration has supported a host of diesel retrofit technologies in the Congestion Mitigation and Air Quality Improvement (CMAQ) Program provisions – technologies that are designed to lessen a number of MSATs.[1]

Construction mitigation includes strategies that reduce engine activity or reduce emissions per unit of operating time, such as reducing the numbers of trips and extended idling. Operational agreements that reduce or redirect work or shift times to avoid community exposures can have positive benefits when sites are near populated areas. For example, agreements that stress work activity outside normal hours of an adjacent school campus would be operations-oriented mitigation. Verified emissions control technology retrofits or fleet modernization of engines for construction equipment could be appropriate mitigation strategies. Technology retrofits could include particulate matter traps, oxidation catalysts, and other devices that provide an after-treatment of exhaust emissions. Implementing maintenance programs per manufacturers' specifications to ensure engines perform at EPA certification levels, as applicable, and to ensure retrofit technologies perform at verified standards, as applicable, could also be deemed appropriate. The use of clean fuels, such as ultra-low sulfur diesel, biodiesel, or natural gas also can be a very cost-beneficial strategy.

The EPA has listed a number of approved diesel retrofit technologies; many of these can be deployed as emissions mitigation measures for equipment used in construction. This listing can be found at: www.epa.gov/otaq/retrofit/index.htm.

Post-Construction Mitigation for Projects with Potentially Significant MSAT Levels

Travel demand management strategies and techniques that reduce overall vehicle-mile of travel; reduce a particular type of travel, such as long-haul freight or commuter travel; or improve the transportation system's efficiency will mitigate MSAT emissions. Examples of such strategies include congestion pricing, commuter incentive programs, and increases in truck weight or length limits. Operational strategies that focus on speed limit

enforcement or traffic management policies may help reduce MSAT emissions even beyond the benefits of fleet turnover. Well-traveled highways with high proportions of heavy-duty diesel truck activity may benefit from active Intelligent Transportation System programs, such as traffic management centers or incident management systems. Similarly, anti-idling strategies, such as truck-stop electrification can complement projects that focus on new or increased freight activity.

Planners also may want to consider the benefits of establishing buffer zones between new or expanded highway alignments and populated areas. Modifications of local zoning or the development of guidelines that are more protective also may be useful in separating emissions and receptors.

The initial decision to pursue MSAT emissions mitigation should be the result of interagency consultation at the earliest juncture. Options available to project sponsors should be identified through careful information gathering and the required level of deliberation to assure an effective course of action. Such options may include local programs, whether voluntary or with incentives, to replace or rebuild older diesel engines with updated emissions controls. Information on EPA diesel collaborative around the country can be found at http://www.epa.gov/otaq/diesel/whereyoulive.htm.

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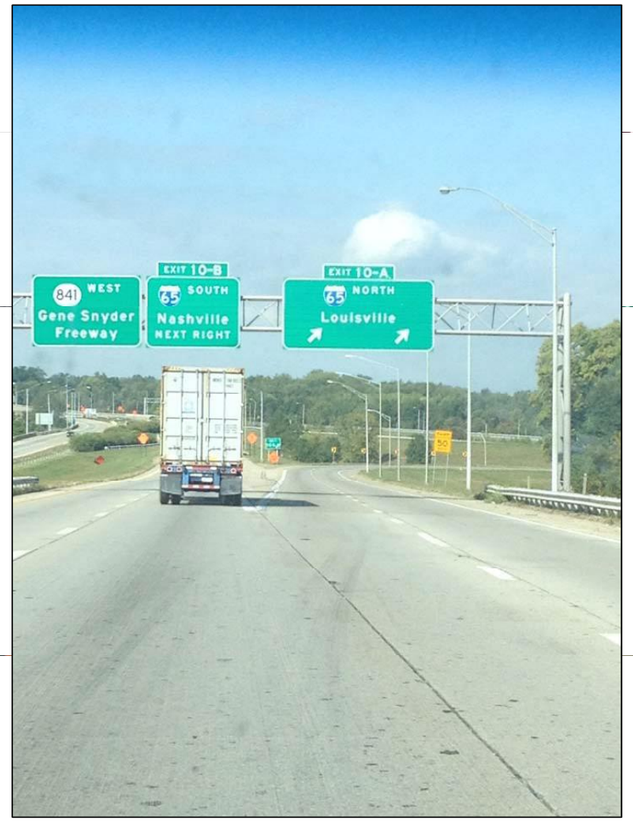
[1] http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2008_guidance/index.cfm

Appendix G:

SOCIOECONOMIC STUDY

I-265 Programming Study
Ohio River to I-65



Socioeconomic Study

Jefferson County, Kentucky

KIPDA
Kentuckiana Regional Planning and Development Agency

November 2014

KENTUCKY TRANSPORTATION CABINET

I-265 Programming Study
Ohio River to I-65

Socioeconomic Study

Jefferson County, Kentucky

November 2014

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This document is available in accessible formats when requested in advance.

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INTRODUCTION

This socioeconomic study documents the identification of potential Environmental Justice populations and other potential affected populations within the defined study area corridor for I-265 (Gene Snyder Freeway) from the Ohio River to I-65 in Jefferson County, Kentucky (Figure 1). This report has been prepared by the Kentuckiana Regional Planning and Development Agency in support of a Kentucky Transportation Cabinet programming study.

PURPOSE

The purpose of this study is to:

- assist the Kentucky Transportation Cabinet in carrying out its mission "To provide a safe, efficient, environmentally sound and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky;"
- fulfill applicable federal commitments to Environmental Justice populations and other identified populations; and
- further the goals and objectives and cooperative nature of the metropolitan transportation planning process.

The report is focused on identifying, through demographic analysis, the extent to which potential Environmental Justice populations and other potential affected groups reside in or near the study area corridor.

BACKGROUND

Environmental Justice is based primarily on the principles of Title VI of the *Civil Rights Act of 1964*, wherein each Federal agency is required to ensure that no person on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. In the context of transportation planning, Environmental Justice broadly refers to the goal of identifying and avoiding disproportionate adverse impacts on minority and low-income individuals and communities. For the purposes of this document, Environmental Justice has been addressed through the following:

- ***Executive Order 12898:*** *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994)

  The order reads, in part: *"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."*

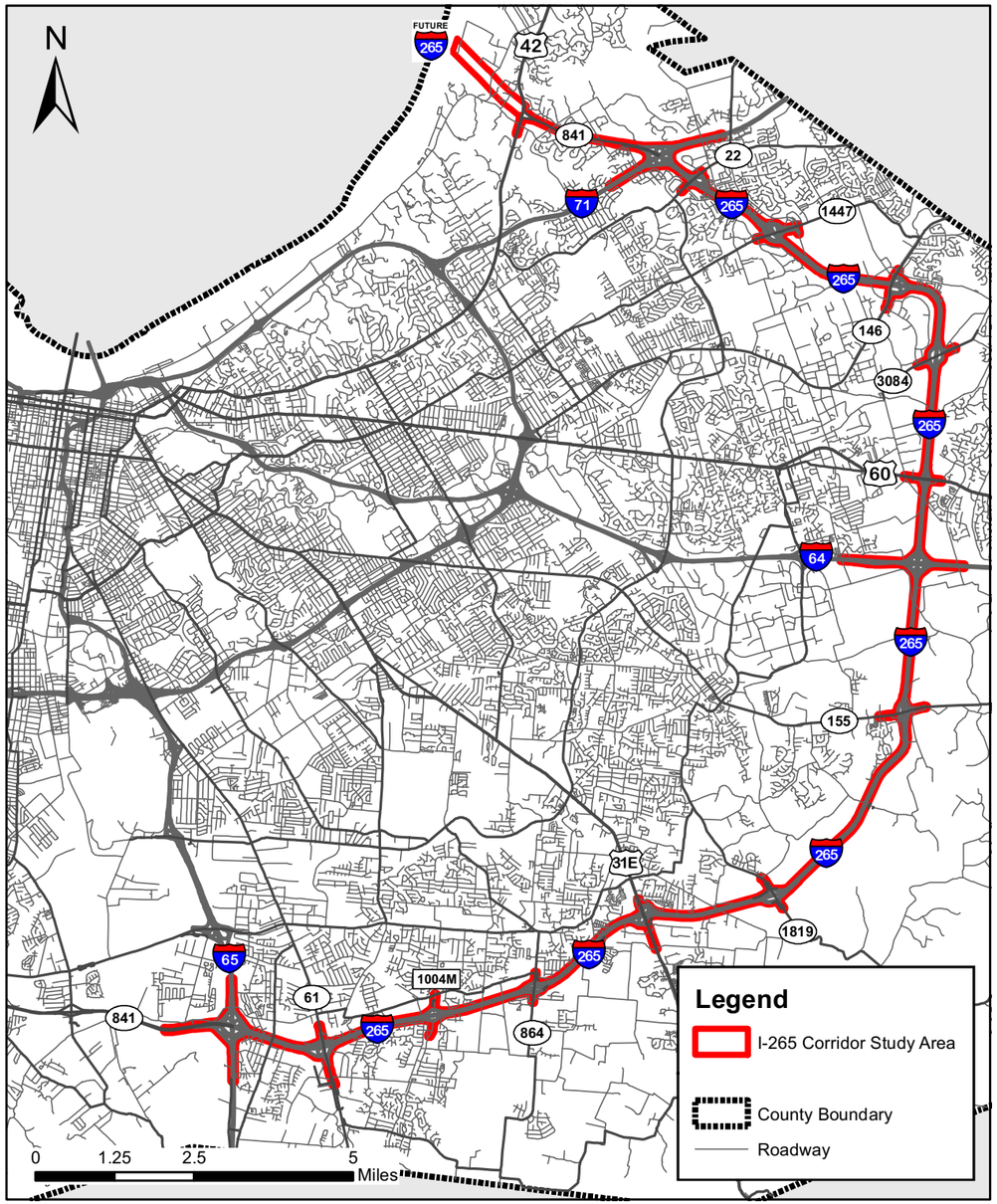


Figure 1

STUDY AREA CORRIDOR

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

- ***U.S. Department of Transportation Order 5610.2:*** *Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (April 15, 1997—superseded by USDOT Order 5601.2(a))

  The order reads, in part: *"Planning and programming activities that have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations."*

- ***Federal Highway Administration Order 6640.23:*** *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (December 2, 1998—cancelled by FHWA Order 6640.23A)

  The order reads, in part: *"…it is FHWA's continuing policy to identify and prevent discriminatory effects by actively administering its programs, policies and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision making process—from early planning through implementation."*

- ***U.S. Department of Transportation Order 5610.2(a):*** *Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (May 2, 2012)

  The order cancels USDOT Order 5610.2, but is, for the most part, a reaffirmation of the original order. The definitions of Minority populations have been adjusted to comply with Office of Management and Budget (OMB) race and ethnicity classification standards. The order also clarifies the distinction between a Title VI analysis and an environmental justice analysis conducted as part of a NEPA review.

- ***Federal Highway Administration Order 6640.23A:*** *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (June 14, 2012)

  The order cancels FHWA Order 6640.23, but is, for the most part, a reaffirmation of the original order. The governing authorities have been updated to include Executive Order 12898, DOT Order 5610.2(a), Title VI of the Civil Rights Act of 1964, Title 23 USC Section 109(h), NEPA, Title49 CFR Part 21.9(b), 23 CFR 200.9(b)(4), and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. The definitions of Minority populations have also been adjusted to comply with Office of Management and Budget (OMB) race and ethnicity classification standards.

- ***Civil Rights Act of 1964, Title VI (42 USC § 2000d et seq):***

  Title VI declares it to be the policy of the United States that discrimination on the grounds of race, color, or national origin shall not occur in

connection with programs and activities receiving federal financial assistance, and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy.

This report attempts to apply current state of the practice procedures and data to provide the information needed to "… *ensure that the interests and well-being of minority populations and low-income populations are considered and addressed during the transportation decision-making process."*

Additional groups included in this socioeconomic study are older persons, persons with disabilities, zero vehicle households, and persons with limited English proficiency. While the above Environmental Justice orders and Title VI of the Civil Rights Act do not directly address these additional populations, they are included in this analysis per guidance issued by the Kentucky Transportation Cabinet Division of Planning and the Kentucky Transportation Cabinet Division of Environmental Analysis, and as a matter of good planning practice. These other groups are addressed though the following:

- ***Age Discrimination Act of 1975 (42 USC § 6101):***

  This act affirms that no person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

- ***Rehabilitation Act of 1973, Section 504 (29 USC §794 et seq):***

  The act states that no qualified handicapped person shall, solely by reason of his handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives or benefits from federal financial assistance.

- ***Americans with Disabilities Act of 1990 (42 USC §12131 et seq):***

  The Americans with Disabilities Act (ADA) declares that no qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district, or other instrumentality of a state or local government.

- ***Executive Order 13166:*** *Improving Access to Services for Persons With Limited English Proficiency* (August 11, 2000)

  The Limited English Proficiency (LEP) order directs federal agencies to evaluate services provided and implement a system that ensures LEP persons are able to meaningfully access the services provided consistent with, and without unduly burdening, the fundamental mission of each federal agency.

RESOURCES/REFERENCES

In addition to the orders and acts listed above, the following resources have been consulted for information and guidance in conducting this study:

- *Methodology for Assessing Underserved Populations Including Environmental Justice, Title VI, Age, and Disability Considerations in Conjunction with KYTC Planning Studies* – Kentucky Transportation Cabinet Division of Planning, September 2014
- *KYTC Guidance for Environmental Justice Analysis* – Kentucky Transportation Cabinet Division of Environmental Analysis, September 2014
- *Community Assessment and Outreach Program for the Louisville (KY-IN) Metropolitan Planning Area for Title VI/Environmental Justice and Other Communities of Concern* – Kentuckiana Regional Planning and Development Agency, July 2006
- *Environmental Justice/Title VI Plan* – Kentuckiana Regional Planning and Development Agency, October 2004
- *Effective Methods for Environmental Justice Assessment* – National Cooperative Highway Research Program (NCHRP) Report 532, September 2004
- *Technical Methods to Support Analysis of Environmental Justice Issues* – NCHRP Project 8-36 (11), April 2002
- *Community Impact Assessment: A Quick Reference for Transportation*, FHWA, September 1996
- *Webinar Series on Environmental Justice: Guidance for Conducting Community Impact Assessments* – USDOT, December 6, 2012
- US Census Bureau, 2008-2012 American Community Survey (ACS)

TERMINOLOGY

This assessment makes use of several terms, some of which may be unique to the Environmental Justice process. Their definitions may similarly have specific application limited to these procedures. For example, according to the United States Department of Transportation and the Federal Highway Administration, the following terms and definitions shall be used:

Minority Persons include persons whose race can be identified as any one or more of the following categories:

- *Black*—persons having origins in any of the black racial groups of Africa;
- *Asian-American*—persons having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- *American Indian and Alaskan Native*—persons having origins in any of the original people of North America, South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition; and
- *Native Hawaiian and Other Pacific Islander*—persons having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Minority populations also include persons of any race or combination of races who identify their ethnicity, culture, or origin as *Hispanic or Latino*. Hispanics are persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin.

Minority Population means any readily identifiable group of minority persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT or FHWA program, policy, or activity.

Low-Income Persons include persons whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines (Table 1).

TABLE 1
2013 HHS Poverty Guidelines

Persons in Family	48 Contiguous States and DC	Alaska	Hawaii
1	$11,490	$14,350	$13,230
2	15,510	19,380	17,850
3	19,530	24,410	22,470
4	23,550	29,440	27,090
5	27,570	34,470	31,710
6	31,590	39,500	36,330
7	35,610	44,530	40,950
8	39,630	49,560	45,570
For each additional person, add	4,020	5,030	4,620

Source: *Federal Register*, Vol. 78, No. 16, January 24, 2013, pp. 5182-5183

Table 1 depicts the 2013 version of the *poverty guidelines* issued annually in the *Federal Register* by the U.S. Department of Health and Human Services. The guidelines are used for administrative purposes, such as determining financial eligibility for certain federal programs, and are a simplification of Census Bureau *poverty thresholds* (Table 2). As with the guidelines, the thresholds are updated each year, but are used for statistical purposes such as estimating the number of persons in poverty.

TABLE 2
Poverty Thresholds for 2012, by Size of Family and Number of Related Children Under 18 Years

Size of Family Unit	Weighted Average Thresholds	Related Children Under 18 Years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or More
One person (unrelated individual)	$11,720									
Under 65 years	$11,945	$11,945								
65 years and over	$11,011	$11,011								
Two persons	$14,937									
Householder under 65 years	$14,450	$15,374	$15,825							
Householder 65 years and over	$13,892	$13,878	$15,765							
Three persons	$18,284	$17,959	$18,480	$18,498						
Four persons	$23,492	$23,681	$24,069	$23,283	$23,364					
Five persons	$27,827	$28,558	$28,974	$28,387	$27,400	$26,981				
Six persons	$31,471	$32,847	$32,978	$32,298	$31,647	$30,678	$30,104			
Seven persons	$35,473	$37,795	$38,031	$37,217	$36,651	$35,594	$34,362	$33,009		
Eight persons	$39,688	$42,271	$42,644	$41,876	$41,204	$40,249	$39,038	$37,777	$37,457	
Nine or more persons	$47,297	$50,849	$51,095	$50,416	$49,845	$48,908	$47,620	$46,454	$46,165	$44,387

Source: U.S. Census Bureau

The U.S. Department of Health and Human Services and the Census Bureau follow different labeling practices for their respective poverty measures. The poverty guidelines are designated by the year in which they are issued, but reflect price changes through the previous calendar year; so, for example, 2013 guidelines would be applied to 2012 income to determine eligibility for programs, including Head Start, Food Stamps, or the Low-Income Home Energy Assistance Program. Conversely, the poverty thresholds are named for the year of data collection; 2012 thresholds are used to determine poverty status for 2012 populations. Regardless of the disparate naming conventions, the 2013 guidelines from HHS and the 2012 thresholds from the Census Bureau cover approximately the same year of income, 2012.

The 2013 HHS income guidelines and 2012 Census income thresholds are included here as examples of how the two measures of poverty compare to each other for a single year of data. The poverty data in this profile report, however, is based on 2008-2012 ACS data, and includes five years of accumulated census sample responses. As such, the poverty status of each respondent is determined using the poverty thresholds and poverty factor for the applicable month and year of response (see Appendix for methodology, thresholds, and factors).

According to the HHS, “Neither the Census Bureau nor the U.S. Department of Health and Human Services prepare tabulations of the number of people below the HHS poverty guidelines… The best approximation for the number of people below the HHS poverty guidelines in a particular area would be the number of persons below the Census Bureau poverty thresholds in that area.” Therefore, the Census Bureau poverty thresholds are used for identification and analysis of potential low-income populations in this report.

Low-Income Population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT or FHWA program, policy or activity.

Adverse Effects are the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of USDOT or FHWA programs, policies, or activities.

Disproportionately High and Adverse Effect on Minority and Low-Income Populations means an adverse effect that:

- is predominately borne by a minority population and/or a low-income population; or
- will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Programs, Policies, and/or Activities mean all projects, programs, policies, and activities that affect human health or the environment, and which are undertaken, funded (in whole or in part), or approved by USDOT or FHWA. These include, but are not limited to, permits, licenses, and financial assistance provided by USDOT or FHWA. Interrelated projects within a system may be considered to be a single project, program, policy, or activity.

Regulations and Guidance means regulations, programs, policies, guidance, and procedures promulgated, issued, or approved by USDOT or FHWA.

Other terminology used in this study includes the following:

Older Persons, for purposes of this report, include persons age 65 and older as of the month and year of their interview or response to the American Community Survey. Basic Medicare eligibility for persons without disabilities begins at age 65, and this age also forms the lower threshold for many definitions of older/senior populations.

Persons with Disabilities, for purposes of this study, include the population age 16 to 64 for which the presence of any of the 6 following conditions was disclosed as of the month and year of their interview or response to the American Community Survey:

- serious hearing limitations
- serious vision limitations
- serious limitations in cognitive functioning
- serious ambulatory limitations
- serious self-care limitations
- serious independent living limitations

Zero Vehicle Households are occupied housing units with zero vehicles available as of the month and year of their interview or response to the ACS.

Persons with Limited English Proficiency (LEP) are generally considered to be persons who reported speaking a language other than English and indicated their English-speaking ability to be something other than “Very Well” at the time of their interview or response to the American Community Survey. Responses of LEP populations may include speaking English “Well”, “Not Well”, or “Not at All”.

Census Tracts are small, relatively permanent statistical subdivisions of a county or equivalent entity that are used to provide a stable set of geographic units for the presentation of statistical data. While tracts generally contain between 1,200 and 8,000 people, with an optimum size of 4,000 people, their spatial size can vary widely depending on the density of settlement. Figure 2 shows the currently defined census tracts in and around the study area.

Margin of Error (MOE) is the difference between an estimate and its upper or lower confidence bounds. Confidence bounds can be created by adding the margin of error to the estimate (for the upper bound) and subtracting the margin of error from the estimate (for the lower bound). All published American Community Survey margins of error are based on a 90-percent confidence level.

Coefficient of Variation (CV) is the ratio of the standard of error (square root of the variance) to the value being estimated, usually expressed in terms of a percentage (also known as the relative standard deviation). The lower the CV, the higher the relative reliability of the estimate.

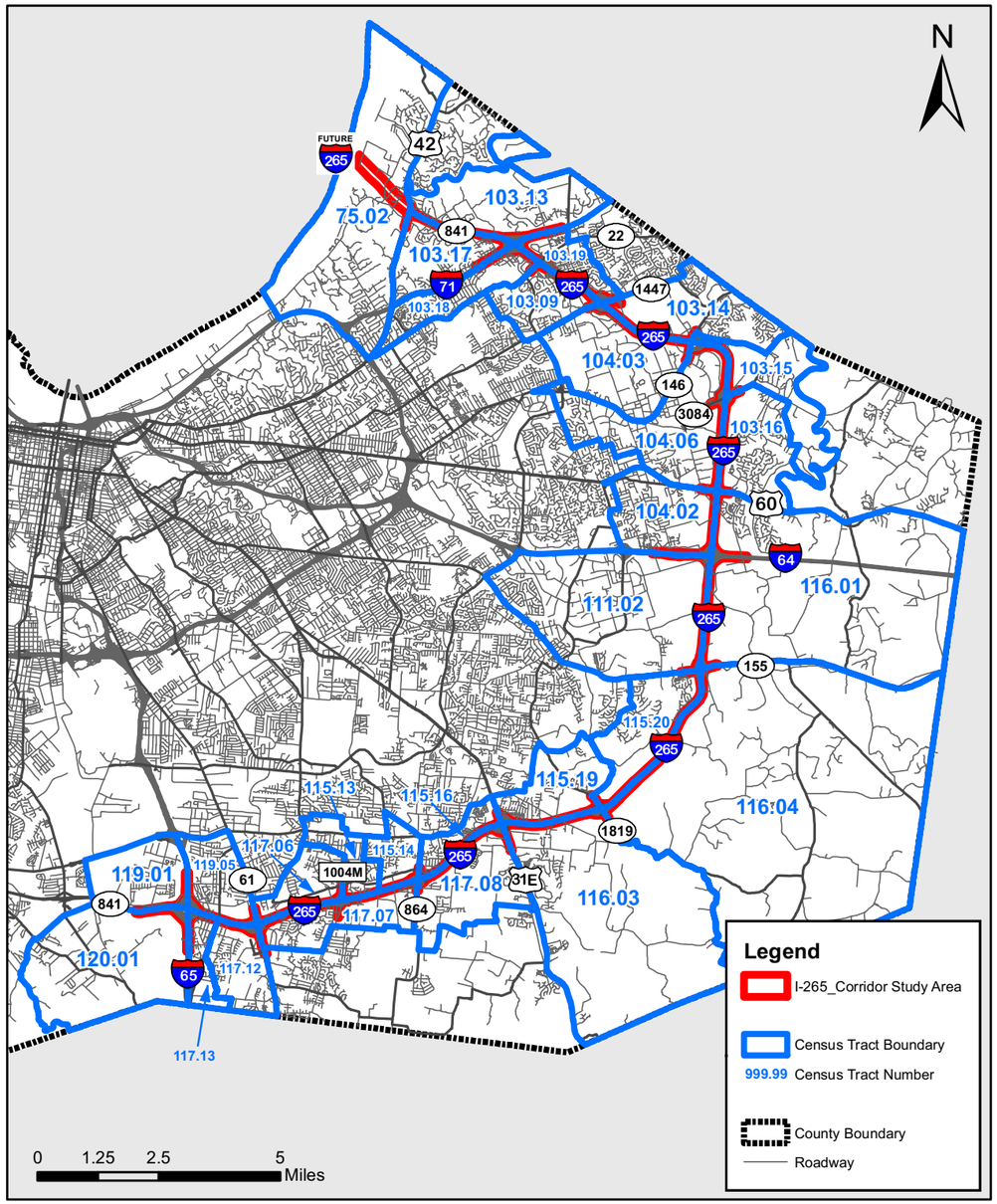


Figure 2

STUDY AREA CORRIDOR
CENSUS TRACT BOUNDARIES

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

ANALYSIS METHODOLOGY

The procedures involved in conducting the socioeconomic study for the I-265 corridor centered on the identification of potential Environmental Justice populations and other potential affected populations. Data from the 2008-2012 American Community Survey was used to develop demographic profile tables and maps of the potential locations of the groups of concern.

Profile tables were developed for each population of interest and for several geographic levels in and immediately adjacent to the study area. Tables showing the total number of persons by minority status, low-income status, older persons, persons with disabilities, zero vehicle households, and persons with limited English proficiency were created for several geographic areas, including the United States, Kentucky, and Jefferson County, as well as applicable census tracts.

The tables were assembled using census data. The 2008-2012 ACS data was obtained from short form questionnaires administered over a 5-year period to an annual sample of about 3.5 million households—the data is available down to the tract and block group level for selected variables. Margins of error are provided with all ACS estimates to provide guidance on data reliability and sampling error. Ninety percent confidence intervals define a range expected to contain the true value of an estimate.

Profile maps were produced for each population variable at the tract level. ESRI ArcMap software was used to combine the census data described above with the appropriate census tract boundary to map potential locations of the populations of interest.

The methodologies used in this planning document are appropriate for identifying possible areas of concern in small urban areas and potential project corridors. However, during future phases of project development a more detailed and robust analysis would be required for the NEPA documentation when assessing the potential for adverse and disproportionate impacts to low-income and minority populations.

SOCIOECONOMIC PROFILES

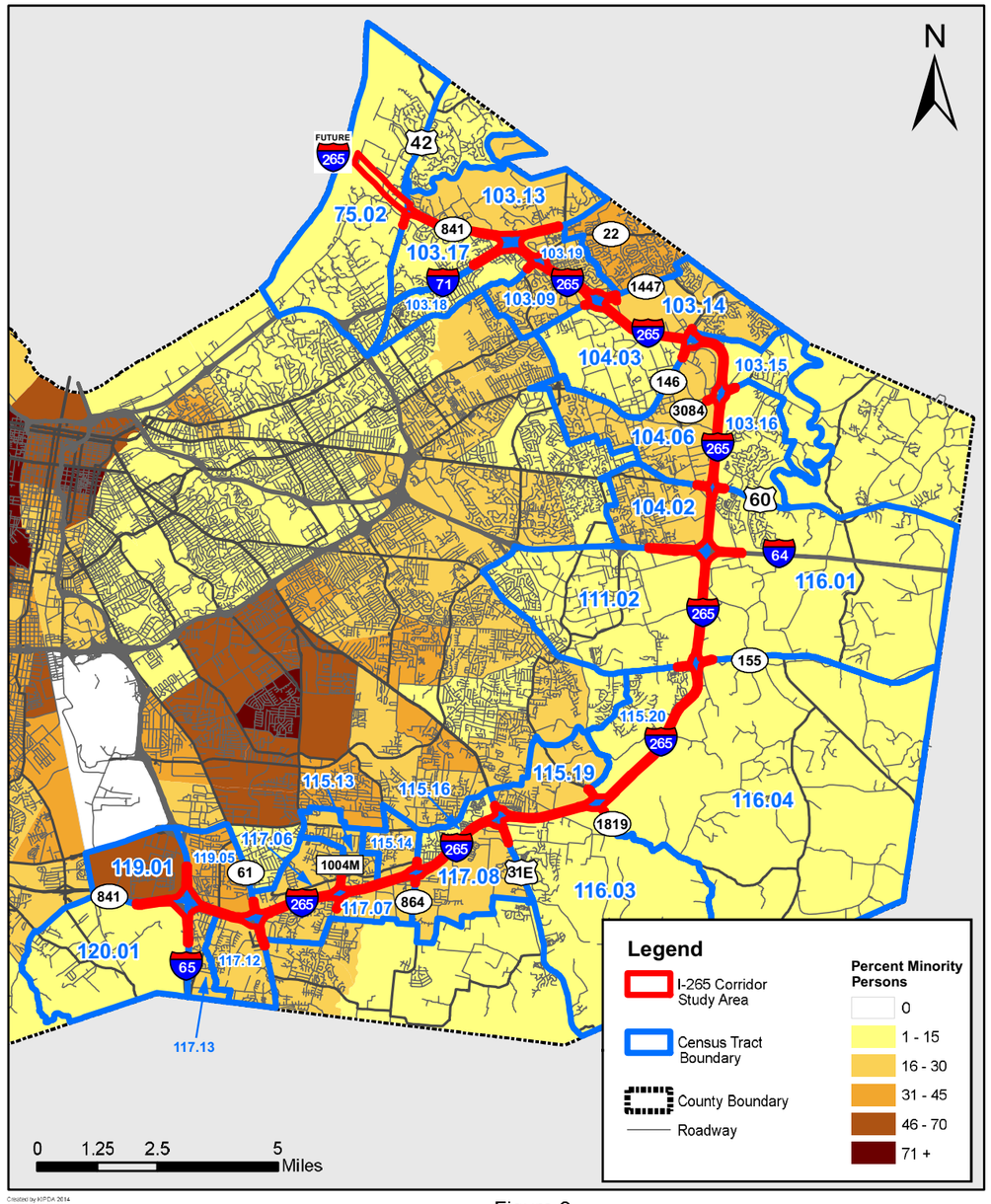
This section provides an examination of the demographic characteristics of potential Environmental Justice populations and other selected groups within and surrounding the study area corridor. These profiles provide a basis for identifying the number and, where appropriate, the geographic location of potential Environmental Justice populations and other affected communities.

MINORITY PERSONS

Geographic analysis of the 2008-2012 ACS data shows the highest potential densities of minority residents, as defined by *Executive Order 12898* on Environmental Justice, to be located along the southern end of the I-265 corridor, near the KY 61 (Preston Highway) and I-65 interchanges (Figure 3). Specifically, tracts 119.01 (54%) and 119.05 (33%) exhibit the highest densities. At the northern end of the corridor, Tract 103.19 (30%), spanning an area from I-71 to KY 1447 (Westport Road), has a significant minority density as well.

According to the 2008-2012 ACS data, more than one-third (36%) of Americans are minority persons (Table 3). In Kentucky, this percentage is much lower—almost 14%; while Jefferson County's minority rate, at 29%, is closer to that of the United States. At the census tract level, in and near the study corridor, percentages of persons considered to be minorities range from under 3% to over 54%. Only Tract 119.01, with a 54% minority population, exhibits a density higher than that of the United States, Kentucky, and Jefferson County. Tracts 103.19 (30%) and 119.05 (33%) have minority percentages higher than both the State and the County, while 17 out of the 26 remaining tracts show densities higher than that of Kentucky.

Margin of error information is provided for the ACS minority person estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the State and County, with medium reliability for the United States estimates. Estimates for the majority of the tracts in and near the I-265 corridor are considered to be of medium to low reliability. Specifically, estimates for tracts 103.19 and 119.05 are indicated to be of medium reliability, while those for Tract 119.01 may be of lower reliability and should be used with caution.



Data Source: 2008-2012 ACS, Table B03002

Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely—especially for smaller geographic levels, therefore, Margins of Error (MOEs) from the applicable source data tables should be consulted to assess the dependability of the data.

Figure 3

PERCENT MINORITY PERSONS BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

TABLE 3
Minority Persons—2008-2012
I-265 Programming Planning Study—Ohio River to I-65

Area		Total Persons	MOE	Minority Persons		
				Total	MOE	% Total Persons
United States		309,138,711	N/A	112,234,743	+/- 32,395,133	36.31
Kentucky		4,340,167	N/A	593,909	+/- 77,199	13.68
Jefferson County		741,285	N/A	217,659	+/- 21,768	29.36
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	5,399	+/- 343	580	+/- 195	10.74
	Tract 103.09	4,726	+/- 170	940	+/- 216	19.89
	Tract 103.13	3,621	+/- 381	863	+/- 425	23.83
	Tract 103.14	6,494	+/- 700	1,327	+/- 533	20.43
	Tract 103.15	2,843	+/- 252	402	+/- 261	14.14
	Tract 103.16	4,974	+/- 324	724	+/- 284	14.56
	Tract 103.17	4,517	+/- 279	490	+/- 267	10.85
	Tract 103.18	5,969	+/- 353	857	+/- 247	14.36
	Tract 103.19	4,395	+/- 266	1,310	+/- 383	29.81
	Tract 104.02	6,107	+/- 344	1,008	+/- 414	16.51
	Tract 104.03	3,763	+/- 227	513	+/- 197	13.63
	Tract 104.06	5,883	+/- 407	1,482	+/- 411	25.19
	Tract 111.02	6,508	+/- 505	835	+/- 424	12.83
	Tract 115.13	4,631	+/- 268	940	+/- 236	20.30
	Tract 115.14	3,163	+/- 214	543	+/- 281	17.17
	Tract 115.16	3,919	+/- 312	551	+/- 240	14.06
	Tract 115.19	5,089	+/- 409	815	+/- 233	16.01
	Tract 115.20	3,584	+/- 213	291	+/- 167	8.12
	Tract 116.01	5,983	+/- 397	799	+/- 316	13.35
	Tract 116.03	4,091	+/- 243	187	+/- 130	4.57
	Tract 116.04	2,612	+/- 194	90	+/- 135	3.45
	Tract 117.06	3,875	+/- 222	663	+/- 390	17.11
	Tract 117.07	6,024	+/- 457	1,328	+/- 410	22.05
	Tract 117.08	4,377	+/- 302	891	+/- 351	20.36
	Tract 117.12	4,473	+/- 469	745	+/- 370	16.66
	Tract 117.13	2,900	+/- 429	600	+/- 331	20.69
	Tract 119.01	1,416	+/- 361	770	+/- 483	54.38
	Tract 119.05	7,843	+/- 658	2,622	+/- 792	33.43
	Tract 120.01	3,581	+/- 217	102	+/- 62	2.85

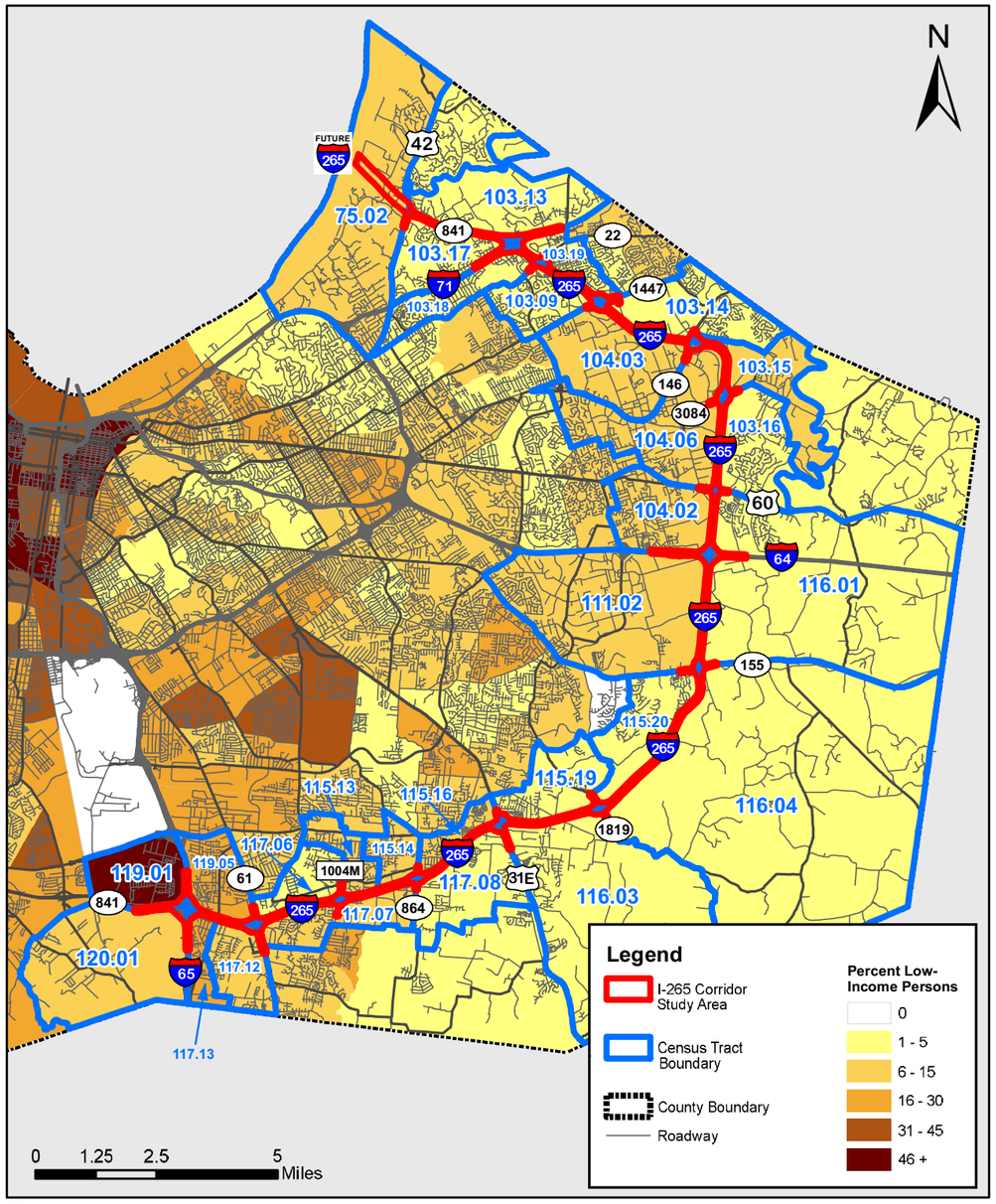
Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B03002

PERSONS WITH LOW INCOME

Geographic analysis of the 2008-2012 ACS data shows the highest potential densities of persons with low-income, as defined by *Executive Order 12898* on Environmental Justice, residing along the southern end of the I-265 corridor, near the KY 61 (Preston Highway) and I-65 interchanges (Figure 4). Specifically, tracts 119.01 (46%), 119.05 (25%), and 117.13 (23%) exhibit the highest densities. This is the same portion of the I-265 corridor that has the highest minority person percentages.

According to the 2006-2010 American Community Survey, 15% of persons in the nation are considered to be low-income, having incomes below poverty level (Table 4). Jefferson County and Kentucky exhibit poverty levels higher than that of the United States trend. Jefferson County's poverty average is 16%, while Kentucky's percentage is almost 19%. Tract-level low-income percentages in the study area range from less than 1% to 46%. Tracts 117.13 (23%), 119.01 (46%), and 119.05 (25%) exhibit higher poverty rates than those of the United States, Kentucky, and Jefferson County, while Tract 115.13 has a poverty rate of 15%—the same as that of the Nation. The remaining 25 census tract percentages range from less than 1% to 13%.

Margin of error information is provided for the ACS poverty estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the Nation, State, and County. Approximately one-third of the tract-level estimates are of medium reliability, while the remainder are low reliability. Specifically, the estimates for tracts 119.01 and 119.05 are considered to be of medium reliability, while the Tract 117.13 estimate is just above the low reliability threshold and should be used with caution.



Data Source: 2008-2012 ACS, Table B17021

Data Note: American Community Survey (ACS) data are estimates, based on a survey sample. Reliability of ACS data can vary widely—especially for smaller geographic levels, therefore, Margins of Error (MOEs) from the applicable source data tables should be consulted to assess the dependability of the data.

Figure 4

PERCENT PERSONS WITH LOW-INCOME BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

TABLE 4
Persons with Low-Income—2008-2012
I-265 Programming Planning Study—Ohio River to I-65

Area		Total Persons for Whom Poverty Status is Determined	MOE	Persons with Low-Income (Income Below Poverty Level in the Last 12 Months)		
				Total	MOE	% Total Persons
United States		301,333,410	+/- 13,789	44,852,527	+/- 269,119	14.88
Kentucky		4,209,861	+/- 1,319	781,485	+/- 10,842	18.56
Jefferson County		726,848	+/- 1,037	119,569	+/- 3,469	16.45
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	5,213	+/- 316	325	+/- 168	6.23
	Tract 103.09	4,633	+/- 161	22	+/- 20	0.47
	Tract 103.13	3,621	+/- 381	178	+/- 152	4.92
	Tract 103.14	6,494	+/- 700	80	+/- 76	1.23
	Tract 103.15	2,843	+/- 252	218	+/- 129	7.67
	Tract 103.16	4,965	+/- 320	215	+/- 113	4.33
	Tract 103.17	4,517	+/- 279	28	+/- 38	0.62
	Tract 103.18	5,965	+/- 353	110	+/- 62	1.84
	Tract 103.19	4,380	+/- 270	173	+/- 106	3.95
	Tract 104.02	6,105	+/- 344	389	+/- 258	6.37
	Tract 104.03	3,707	+/- 225	207	+/- 99	5.58
	Tract 104.06	5,747	+/- 400	589	+/- 284	10.25
	Tract 111.02	6,399	+/- 500	449	+/- 219	7.02
	Tract 115.13	4,582	+/- 264	683	+/- 266	14.91
	Tract 115.14	3,147	+/- 214	278	+/- 131	8.83
	Tract 115.16	3,882	+/- 310	219	+/- 190	5.64
	Tract 115.19	5,048	+/- 410	165	+/- 87	3.27
	Tract 115.20	3,584	+/- 213	43	+/- 49	1.20
	Tract 116.01	5,941	+/- 398	94	+/- 70	1.58
	Tract 116.03	4,091	+/- 243	64	+/- 58	1.56
	Tract 116.04	2,612	+/- 194	9	+/- 11	0.34
	Tract 117.06	3,747	+/- 217	172	+/- 136	4.59
	Tract 117.07	6,013	+/- 458	643	+/- 415	10.69
	Tract 117.08	4,340	+/- 302	156	+/- 85	3.59
	Tract 117.12	4,401	+/- 429	323	+/- 233	7.34
	Tract 117.13	2,759	+/- 374	638	+/- 335	23.12
	Tract 119.01	1,416	+/- 361	649	+/- 283	45.83
	Tract 119.05	7,843	+/- 658	1,953	+/- 668	24.90
	Tract 120.01	3,578	+/- 218	461	+/- 183	12.88

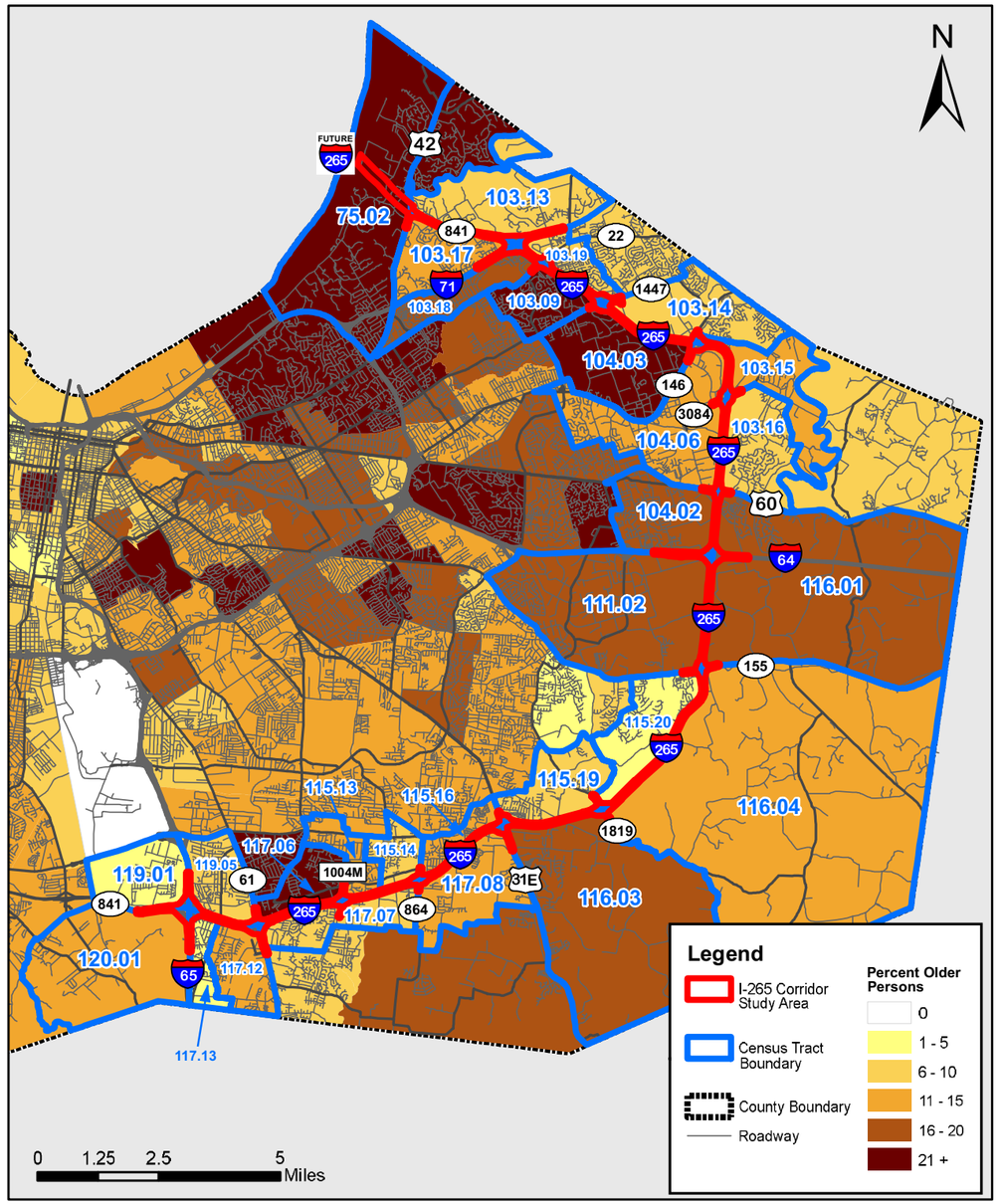
Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B17021

OLDER PERSONS

Geographic analysis of the 2008-2012 ACS data for persons age 65 and above reveals the highest potential densities of older residents to be located in the northern sections of the I-265 corridor (Figure 5). Tract 75.02 (25%) is in the vicinity of the US 42 interchange and the East End Crossing of the Louisville-Southern Indiana Ohio River Bridges Project, while tracts 103.09 and 104.03 each contain 22% older persons and are located along the study area corridor between KY 22 (Brownsboro Road) and KY 146 (LaGrange Road). Another potential concentration exists in the southern portion of the corridor, as Tract 117.06, between KY 61 (Preston Highway) and CR 1004M (Smyrna Parkway), has 25% older persons.

Older persons, age 65 and older, are approximately 13% of the 2008-2012 ACS populations of the United States, Kentucky, and Jefferson County (Table 5). At the tract level, older persons comprise between 4% and 25% of resident estimates. Almost half of the corridor's 29 tracts have densities above those of the Nation, State, and County.

Margin of error information is provided for the ACS minority person estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the United States, Kentucky, Jefferson County, and 15 of the 29 total tracts in the study area. Twelve tracts are considered medium reliability estimates, while estimates for only two tracts, 117.13 and 119.01, should be used with caution due to their lower reliability.



Data Source: 2008-2012 ACS, Table B01001

Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely--especially for smaller geographic levels; therefore, Margins of Error (MOEs) from the applicable source data tables should be consulted to assess the dependability of the data.

Figure 5

PERCENT OLDER PERSONS BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

TABLE 5
Older Persons—2008-2012
I-265 Programming Study—Ohio River to I-65

Area		Total Persons	MOE	Older Persons (Age 65+)		
				Total	MOE	% Total Persons
United States		309,138,711	N/A	40,671,441	+/- 31,230	13.16
Kentucky		4,340,167	N/A	583,077	+/- 3,654	13.43
Jefferson County		741,285	N/A	99,592	+/- 1,463	13.44
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	5,399	+/- 343	1,357	+/- 196	25.13
	Tract 103.09	4,726	+/- 170	1,021	+/- 142	21.60
	Tract 103.13	3,621	+/- 381	331	+/- 105	9.14
	Tract 103.14	6,494	+/- 700	450	+/- 150	6.93
	Tract 103.15	2,843	+/- 252	326	+/- 115	11.47
	Tract 103.16	4,974	+/- 324	490	+/- 135	9.85
	Tract 103.17	4,517	+/- 279	486	+/- 103	10.76
	Tract 103.18	5,969	+/- 353	1,014	+/- 162	16.99
	Tract 103.19	4,395	+/- 266	401	+/- 112	9.12
	Tract 104.02	6,107	+/- 344	1,087	+/- 176	17.80
	Tract 104.03	3,763	+/- 227	814	+/- 132	21.63
	Tract 104.06	5,883	+/- 407	892	+/- 172	15.16
	Tract 111.02	6,508	+/- 505	1,163	+/- 188	17.87
	Tract 115.13	4,631	+/- 268	687	+/- 145	14.83
	Tract 115.14	3,163	+/- 214	306	+/- 97	9.67
	Tract 115.16	3,919	+/- 312	573	+/- 147	14.62
	Tract 115.19	5,089	+/- 409	360	+/- 128	7.07
	Tract 115.20	3,584	+/- 213	173	+/- 67	4.83
	Tract 116.01	5,983	+/- 397	974	+/- 208	16.28
	Tract 116.03	4,091	+/- 243	718	+/- 147	17.55
	Tract 116.04	2,612	+/- 194	351	+/- 103	13.44
	Tract 117.06	3,875	+/- 222	950	+/- 144	24.52
	Tract 117.07	6,024	+/- 457	339	+/- 112	5.63
	Tract 117.08	4,377	+/- 302	638	+/- 139	14.58
	Tract 117.12	4,473	+/- 469	576	+/- 144	12.88
	Tract 117.13	2,900	+/- 429	150	+/- 92	5.17
	Tract 119.01	1,416	+/- 361	53	+/- 40	3.74
	Tract 119.05	7,843	+/- 658	690	+/- 160	8.80
	Tract 120.01	3,581	+/- 217	466	+/- 100	13.01

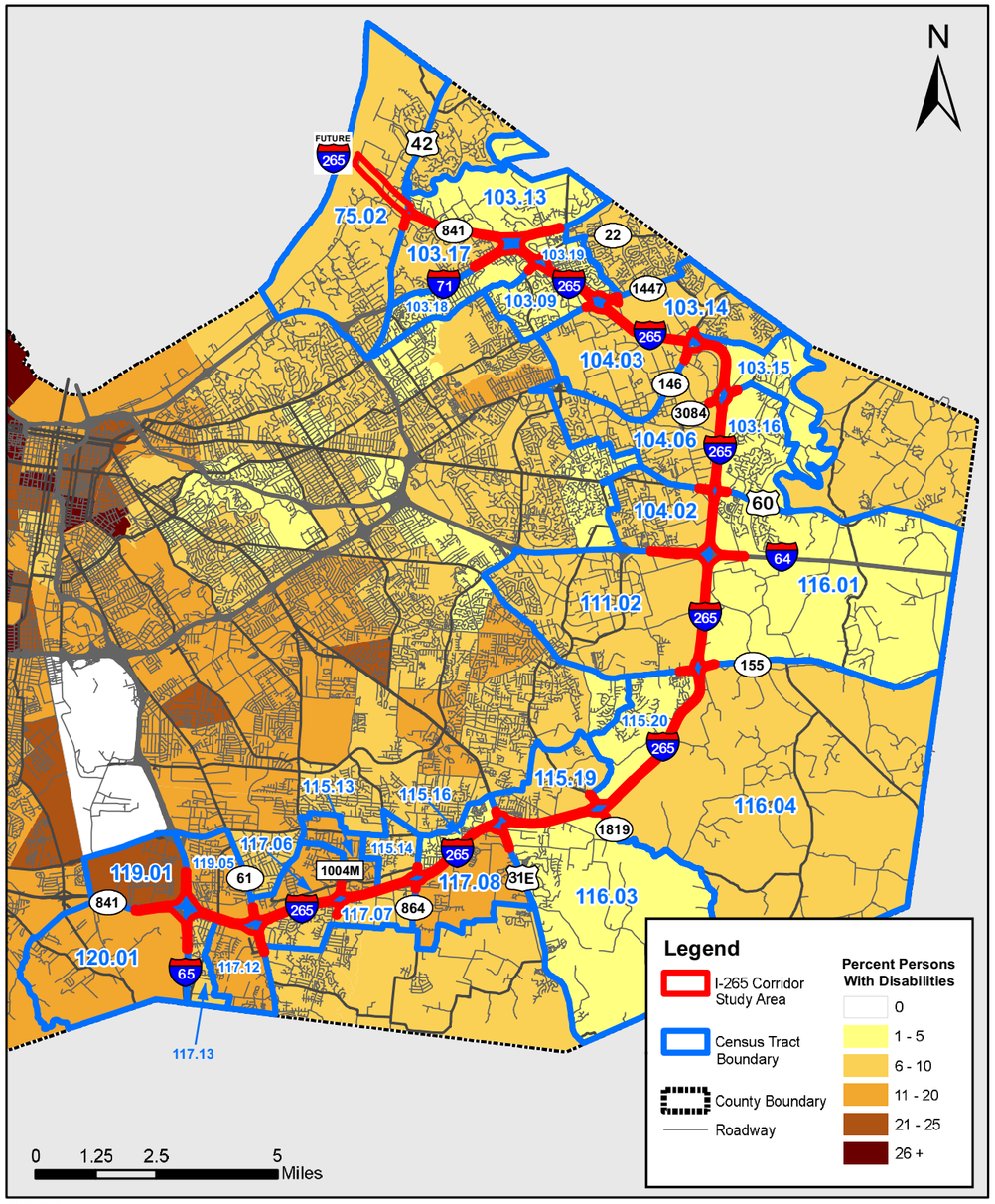
Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B01001

PERSONS WITH DISABILITIES

A geographic analysis of 2008-2012 ACS disability data reveals the highest potential densities of such populations to be found at the southern end of the study area corridor (Figure 6). Tracts 117.06, 117.08, 117.12, 117.13, 119.01, 119.05, and 120.01 have among the highest percentages of persons with disabilities along I-265, extending from US 31E (Bardstown Road) to the I-65 interchange.

According to the ACS, persons with disabilities comprise 10% of the civilian noninstitutionalized population aged 16 to 64 in the United States (Table 6). This rate is higher, 15%, for Kentucky, and closer to 13% for Jefferson County. Persons with disabilities represent between 2% and 22% of study area resident estimates at the census tract level. Tracts 117.12 (16%) and 119.01 (22%) exhibit higher densities than the United States, Kentucky, and Jefferson County. Tracts 117.06, 119.05, and 120.01, with 14% each, and Tract 117.08 (13%) exceed the statewide and County disabled averages, while Tract 115.13 (12%) and 117.13 (10%) exceed the national average.

Coefficients of variation based on ACS margins of error indicate a high reliability of disability estimates for the United States, Kentucky, Jefferson County, and Tract 120.01. Almost half of the 28 remaining tracts are considered medium reliability estimates—this includes most of the tracts in the southern part of the study area mentioned above. Estimates for the remaining tracts should be used with caution due to their lower reliability.



Created by KIPDA 2014.

Data Source: 2008-2012 ACS, Table C23023

Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely--especially for smaller geographic levels; therefore, Margins of Error (MOEs) from the applicable source data tables should be consulted to assess the dependability of the data.

Figure 6

PERCENT PERSONS WITH DISABILITIES BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

TABLE 6
Persons with Disabilities—2008-2012
I-265 Programming Study—Ohio River to I-65

Area		Total Persons Age 16 to 64	MOE	Persons with Disabilities (One or More Disabilities in the Past 12 Months for Persons Age 16-64 Years)		
				Total	MOE	% Total Persons
United States		203,138,612	+/- 15,076	20,480,999	+/- 45,805	10.08
Kentucky		2,850,449	+- 1,654	438,077	+/- 4,432	15.37
Jefferson County		488,597	+/- 518	63,084	+/- 1,733	12.91
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	3,067	+/- 240	196	+/- 71	6.39
	Tract 103.09	2,923	+/- 189	108	+/- 48	3.69
	Tract 103.13	2,541	+/- 375	64	+/- 47	2.52
	Tract 103.14	3,859	+/- 530	224	+/- 114	5.80
	Tract 103.15	1,929	+/- 195	101	+/- 77	5.24
	Tract 103.16	3,405	+/- 256	99	+/- 62	2.91
	Tract 103.17	2,990	+/- 223	178	+/- 79	5.95
	Tract 103.18	3,778	+/- 230	179	+/- 77	4.74
	Tract 103.19	3,243	+/- 252	117	+/- 63	3.61
	Tract 104.02	3,954	+/- 282	297	+/- 111	7.51
	Tract 104.03	2,271	+/- 190	204	+/- 111	8.98
	Tract 104.06	3,691	+/- 260	275	+/- 164	7.45
	Tract 111.02	4,054	+/- 487	356	+/- 155	8.78
	Tract 115.13	2,984	+/- 201	346	+/- 115	11.60
	Tract 115.14	2,263	+/- 160	134	+/- 73	5.92
	Tract 115.16	2,597	+/- 218	139	+/- 79	5.35
	Tract 115.19	3,470	+/- 315	254	+/- 95	7.32
	Tract 115.20	2,593	+/- 175	131	+/- 82	5.05
	Tract 116.01	3,624	+/- 307	78	+/- 50	2.15
	Tract 116.03	2,776	+/- 202	149	+/- 71	5.37
	Tract 116.04	1,803	+/- 201	143	+/- 79	7.93
	Tract 117.06	2,227	+/- 144	304	+/- 92	13.65
	Tract 117.07	3,994	+/- 275	331	+/- 119	8.29
	Tract 117.08	2,685	+/- 250	361	+/- 130	13.45
	Tract 117.12	2,913	+/- 331	457	+/- 149	15.69
	Tract 117.13	1,886	+/- 257	191	+/- 119	10.13
	Tract 119.01	807	+/- 210	180	+/- 66	22.30
	Tract 119.05	5,194	+/- 483	706	+/- 219	13.59
	Tract 120.01	2,448	+/- 173	331	+/- 79	13.52

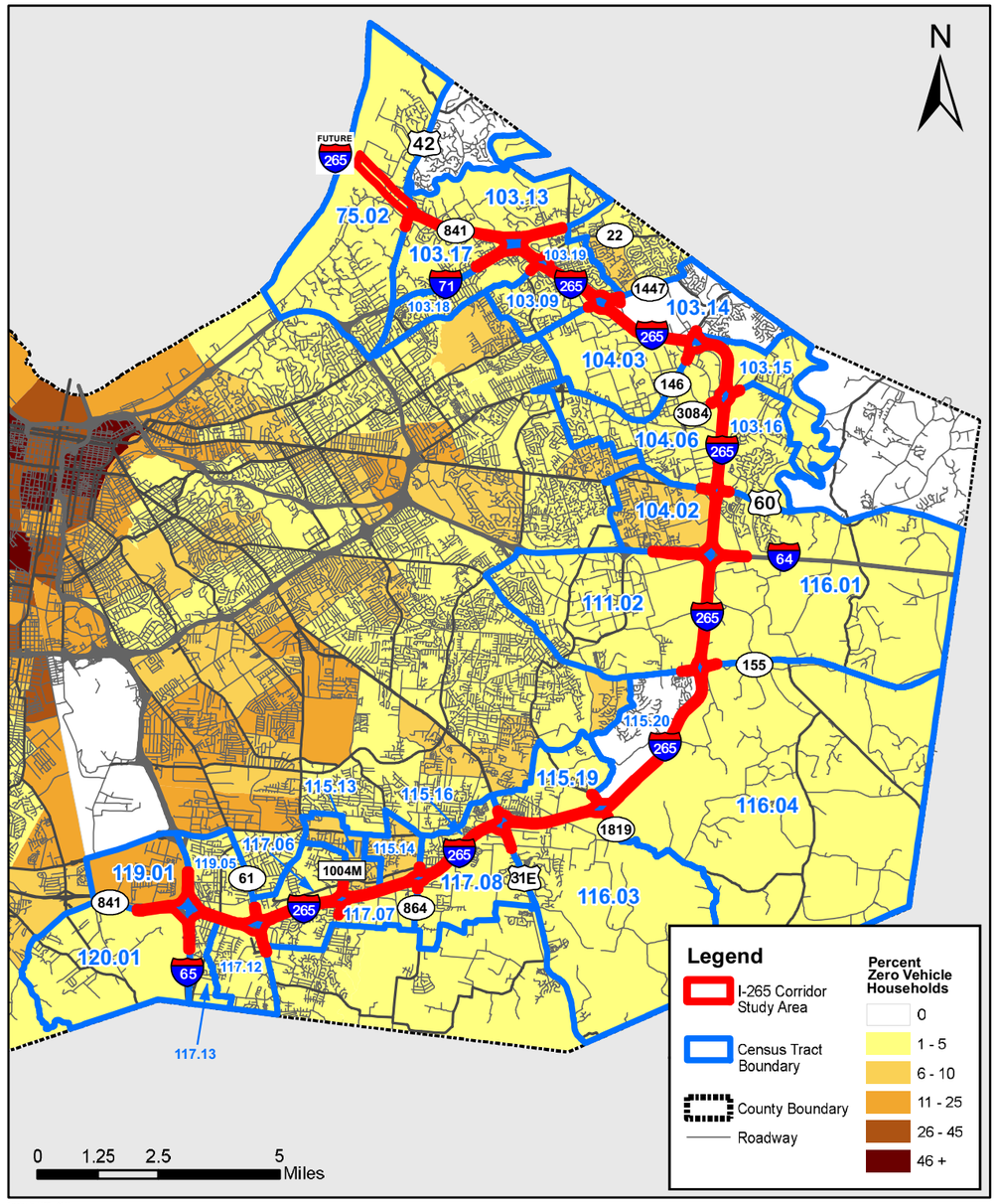
Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table C23023

ZERO VEHICLE HOUSEHOLDS

Geographic analysis of the 2008-2012 ACS data for zero vehicle households yields the highest potential densities to be located in the southern part of the I-265 corridor (Figure 7). Tract 119.01 (20%), near the I-65 interchange, has the highest percentage of households without access to a vehicle. Tracts 115.13 (8%) and 115.14 (6%), between the CR 1004M (Smyrna Parkway) and KY 864 (Beulah Church Road) interchanges, as well as Tract 104.02 (8%) in Middletown, form other, less dense, clusters.

In the United States, zero vehicle households comprise 9% of total households (Table 7). Kentucky's average, 8%, is slightly less than this, while Jefferson County's average (10%) is slightly more than the national average, according to the ACS. At the tract level, zero vehicle households represent between 0% and 20% of total household estimates. Tract 119.01 has the highest density of all tracts—with 20% of its households having no access to a vehicle—significantly higher than the averages of the United States, Kentucky, and Jefferson County. Tract 115.13 has a zero vehicle household density greater than that of Kentucky. The other 27 tracts do not exhibit above average rates.

Margin of error information is provided for the ACS zero vehicle household estimates. Analysis of the coefficients of variation calculated from the MOEs suggests higher reliability of the estimates for the United States, Kentucky, and Jefferson County. Three tracts are considered to have medium reliability estimates, while the estimates for the remaining 26 tracts, including those in the highest density areas, should be used with caution due to their lower reliability.



Data Source: 2008-2012 ACS, Table B25044

Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely—especially for smaller geographic levels; therefore, Margins of Error (MOEs) from the applicable source data tables should be consulted to assess the dependability of the data.

Figure 7

PERCENT ZERO VEHICLE HOUSEHOLDS BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

TABLE 7
Zero Vehicle Households—2008-2012
I-265 Programming Study—Ohio River to I-65

Area		Total Households	MOE	Zero Vehicle Households		
				Total	MOE	% Total Households
United States		115,226,802	+/- 238,575	10,405,375	+/- 25,841	9.03
Kentucky		1,691,716	+/- 5,160	132,605	+/- 2,393	7.84
Jefferson County		303,915	+/- 1,323	31,273	+/- 1,108	10.29
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	2,180	+/- 106	12	+/- 19	0.55
	Tract 103.09	1,920	+/- 68	63	+/- 28	3.28
	Tract 103.13	1,426	+/- 110	54	+/- 43	3.79
	Tract 103.14	2,105	+/- 135	0	+/- 24	0.00
	Tract 103.15	1,190	+/- 95	15	+/- 28	1.26
	Tract 103.16	1,846	+/- 57	26	+/- 26	1.41
	Tract 103.17	1,641	+/- 110	39	+/- 35	2.38
	Tract 103.18	2,635	+/- 107	144	+/- 94	5.46
	Tract 103.19	1,871	+/- 117	71	+/- 52	3.79
	Tract 104.02	2,572	+/- 172	201	+/- 89	7.81
	Tract 104.03	1,574	+/- 84	19	+/- 18	1.21
	Tract 104.06	2,217	+/- 151	105	+/- 79	4.74
	Tract 111.02	2,541	+/- 138	56	+/- 37	2.20
	Tract 115.13	1,834	+/- 57	152	+/- 52	8.29
	Tract 115.14	1,337	+/- 82	86	+/- 54	6.43
	Tract 115.16	1,865	+/- 59	101	+/- 79	5.42
	Tract 115.19	1,824	+/- 128	47	+/- 38	2.58
	Tract 115.20	1,223	+/- 64	0	+/- 17	0.00
	Tract 116.01	2,235	+/- 96	36	+/- 39	1.61
	Tract 116.03	1,778	+/- 96	10	+/- 20	0.56
	Tract 116.04	905	+/- 72	10	+/- 19	1.10
	Tract 117.06	1,525	+/- 74	46	+/- 29	3.02
	Tract 117.07	2,115	+/- 98	36	+/- 33	1.70
	Tract 117.08	1,654	+/- 132	53	+/- 43	3.20
	Tract 117.12	1,548	+/- 120	51	+/- 46	3.29
	Tract 117.13	1,122	+/- 102	46	+/- 47	4.10
	Tract 119.01	445	+/- 83	87	+/- 62	19.55
	Tract 119.05	3,059	+/- 161	151	+/- 94	4.94
	Tract 120.01	1,369	+/- 71	69	+/- 51	5.04

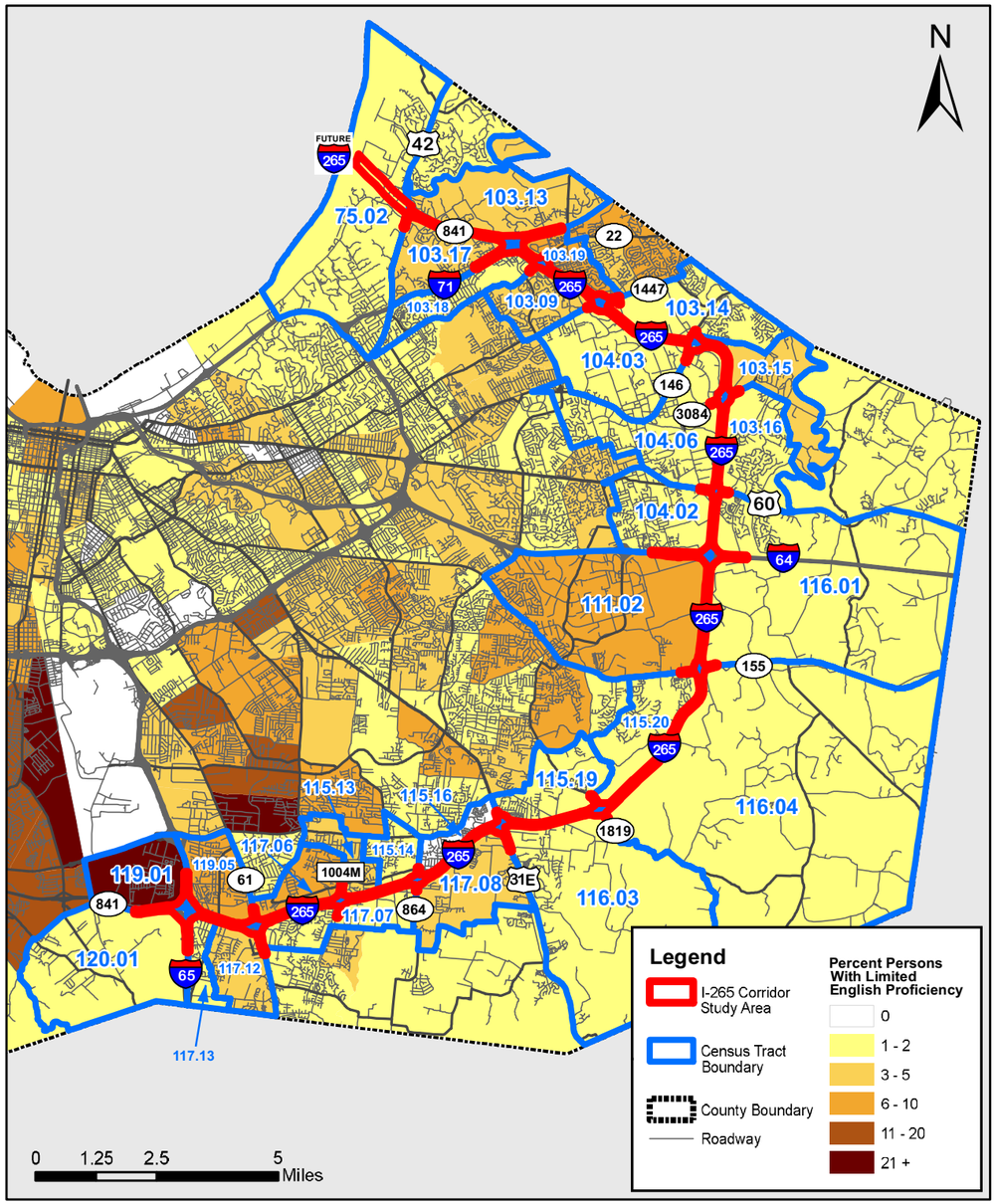
Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B25044

PERSONS WITH LIMITED ENGLISH PROFICIENCY

Geographic analysis of the 2008-2012 ACS data for persons with limited English proficiency shows the highest potential density of such persons to be located near the I-65 interchange, in Tract 119.01 (23%) (Figure 8). Lesser concentrations are found in census tracts surrounding KY 61 (Preston Highway), near US 31E (Bardstown Road), in Jeffersontown, and along the corridor between KY 1447 (Westport Road) and US 42.

Almost nine percent of persons in the Nation, as surveyed by the 2008-2012 American Community Survey, are considered to be limited English proficient (Table 8). The corresponding rates for Kentucky and Jefferson County are much lower—2% and 4% respectively. At the tract level, persons with limited English proficiency comprise between 0% and 23% of surveyed resident estimates. Tract 119.01 has the highest density of all tracts—with 23% of its population identified as speaking English less than “Very Well”—significantly higher than the averages of the United States, Kentucky, and Jefferson County. Tracts 103.13, 103.17, 103.19, 111.02, 117.06, 117.12, and 119.05 have percentages higher than Kentucky and Jefferson County. Tracts 103.09, 103.15, 104.02, 104.06, 115.13, and 117.08 have densities higher than Kentucky only. The other 15 tracts do not exhibit above average rates.

An analysis of the coefficients of variation calculated from margins of error suggests high reliability of the estimates for the United States, Kentucky, and Jefferson County. Two tracts, 119.01 and 119.05, are considered to have medium reliability estimates, while the estimates for the remaining 27 tracts, should be used with caution due to their lower reliability.



Data Source: 2008-2012 ACS, Table B16004

Data Note: American Community Survey (ACS) data are estimates based on a survey sample. Reliability of ACS data can vary widely--especially for smaller geographic levels; therefore, Margins of Error (MOEs) from the applicable source data tables should be consulted to assess the dependability of the data.

Figure 8

PERCENT PERSONS WITH LIMITED ENGLISH PROFICIENCY BY CENSUS TRACT--2008-2012

I-265 PROGRAMMING STUDY
OHIO RIVER TO I-65

KIPDA
Kentuckiana Regional Planning and Development Agency

TABLE 8
Persons with Limited English Proficiency—2008-2012
I-265 Programming Study—Ohio River to I-65

Area		Total Persons Age 5+	MOE	Persons with Limited English Proficiency (Ability to Speak English Less Than Very Well)		
				Total	MOE	% Total Persons
United States		289,000,827	+/- 3,697	25,081,122	+/- 55,546	8.68
Kentucky		4,059,527	+/- 604	84,591	+/- 2,316	2.08
Jefferson County		692,605	+/- 37	25,089	+/- 1,307	3.62
Census Areas Intersecting and Surrounding the Study Area	Tract 75.02	5,116	+/- 288	23	+/- 99	0.45
	Tract 103.09	4,476	+/- 159	130	+/- 87	2.90
	Tract 103.13	3,422	+/- 365	129	+/- 120	3.77
	Tract 103.14	5,621	+/- 648	92	+/- 119	1.64
	Tract 103.15	2,712	+/- 256	81	+/- 108	2.99
	Tract 103.16	4,674	+/- 261	62	+/- 88	1.33
	Tract 103.17	4,228	+/- 252	154	+/- 109	3.64
	Tract 103.18	5,626	+/- 296	76	+/- 99	1.35
	Tract 103.19	4,188	+/- 275	321	+/- 183	7.66
	Tract 104.02	5,830	+/- 347	126	+/- 120	2.16
	Tract 104.03	3,612	+/- 210	40	+/- 75	1.11
	Tract 104.06	5,577	+/- 401	137	+/- 148	2.46
	Tract 111.02	5,881	+/- 496	371	+/- 261	6.31
	Tract 115.13	4,390	+/- 291	155	+/- 116	3.53
	Tract 115.14	2,964	+/- 202	48	+/- 90	1.62
	Tract 115.16	3,609	+/- 285	0	+/- 72	0.00
	Tract 115.19	4,747	+/- 382	77	+/- 111	1.62
	Tract 115.20	3,349	+/- 204	61	+/- 80	1.82
	Tract 116.01	5,679	+/- 369	78	+/- 116	1.37
	Tract 116.03	3,868	+/- 247	24	+/- 75	0.62
	Tract 116.04	2,527	+/- 161	17	+/- 73	0.67
	Tract 117.06	3,719	+/- 202	291	+/- 187	7.82
	Tract 117.07	5,379	+/- 413	110	+/- 123	2.04
	Tract 117.08	4,046	+/- 313	115	+/- 101	2.84
	Tract 117.12	4,025	+/- 391	147	+/- 120	3.65
	Tract 117.13	2,732	+/- 388	40	+/- 93	1.46
	Tract 119.01	1,122	+/- 269	258	+/- 126	22.99
	Tract 119.05	7,157	+/- 573	468	+/- 189	6.54
	Tract 120.01	3,346	+/- 207	21	+/- 73	0.63

Note: Only selected Tracts are represented.
Data Source: 2008-2012 American Community Survey, Table B16004

CONCLUSION

This socioeconomic study utilized demographic data from the 2008-2012 American Community Survey to identify the locations and magnitudes of potential Environmental Justice populations and other populations. Identification of such possible areas of concern may provide a basis for more detailed and robust analyses in future phases of project development. To briefly summarize the findings:

- The highest percentages of minority persons were found at the southern end of the I-265 corridor—near the I-65 and KY 61 (Preston Highway) interchanges. The average minority concentration of one tract in this area was greater than those expected within the general population for the United States, Kentucky, or Jefferson County.
- Similar to the minority population findings, higher concentrations of persons with low-income resided in census tracts near the I-65 and KY 61 (Preston Highway) interchanges. Three tracts in this area had distributions of persons with low-income greater than those found at the national, state, and county levels.
- The tract distribution of older persons was highest at the northern end of the I-265 corridor—near the US 42 interchange/East End Crossing of the Louisville-Southern Indiana Ohio River Bridges Project and from KY 22 (Brownsboro Road) to KY 146 (LaGrange Road). Almost half of the corridor's tracts have densities of older persons above national, state, and county levels.
- Higher percentages of persons with disabilities were found to exist in the census tracts closest to the I-65 and KY 61 (Preston Highway) interchange areas. Two tracts in these sections had distributions higher than those of the Nation, State, and County.
- Zero vehicle households appear in the highest density in one tract near the I-65 interchange. The percentage of zero vehicle households in this tract exceeds that of the United States, Kentucky, and Jefferson County.
- The highest concentration of persons with limited English proficiency is located in one tract near the I-65 interchange. This area demonstrates a higher average LEP population than is found at national, state, and county levels.

While this analysis identified potential populations of interest throughout the I-265 corridor, the recurrence of above average percentages in the southern sections of the study area—particularly near the I-65 and KY 61 (Preston Highway) interchange areas—should be noted if more detailed analysis and verification are required in the future.

APPENDIX

How Poverty is Calculated in the ACS

2008-2012 ACS Poverty Factors

HOW POVERTY IS CALCULATED IN THE ACS

(Source: U.S. Census Bureau)

Poverty statistics presented in ACS reports and tables adhere to the standards specified by the Office of Management and Budget in Statistical Policy Directive 14. The Census Bureau uses a set of dollar value thresholds that vary by family size and composition to determine who is in poverty. Further, poverty thresholds for people living alone or with nonrelatives (unrelated individuals) and two-person families vary by age (under 65 years or 65 years and older).

Poverty thresholds from 1978 through 2013 (current) are found here: http://www.census.gov/hhes/www/poverty/data/threshld/index.html

If a family's total income is less than the dollar value of the appropriate threshold, then that family and every individual in it are considered to be in poverty. Similarly, if an unrelated individual's total income is less than the appropriate threshold, then that individual is considered to be in poverty. The poverty thresholds do not vary geographically. They are updated annually to allow for changes in the cost of living (inflation factor) using the Consumer Price Index (CPI).

Poverty status was determined for all people except institutionalized people, people in military group quarters, people in college dormitories, and unrelated individuals under 15 years old. These groups were excluded from the numerator and denominator when calculating poverty rates.

Since the ACS is a continuous survey, people respond throughout the year. Because the income items specify a period covering the last 12 months, the appropriate poverty thresholds are determined by multiplying the base-year poverty thresholds (1982) by the monthly inflation factor based on the 12 monthly CPIs and the base-year CPI.

The *1982 base-year poverty thresholds* are found here:
http://www.census.gov/hhes/www/poverty/data/threshld/thresh82.html

2008-2012 ACS Poverty Factors

ACS Interview Month	ACS Interview Year				
	2008	2009	2010	2011	2012
January	2.14841	2.23089	2.22296	2.25942	2.33074
February	2.15589	2.23095	2.22775	2.26247	2.33630
March	2.16297	2.23138	2.23167	2.26642	2.34179
April	2.17003	2.23067	2.23592	2.27146	2.34691
May	2.17705	2.22931	2.24004	2.27741	2.35138
June	2.18455	2.22691	2.24377	2.28413	2.35470
July	2.19359	2.22421	2.24574	2.29083	2.35795
August	2.20366	2.22023	2.24803	2.29766	2.36070
September	2.21330	2.21742	2.25017	2.30477	2.36401
October	2.22219	2.21499	2.25231	2.31207	2.36791
November	2.22879	2.21465	2.25449	2.31872	2.37214
December	2.23073	2.21802	2.25663	2.32514	2.37558

Sources: *American Community Survey and Puerto Rico Community Survey—2008 Subject Definitions*
American Community Survey and Puerto Rico Community Survey—2009 Subject Definitions
American Community Survey and Puerto Rico Community Survey—2010 Subject Definitions
American Community Survey and Puerto Rico Community Survey—2011 Subject Definitions
American Community Survey and Puerto Rico Community Survey—2012 Subject Definitions

Appendix H:

LOCAL OFFICIALS AND STAKEHOLDER MEETING MINUTES

PARSONS BRINCKERHOFF

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www.pbworld.com

TO: Judi Hickerson
Tom Hall
Mikael Pelfrey
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: January 6, 2014

SUBJECT: I-265 Programming Study
Minutes of Stakeholder / Elected Officials Meeting #1

The first Stakeholder / Elected Officials Meeting was held at 5:30 PM (EST) on Monday, January 6, 2014, at Ramsey Middle School in Louisville, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Adriane Hoffman	KYTC – District 5	adriane.hoffman@ky.gov
Andrea Clifford	KYTC – District5	andrea.clifford@ky.gov
John West	KYTC – District 5	jonathan.west@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Steve Ross	KYTC – C.O. Planning	steve.ross@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Larry Chaney	KIPDA	larry.chaney@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Kevin Bayens	Highvew Fire Department	kbayens@highviewfire.com
Kevin Groody	Worthington Fire Department	kgroody@worthingtonfire.com
Andy Longstreet	Middletown Fire Department	alongstreet@mfpd.org
Jeffrey Riddle	Middletown Fire Department	jriddle@mfpd.org
Ed Vermillion	Louisville-Jefferson County Emergency Management	edward.vermillion@louisvilleky.gov
Jim Joseph	Fedex Ground	james.joseph@fedex.com
Richard Hancock	Worthington Fire Department	rhancock@worthingfire.com
Sen. Jimmy Higdon	Kentucky State Senate	jimmy.higdon@lrc.ky.gov
Stacy Keith	Louisville Metro	stacy.keith@louisvilleky.gov

Tom Hall with KYTC welcomed everyone to the meeting and introduced the study to those in attendance. Representatives from the Kentucky Transportation Cabinet (KYTC), the consulting firm (Parsons Brinckerhoff), and various stakeholders were present. The stakeholders present represented a variety of interests in the community. Tom turned the meeting over to Shawn Dikes, the Project Manager for Parsons Brinckerhoff. Shawn then went through the presentation providing a general overview of the existing conditions.

After the presentation, stakeholders were divided into two groups, with emergency / first responders in one group, and the remainder of attendees in the other group.

A summary of the points of discussion from the emergency / first responders is listed below:

- I-71 Interchange – The following hazards were noted:
  - I-71 SB to I-265 SB – Trucks leave the road as a result of the high speed exits, curvature of the ramp; a truck speed / roll over warning sign would beneficial
  - The signage on I-71 results in the through traffic staying in right lane exacerbating the short merge / weave area; additional signage to keep them to the left lanes would be beneficial;
  - There are a high number of rear end crashes on I-265 NB approaching I-71;
  - A flyover from I-265 NB to I-71 SB might be a solution.
- I-71 to KY 155 experiences backups in the PM (stop and go conditions from Westport Road to Taylorsville Road)
  - One explanation often given is the sun in the driver's eyes
- Cable barriers near Billtown Road have eliminated the ability for emergency vehicles to cross over easily but have reduced head on collisions
  - Additional breaks in barriers are needed between:
    - Smyrna / Preston Highway
    - Beulah Church Road / Bardstown Road
  - Centrally located between each interchange form I-65 to I-71
- Design of crossovers is not firetruck friendly and a better design is needed to accommodate:
  - Load
  - Geometry / turning radius of various pieces of equipment
- Fire trucks come from multiple locations within the study area while EMS come from a central location
- The existing tire grip surface at on the I-64 EB / I-265 NB cloverleaf ramp should be extended
- There was concern about I-64 EB to I-265 SB ramp backing up to Blankenbaker
- Along I-265, the attendees noted a great deal of weaving from Westport Road to I-71

- With respect ot the East End Bridge, there were concerns about future HAZMAT being carried through East End tunnel and bridge (expecting major incident increase)
- Increased signage would be helpful, including road names at bridges and overpass roads
- The attendees suggested adding more 1/10 mile markers to ramps and the mainline
- Fire hydrants need identification markers as well
- A general recommendation was made to synchronize signals on arterials as they approach I-265
- KY 864 – Residential development expansion should be considered
    - At the KY 22 Goose Creek intersection, the left turn arrow off KY 22 WB at Goose Creek creates problems. A suggestion was made to add hash marks "No Stop in Box" in front of fire house

A summary of points of discussion from the second stakeholder group is below:

- FedEx noted will have a new facility at Plantside Drive in August 2016
    - It is estimated that there will be 300 trucks that will start the day at 8:00 AM and end at 9:00 PM
    - The addition of a Rehl Road Interchange – would help distribute that truck traffic. Otherwise, the impact will be on Blankenbaker at I-64
    - FedEx is still conducting business between 4:00 PM and 7:00 PM and must fight against commuter traffic trying to get home
    - Louisville Metro expressed concern that Plantside at Blankenbaker FedEx would add a lot of traffic in a location where signal block spacing is not very good
- Louisville Metro noted to make sure there is an ITS / signal communication component on every project;
- According to this group, the three worst locations in the corridor are:
    - Bardstown Road
    - I-64 / I 265 interchange
    - Taylorsville Road
- The group discussed the proposed Gilliland Interchange along I-64. It was noted that there have been a lot of studies on this interchange but no recent movement. Senator Higdon noted his support of the project.
- Senator Higdon also asked about the progress of the Taylorsville Road at Taylorsville Lake Road intersection improvement.
- Louisville Metro noted that potential benefit of ITS technology at the I-64 / I-265 interchange. This system would provide alerts – overhead sign beyond Watterson as a way to communicate issues so as not to burden Blankenbaker specifically
- FedEx is currently on both sides of the Ohio River
    - There is some concern about the I-71/I-265 interchange, but not as much concerns as the I-64 / I-265 interchange

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    - When asked about the future tolling on the East End Bridge, FedEx is more concerned about time than tolls
- Louisville Metro also mentioned:
    - The timing of the completion of Billtown Road
    - That a signal may be added to the Old Henry Road interchange
    - There are continued issues for providing access to Bates Elementary on Bardstown Road next to I-265

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TO: Judi Hickerson
Tom Hall
Mikael Pelfrey
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: September 25, 2014

SUBJECT: I-265 Programming Study
Minutes of Stakeholder / Elected Officials Meeting #2

The second Stakeholder / Elected Officials Meeting was held at 2:30 PM (EST) on Thursday, September 25, 2014, at Teamsters Local 783 Hall in Louisville, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Adriane Hoffman	KYTC – District 5	adriane.hoffman@ky.gov
Andrea Clifford	KYTC – District5	andrea.clifford@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Beth Jones	KYTC – C.O. Planning	beth.jones@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Eileen Vaughan	KYTC – C.O. Planning	eileen.vaughan@ky.gov
Anne Warnick	Parsons Brinckerhoff	warnick@pbworld.com
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Amy Thomas	Parsons Brinckerhoff	thomasaj@pbworld.com
Andy Rush	KIPDA	andyh.rush@ky.gov
Rob Dwyer	High View Fire Deparment	rdwyer@highviewfire.com
Kevin Groody	Worthington Fire Department	kgroody@worthingtonfire.com
Richard Caple	Jefferson County Public Schools	richardcaple@jefferson????
Larry Clark	46th District Representative	-
Ed Vermillion	Louisville-Jefferson County Emergency Management	edward.vermillion@louisvilleky.gov

Tom Hall with KYTC welcomed everyone to the meeting and introduced the study to those in attendance. Representatives from the Kentucky Transportation Cabinet (KYTC), the consulting firm (Parsons Brinckerhoff), and various stakeholders were present. The stakeholders present

PARSONS BRINCKERHOFF

represented a variety of interests in the community. Tom turned the meeting over to Shawn Dikes, the Project Manager for Parsons Brinckerhoff. Shawn then went through the presentation that included the overview of the study and existing conditions. Lindsay Walker discussed the crash analysis as well as the traffic analysis. The main concerns from the stakeholders were with regards to safety and capacity.

- It was noted that capacity and design are some of the biggest contributors to accidents near the I-71 interchange.
- With the opening of the East End Bridge, additional truck traffic should be considered as potential projects are evaluated.

Three large boards, each showing the locations of potential projects in the different study area segments, were displayed, and the attendees were given ranking sheets to prioritize the given projects, and provide feedback on any projects that they believe should be included.

The meeting officially adjourned at 3:10 PM. Some attendees remained to review the display boards and fill out their ranking sheets.

Appendix I:

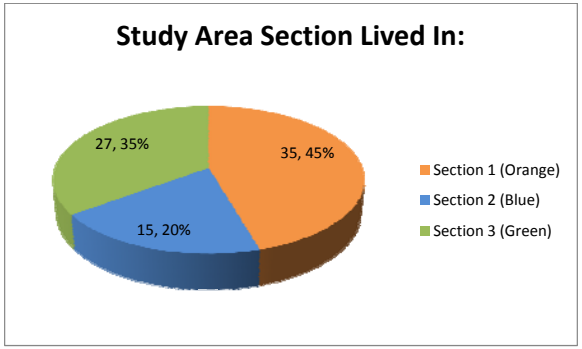
PUBLIC MEETING SUMMARY

I-265 Programming Study
Public Meeting Summary

Two public meetings were held in September 2014 for the I-265 Programming Study. The first one was held at the southern end of the study area at the Teamsters Local 783 Hall on Beulah Church Road on Thursday September 25, 2014. The second public meeting was held at Chancey Elementary School on Murphy Lane, near Westport Road on Tuesday September 30, 2014. The purpose of these meetings was to provide the public with information on the study, gather public feedback on the projects being considered, and to use the feedback to develop a public prioritization for the projects. A pre-recorded video providing background information on the study area, played during the meeting. Each attendee was given a Frequently Asked Questions sheet, as well as a ranking sheet, on which they could provide their prioritization of potential projects in the study area, as well as provide feedback on any additional projects they felt were missing. The ranking sheet was also made available on Survey Monkey at https://www.surveymonkey.com/s/I265Study for two weeks after the meetings. Below is a summary of the feedback received.

1. Background Information

What portion of the study area do you live in?

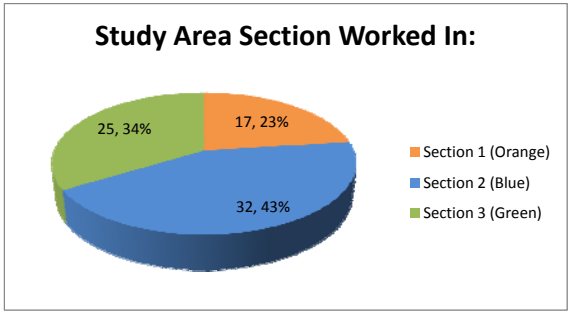


Section 1 (Orange) = I-265 from I-65 to Billtown Road

Section 2 (Blue) = I-265 from Billtown Road to Old Henry Road

Section 3 (Green) = I-265 from Old Henry Road to I-71

What portion of the study area do you work in?

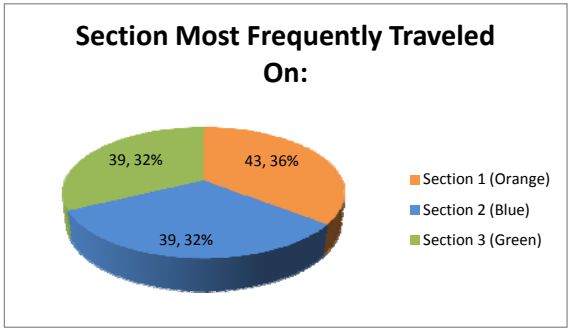


Section 1 (Orange) = I-265 from I-65 to Billtown Road

Section 2 (Blue) = I-265 from Billtown Road to Old Henry Road

Section 3 (Green) = I-265 from Old Henry Road to I-71

What study area roadways do you travel most frequently?

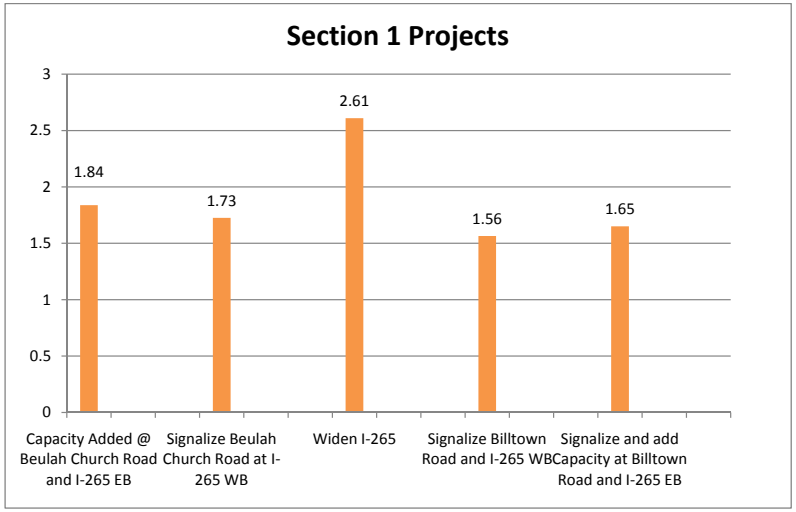


Section 1 (Orange) = I-265 from I-65 to Billtown Road

Section 2 (Blue) = I-265 from Billtown Road to Old Henry Road

Section 3 (Green) = I-265 from Old Henry Road to I-71

2. Rank the following projects in Section 1.



Section 1 (Orange) Projects Average Ranking (Low =1, Med =2, High=3)

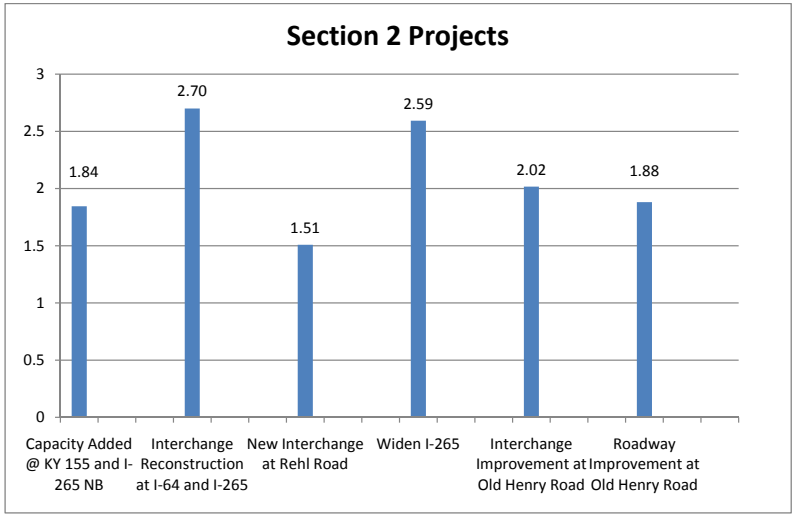
Are there any projects that have not been listed in Section 1 (Orange) that should be? (Comments noted as they were written in the fill-in portion.)

- I-265 Off ramp at US 31E (EB off ramp to US 31E North) there is not enough room for the dual lefts between median and edge line barrier wall. Can this center median be cut back a few feet? (see drawing)
- Bardstown Road exit in both directions. Ramps were improved at Bardstown Road but still only one lane up to Bardstown Road still causes backups onto Freeway.
- Additional sound walls.
- Smyrna Ramps need to be widened.
- Rush hour flow on both east and WB 265 between Smyrna Road and I-65
- Bardstown Road between Fern Creek and I-265 needs widening.
- Bardstown Road still not good. Potential SPUI (or other interchange alternative) possible?
- Interchange from I-65 SB to I-265 EB and I-265 WB from Preston Hwy to I-65 NB. Both of these are gridlocked at peak times and both have accident concerns.
- Object to the addition of extra turn lanes at Beulah Church exit - currently traffic coming off the freeway will use the center turn lane to pass those in the driving lane - it makes NO SENSE to dump two "off ramp" lanes of traffic into ONE through lane - especially with residential driveways along this section of the road.
- More TRIMARC Signs
- Preston Highway (61) and 265 interchange. 20 minute bottleneck every day at rush hour.

That's priority #1. Lanes need widening from 65 to Beulah Church or at least Smyrna

- My high is from 65 ramp to 265 East in the evening (work time)
- Widening of I-265 needs to be highest priority. The ramp to get on I-265 south at Bardstown Road is very congested and hard to merge over to with traffic that is trying to turn in and exit from Wal-Mart. Seems to be poorly planned ramp.
- Bardstown Road ramp from freeway East traffic backs up on freeway because Bardstown Rd is bumper to bumper from Glenmary to Hurstbourne Lane south bound lots of days at 6:00 pm - 6:30 need to complete Cooper Chapel Road from Preston to Bardstown Road to help get traffic off Bardstown Rd so ramp won't be backed up Eastbound freeway that a safety concern nothing can help it until Bardstown Rd sees improvements there's no way to travel East-West south of freeway county road
- There definitely needs to be a signal added at the Billtown Road Ramps
- Widen I-71 North from 264 all the way to Exit 22 and south as well
- I have not traveled the area during rush hour. Did not rank projects.
- Primary concern on the widening is the EB I-265 from I-65 to Bardstown Road. It may be possible to restrict WB widening to the Preston to 65 zone with a Preston relief to WB I-265 to avoid people crossing over quickly to avoid getting on 65 N
- Expand the lanes SB prior to Billtown Road. The sharp incline slows down truck traffic drastically, even before reaching the exit.
- Suggestion - if more lanes are added to I-265, prohibit trucks over 8 tons from using left lane. I-44 in Missouri is like this, and it makes traffic flow much more smoothly.
- 1) Possible interchange at Seatonville Road, even if exit ramps only. 2) Additional work at I-265 and Bardstown Road. Most days traffic backs up on ramps (both directions) onto I-265 for 1/2 mile. Some days this gets very dangerous. 3) Possible interchange at Old Heady Road. 4) Advance warning signal for back up at Bardstown Road, similar to that for Lagrange Road.
- Note that signals at Beulah Church Road and possible signals at Billtown Road should change to flashing yellow/red lights outside of rush hour. (10 am - 3 pm and 8 pm to 6 am) = flashing lights.
- Coordinate the WB exit ramp signal (at Beulah Church and I-265 WB) with the signal from EB exit ramp so thru traffic is impacted less.
- Improve flow eastbound from I-65 to Beulah Church. Why does it back up every afternoon?
- Add capacity to the EB exit ramp at Bardstown Road.

2. Rank the following projects in Section 2.

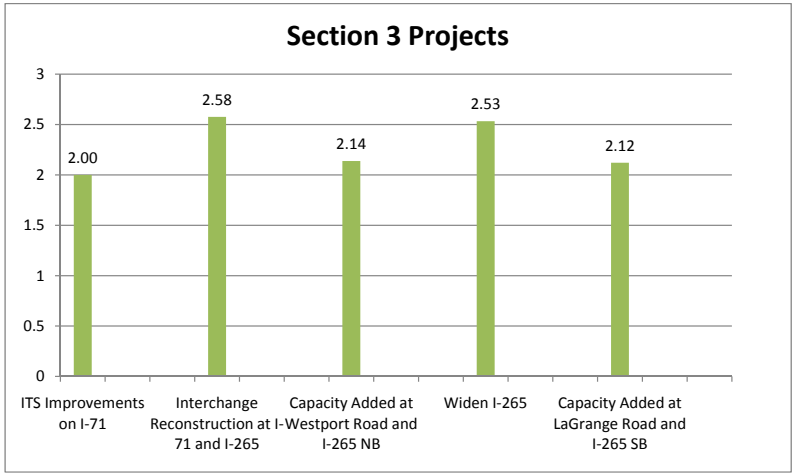


Section 2 (Blue) Projects Average Ranking (Low =1, Med =2, High=3)

Are there any projects that have not been listed in Section 2 (Blue) that should be? (Comments noted as they were written in the fill-in portion.)

- Need street lights at 265 155 EB
- Add a light at SB 265 and Old Henry Rd
- More TRIMARC Signs
- There needs to be a traffic signal on Nelson Miller and Old Henry
- The hair pin curve right before the 3 way stop at Old Henry / Factory Lane is too dangerous. Traffic gets backed up coming North on 265 and getting off at Old Henry. That should have been a clover leaf with the amount of traffic.
- Easier access to 265 North and South from Factory Lane and LaGrange Road. Bottleneck with only 2 lanes during rush hour.
- When will the section of 265 be re-paved????
- Shelbyville Rd on ramp to Southbound I265 needs a 2nd lane, and a better way to merge directly onto I-64 West without interfering with I-265 South
- 64/I265 interchange desperately needs flyover from 64 E to 265 N. With flyover from 265 N to 64 W, it's unlikely that widening is necessary in this section Northbound. Widening should focus on SB to deal with the uphill elevation change that requires trucks to slow considerably.
- 1) Bypass ramps to take I-265 and Shelbyville Road traffic off of main I-265 lanes (collector/distributor lanes). 2) Eliminate cloverleaf at I-64 completely.
- This section (blue) is most crucial as most traffic issues during rush hour are in this section.
- The problem with the KY 155 area is the signal at KY 155 / Taylorsville Lake Road outside of this study's scope - but FIX THIS FIRST!!!! DO NOT PUT New Interchange at Rehl Road. Fix the Taylorsville Lake Road and KY 155 problem and half the traffic issues there will go away.
- 1) Hopefully 5-21.00 provides for a longer SB I-265 ramp decel. Lane to Taylorsville Road. Often the SB I-265 grade contributes to the SB backups that extend back through the I-65 interchange and beyond. Ramp-destined vehicles slow down approaching the exit and slow through vehicles SB. South of Taylorsville Road, SB I-265 returns to free flow operation. 2) Consider converting the I-265 at Taylorsville Road interchange to a double crossover diamond.
- If the I-64 reconstruction project is delayed due to the large cost, consider an advance contract to construct only the frontage roads and outer directional ramps. That short-term fix would help traffic tremendously and would not impair the ultimate interchange.
- Add additional ramp lanes from I-64 W to I-265 S...that backs up to standstill daily for a mile!!!

2. Rank the following projects in Section 3.



Section 3 (Green) Projects Average Ranking (Low =1, Med =2, High=3)

Are there any projects that have not been listed in Section 3 (Green) that should be? (Comments noted as they were written in the fill-in portion.)

- Improve the whole Brownsboro Rd / 265 / 71 interchange
- Coming from Factory Lane and trying to get on Northbound 265 is a major problem in the mornings. You have people getting off 265 in the same spot people are trying to get on. The Bridge project will change the makeup of the stretch of highway from Shelbyville Rd to 71. There will be increase traffic, increase trucks. The noise level will be increased. Sound barriers are need for every community that backs up to the Snyder from Shelbyville Rd to I71. Don't think it was fair that was not part of the bridge project.
- We are concerned about the sound barriers. We need them in section 3 from the Paddock Apartments thru Pinnacle Garden Patio Homes.
- In favor of wide to 4 lanes each way to separate traffic at 71 N & S and 22 - E. W. Place concrete barriers and force all that traffic into the Rt two or three lanes to exit only. Add two lanes from I-64W to I-265 N from I64 to Shelbyville Rd to improve traffic flow.
- I-265 N add an additional exit lane to I-71 NB to include extension of on ramp from 22 EB to I-71 NB, so that vehicles do not have to merge with through traffic on I-265 NB. Do this as an immediate, temporary, just extend and connect the ramps. Do the same thing from I-65 WB to the 265 NB to Shelbyville Road EB
- Revise the 22/I-265 interchange for easier access onto I-71 North without having to fight through traffic gong to I71 South
- Add cameras along the length of I-265 from bridge to I-65. Enhance to publish traffic counts for developers to write apps against.
- More TRIMARC cameras are needed on I-71 between I-265 and I-264. Also need cameras on I-265 between I-71 and I-64
- 1) Eliminate cloverleaf at I-71. 2) Add collector/distributor lanes for I-71 and KY 22.
- It needs to be 6 lanes all around.
- Add a traffic light at Nelson Miller and LaGrange.

I-265 Programming Study
Project Ranking Survey

Name _____

What portion of the study area do you live in? _____

_____

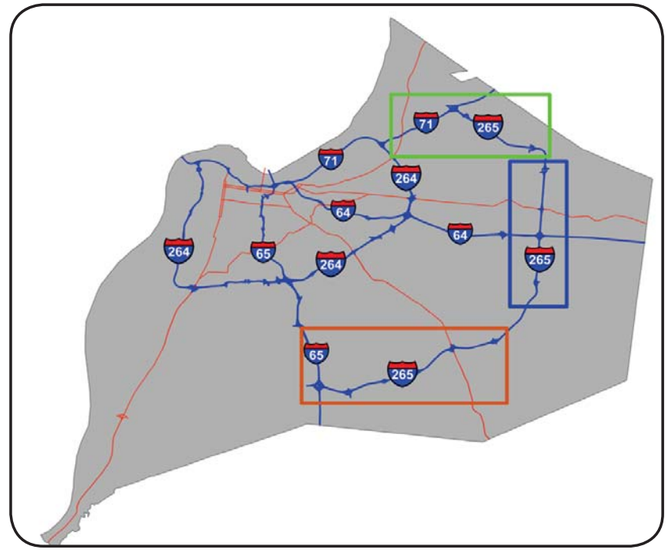
What portion of the study area do you work in? _____

_____

Which study area roadways do you travel on most frequently? _____

_____

_____



Rank the following projects in Section 1 (Orange). Please circle High, Medium or Low:

Priority	Project Description	Cost	Priority	Project Description	Cost
High Med Low	Capacity Added: At the Beulah Church Road and I-265 EB Ramp intersection, add SB left turn onto I-265 EB entrance ramp and additional EB left turn lane on I-265 EB exit ramp; add NB thru lane through the I-265 intersection	$1,200,000	High Med Low	Roadway Widening I-265	$91,800,000
			High Med Low	Signalize Billtown Road and I-265 WB Ramp intersection	$100,000
High Med Low	Signalize the Beulah Church Road and I-265 WB Ramp intersection	$100,000	High Med Low	Signalize and add SB and EB left turn capacity, and a NB thru lane at the Billtown Road and I-265 EB Ramp intersection	$1,500,000

Are there any projects that have not been listed in Section 1 (Orange) that should be? _____

_____

_____

Rank the following projects in Section 2 (Blue). Please circle High, Medium or Low:

Priority	Project Description	Cost	Priority	Project Description	Cost
High Med Low	Capacity Added: Add EB thru and NB left turn at KY 155 and I-265 NB Ramp intesection	$2,100,000	High Med Low	New Interchange: Rehl Road	$31,600,000
			High Med Low	Roadway Widening I-265	$115,000,000
High Med Low	Interchange Reconstruction: 5-21.00 - Reconstruct I-265 interchange at I-64, including: NB to WB 2 lane flyover, SB to WB 2 lane ramp and auxiliary lane; also includes WB auxiliary lane on I-65 from I-265 to Blankenbaker Parkway	$60,300,000	High Med Low	Interchange Improvement: 5-474.00 - Reduce congestion and improve safety at the Old Henry Road interchange	$3,250,000
			High Med Low	Roadway Improvement: 5-367.00 - Construct a new 4-lane route from Old Henry Road inter-change at I-265 to KY 22 in the vicinity of KY 329B	$45,600,000

Are there any projects that have not been listed in Section 2 (Blue) that should be? _____

_____

_____

Rank the following projects in Section 3 (Green). Please circle High, Medium or Low:

Priority	Project Description	Cost	Priority	Project Description	Cost
High Med Low	ITS Project: 5-48.9 - TRIMARC improvements on I-71 from near the Kennedy Interchange to I-265	$6,730,000	High Med Low	Roadway Widening I-265	$66,700,000
High Med Low	Interchange Reconstruction: 5-48.3 - Reconstruction of the I-71 / I-265 interchange including a possible fly-over ramp from I-265 NB to I-71 SB	$19,300,000	High Med Low	Capacity Added: At the I-265 SB Ramp and LaGrange Road inter-section, add a second SB left turn lane onto I-265 entrance ramp, a second WB right turn lane on the I-265 exit ramp, and a third NB thru lane from Nelson Miller Pkwy through the intersection	$1,200,000
High Med Low	Capacity Added: Add EB left turn at Westport Road and I-265 NB Ramp intersection	$200,000			

Are there any projects that have not been listed in Section 3 (Green) that should be? _____

_____

_____

Appendix J:

RESOURCE AGENCY MATERIALS

TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

August 8, 2014

****Please see attached list for recipients of below letter****

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City» «State» «Zip»

Dear «Letter_Title» «Last_Name»:

Subject: I-265 Programming Study from I-65 to the new East End Bridge
Jefferson County
Item No. N/A

We are requesting your agency's input and comments on a planning study to evaluate the safety and capacity of the I-265 corridor and to determine needed improvements and priorities as a result of expected increased traffic due to major transportation and development changes in the Louisville Metro area. The Kentucky Transportation Cabinet (KYTC), along with help from its consultant, Parsons Brinckerhoff, has assembled a study team to identify and evaluate improvements for I-265 (the Gene Snyder Freeway) from I-65 to the new East End Bridge in Louisville. The needs driving this study include: safety, capacity, congestion, access, and economic development. The objective of this study is to prioritize short-term improvements that can be quickly and effectively implemented as well as identify long-term solutions by examining future transportation needs and determining options for improvement projects. During the development of this planning study, comments will be solicited from federal, state, and local agencies, as well as other interested persons, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts.

This planning study includes a high-level overview for the early identification of environmental issues and impacts related to any proposed projects. We believe that early identification of issues or concerns can help us develop highway project alternatives avoiding or minimizing negative impacts. The Project Team has identified a number of projects with the help of Local Officials and Stakeholders by conducting a meeting with them early in the study process.

We have enclosed the following project information for your review and comment:

- A draft statement of purpose and need for the project
- Project Study Area Map and Existing Roadway Information
- Average Daily Traffic and Level of Service
- Environmental Overview
- Crash Analysis

Additionally, at this point in the study process several potential improvement projects have been identified that may or may not move forward for further review. Maps highlighting those projects are attached, and include projects of the following type:

- KYTC Six Year Plan Project
- KYTC/Louisville Metro Identified Future Project
- A project identified as a result of this programming study
- A project either under construction or outside of the study area

We are requesting that you provide comments on these proposed improvement projects and/or specific comments concerning the bulleted items below as they relate to the proposed improvement alternatives.

- Comments on the purpose and need for the project,
- Significant issues or concerns in the study corridor that may need to be addressed so that any future project can be adequately scoped,
- Any conservation or development plans your agency or organization has ongoing or is aware of within the study corridor,
- Locations of any known areas, issues, or resources within the study corridor that should be considered when developing alternatives so that impacts can be avoided, minimized, or mitigated early in the process, and
- Any mitigation strategies that should be considered in the development of future projects.

We respectfully ask that you provide us with your comments by *September 15, 2014*, to ensure timely progress in this planning effort.

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Mikael Pelfrey of the Division of Planning at (502) 564-7183 or by email at mikael.pelfrey@ky.gov. Please address all written correspondence to John W. Moore, PE, Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, 5th Floor, Frankfort, Kentucky 40622 and include a return address on such correspondence.

Sincerely,

John W. Moore, PE
Director
Division of Planning

JM/MP/BC

Enclosures

c/enc: Jose Sepulveda, FHWA
John Ballantyne, FHWA
Gary Valentine
Matt Bullock
Jonathon West
Tom Hall
Steve Ross
Mark Hite
Ryan Griffith
David Waldner
Bart Asher
Jeff Wolfe
Donald Smith
Bill Gulick
Shawn Dikes, Parsons Brinckerhoff

Mailing Title	Letter Title	First Name	Last Name	Suffix	Title	Organization	Address1	Address2
Mr.	Mr.	Phillip	Braden		District Office Manager	Memphis Airports District Office, Federal Aviation Administration	2862 Business Park Drive Building G	
Ms.	Ms.	Kathy	Smith		Trucking Manager	American Association of Truckers		P.O. Box 146
Mr.	Mr.	Edward	Tonini		Adjutant General	Department of Military Affairs	Boone Nat'l Guard Ctr., 100 Minuteman Pky.	
Ms.	Ms.	Elaine	Walker		Commissioner	Department of Parks	500 Mero Street-10th Floor CPT	
Mr.	Mr.	David	Pollack		Director	Kentucky Archaeological Survey	1020-A Export Street	
Mr.	Mr.	William	Straw		Regional Environmental Officer	Federal Emergency Management Agency, Region IV	3003 ChambleeTucker Road	
Mr.	Mr.	Richard	Sutherland		Chair	Kentuckians for Better Transportation	9300 Shelbyville Road Ste 1204	
Ms.	Ms.	Juva	Barber		Executive Director	Kentuckians for Better Transportation	9300 Shelbyville Road Ste 1204	
Mr.	Mr.	Burt	Lauderdale		Executive Director	Kentuckians for The Commonwealth	105 Reams Street	P.O. Box 1450
Ms.	Ms.	Audrey Tayse	Haynes		Secretary	Cabinet for Health and Family Services	275 East Main St., 5W-A	
Mr.	Mr.	John	Houlihan		Administrator	Kentucky Airport Zoning Commission	90 Airport Rd, Bldg 400	200 Mero Street
Sheriff	Sheriff	Jerry	Gaines		President	Kentucky Association of Counties	400 Englewood Dr.	
Ms.	Ms.	Amy	Cloud		President	Kentucky Chamber of Commerce Executives, Inc.	464 Chenault Road	
Mr.	Mr.	James	Comer		Commissioner	Kentucky Department of Agriculture	32 Fountain Place	
Mr.	Mr.	R. Bruce	Scott		Commissioner	Kentucky Department for Environmental Protection	300 Fair Oaks Lane	
Mr.	Mr.	Gregory	Johnson		Commissioner	Kentucky Department of Fish and Wildlife Resources	1 Sportsman's Lane	
Mr.	Mr.	Steve	Hohmann		Commissioner	Kentucky Department for Natural Resources	#2 Hudson Hollow	
Ms.	Ms.	Kimberly	Richardson		Director	Kentucky Department of Nat'l. Resources, Division of Conservation	375 Versailles Road	
Mr.	Mr.	Rodney	Brewer		Commissioner	Kentucky Department of State Police	919 Versailles Road	
Mr.	Mr.	Billy	Ratliff		Director	Division of Mine Reclamation and Enforcement	# 2 Hudson Hollow	
Mr.	Mr.	Sean	Alteri		Director	Kentucky Division for Air Quality	200 Fair Oaks Ln, 1st Floor	
Ms.	Ms.	Leah W.	MacSwords		Director	Kentucky Division of Forestry	627 Comanche Trail	
Lt. Colo	Lt. Color	Keith	Peercy		Director	Kentucky Department of Vehicle Enforcement	919 Versailles Road	
Mr.	Mr.	Anthony	Hatton		Director	DEP Division of Waste Management	200 Fair Oaks, 2nd Flr	
Ms.	Ms.	Sandy	Gruzesky		Director	DEP Division of Water	200 Fair Oaks, 4th Flr	
Mr.	Mr.	Larry	Hayes		Secretary	Kentucky Cabinet for Economic Development	Old Capitol Annex	300 West Broadway
Ms.	Ms.	Terri	McLean		News Editor	Kentucky Forward	464 Chenault Road	
Mr.	Mr.	Jerry	Weisenfluh		Interim State Geologist & Director	Kentucky Geological Survey, University of Kentucky	228 Mining and Mineral Resources Bldg.	
Mr.	Mr.	Craig	Potts		State Historic Preservation Officer	Kentucky Heritage Council	300 Washington Street	
Mr.	Mr.	Kent	Whitworth		Executive Director	Kentucky Historical Society	100 W. Broadway	
Mr.	Mr.	Hal	Goode		President/CEO	Kentucky Association for Economic Development	101 Burch Count	
Mr.	Mr.	Jonathan	Steiner		Executive Director/CEO	Kentucky League of Cities, Inc.	100 East Vine Street, Ste. 800	
Mr.	Mr.	Jamie	Fiepke		President/CEO	Kentucky Motor Transport Association	617 Shelby Street	
Mr.	Mr.	Leonard	Peters		Secretary	Kentucky Energy and Environmental Cabinet	Capital Plaza Tower, 5th Floor	
Mr.	Mr.	Donald S.	Dott	, Jr.	Executive Director	Kentucky State Nature Preserves Commission	801 Schenkel Lane	
Ms.	Ms.	Vickie	Bourne		Executive Director	Kentucky Office of Transportation Delivery	Transportation Office Building, 3rd Floor	200 Mero Street
Mr.	Mr.	Beecher	Hudson		CEO	Kentucky Public Transit Association	1134 S. Preston St	
Ms.	Ms.	Laura	Cole		President/CEO	Kentucky Travel Industry Association	931 East Main Street	
Mr.	Mr.	Bob	Stewart		Secretary	Tourism, Arts and Heritage Cabinet	Capital Plaza Tower, 24th Floor	500 Mero Street
Mr.	Mr.	Thomas O.	Zawacki		Secretary	Kentucky Education and Workforce Development Cabinet	Capital Plaza Tower, 3rd Floor	500 Mero Street
Mr.	Mr.	Jim	Aldrich		Director of Stream & Wetland Restoration	The Nature Conservancy - Kentucky Chapter	114 Woodland Avenue	
Mr.	Mr.	Paul	Bergmann		Executive Director	Scenic Kentucky		P. O. Box 23317
Mr.	Mr.	Heinz	Mueller		Chief of NEPA Program Office	Office of Environmental Accountability	US EPA, Region 4	61 Forsyth Street, SW
Ms.	Ms.	Alice	Howell		Chapter Chair	Sierra Club	P.O. Box. 1388	
Ms.	Ms.	Karen	Woodrich		State Conservationist	U.S. Dept. of Agriculture, Natural Resources Conservation Service	771 Corporate Drive, Suite 210	
Dr.	Dr.	Pamela	Roshell		Regional Director	U.S. Dept. of Health & Human Serv., Region IV, Atlanta Federal Center	61 Forsyth Street, Room 5B95	
Mr.	Mr.	Lee	Andrews		Field Supervisor	U.S. Fish & Wildlife Service, Kentucky Ecological Services Field Section	330 W. Broadway, Room 265	
Mr.	Mr.	Eric	Washburn		Bridge Administrator	United States Coast Guard, Eighth District Western Rivers Bridge Branch	1222 Spruce Street, Suite 2.102D	
The Hon	Senator	Rand	Paul		United States Senator	United States Senate	208 Russell Senate Office Building	
The Hon	Senator	Mitch	McConnell		United States Senator	United States Senate	317 Russell Senate Office Building	
Ms.	Ms.	Yvette	Taylor		Regional Administrator	Federal Transit Administration, Region IV	230 Peachtree, NW, Suite 800	
Mr.	Mr.	Kirk	Dowden		Planning and Program Manager	Federal Highway Administration, Eastern Federal Lands Highway Division	21400 Ridgetop Circle	
Mr.	Mr.	Larry	McFall		President	Louisville - Jefferson Riverport International	P.O. Box 58010	6900 Riverport Drive
Mr.	Mr.	Stephen	Durrett		Deputy District Engineer	U. S. Army Corps of Engineers, Louisville District	P.O. Box. 59,CELRL-PM	
The Hon	Congres	John	Yarmouth		United States Representative - District 3	U. S. House of Representatives	403 Cannon House Office Building	
Ms.	Ms.	Krista	Mills		Field Office Director	U.S. Department of Housing & Urban Development, KY Louisville Field Office	601 West Broadway, Room 110	

I-265 Programming Study
Jefferson County, Kentucky
Study Information Sheet
August 2014

1. Who is conducting the study?

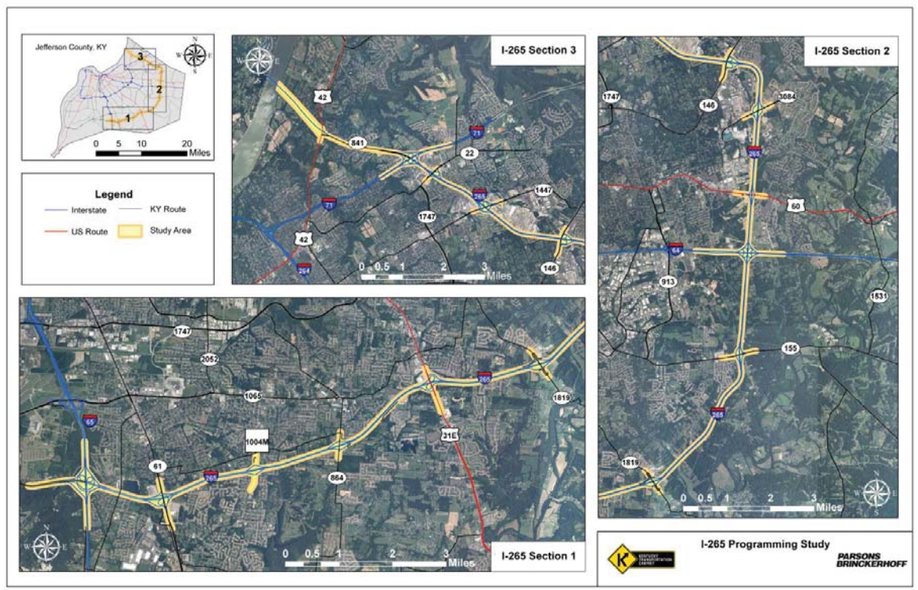
The Kentucky Transportation Cabinet (KYTC) is conducting the study in cooperation with other agencies, including the Kentuckiana Regional Planning & Development Agency (KIPDA). Assisting these agencies is a team of multi-disciplined consultants led by Parsons Brinckerhoff.

2. What is the Purpose and Need of this project?

The purpose of the project is to evaluate the safety and capacity of the I-265 corridor and to determine needed improvements and priorities as a result of expected increased traffic due to major transportation and development changes in the Louisville Metro area. The needs driving this project include: safety, capacity, congestion, access, and economic development.

3. What is the study area?

A map of the study area is provided below. The study area incorporates I-265 from I-65 to the new East End Bridge as well as the interchanges located along the corridor. The ramp terminal intersections are included along with the next adjacent upstream and downstream intersection.



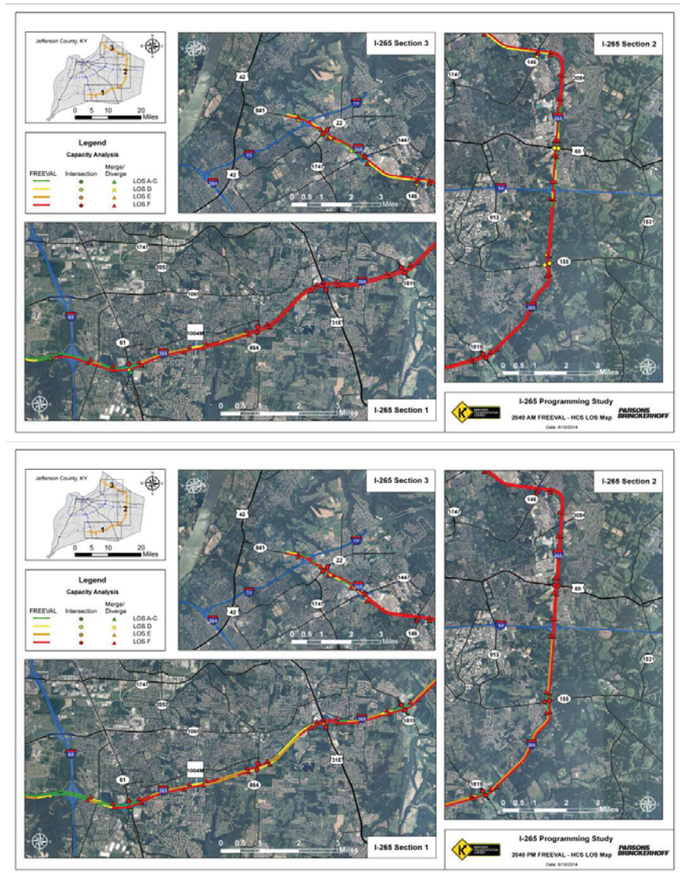
4. What are the existing conditions?

The existing roadway is an urban interstate with four twelve-foot lanes (two per direction) divided by a median (52 – 72 feet). Shoulder widths vary with generally ten to eleven feet on each side. The posted speed limit is 65 mph throughout the corridor.

5. What are the existing and future traffic operations?

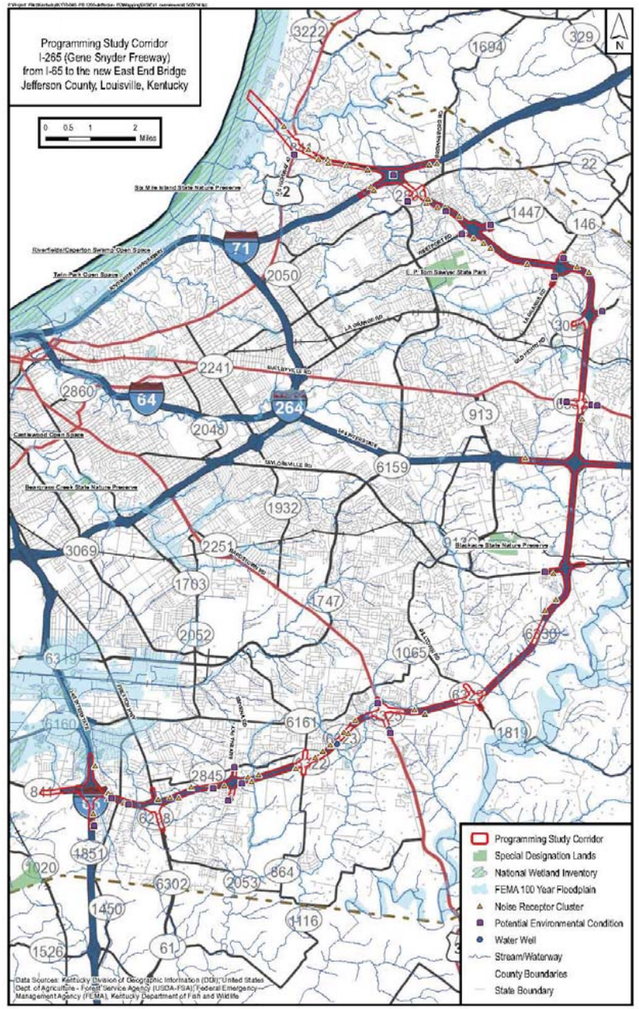
I-265 currently has Average Daily Traffic volumes (ADT) of up to 83,000 vehicles per day, with 2040 ADTs forecasted as high as 183,300 vehicles per day.

Traffic operations were evaluated for the existing corridor for the future analysis year to provide a baseline of comparison for improvement alternatives. The figures below show the AM and PM peak hour operations based on the future year 2040 ADT.



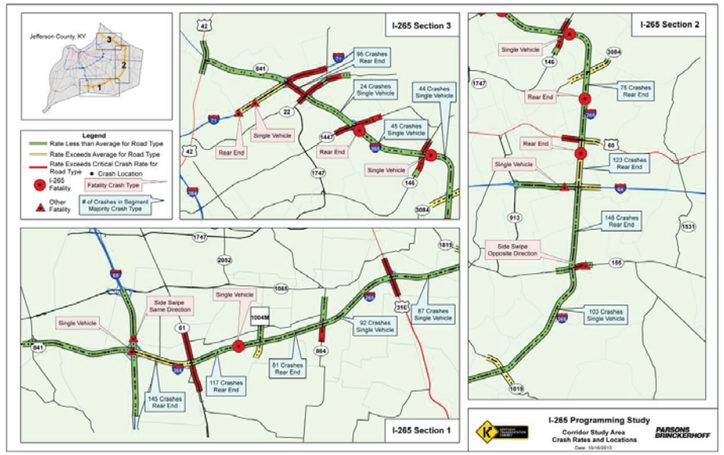
6. What are the known environmental constraints?

Most of the improvements would stay within the existing right-of-way. However, to ensure proper documentation and identify any future areas of potential impact, and environmental overview was performed. Due to the size of the study area, a high-level evaluation was performed, with major features shown below on the map.



7. Are there areas with safety concerns?

As shown on the figure below, only one segment on I-265 (between KY 22 and I-71) has a critical crash rate greater than one. Any sections with a rate over one indicate statistically higher likelihood for a crash to occur on this section of roadway compared to other similar facilities. A total of 1,179 crashes occurred during the three-year analysis period (1/1/2010 – 12/31/2012). Of these, the most common crash type was rear-end collisions, and five of the crashes resulted in fatalities.



8. What are potential alternatives?

The following projects are listed in the KYTC Six-Year Highway Plan or the KIPDA Metropolitan Transportation Plan (MTP):

- Major Widening: I-265 to 3 lanes
- Interchange Improvements: I-71, I-64, Old Henry Road, KY 61

The programming study assumes that these projects will be constructed and therefore are not being evaluated as part of this study. However, each will be assessed with respect to the priority of each project.

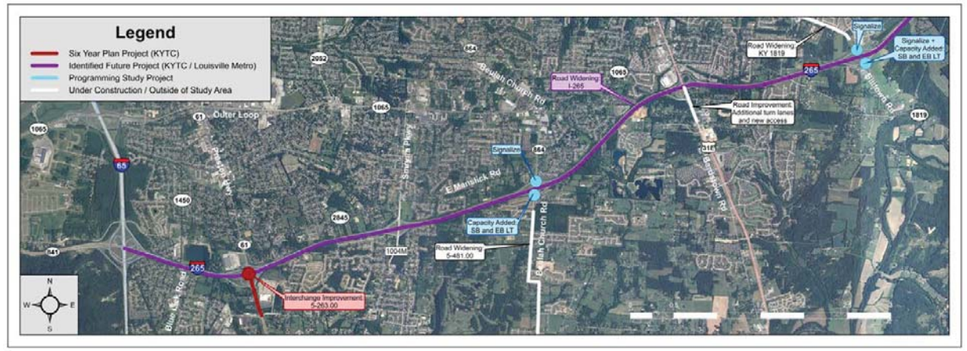
Additional projects under consideration include:

- 2040 No Build (No additional improvements)
- Construct Collector-Distributor (C-D) Road
- Construct 1 Additional Capacity Lane (total of 4 lanes / direction)

In addition to these alternatives, Intelligent Transportation System (ITS) improvements and ramp terminal intersection improvements are being considered. Refer to the maps on the following pages for a full range of all projects currently being considered in the planning process as well as ones proposed for this study.

9. What will this study produce?

At the conclusion of this study, the Project Team will prepare a report that documents and summarizes the events of the study, gives pertinent technical and environmental analyses, documents evaluation results and stakeholder comments / feedback, and provides a record of the project with details of all the technical analysis as well as a recommendation of feasible alternatives for the next project development stage. A prioritization of projects will also be performed. The study will be completed in December 2014.


Legend
Six Year Plan Project (KYTC)
Identified Future Project (KYTC / Louisville Metro)
Programming Study Project
Under Construction / Outside of Study Area
Outer Loop
Brough Chapel Rd
Road Widening
KY 1819
Signalize
Signalize + Capacity Added SB and EB LT
Road Widening
I-265
Road Improvement, Additional turn lanes and new access
Whitsett Rd
Signalize
E Manslick Rd
Capacity Added SB and EB LT
Road Widening
5-481.00
Rolling Hills Church Rd
Interchange Improvement
5-263.00
Shelbyville Rd
Bloom Ln Road
265
65
64
N
W
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S


Legend
Six Year Plan Project (KYTC)
Identified Future Project (KYTC / Louisville Metro)
Programming Study Project
Under Construction / Outside of Study Area
New Interchange
Rehl Road
Interchange Reconstruction
5-71.00
Capacity Added
EB Thru and NB LT
Capacity Added
SB LT and EB Thru
Interchange Improvement
5-474.00
New Hopkins Rd
S Pope Lick Rd
Road Widening
I-265
Capacity Added
EB LT
Road Widening
I-265
Shelbyville Rd
Road Widening
KY 155
Roadway Improvement
5-267.00
Arnold Palmer Blvd
Roadway Extension
5-267.20
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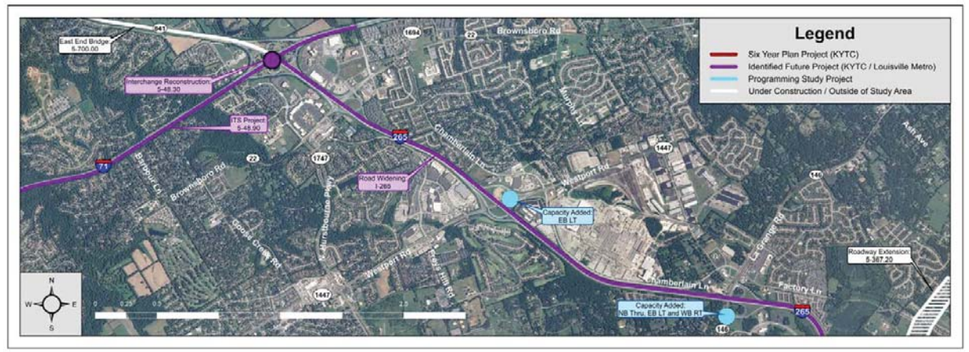

From: Moore, John W (KYTC) [JohnW.Moore@ky.gov]
Sent: Monday, September 15, 2014 8:27 PM
To: Pelfrey, Mikael (KYTC); Hall, Tom (KYTC-D05)
Subject: FW: I-265 Programming Study

Mikael, for your reference and use.

Tom, Can you reach out to Mr. Kelly regarding the construction effects at I-265 and KY 60?

From: Kelly, Brian [mailto:bkelly@caschools.us]
Sent: Monday, September 15, 2014 4:02 PM
To: Moore, John W (KYTC)
Subject: I-265 Programming Study

Mr. Moore,

I'm writing in response to a request for comments on the I-265 programming study from I-65 to eh new East End Bridge. I represent Christian Academy Schools and noticed on your August 8, 2014 letter that there are planed improvement projects that could possibly impact the property at our English Station Campus. One of the projects listed is "Major widening: I-265 to 3 lanes". Our campus is located just east of I-265 between I-64 and KY-60 (Shelbyville Road) with our athletic fields and access roads very close to our property line adjacent to I-265. I'm requesting additional information on this project as any potential impact to the access road or athletic fields would be an extreme hardship to our school system.

If possible I'd also like to request any information on planned work at interchanges north and south of the I-265/KY-60 interchange as major disruptions may affect the commuting time for many of our student and staff and I would like to get information to our parents as soon as possible.

Thank you for any information you can provide.

Brian Kelly
Director of Facilities
Christian Academy Schools
Cell: 502-554-7357

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*Education with a **Higher** Purpose*

From: Matt Meunier [mmeunier@jeffersontownky.gov]
Sent: Wednesday, September 03, 2014 1:37 PM
To: Pelfrey, Mikael (KYTC); john.moore@ky.gov
Subject: City of Jeffersontown's Response

John,

I received your letter in the mail dated August 8, 2014 referencing the I-265 Programming Study and you were requesting comments about the project. The comments that we have as a city are the following:

1. We would support the Rehl Road Interchange onto I-265. Having this additional interchange will greatly help reduce the congestion and traffic circulation around and through our Bluegrass Commerce Park. This park is the largest employment center in the Commonwealth and one of the largest in the Southeast United States. It employees some 27,0000 people. Congestion from the park is felt even in our downtown along Ruckriegel Parkway and Watterson Trail. With the additional lands being developed between Blankenbaker Parkway and I-265 the need is increasing each day.
2. The city is in the process of starting a bike/pedestrian trail scoping study along Taylorsville Road from our downtown (Watterson Trail) to the 21st Century Park just east of the I-265 interchange. We are seeking to create a desirable way to provide for the bike/pedestrian movement east-west along Taylorsville Road and through the interchange. Once that scoping study is done in the spring we will have a better handle on options which could include modifications to the underpass, a new bike/ped structure over I-265 (similar to Oldham County's new bike/ped trail bridge) or any other options that are available.

Thank you again for allowing us to comment on this study and I would be more than happy to discuss in more detail with you.

You can reach me at 502-267-8333 or by a return email.

Thank you and have a great day.

Matt Meunier

Matthew W. Meunier, PLS, AICP
Director of Community Development/
Assistant to the Mayor

City of Jeffersontown, KY
10416 Watterson Trail
Jeffersontown, KY 40299
502-267-8333

jeffersontownky.gov
facebook.com/cityofjeffersontownky
twitter.com/JeffersontownKY

From: Stephen.Wilson@faa.gov
Sent: Thursday, September 04, 2014 12:10 PM
To: Pelfrey, Mikael (KYTC)
Subject: I 265 Corridor Study

Mikael-

We have reviewed the I 265 Programming Study and have no comments as it relates to aviation impacts.

Thanks

Stephen Wilson
Community Planner
FAA, Memphis Airports District Office
2600 Thousand Oaks Blvd., Suite 2250
Memphis, TN 38118 2482
901 322 8185
901 322 8195 Fax
Stephen.wilson@faa.gov

From: Fields, Sherry C [sherry.fields@jefferson.kyschools.us] on behalf of Hargens, Donna [donna.hargens@jefferson.kyschools.us]
Sent: Thursday, September 04, 2014 10:31 AM
To: Pelfrey, Mikael (KYTC)
Cc: Ross, Steve (KYTC); Caple, Richard W
Subject: RE: I-265 Planning Study in Louisville

Thank you for your email. Rick Caple, Director of Transportation, will respond.

Donna M. Hargens, Ed.d.
Superintendent
Jefferson County Public Schools
VanHoose Education Center
3332 Newburg Road
P.O. Box 34020
Louisville, KY 40232-4020
502.485.3251 Office
502.485.3991 Fax

From: Pelfrey, Mikael (KYTC) [mailto:Mikael.Pelfrey@ky.gov]
Sent: Wednesday, September 03, 2014 10:44 AM
To: Hargens, Donna
Cc: Ross, Steve (KYTC)
Subject: I-265 Planning Study in Louisville

Superintendent Hargens,

The Kentucky Transportation Cabinet (KYTC) is conducting a programming study on I-265 in Louisville from I-65 to the new East End Bridge. We have several projects under consideration, and we are currently contacting resource agencies for feedback. The Education and Workforce Development Cabinet was one of these agencies, and we received a letter back recommending KYTC contact you for additional information and better knowledge of the project. There are three attachments for your review: the initial letter sent to all resource agencies, a seven page FAQ sheet, and the response letter from the Education and Workforce Development Cabinet.

We would like your comments back by Monday, September 15th if possible.

If there are any questions, don't hesitate to ask.

Thanks.

Mikael Pelfrey, P.E.
Transportation Engineering Specialist
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor West
Frankfort, KY 40622
p: (502) 782-5073
f: (502) 564-2865

Walker, Lindsay A.

From: Pelfrey, Mikael (KYTC) [Mikael.Pelfrey@ky.gov]
Sent: Thursday, September 18, 2014 11:55 AM
To: Dikes, Shawn P.; Walker, Lindsay A.
Subject: FW: I-265 Programming Study from I-65 to the new East End Bridge

Shawn/Lindsay,

Another resource agency response has come in. I'll FW them immediately once they come in from now on. Although we're past the response date we'll continue to allow them, for a certain period anyway.

Thanks.

Mikael Pelfrey, P.E.
Transportation Engineering Specialist
Kentucky Transportation Cabinet
Division of Planning

From: McDowell, William (CED)
Sent: Thursday, September 18, 2014 11:50 AM
To: Pelfrey, Mikael (KYTC)
Subject: I-265 Programming Study from I-65 to the new East End Bridge

Mikael – This email is in response to the request for input from the Cabinet for Economic Development.

CED fully sees the benefit and need for the project. In regards to how it effects economic development in the state the project should increase the ease and safety of industrial traffic. Logistically it will provide existing and future industries with better connection to shipping routes and the UPS World Port.

Please let me know if we can provide any further information.

Thank you,
Will

Will McDowell
Industrial Development Manager
Kentucky Cabinet for Economic Development
Office: (502) 782-1988
Mobile: (502) 226-0376
William.McDowell@ky.gov

From: Price, Ronald (EEC) [Ronald.Price@ky.gov]
Sent: Friday, September 12, 2014 10:50 AM
To: Moore, John W (KYTC)
Cc: Pelfrey, Mikael (KYTC); Price, Ronald (EEC)
Subject: I-254 Programming Study from I-65 to the new East End Bridge
Attachments: DEP SERO 2014-22 Response.pdf

Mr. Thomas,

Attached is the KY Department for Environmental Protection's response to your letter requesting comments on the I-254 Programming Study from I-65 to the new East End Bridge.

Please let me know if you have any additional questions.

Ronald T. Price
Executive Staff Advisor
Office of the Commissioner
Department for Environmental Protection
300 Fair Oaks Lane
Frankfort, KY 40601
(502) 564-2150 x. 3125
(502) 564-4245 (fax)
Email: ronald.price@ky.gov

View the Kentucky Department for Environmental Protection's Blog at Naturally Connected

From: Moore, John W (KYTC) [JohnW.Moore@ky.gov]
Sent: Monday, September 15, 2014 11:42 AM
To: Pelfrey, Mikael (KYTC)
Cc: Ross, Steve (KYTC)
Subject: Fwd: I-265 Programming Study

Forward as appropriate.

Remotely

Begin forwarded message:

> **From:** "Forgacs, Joe (EEC)" <Joe.Forgacs@ky.gov>
> **Date:** September 15, 2014 at 11:04:47 AM EDT
> **To:** "Moore, John W (KYTC)" <JohnW.Moore@ky.gov>
> **Subject: I-265 Programming Study**
>
> Good morning John,
>
> Here are comments from the Division for Air Quality relating to the subject project.
>
> Kentucky Division for Air Quality Regulation **401 KAR 58:025**, Asbestos Standards, apply to this project, and the project must be inspected by a Kentucky Accredited Asbestos Inspector. Asbestos that will be affected by this activity must be removed by a Kentucky accredited contractor before renovation or demolition begins. Written notification must be given on form DEP 7036 to the Division for Air Quality, Paducah Regional Office at least 10 weekdays prior the start of demolitions, whether or not asbestos has been identified to be present. Please note form DEP 7036 and the Asbestos Fact Sheet located at http://air.ky.gov/Pages/OpenBurning.aspx
>
> Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at http://air.ky.gov/Pages/OpenBurning.aspx
>
> Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at http://air.ky.gov/Pages/OpenBurning.aspx
>
> The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of Kentucky.
>
> - Utilize alternatively fueled equipment.
> - Utilize other emission controls that are applicable to your equipment.
> - Reduce idling time on equipment.
>
> The Division also suggests an investigation into compliance with applicable local government regulations.
>
> Let me know if you need anything else regarding this issue.
>
> *Have a good week…*
>
> **Joe Forgacs, Environmental Technologist III**
> Kentucky Division for Air Quality
> Program Planning & Administration Branch
> Evaluation Section
> Phone: (502) 564-3999, extension 4422
> Fax: (502) 564-4666
> E-mail: *Joe.Forgacs@ky.gov*

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR NATURAL RESOURCES

Steven L. Beshear
Governor

2 Hudson Hollow
Frankfort, Kentucky 40601
Phone (502) 564-6940
Fax (502) 564-5698
www.eec.ky.gov
www.dnr.ky.gov

Leonard K. Peters
Secretary

Steve Hohmann
Commissioner

September 15, 2014

John W. Moore, PE
Director-Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

RE: Programming Study
Jefferson County, KY
I-265 Project

Comments about Proposed Study Plan:

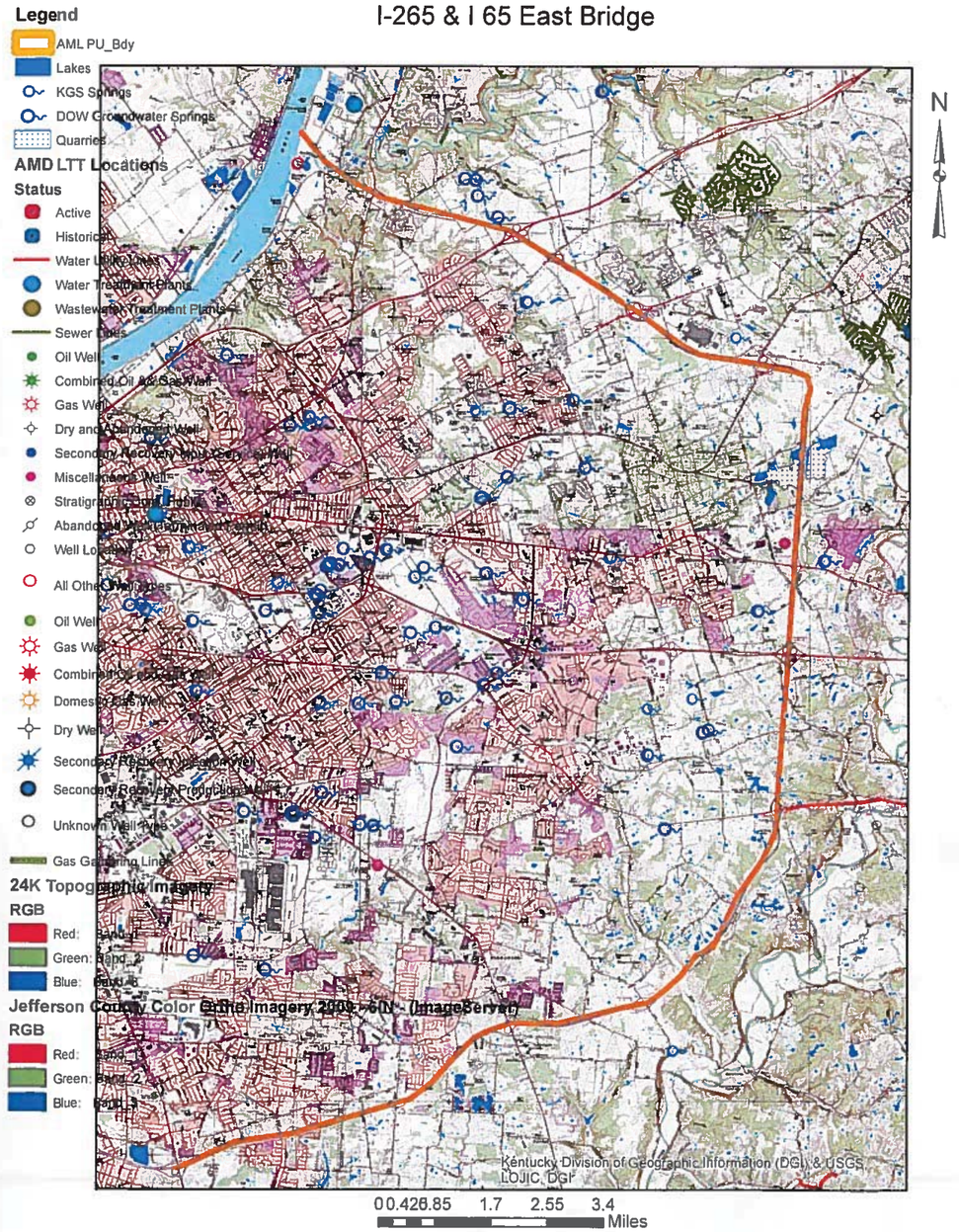
- No mining operations are located within the study area.
- No Acid Mine Drainage occurs with the proposed alternate due to past mining operations.
- Wetland Areas and endangered species may be an environmental concern for the construction in the study area.
- Several water wells, gas lines, and sewage lines exist with the study area.

Sincerely,

Billy Ratliff-Director
#2 Hudson Hollow Complex
Frankfort, KY 40601
Email: billy.ratliff@ky.gov

Cc: Jkh, File

RECEIVED
SEP 16 2014
Div. of Planning



From: Jackson, Adam (EEC) [Adam.Jackson@ky.gov]
Sent: Monday, September 15, 2014 2:00 PM
To: Pelfrey, Mikael (KYTC)
Cc: Bicknell, James (EEC); Wilhelm, Jill (EEC)
Subject: I 265 Programming Study from I 65 to the new East End Bridge

Mikael,
I was handed a copy of the Subject request for comments, that was originally mailed to the Kentucky Division of Water.
Note that I am the Supervisor for the Water Quality Certification Section, which issues authorizations in the form of certifications that certify Federal permits. In this case, the eventual federal permit would be a Section 404 Department of Army Permit for the placement of fill material into jurisdictional streams and/or wetlands.

After the preliminary review of the project, my comments are only limited that efforts should be made to minimize and reduce the impacts to jurisdictional streams and/or wetlands. If streams and/or wetlands are to be filled by the proposed project, a Section 401 Water Quality Certification may be required. In addition, it is likely, due to the magnitude of the project, that mitigation for the stream and/or wetland impacts will be required.

Feel free to contact me, or the KYTC project manager for the WQC Section (James Bicknell) with further questions as the project moves forward.

Thanks

Adam Jackson
Water Quality Certification Section Supervisor
KY Division of Water
200 Fair Oaks, 4th Floor
Frankfort, KY 40601
(502) 564-3410 Ext 4855

Leonard K. Peters
Secretary

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
DIVISION OF WATER
200 FAIR OAKS LANE, 4TH FLOOR
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-3410
FAX (502) 564-0111
www.dep.ky.gov

R. Bruce Scott
Commissioner

Peter T. Goodmann
Director

August 18, 2014

Mr. John Moore, PE, Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622

RE: I-265 Programming Study from I-65 to the new East End Bridge
Jefferson County, Louisville, Kentucky
Item No. NA

Dear Mr. Moore:

The Division of Water has received your request for comments on the subject project. We have reviewed the documentation presented and have noted the following:

- Water and sewer lines are present in the proposed project area and should be considered during design and construction to avoid damage to existing infrastructure or disruption of service. It is also recommended local water/wastewater utilities be contacted to incorporate any proposed lines into the planning process. Local utilities with the potential to be affected by this project include Louisville and Jefferson County Metropolitan Sewer District and Louisville Water Company.
- A cursory review of the proposed project suggests Individual Water Quality Certification (WQC) may be necessary. KTC should be prepared to reduce and minimize stream and wetland impacts as much as possible. If the stream and wetland impacts, on a cumulative basis, exceed the General Certification conditions, an Individual WQC will be required.

If we can provide any further assistance, please do not hesitate to call, (502)564-3410, or lori.dials@ky.gov.

Sincerely,

Lori Dials
Wastewater Municipal Planning Section
Division of Water

Steven L. Beshear
Governor

Terry Holliday, Ph.D.
Commissioner of Education

EDUCATION AND WORKFORCE DEVELOPMENT CABINET
DEPARTMENT OF EDUCATION
Capital Plaza Tower • 500 Mero Street • Frankfort, Kentucky 40601
Phone: (502) 564-4770 • www.education.ky.gov

August 27, 2014

Mr. John Moore, Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

Dear Mr. Moore:

Thank you for the opportunity to review the "I-265 Programing Study from I-65 to the new East End Bridge" for Jefferson County, KY. I forwarded the information to the District Facilities Branch and the Student Tracking and Transportation Branch here at the Kentucky Department of Education (KDE) for their review and input. Staff reported that there is nothing in the report that impacts anything under the direct control of KDE in terms of school facilities or school bus routes. However, it is the recommendation of KDE staff that the Transportation Cabinet contact the Jefferson County School District directly to solicit feedback from school district officials who have a better knowledge of how this project could impact schools in the affected area. The contact information is:

Superintendent Donna Hargens
Jefferson County School District
3332 Newburg Rd
Louisville, KY 40218
(502) 485-3011

If you have any questions concerning school facilities or school bus transportation in general, please contact Kay Kennedy, KDE Director, Division of District Support at kay.kennedy@education.ky.gov or (502) 564-3930.

Sincerely,

Terry Holliday, Ph.D.

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AUG 29 2014
Div. of Planning

cc: Thomas Zawacki, Secretary, Education and Workforce Development Cabinet

KENTUCKY STATE POLICE

Steven L. Beshear
Governor

919 Versailles Road
Frankfort, Kentucky 40601
www.kentuckystatepolice.org

J. Michael Brown
Secretary

Rodney Brewer
Commissioner

September 10, 2014

Mr. John W. Moore, PE
Director
Department of Planning, Kentucky Transportation Cabinet
200 Mero Street, 5th floor
Frankfort, KY 40601

Dear Mr. Moore:

Subject: I-265 Programming Study from I-65 to the new East End Bridge
Jefferson County
Item No. N/A

Thank you for allowing the Kentucky State Police to be part of the planning process. Attached are our findings.

Sincerely,

Rodney Brewer
Commissioner
Kentucky State Police

Attachment

KENTUCKY STATE POLICE

Steven L. Beshear
Governor

919 Versailles Road
Frankfort, Kentucky 40601
www.kentuckystatepolice.org

J. Michael Brown
Secretary

Rodney Brewer
Commissioner

September 10, 2014

Mr. John W. Moore, PE
Director
Department of Planning, Kentucky Transportation Cabinet
200 Mero Street, 5th floor
Frankfort, KY 40601

Dear Mr. Moore:

Subject: I-265 Programming Study from I-65 to the new East End Bridge
Jefferson County
Item No. N/A

Thank you for allowing the Kentucky State Police to participate in the Programming Study being conducted by your office at this time. We always appreciate the opportunity to assist in the engineering phase since we fully understand that engineering a well developed highway saves lives just as enforcement on those highways.

In an attempt to give any helpful comments, we have reviewed the documents that you included in the letter as well as researching collision statistics for that particular section of roadway, particularly focusing on 2013. We have also spoken with residents that live in and travel that stretch of roadway every day and have listed some of our concerns along with our comments.

- Traffic congestion was the main problem we found
  - With the excessive number of vehicles on this roadway we think that the proposed plan to expand the number of lanes from two to three would help tremendously. We also found that some parts of I-265 had an inside shoulder, shoulder closest to the median, somewhat smaller than the outside shoulder. We feel that making that inside shoulder uniform with the larger outside shoulder at all parts of the highway would benefit the driver.

- Traffic collisions
  - Focusing mainly on 2013, we found that there were over 600 collisions on that particular stretch of roadway. Of those, over half were reported as a "rear-end" type collision by the investigator. After looking more closely, many of the collisions are occurring near an intersecting road. What appears to be the issue is traffic backup as vehicles attempt to exit the interstate which is going to be addressed by the Interchange Improvements marked under Section #8 of your Study Information Sheet. We also would add that there are other intersections that are causing major backups at times like the LaGrange Road intersection as workers from the Ford Motor Plant come and go from work. As they turn right onto LaGrange Road, they are immediately met by another set of lights as they attempt to turn left onto Chamberlain Lane. It not already in place, possibly setting the lights on different settings during the most heightened traffic periods would alleviate the stress or even giving the plant workers another access point to the factory from the interstate.

- Cloverleaf Interchanges
  - These type interchanges seem to be a nuisance for residents and commuters. Vehicles are speeding up as they attempt to merge onto the roadway while at the same time you have vehicles slowing as they attempt to exit the roadway and this is made worse when traffic is congested and vehicles aren't able to merge freely in the short distance provided.

In summary we feel overall that the suggested improvements on your Study Information Sheet will add to the safety of this heavily traveled road. Once again we thank you for allowing us to provide input into this project and look forward to working with you in the future as we attempt to make the roadways of Kentucky safe.

Sincerely,

Chad B. Mills

Sergeant Chad Mills
Commander
Kentucky State Police
Collision Analysis & Highway Safety

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Div. of Planning

TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY DEPARTMENT OF FISH & WILDLIFE RESOURCES

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19 August 2014

John W. Moore, PE, Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

RE: I-265 Programming Study from I-65 to the new East End Bridge
Jefferson County
Item No. N/A

Dear Mr. Moore:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for information pertaining to the subject project. The Kentucky Fish and Wildlife Information System indicates that the federally - listed Indiana bat *(Myotis sodalis)*, Gray bat *(Myotis grisescens)*, Fat Pocketbook *(Potamilus capax)*, and Pink Mucket *(Lampsilis abrupta)* are known to occur within close proximity of the project area. Additionally, the Northern Long-eared Bat *(Myotis septentrionalis)*, a candidate species for federal-listing, is likely to occur within the project area. Portions of this project also occur within known Indiana bat summer maternity habitat according to the U.S. Fish and Wildlife Service Kentucky Field Office (USFWS). Other critical habitats such as fish spawning areas, caves, wildlife management areas, etc are not known to occur within the project study area outlined in the Programming Study document. The KDFWR recommends correspondence with the USFWS to ensure compliance under the Federal Endangered Species Act regarding bat and mussel species and any possible mitigation that may be required. Please be aware that our database system is a dynamic one and only represents our current knowledge of various species distributions.

It appears that the proposed project has the potential to impact wetland habitats. KDFWR recommends that you look at the appropriate US Department of Interior National Wetland Inventory Map (NWI) and the appropriate county soil surveys to determine where the proposed project may impact wetlands. Additionally, field verification may be needed to determine the extent and quality of wetland habitats within the project area. Any planning should include measures designed to eliminate and/or reduce impacts to wetland habitats. If impacts cannot be avoided, mitigation should be properly designed and proposed to offset the losses. KDFWR will recommend, at a minimum, a 2:1 mitigation ratio for any permanent loss or degradation of wetland habitats.

To minimize impacts to the aquatic environment the KDFWR recommends that erosion control measures be developed and implemented prior to construction to reduce siltation into waterways located within the project area. Such erosion control measures may include, but are not limited to silt fences, staked straw bales, brush barriers, sediment basins, and diversion ditches. Erosion control measures will need to be installed prior to construction and should be inspected and repaired regularly as needed.

I hope this information is helpful to you, and if you have questions or require additional information, please call me at (502) 564-7109 extension 4453.

Sincerely,

Dan Stoelb
Wildlife Biologist

Cc: Environmental Section File

From: Diane.Bagby@louisvilleky.gov
Sent: Friday, September 12, 2014 2:52 PM
To: Pelfrey, Mikael (KYTC)
Subject: I-265 program study

Ms. Fox from Louisville MetroSafe forwarded the study documents for my response to you. In reviewing the documentation, we have no known environmental issues that would impact the project. In the plan we were unable to determine if there would be a reconfiguration of the ramp from North bound I-65 to east bound I-265, this particular ramp has had repeated episodes of semis losing their loads at the top curve of the ramp. This area is especially prone to heavy congestion.

At this point we do not have any additional comments.

Diane R. Bagby
Deputy Director
Louisville Metro EMA/MetroSafe
410 S. 5th Street
Louisville, KY 40202
Ph. 502-572-3456
Cell 502-442-4604

United States Department of Agriculture

NRCS Natural Resources Conservation Service

1925 Old Main Street
Suite 2
Maysville, KY. 41056
Ph: 606-759-5570

To: John Moore, P.E.
KY Transportation Cabinet
Frankfort, Kentucky 40622

August 18, 2014

Re: I-265 Programing Study from I-65 to the new East End Bridge
Jefferson County, KY
Item No. N/A

Mr. Moore,

NRCS does not officially do environmental assessments for these types of projects, but rather provides information on the soils and/or impact to farmland according to the criteria set forth in 1985 National Food Security Act Manual.

According to the information in your request, almost the entire project area is within the existing right-a-way of I-265 and not affecting farmland with the exception of the enlarged area of the attached maps. I have included with a map unit legend, farmland classification, and map unit description for the area within the approximate corridor of the enlarged area that may potentially still remain in farmland.

If needed, additional information on the soils of Jefferson County, KY is available on-line through USDA's Web Soil Survey.

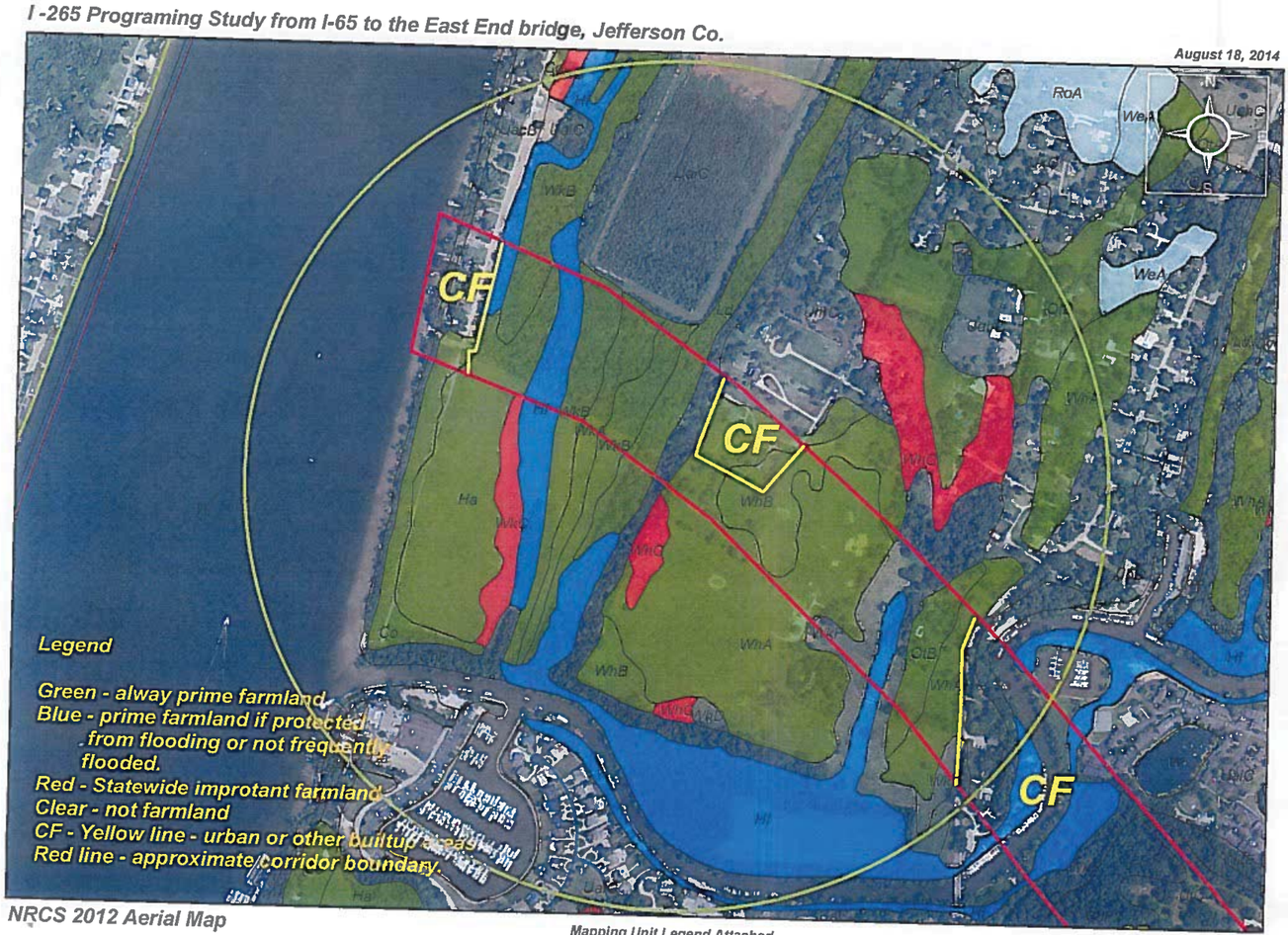
If this office may be of additional assistance, please do not hesitate to contact my office in Maysville Ky. or contact the NRCS District Conservationist 1-502-499-1900.

Steve Jacobs
Resource Soil Scientist, NRCS, Maysville, KY.

cc: Kurt Mason, NRCS District Conservationist, Louisville, KY

I -265 Programing Study from I-65 to the East End bridge, Jefferson Co.

August 18, 2014



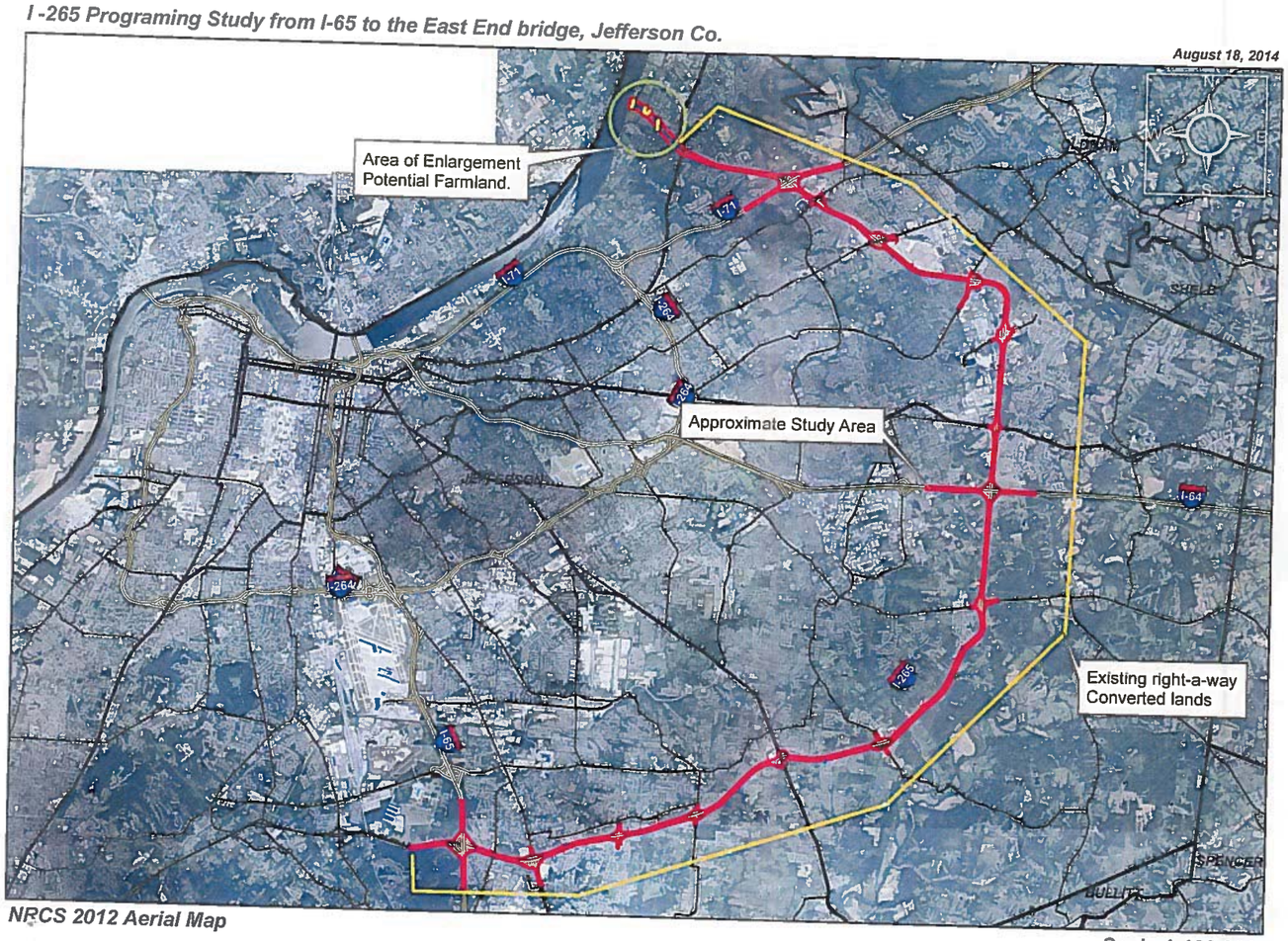
NRCS 2012 Aerial Map

Mapping Unit Legend Attached

Scale 1:8,400

I -265 Programing Study from I-65 to the East End bridge, Jefferson Co.

August 18, 2014



NRCS 2012 Aerial Map

Scale 1:160,000

I-265 Programing Study from I-65 to the East End Bridge, Jefferson County, KY August 18, 2014

Soil Map Unit Legend for Area of Potential Farmland – Enlarged Area

Symbol Map Unit

CnF – Chagrin-Nelse-Wheeling complex, 2 to 75 percent slopes, frequently flooded

Co – Combs fine sandy loam, occasionally flooded

Ha – Huntington silt loam, occasionally flooded

Hf – Huntington silt loam, frequently flooded

OtB – Otwood silt loam, 2 to 6 percent slopes

UmC – Urban land – Alfic Udarents – Crider complex, 0 to 12 percent slopes

WhA – Wheeling loam, 0 to 2 percent slopes

WhB – Wheeling loam, 2 to 6 percent slopes

WhC – Wheeling loam, 6 to 12 percent slopes

WkA – Wheeling loam, 0 to 2 percent slopes, occasionally flooded

WkB – Wheeling loam, 2 to 6 percent slopes, occasionally flooded

WkC – Wheeling loam, 6 to 12 percent slopes, occasionally flooded

WkD – Wheeling loam, 12 to 25 percent slopes, occasionally flooded

WkF – Wheeling loam, 25 to 55 percent slopes, occasionally flooded

Source : USDA – Web Soil Survey for Jefferson County, KY

Prime and other Important Farmlands

This table lists the map units in the survey area that are considered important farmlands. Important farmlands consist of prime farmland, unique farmland, and farmland of statewide or local importance. This list does not constitute a recommendation for a particular land use.

In an effort to identify the extent and location of important farmlands, the Natural Resources Conservation Service, in cooperation with other interested Federal, State, and local government organizations, has inventoried land that can be used for the production of the Nation's food supply.

Prime farmland is of major importance in meeting the Nation's short- and long-range needs for food and fiber. Because the supply of high-quality farmland is limited, the U.S. Department of Agriculture recognizes that responsible levels of government, as well as individuals, should encourage and facilitate the wise use of our Nation's prime farmland.

Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil quality, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. In general, prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, an acceptable salt and sodium content, and few or no rocks. The water supply is dependable and of adequate quality. Prime farmland is permeable to water and air. It is not excessively erodible or saturated with water for long periods, and it either is not frequently flooded during the growing season or is protected from flooding. Slope ranges mainly from 0 to 6 percent. More detailed information about the criteria for prime farmland is available at the local office of the Natural Resources Conservation Service.

For some of the soils identified in the table as prime farmland, measures that overcome a hazard or limitation, such as flooding, wetness, and droughtiness, are needed. Onsite evaluation is needed to determine whether or not the hazard or limitation has been overcome by corrective measures.

A recent trend in land use in some areas has been the loss of some prime farmland to industrial and urban uses. The loss of prime farmland to other uses puts pressure on marginal lands, which generally are more erodible, droughty, and less productive and cannot be easily cultivated.

Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops, such as citrus, tree nuts, olives, cranberries, and other fruits and vegetables. It has the special combination of soil quality, growing season, moisture supply, temperature, humidity, air drainage, elevation, and aspect needed for the soil to economically produce sustainable high yields of these crops when properly managed. The water supply is dependable and of adequate quality. Nearness to markets is an additional consideration. Unique farmland is not based on national criteria. It commonly is in areas where there is a special microclimate, such as the wine country in California.

In some areas, land that does not meet the criteria for prime or unique farmland is considered to be *farmland of statewide importance* for the production of food, feed, fiber, forage, and oilseed crops. The criteria for defining and delineating farmland of statewide importance are determined by the appropriate State agencies. Generally, this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some areas may produce as high a yield as prime farmland if conditions are favorable. Farmland of statewide importance may include tracts of land that have been designated for agriculture by State law.

In some areas that are not identified as having national or statewide importance, land is considered to be *farmland of local importance* for the production of food, feed, fiber, forage, and oilseed crops. This farmland is identified by the appropriate local agencies. Farmland of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Report—Prime and other Important Farmlands

Prime and other Important Farmlands–Jefferson County, Kentucky

Map Symbol	Map Unit Name	Farmland Classification
CnF	Chagrin-Nelse-Wheeling complex, 2 to 75 percent slopes, frequently flooded	Not prime farmland
Co	Combs fine sandy loam, occasionally flooded	All areas are prime farmland
Ha	Huntington silt loam, occasionally flooded	All areas are prime farmland
Hf	Huntington silt loam, frequently flooded	Prime farmland if protected from flooding or not frequently flooded during the growing season
OtB	Otwood silt loam, 2 to 6 percent slopes	All areas are prime farmland
UmC	Urban land-Alfic Udarents-Crider complex, 0 to 12 percent slopes	Not prime farmland
WhA	Wheeling loam, 0 to 2 percent slopes	All areas are prime farmland
WhB	Wheeling loam, 2 to 6 percent slopes	All areas are prime farmland
WhC	Wheeling loam, 6 to 12 percent slopes	Farmland of statewide importance
WkA	Wheeling loam, 0 to 2 percent slopes, occasionally flooded	All areas are prime farmland
WkB	Wheeling loam, 2 to 6 percent slopes, occasionally flooded	All areas are prime farmland
WkC	Wheeling loam, 6 to 12 percent slopes, occasionally flooded	Farmland of statewide importance
WkD	Wheeling loam, 12 to 25 percent slopes, occasionally flooded	Not prime farmland
WkF	Wheeling loam, 25 to 55 percent slopes, occasionally flooded	Not prime farmland

Data Source Information

Soil Survey Area: Jefferson County, Kentucky
Survey Area Data: Version 12, Dec 16, 2013

Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series.* All the soils of a series have major horizons that are similar in composition, thickness, and arrangement. Soils of a given series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases.* Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas.* Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Additional information about the map units described in this report is available in other soil reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the soil reports define some of the properties included in the map unit descriptions.

Report—Map Unit Description

Jefferson County, Kentucky

CnF—Chagrin-Nelse-Wheeling complex, 2 to 75 percent slopes, frequently flooded

Map Unit Setting

National map unit symbol: 1nfy4
Elevation: 380 to 500 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: Not prime farmland

Map Unit Composition

Nelse, frequently flooded, and similar soils: 35 percent
Chagrin, frequently flooded, and similar soils: 35 percent
Wheeling, frequently flooded, and similar soils: 10 percent
Minor components: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Chagrin, Frequently Flooded

Setting

Landform: Flood plains
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile

H1 - 0 to 10 inches: loam
H2 - 10 to 39 inches: silt loam
H3 - 39 to 90 inches: silt loam

Properties and qualities

Slope: 2 to 25 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Available water storage in profile: High (about 10.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: B

Description of Nelse, Frequently Flooded

Setting

Landform: Flood plains
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed coarse-loamy alluvium

Typical profile

H1 - 0 to 12 inches: stratified loam to fine sandy loam
H2 - 12 to 100 inches: stratified loam to sandy loam

Properties and qualities

Slope: 2 to 25 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained

Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Available water storage in profile: Low (about 5.3 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: A

Description of Wheeling, Frequently Flooded

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 2 to 75 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A

Minor Components

Combs
Percent of map unit: 8 percent

Huntington
Percent of map unit: 6 percent

Faywood
Percent of map unit: 3 percent

Caneyville
Percent of map unit: 3 percent

Co—Combs fine sandy loam, occasionally flooded

Map Unit Setting
National map unit symbol: 1ng6y
Elevation: 380 to 500 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: All areas are prime farmland

Map Unit Composition
Combs, occasionally flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Combs, Occasionally Flooded

Setting
Landform: Flood plains
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed coarse-loamy alluvium

Typical profile
H1 - 0 to 14 inches: loam
H2 - 14 to 77 inches: fine sandy loam
H3 - 77 to 102 inches: silt loam

Properties and qualities
Slope: 0 to 4 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: About 42 to 70 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Available water storage in profile: High (about 9.6 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: A

Minor Components

Huntington
Percent of map unit: 8 percent

Nelse
Percent of map unit: 2 percent

Ha—Huntington silt loam, occasionally flooded

Map Unit Setting
National map unit symbol: 1ng6v
Elevation: 380 to 500 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: All areas are prime farmland

Map Unit Composition
Huntington, occasionally flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Huntington, Occasionally Flooded

Setting
Landform: Flood plains
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed fine-silty alluvium

Typical profile
H1 - 0 to 22 inches: silt loam
H2 - 22 to 59 inches: silt loam
H3 - 59 to 94 inches: silt loam

Properties and qualities
Slope: 0 to 4 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 1.98 in/hr)
Depth to water table: About 41 to 62 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Available water storage in profile: High (about 11.8 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: B

Minor Components

Nolin
Percent of map unit: 4 percent

Elk
Percent of map unit: 3 percent

Lindside
Percent of map unit: 3 percent

Hf—Huntington silt loam, frequently flooded

Map Unit Setting
National map unit symbol: 1ng6w
Elevation: 380 to 500 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: Prime farmland if protected from flooding or not frequently flooded during the growing season

Map Unit Composition
Huntington, frequently flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Huntington, Frequently Flooded

Setting
Landform: Flood plains
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed fine-silty alluvium

Typical profile
H1 - 0 to 22 inches: silt loam
H2 - 22 to 59 inches: silt loam
H3 - 59 to 94 inches: silt loam

Properties and qualities
Slope: 0 to 4 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 1.98 in/hr)
Depth to water table: About 41 to 62 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Available water storage in profile: High (about 11.8 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: B

Minor Components

Combs
Percent of map unit: 4 percent

Lindside
Percent of map unit: 3 percent

Elk
Percent of map unit: 3 percent

OtB—Otwood silt loam, 2 to 6 percent slopes

Map Unit Setting
National map unit symbol: 1ng79
Elevation: 410 to 700 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: All areas are prime farmland

Map Unit Composition
Otwood and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Otwood

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Mixed fine-silty alluvium over mixed loamy alluvium

Typical profile
H1 - 0 to 10 inches: silt loam
H2 - 10 to 27 inches: silt loam
H3 - 27 to 46 inches: silt loam
H4 - 46 to 83 inches: silt loam
H5 - 83 to 91 inches: stratified sandy loam to loam

Properties and qualities
Slope: 2 to 6 percent
Depth to restrictive feature: 20 to 36 inches to fragipan
Natural drainage class: Moderately well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: About 15 to 30 inches
Frequency of flooding: None
Frequency of ponding: None

Calcium carbonate, maximum in profile: 20 percent
Available water storage in profile: Low (about 5.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C/D

Minor Components

Lawrence
Percent of map unit: 4 percent

Elk
Percent of map unit: 3 percent

Nolin
Percent of map unit: 3 percent

UmC—Urban land-Alfic Udarents-Crider complex, 0 to 12 percent slopes

Map Unit Setting
National map unit symbol: 1ng9k
Elevation: 500 to 800 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: Not prime farmland

Map Unit Composition
Urban land: 50 percent
Crider and similar soils: 25 percent
Alfic udarents and similar soils: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8

Description of Alfic Udarents

Setting
Landform: Ridges
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Thin fine-silty loess over clayey residuum weathered from limestone and dolomite

Typical profile
H1 - 0 to 24 inches: silt loam
H2 - 24 to 100 inches: silty clay loam

Properties and qualities
Slope: 0 to 12 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Very low to high (0.00 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: High (about 10.4 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: D

Description of Crider

Setting
Landform: Ridges
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Thin fine-silty loess over clayey residuum weathered from limestone and dolomite

Typical profile
H1 - 0 to 7 inches: silt loam
H2 - 7 to 24 inches: silt loam
H3 - 24 to 100 inches: silty clay loam

Properties and qualities
Slope: 0 to 12 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: High (about 10.4 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: B

WhA—Wheeling loam, 0 to 2 percent slopes

Map Unit Setting
National map unit symbol: 1ng7x
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: All areas are prime farmland

Map Unit Composition
Wheeling and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 1
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 4 percent

Otwood
Percent of map unit: 3 percent

Nolin
Percent of map unit: 3 percent

WhB—Wheeling loam, 2 to 6 percent slopes

Map Unit Setting
National map unit symbol: 1ng7y
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: All areas are prime farmland

Map Unit Composition
Wheeling and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 2 to 6 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 4 percent

Nolin
Percent of map unit: 3 percent

Otwood
Percent of map unit: 3 percent

WhC—Wheeling loam, 6 to 12 percent slopes

Map Unit Setting
National map unit symbol: 1ng7z
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: Farmland of statewide importance

Map Unit Composition
Wheeling and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 6 to 12 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 4 percent

Nolin
Percent of map unit: 3 percent

Otwood
Percent of map unit: 3 percent

WkA—Wheeling loam, 0 to 2 percent slopes, occasionally flooded

Map Unit Setting
National map unit symbol: 1ng7r
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: All areas are prime farmland

Map Unit Composition
Wheeling, occasionally flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling, Occasionally Flooded

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Low

Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 1
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 4 percent

Otwood
Percent of map unit: 3 percent

Huntington
Percent of map unit: 3 percent

WkB—Wheeling loam, 2 to 6 percent slopes, occasionally flooded

Map Unit Setting
National map unit symbol: 1ng7s
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: All areas are prime farmland

Map Unit Composition
Wheeling, occasionally flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling, Occasionally Flooded

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 2 to 6 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 4 percent

Otwood
Percent of map unit: 3 percent

Huntington
Percent of map unit: 3 percent

WkC—Wheeling loam, 6 to 12 percent slopes, occasionally flooded

Map Unit Setting
National map unit symbol: 1ng7t
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: Farmland of statewide importance

Map Unit Composition
Wheeling, occasionally flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling, Occasionally Flooded

Setting
Landform: Stream terraces
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 6 to 12 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 4 percent

Huntington
Percent of map unit: 3 percent

Otwood
Percent of map unit: 3 percent

WkD—Wheeling loam, 12 to 25 percent slopes, occasionally flooded

Map Unit Setting
National map unit symbol: 1ng7v
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: Not prime farmland

Map Unit Composition
Wheeling, occasionally flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling, Occasionally Flooded

Setting
Landform: Stream terraces
Landform position (three-dimensional): Riser
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 12 to 25 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Occasional
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4e
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 5 percent

Huntington
Percent of map unit: 3 percent

Otwood
Percent of map unit: 2 percent

WkF—Wheeling loam, 25 to 55 percent slopes, occasionally flooded

Map Unit Setting
National map unit symbol: 1ng7w
Elevation: 400 to 600 feet
Mean annual precipitation: 40 to 46 inches
Mean annual air temperature: 52 to 57 degrees F
Frost-free period: 172 to 204 days
Farmland classification: Not prime farmland

Map Unit Composition
Wheeling, occasionally flooded, and similar soils: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Wheeling, Occasionally Flooded

Setting
Landform: Stream terraces
Landform position (three-dimensional): Riser
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Mixed fine-loamy alluvium

Typical profile
H1 - 0 to 6 inches: loam
H2 - 6 to 49 inches: loam
H3 - 49 to 85 inches: stratified sandy loam

Properties and qualities
Slope: 25 to 55 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.7 inches)

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A

Minor Components

Elk
Percent of map unit: 4 percent

Otwood
Percent of map unit: 2 percent

Alford
Percent of map unit: 2 percent

Nolin

Percent of map unit: 2 percent

Data Source Information

Soil Survey Area: Jefferson County, Kentucky
Survey Area Data: Version 12, Dec 16, 2013

Appendix K:

PROJECT DEVELOPMENT TEAM MEETING MINUTES

PARSONS BRINCKERHOFF

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TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: October 15, 2013

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #1

The first Project Development Team (PDT) Meeting was held at 10:00 AM (EST) on Tuesday, October 15, 2013, at the KYTC District 5 Office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Carl Jenkins	KYTC – District 5	carl.jenkins@ky.gov
Jason Richardson	KYTC – District 5	jasonr.richardson@ky.gov
Jeff Schaefer	KYTC – District 5	jeff.schaefer@ky.gov
Andrea Clifford	KYTC – District 5	andrea.clifford@ky.gov
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
Shelley Morrison	KYTC – District 5	shelley.morrison@ky.gov
Caroline Justice	KYTC – District 5	carolinem.justice@ky.gov
Cindy Evensen	KYTC – District 5	cindyj.evensen@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Tom Wright	KYTC – District 5	tom.wright@ky.gov
Matt Bullock	KYTC - District 5	matt.bullock@ky.gov
John West	KYTC – District 5	jonathan.west@ky.gov
Paul Davis	KYTC – District 5	paul.davis@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Griffin Thomas	KYTC – District 5	griffin.thomas@ky.gov
Scott Thomson	KYTC – C.O. Planning	scott.thomson@ky.gov
Steve Ross	KYTC – C.O. Planning	steve.ross@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Thomas Witt	KYTC – C.O. Planning	thomas.witt@ky.gov
Chuck Allen	KYTC – C.O. Location Engineer	chuck.allen@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Larry Chaney	KIPDA	larry.chaney@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Anne Warnick	Parsons Brinckerhoff	warnick@pbworld.com

PARSONS BRINCKERHOFF

Welcome and Introductions

Tom Hall welcomed everyone to the meeting and asked everyone in attendance to introduce themselves. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm (Parsons Brinckerhoff) were present. Tom Hall noted that he was serving as the co-Project Manager for KYTC District 5 along with Judi Hickerson, and Mikael Pelfrey was serving as Project Manager for KYTC Central Office. Tom noted that the purpose of the meeting was to kick off the I-265 Programming Study as well as to present work completed thus far and discuss next steps.

Project Study Area, Objective, Purpose and Need

Shawn Dikes then led the discussion providing a general overview of the study area and the objective of the project. He also shared the draft purpose. The attendees agreed to revise the draft purpose statement by leaving out the specificity of denoting the new East End Bridge as a major reason for increased traffic. Instead, the revised statement should allow for improvements as a result of increased traffic due to the major transportation and development changes in the Louisville Metro area. Also, per comments of the attendees, economic development will be added to the list of needs this project will address.

Overview of Existing Conditions

Existing conditions were next to be discussed with the PDT. Comments from this discussion are separated below by the type of data / map being discussed at the time. Shawn discussed the mapping of the study area that has been completed and these maps were shared with the project team via 11 x 17 handouts. These maps included:

- Study Area Map
- Crash Locations
- Level of Service – Freeway (AM)
- Level of Service – Freeway (PM)
- 2012 Six Year Plan Projects

Environmental Overview

Shawn discussed an overview of environmental constraints such as aquatic and terrestrial resources, underground storage tanks (UST), and cultural-historic sites. At the time of the meeting, the archaeological overview had not been completed. It was noted that most of the improvements being studied will hopefully be within the existing right of way, which should

minimize any environmental impacts. Hard copies of the environmental reports received to date were shared with Jeff Schaefer and Judi Hickerson. It was noted that electronic PDF copies of the environmental reports would be provided to KYTC by Parsons Brinckerhoff following the meeting.

Crash Analysis
Anne Warnick provided an overview of the high crash areas and highlights of the data. Areas of concern were noted, and will be further evaluated later in the project as potential improvements are identified. There were questions from the attendees regarding the difference between the yellow and red lines on the map. It was also noted that the legend for the green line should be corrected. Also, Anne clarified how the rates were calculated, and noted that the rates are based on length and traffic volumes not just the number of crashes.

Field Observations / Roadway Conditions
Anne also discussed the field review conducted by Parsons Brinckerhoff prior to this meeting. Positive observations such as presence of cable guardrail, adequate lighting and signage and in-ground pavement markings were pointed out. Some potential improvements were also highlighted, such as increased acceleration lane lengths, several interchange improvements, the potential for collector-distribtuor roads, and expanding the ITS system. Shawn mentioned TRIMARC's desire to have 1/10 mile location signs to assist motorists with their location when reporting incidents along the corridor.

Traffic Volumes / Level of Service
Scott Walker discussed the traffic analysis, focusing mostly on the methodology that Parsons Brinckerhoff will use to evaluate traffic conditions. KIPDA will be providing future year (2020 and 2040) traffic volumes, which are still being developed. Therefore, Scott focused mostly on the tools that will be used to analyze the traffic, with a brief discussion of HCS and FREEVAL (a Highway Capacity Manual tool) and the ways that both software will be used and the benefits of that approach.

There was also a discussion of some of the assumptions that were made regarding the development of future traffic volumes. Andy Rush noted that some projects that are not in the TIP that had an opening year of 2020 or prior will not be included in the 2020 model, but were instead moved to the 2040 model. This is to most accurately reflect what the roadway networks will look like in those respective years. A map of projects that are currently in the TIP and the 6-year plan (that are assumed to be built, and therefore will not be evaluated as a part of this study) was included in the project handout. It was noted:

- Some of the projects on this map are already under construction or complete
- The labeling on the map should be changed from "Future Projects" to "Existing and Committed Projects".
- There was also a question as to whether project 11, which is Item 5-037.00, would be funded and completed by 2020. Parsons Brinckerhoff will look into this and may remove that project from the map.

Public Involvement

The next portion of the meeting was dedicated to discussing the public involvement for this project. The first element of public involvement discussed was local officials and stakeholder coordination. The first meeting with this group will be held in December 2013, with a follow up meeting in May 2014. The list of stakeholders needs to be prepared and finalized. A comment was made that there were issues getting stakeholders together to provide feedback on the District Transportation Plan (DTP) and that it may be beneficial to divide the stakeholders into groups based on location within the study area. Tom Hall suggested that Parsons Brinckerhoff coordinate with him. Also, Larry Chaney mentioned that stakeholder feedback was obtained as part of the update to the Metropolitan Transportation Plan (MTP), and that he could provide stakeholder comments that pertained to the I-265 corridor.

In addition to stakeholder involvement, there will be public information meetings held in May 2014. Two meetings, one in the northern end and one in the southern end of the study area, will be conducted. These meetings will be held towards the end of the process to provide the public with a list of potential projects and solicit feedback. Resource agency mailings will also be sent for this project. Parsons Brinckerhoff will create an initial list of stakeholders and then coordinate these with KYTC.

Next Steps

At the end of the discussion, the Project Development Team members spoke briefly about the next steps which will include developing a list of local officials and stakeholders to contact, and obtaining traffic data and performing a traffic analysis.

The meeting then concluded at approximately 11:15 AM.

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TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: December 10, 2013

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #2

The second Project Development Team (PDT) Meeting was held at 1:00 PM (EST) on Tuesday, December 10, 2013, at the KYTC District 5 Office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Jeff Schaefer	KYTC – District 5	jeff.schaefer@ky.gov
Andrea Clifford	KYTC – District 5	andrea.clifford@ky.gov
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Matt Bullock	KYTC - District 5	matt.bullock@ky.gov
John West	KYTC – District 5	jonathan.west@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Griffin Thomas	KYTC – District 5	griffin.thomas@ky.gov
Scott Thomson	KYTC – C.O. Planning	scott.thomson@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Chuck Allen	KYTC – C.O. Location Engineer	chuck.allen@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Larry Chaney	KIPDA	larry.chaney@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

Welcome and Introductions

Judi Hickerson and Tom Hall welcomed everyone to the meeting. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm (Parsons Brinckerhoff) were present.

Several main topics of discussion were proposed by Parsons Brinckerhoff for this meeting as set-forth on the provided agenda. As some people were arriving late to the meeting, it was suggested by Judi to go ahead and discuss traffic forecasting first, then go through the general project update and finish with a discussion on the upcoming stakeholder meeting.

Traffic Forecasting

Shawn Dikes then led the discussion providing a general overview of the proposed traffic forecasting methodology that had been previously sent electronically to the KYTC Project Managers and KIPDA. As previously requested, KIPDA had provided Parsons Brinckerhoff with Average Daily Traffic (ADT) volumes in a comprehensive spreadsheet for the study area based on recent available traffic counts and their travel demand model output. It was noted that it would be out of scope work for Parsons Brinckerhoff to complete the subsequent traffic forecasts to convert the ADT volumes to Design Hour Volumes (DHVs) as required for the traffic analysis tools, however, this seems to be a necessary step as KIPDA is not as familiar with the methodology for performing this work and it is important to have DHVs to properly analyze traffic operations at the ramps and terminals. Generally it was agreed that Parsons Brinckerhoff will perform the necessary conversion and volume balancing and will utilize the proposed methodology.

As a tradeoff, several interchanges along the corridor were proposed to be removed from further detailed study as they had either been previously studied and/or have recommendations already made or have been recently modified. Parsons Brinckerhoff will still analyze all the interchanges at a high-level of analysis. The following interchanges were agreed to by the Project Team to be removed from the detailed study:

- US 42
- I-71
- KY 3084 (Old Henry Rd)

While the US 31E (Bardstown Road) interchange has been recently reconfigured, it was determined that there may still be some concern with directional movements and further study of this interchange may be warranted. KIPDA will inquire about the potential to acquire new turning movement counts at the ramp terminal intersections through their contract with Louisville Metro.

Counts will also be needed for the KY 1447 (Westport Road) interchange though it may be possible to derive enough traffic volumes from the existing hourly counts.

It was also noted that KY 146 may need to be included in the evaluation still given the unique dynamic with the railroad line.

While these interchanges may not be studied in detail, recommendations may still be made for access to / from I-265 as the whole system will be considered in the traffic operations analysis.

General Project Update

Parsons Brinckerhoff is on schedule to complete the existing conditions analysis by the end of the year (2013). This includes the current project of working with the LiDAR data to produce plan and profile sheets along the full length of I-265. There was some difficulty getting this information into the right format for use which has delayed completing this analysis.

Other items on-going related to this project include the traffic forecasting component and the upcoming stakeholder meeting which are discussed in further detail in the meeting notes.

Public Involvement

The first stakeholder meeting is scheduled for January 6th, 2014. This is to provide the opportunity for local officials (i.e. state senators / representatives) and others to attend prior to the legislative session opening the following day (January 7th, 2014). The meeting time was discussed and it was determined that later in the day (i.e. around 5:00 or 5:30 PM) would be advisable since most attendees were noted as having other jobs and the meeting time after work is best.

The location identified for the meeting is Ramsey Middle School near Billtown Road. Judi and Andrea Clifford are working on securing this as the location pending approval from the school board.

It was noted that if possible light refreshments such as drinks and cookies / chips / crackers would be good to have available. Parsons Brinckerhoff agreed to provide the requested refreshments.

The rest of the discussion focused on the meeting format. It was generally agreed that an overall presentation followed by smaller break-out groups would work the best. Parsons Brinckerhoff will staff each of the break-out groups (up to four) and KYTC noted they would try and provide at least one staff member for each group as well. Stakeholders will need to be informed of where projects are currently planned to avoid overlap or provide validation that a project is needed in the identified locale. Project discussion should be kept to a planning level, not an operational level (i.e. projects such as lighting, soundwalls, aesthetics are too specific). Parsons Brinckerhoff will prepare the meeting materials including the overall presentation, a stakeholder survey (both in hard copy and electronic format). Drafts will be provided to KYTC prior to the meeting for review and concurrence.

Next Steps

The following represent the action items following this meeting:

- Finalize location for the Stakeholder Meeting (KYTC)

- Finalize and send invitation letter for the Stakeholder Meeting (KYTC)
- Prepare Stakeholder Meeting materials (Parsons Brinckerhoff)
- Provide additional turning movement volumes for US 31E and KY 1447 (KIPDA)
- Complete traffic forecasts (Parsons Brinckerhoff)
- Complete Existing Conditions Report (Parsons Brinckerhoff)

The meeting concluded at approximately 3:00 PM.

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TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: June 18, 2014

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #3

The third Project Development Team (PDT) Meeting was held at 1:00 PM (EST) on Tuesday, June 17, 2014, at the KYTC District 5 Office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Andy Barber	KYTC – District 5	andy.barber@ky.gov
Andrea Clifford	KYTC – District 5	andrea.clifford@ky.gov
Cody Davis	KYTC – District 5	n/a
Bradley Hill	KYTC – District 5	bradley.hill@ky.gov
Jeff Schaefer	KYTC – District 5	jeff.schaefer@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
John West	KYTC – District 5	jonathan.west@ky.gov
Tom Wright	KTYC – District 5	tom.wright@ky.gov
Jill Asher	KYTC – C.O. Design	jill.asher@ky.gov
Deanna Mills	KYTC – C.O. Planning	deanna.mills@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Steve Ross	KYTC – C.O. Planning	steve.ross@ky.gov
Eileen Vaughn	KYTC – C.O. Planning	eileen.vaughn@ky.gov
Thomas Witt	KYTC – C.O. Planning	thomas.witt@ky.gov
Lori A. Kelsey	KIPDA	lori.kelsey@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Arlen Sandlin	Parsons Brinckerhoff	sandlin@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

Welcome and Introductions

Tom Hall welcomed everyone to the meeting and facilitated introductions. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm (Parsons Brinckerhoff) were present.

Tom then provided a short overview of the project, noting that the project considered I-265 between I-65 and the new East End Bridge. To date, existing conditions and preliminary alternatives had been discussed. Tom then turned the meeting over to Lindsay Walker.

Agenda / Project Update

Lindsay presented an agenda prepared for the meeting, which included a project update, traffic discussion, presentation and discussion of alternatives, and next steps as it related to public involvement and report documentation.

Next, the project objectives, the study area map, and project schedule were all presented. It was noted that the project is still on schedule to be completed at the end of the calendar year.

A summary of the Local Officials / Stakeholders meeting held in January was presented. Issues presented at that meeting included:

- The interchanges with I-64, I-71 and Taylorsville Road were noted as problematic.
- Additional signage and other ITS technology could help incident response.
- FedEx is opening a new facility at Plantside Drive.
- The existing cable median is a concern for larger response vehicles.

There were no comments from the group related to these topics.

Traffic Operations / Analysis

Scott Walker led a discussion of the traffic data presented for this project. It was noted that a large amount of data was analyzed due to the large size of the study area and the on-going challenge was finding a way to best present the data.

Items noted during this traffic discussion included:

- The initial existing conditions analysis presented at the second PDT meeting (and shown for background information at this meeting) was based on Highway Capacity Software (HCS2010) freeway segment only. Such an analysis does not consider the issues related to merge, diverge, or weave issues.
- Graphics were shown which presented level of service along the corridor for 2020 AM/PM and 2040 AM/PM:
    - Segments: The FREEVAL tool available as a supplement to the Highway Capacity Manual (HCM) was used to analyze the mainline while considering the impact of capacity issues with merge, diverge, and weaves. This tool considers upstream impacts as well as the potential spillback of such problems.

  - Merge / Diverge / Weaves: Individual HCS2010 analyses were conducted for each of these locations along the corridor. These were shown as triangles on the maps.
  - Intersections: Level of service as ramp terminal intersections with known traffic counts were also shown as represented by a circle on the maps.
- One attendee noted that the 2020 AM scenario did not accurately represent the current congestion near the Old Henry Road interchange. The failure of the ramp terminal intersection can cause queuing on to the mainline. It was noted that the FREEVAL does not include the ramp terminals; however, efforts will be made to address this issue to provide overall consistency with other projects being performed by KYTC.

Scott then presented a couple of slides which showed the needed number of lanes in 2020 and 2040 based on relatively simple volume to capacity calculations. This included whether the roadway should be 2, 3, or 4 lanes. In addition, a table was presented that showed the year in which the roadway would need to be widened. The intent of this exercise was to help 'right size' the freeway first, and then go back and focus on the merge, diverge, and weave conditions. Some comments related to this include:

- Andy Rush noted that caution should be taken when comparing No Build 2040 traffic forecasts (with no widening) versus Build conditions as the KIPDA model assumes a 6 lanes facility from beginning to end of the study area.
- One attendee questioned why 2021 was the first year in which some sections would need to be widened when these sections are already at capacity. It was noted that this was an example of the impact of the merge, diverge, and weave along the corridor. This simple volume to capacity analysis did not take that into consideration.
- An attendee suggested reversing the color scheme to show more immediate years as the more immediate concern.

Lindsay then presented the intersection capacity concerns that were identified for this project. As shown in the table in the presentation, most of the ramp terminal intersections are expected to fail in 2040 due to the increased traffic volumes.

Alternatives

Lindsay presented alternatives being considered for this project, including:

- No Build
- Mainline improvement options including widening:
  - 6 lane
  - Collector / distributor (C/D)
- ITS improvements
- Intersection improvements

Typical sections were presented for the alternatives. Generally those in attendance were in agreement that these looked appropriate for the study. Comments included:

- Show the existing cable median on the existing typicals.

- Use taller (50") concrete median on options requiring a median to separate the traffic.
- Appropriate shoulder widths will be identified based on currect design criteria for the CD system as opposed to the 20-foot shoulder that exists on CD system roadways within the Louisville area.
- KYTC is agreeable to utilize the existing median and widen I-265 to the inside in order to minimize impacts. Some areas will require widening to the outside though as the median width is not sufficient to allow for additional widening.

Next Steps / Public Meeting Preparation

The focus of the meeting was then shifted to the best manner to present information at the public and stakeholder meetings scheduled for September. Discussion included:

- One attendee suggested taking KYTC priorities to the public and letting them comment on those priorities. It was also suggested to minimize the amount of information shown so as to minimize confusion.
- Another attendee encouraged further review of the other projects currently underway, including the KY 22 interchange as well as the Old Henry Road interchange. Relaying this information to the public will be very important.
- An attendee questioned why the existing conditions showed better conditions than the future year analysis in some locations. It was noted that the differential was a result of the different analysis tools; however, consideration would be given to make sure all analysis was consistent.
- As far as priority, it was suggested that three general priorities of low, medium, and high be presented for this project. These would include projects in the Six-Year Highway Plan and those on the District's priority list.
- The attendees agreed to have two Public Meetings as initially scoped. It was recommended that the information presented at one meeting be exactly the same as the information presented at the other meeting.
- Attendees discussed whether local officials should be engaged before or after the Public Meetings. The general consensus was to meet with them first. The project managers will discuss with other District staff and then make a recommendation to Parsons Brinckerhoff on the exact meeting schedule.

KIPDA Environmental Justice

Upon completion of the prepared set of slides with the full group of attendees, a small group of attendees gathered to discuss the Enviornmental Justice document being prepared by KIPDA. It was noted that a new data set (American Community Survey) was being used for the first time for this analysis. This document is estimated at 85% completion and will be completed within the next month.

Action Items

The following represent the action items following this meeting:

- Prepare generalized concepts for boards and information to be presented at the September public meetings (Parsons Brinckerhoff)
- Provide comment on board / information for the Public Meetings (KYTC)
- Finalize and send invitation letter for the Stakeholder Meeting (KYTC)
- Prepare and send invitations to the Public Meetings (KYTC)
- Prepare Stakeholder Meeting materials (Parsons Brinckerhoff)
- Prepare Public Meeting materials (Parsons Brinckerhoff)
- Submit Final Environmental Justice document (KIPDA)

The meeting concluded at approximately 2:45 PM.

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TO: Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Shawn Dikes, AICP
Project Manager, Parsons Brinckerhoff

DATE: October 22, 2014

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #4

The fourth Project Development Team (PDT) meeting was held at 10:00 AM (EST) on Wednesday, October 22, 2014, at the KYTC District 5 office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Joseph Ferguson	KYTC – District 4	joseph.ferguson@ky.gov
Tony Harrod	KYTC - District 5	tony.harrod@ky.gov
Kim Irwin	KYTC – District 5	kim.irwin@ky.gov
Tom Wright	KTYC – District 5	tom.wright@ky.gov
Jason Richardson	KYTC – District 5	jason.richardson@ky.gov
Ron Geveden	KYTC – District 5	ron.geveden@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Deanna Mills	KYTC – C.O. Planning	deanna.mills@ky.gov
Eileen Vaughn	KYTC – C.O. Planning	eileen.vaughn@ky.gov
Larry Chaney	KIPDA	larry.chaney@ky.gov
Lori A. Kelsey	KIPDA	lori.kelsey@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Anne Warnick	Parsons Brinckerhoff	warnick@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

Welcome and Introductions

Tom Hall welcomed everyone to the meeting and led the introductions. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm Parsons Brinckerhoff were present.

Agenda / Project Update

Shawn Dikes, project manager for Parsons Brinckerhoff, began the meeting by reviewing the handouts, which included an agenda for the meeting and a copy of the full presentation. Areas of focus for the meeting included:

- Brief project review
- Stakeholder / local officials meeting review
- Public meetings review
- Project prioritization
- Next steps

Shawn Dikes continued with the project review, noting on the project timeline that the draft report was to be completed in November with the final report submitted by December 31, 2014.

Stakeholder / Local Officials Meeting #2 Review

Anne Warnick, Parsons Brinckerhoff, presented a summary of the second stakeholder / local officials meeting held on September 25, 2014. A total of 15 people were in attendance, including a representative of Jefferson County schools, Jefferson County emergency management systems (EMS), a local district representative, as well as other PDT members. The presentation at the stakeholder / local official meeting was similar to the public meetings being held that same week. Discussion from the stakeholder / local officials meeting included focus on the I-265 / I-65 interchange as well as safety and traffic flow. There were no additional comments or discussions about the meeting summary.

Public Meetings Review

Anne Warnick continued with a presentation reviewing the public meetings held on September 25, 2014, and September 30, 2014. A total of 82 surveys were completed at the meetings as well as the online survey option. Several questions were included to identify the respondent's familiarity with the locations in the study, and which areas they traveled regularly. Overall, 45% of the respondents lived in the section of the study area closest to I-65. The majority of respondents, 43%, worked in the middle section around I-64. The sections most traveled on by respondents was split fairly equally between all sections.

The remainder of the survey was dedicated to prioritizing projects within each section. These priorities were shown on the project maps to the PDT members. Additionally, respondents had the ability to write-in any additional projects that they thought may improve I-265. These are noted below along with discussion points from this PDT meeting.

- Move barrier wall at I-265 EB off ramp dual left turn lanes to US 31 NB to allow more room for vehicles / Widen Bardstown Road between Fern Creek and I-265 / Widen US 31E exit ramps to 2 lanes exiting from freeway / SPUI at Bardstown Road
  - All projects associated with US 31E / Bardstown Road were assumed to be addressed in the short-term by the initial improvements recently implemented by KYTC. An ultimate solution for operational and safety improvements for this interchange will be looked at in the future, particularly when maintenance dictates the need for any structural replacement or when this section of I-265 is widened. Additional input will be requested on the need for projects at this location from KYTC District 5 Design staff as they were not able to be present at this meeting.
- Advanced warning signal for back up at Bardstown Road (similar to that for LaGrange Road)
  - It was determined this location would not be a good application for a system as it would only note congestion ahead and would not be able to provide any additional alternate route suggestions.
- Widen Smyrna ramps
  - The future year traffic analysis did not show a congestion issue; therefore it was determined a project may not be warranted at this location at this time.
- Seatonville Road interchange
  - The spacing between the Bardstown Road and Billtown Road interchanges is approximately 1.5 miles which would result in an interchange 0.75 miles from each existing interchange. A distance of 1.0 miles is less than what is suggested by the Federal Highway Administration (FHWA) to maintain access and flow on an interstate facility.
- Old Heady Road interchange
  - While the spacing between existing interchanges meets the minimum standard for a new interchange at Old Heady Road and I-265, the Rehl Road interchange provides a better service to the existing local network and system connectivity.
- Streetlights at KY 155 and I-265
  - A preliminary review of the crash data did not show a disproportionate number of crashes that occurred at night or without lights. However, this could be a quick fix project that will be included with the existing capacity added project at the KY 155 interchange.
- Double Crossover Diamond at KY 155 and I-265
  - Design plans will be evaluated for this location at a future date once the existing structures are found to warrant replacement or when this section of I-265 is widened. An ultimate build for this interchange may consider reconfiguration such as a double crossover diamond.
- Add a light at Old Henry Road and I-265 SB
  - The current study and project for this interchange under development by KYTC District 5 will address this project.
- Make I-265 and Old Henry Road a cloverleaf interchange
  - The current study and project for this interchange will provide an appropriate design to address congestion and safety issues.
- Add a 2nd lane from Shelbyville Road to Southbound 265 that goes directly to I-64 WB
  - This will be addressed with the full I-64 interchange rebuild
- CD road at KY 22 and I-71

- This project will be addressed as part of the I-71 improvements.

Project Prioritization

Scott Walker, Parsons Brinckerhoff, led the discussion of project prioritization. An initial attempt to quantify the impacts and provide a relative ranking system was presented by Parsons Brinckerhoff. The ranking system presented at the meeting included widening of the mainline of I-265, system improvement projects, and the projects that had been presented to and ranked by the public. A five-tiered system was initially used to sort out the projects and rank them with relative importance for construction. Each tier was fiscally constrained within five-year increments.

Next, the PDT discussed the process to prioritize the I-265 widening sections, based on the analysis of future traffic volumes versus the mainline capacity. This ranking was used to help identify which sections of I-265 might need to be widened first, simply based on mainline traffic volumes alone, while also noting that mainline traffic does not always dictate traffic flow along a corridor. The initial ranking included breaking the entire corridor into five sections. However, it was noted that the failures were very close in years which made it difficult to fully distinguish a priority.

As part of the discussion on the system improvements, an initial evaluation matrix spreadsheet was presented to the PDT via a handout. In this handout, the projects presented to the public were assessed with how well they met the project's established need, which included safety, capacity, congestion, access, and economic development. In addition, project's impacts were assessed with respect to right-of-way, traffic operations, safety, and environment. These were given high, medium, and low scores. Public ranking was also listed for each project. In addition to the projects shown to the public, two projects were added to this list: 1) A scoping study to analyze the improvements needed at the I-265 / I-65 interchange; and 2) the Intelligent Transportation System (ITS) improvements requested by TRIMARC.

A second spreadsheet with an initial attempt at prioritizing projects by tier was provided to the PDT as a handout. The PDT discussed whether this approach was most appropriate, since the project development process does not always progress as expected. The focus of the ensuing discussion was how to develop the best system to program all projects under consideration while allowing the necessary flexibility for project development. Tom Hall suggested using the project sections noted during the mainline discussion, and then rank all projects within each of those five sections. In addition, there was a request to include a KYTC ranking column in the revised matrix spreadsheet for KYTC priorities, in order to capture previous KYTC planning efforts such as the District 5 Transportation Plan and priority sections noted by District 5 like improvements to I-265 from I-65 towards Preston Highway.

The PDT then discussed how to address ITS projects proposed by TRIMARC, as the list of ITS projects spanned multiple sections. It was decided to list ITS projects in each section, but also add a note that consideration should be given to expand certain ITS projects to include adjacent sections in order to realize cost efficiencies and logical termini of projects.

Next Steps

The focus of the meeting then focused on next steps and action items. Discussion included:

- Parsons Brinckerhoff will revise the evaluation matrix per the discussion at this meeting and will send to KYTC along with meeting minutes by Friday, October 24, 2014.
- KYTC will prioritize the projects, and will send the matrix to the appropriate staff for their input on prioritization, and will return comments to Parsons Brinckerhoff by Friday, October 31, 2014.
- Parsons Brinckerhoff will work on the public meeting notebooks.
- Parsons Brinkerhoff will have a draft report completed by November 15, 2014.
- The final report will be completed by December 31, 2014.

KIPDA Environmental Justice

Additional guidance on the development of this document has been provided to KIPDA and the evaluation will now be called, "A Socioeconomic Study of Affected Communities". They will use American Community Survey (ACS) data and provide comparative percentages at the appropriate analysis level. The analysis will focus on affected population groups including minority, low-income, elderly, persons with disability, persons with limited English deficiency, and persons with limited transportation. The document is expected to be 15 – 20 pages in length and will serve as a template going forward for other studies of this type. The expected due date is mid-November 2014. The draft of this document will be included with the I-265 study draft report. The final evaluation will be incorporated into the I-265 study final report.

Action Items

Action items following this meeting are listed below:

- Revise evaluation matrix and prepare meeting minutes (Parsons Brinckerhoff)
- Provide comments on and prioritize the revised evaluation matrix (KYTC)
- Prepare public meeting notebooks (Parsons Brinckerhoff)
- Prepare draft report (Parsons Brinckerhoff)
- Submit final environmental justice document (KIPDA)

The meeting concluded at approximately 11:55 AM.

Appendix L:

ITS MEETING MINUTES

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TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: July 16, 2014

SUBJECT: I-265 Programming Study
Minutes of ITS Discussion Meeting #1

A meeting to discuss Intelligent Transportation Systems (ITS) was held at 10:00 AM (EST) on Wednesday, July 16, 2014, at the KYTC District 5 Office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Jason Richardson	KYTC – District 5	jason.richardson@ky.gov
Cody Davis	KYTC – District 5	cody.davis@ky.gov
Stacy L. Keith	Louisville Metro Traffic	stacy.keith@lousivilleky.gov
Todd Hood	TRIMARC	Todd.Hood@ngc.com
Tim Emington	TRIMARC	tim.emington@ngc.com
Daniel Woo	TRIMARC	daniel.woo@ngc.com
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Chris Barrow	Parsons Brinckerhoff	barrowcp@pbworld.com

Welcome and Introductions

Judi Hickerson welcomed everyone to the meeting and facilitated introductions. Representatives from the Kentucky Transportation Cabinet (KYTC), TRIMARC, Louisville Metro Traffic and the consulting firm (Parsons Brinckerhoff) were present.

Judi then handed over the meeting to Shawn Dikes who provided a general project update and context for the discussion regarding the ITS equipment along the corridor and how this component should be handled for the rest of the project.

Project Update

Shawn started by describing the project as a look into the future (2020 and 2040) as to what the I-265 corridor will need to be when it "grows up" due to the construction of various transportation components as well as a product of general growth and development in the region. Shawn transitioned into the ITS discussion by reiterating the need and desire for tenth of a mile markers to help with incident identification by the public and/or stranded motorists. Before opening up the discussion Shawn stated that this ITS portion should be independent of anything that the team recommends or prioritizes through this process along I-265.

Judi mentioned the fact that the I-71 project included an independent ITS spreadsheet of projects. Shawn agreed and continued to speak about the current need for these devices.

ITS Wish List

Todd Hood from TRIMARC started by reviewing the maps of the existing close caption television (CCTV) and dynamic message signs (DMS) sign locations and began to speak about the impacts that widening would have on the DMS around I-265. Because all DMS are road side installation ($75-$100K), they are only suitable for two-lane roadways. As such, any additional widening would require that these be upgraded to an overhead unit with a roadway truss ($250K) so that messages are in the cone of vision for the far travel lane. Current locations of DMS are only approaching the I-65 and I-64 interchanges.

The East End Bridge will also bring in additional devices, proposed to include an overhead DMS to be located North of Westport Road on I-265. On I-71, the NB DMS is expected to be installed around the 8 mile marker. On Hwy 22, there will be an arterial DMS that will be on cantilever arms for traffic approaching I-265 in each direction. The intent being to display travel time information and updates to the public before they get on I-265 when an incident occurs in the new tunnel. Todd also added that two new CCTVs will be installed with the DMS on KY 22 so that the messages displayed can be verified remotely as well as check on traffic conditions. The bridge project will also add fiber optic cable for communications from the tunnel to I-265 at I-71 interchange including a fiber hub. There is a possibility that the fiber optic cable may be extended to Westport Road.

Jason Richardson then brought up the fiber optic cable installation project along I-71 (Downtown to I-265) which has been in the KYTC Six Year plan for the past ten years and added that talks again have surfaced inside the cabinet and may be an upcoming priority.

Readily Needed Projects

- Mile Markers every at least two tenths (0.2) of a mile along I-265 with direction along both sides of the roadway

Other Items on the Needs List

- CCTV cameras to be added
  - At Billtown Road (Between Bardstown Rd and Talorsville Rd)
  - Beulah Church Road
- Arterial DMS – Highest priority
  - Between I-71 and I-64 (Shelbyville Rd, Old Henry Road and Westport Rd)
- Arterial DMS – Next priority
  - Bardstown Rd
  - Taylorsville
  - All other routes
- Travel Time Devices
  - Wide Beam Radar, goal to have at least each camera locations, and additional in locations where more than one mile exist between devices.
  - Bluetooth Travel Time sensors

With respect to other jurisdictions, Tim asked what Atlanta was using and Chris Barrow mentioned that for the interstate system, Georgia Department of Transportation (GDOT) has negotiated a statewide package for data from Inrix. Additionally, GDOT is working on identifying a most appropriate device for arterial applications through the Regional Traffic Operartions Program (RTOP) for performance measures.
Lack of communications (fiber backbone) was noted at the the biggest need to grow the network. The ability to bring traffic signals online from nearby arterials along with installing more devices along the roadway could be more effective than recurring cost for modems and telephone lines.

Judi asked about the limitation of wireless communication. Both Todd and Chris added that line of sight is the biggest issue when it comes to maintaining wireless communications. Todd also added that because of the trees in the area being so tall the distance between repeaters in limited and ends up costing more money and also creating more locations for equipment malfunctions.

Judi followed up with what should KYTC be pushing for as new projects come out and both TRIMARC, Metro and Parsons Brinckerhoff emphasized that developing a fiber optic backbone is the most appropriate appraoch to properly build your system. Chris further spoke about the need in all future projects to design a place (designated conduit) for fiber even if it will not be installed now. This will save money in the future and give the state more flexibility when funding becomes available as the major cost factor infrastructure is already in place and only fiber and splice closures will need to be added. Additionally creating a statewide specification for this type of install is needed so that this can be done moving forward.

KYTC was unsure about who was the best internal person to get a specification written for conduit and installation.

Chris also mentioned GDOT's agreement with Verizon which allows for the state to purchase 4G modems at a discount to be used on all State Routes in Georgia. This would allow the continued growth of the system (via more devices) in places like Louisville, Frankfort and Lexington while the fiber network is being planned, designed and constructed.

Stacy Keith from Metro was asked to talk about what they were doing with wireless through a local provider but expressed that what was once throught to be a great opportunity to reach new devices turned out to be more overlap of the system that they already had. She continued to speak about how different the operation is between the signals with communication and without and the additional benefit that communication brings to being more proactive in the day to day operations of the TMC.

Louisville Metro Needs List

- Better communication than currently available (sharing bandwidth with public)
- Getting all major corridors signals onto a communication backbone
- Installing fiber optics along the other corridors

Todd summed up the discussion with imaging driving around Louisville everyday without all of the interstates (265, 264, 64, 65, and 71) that currently exists. That is equivalent to what can be done with ITS devices.

Tom Hall asked about who would maintain a fiber backbone. TRIMARC noted that they could maintain it. Shawn also added what other states have done by taking a bid on the construction and control of the fiber for say 20 years to recover cost on the cost of installation. Once that time frame is up the fiber is returned to the States control. Chris mentioned GDOT's maintenance contract as their ITS network has grown beyond their capability to maintain. Chris also mentioned that when you are installing fiber put in more than you think you need as the capacity will disappear quickly if it is available.

Needs List Continued

- Interstate DMS on I-65 NB or SB approaching I-265
- Interstate DMS on I-64 EB approaching I-265
- Highway Advisory Radio (have 5 with 6th coming with East End Bridge)
  - I-71 at I-265 (EEB)
  - I-265 at Billtown Road
- Big problem is the enhanced mile markers installed
- Access doors through sound barrier wall and access to fire hydrants is a big concern

Judi mentioned incident management program and Tim talked about the Florida Turnpike Authority incentive program and Chris also talked about GDOT's Towing/Recovery Incentive Program (TRIP) program. Shawn also spoke about what Virginia is doing in that regard.

Shawn wrapped up the meeting talking about the timeline and expected completion of the project being by the end of the year with a stakeholder and public meeting coming up in late September (25th and 30th).

PARSONS BRINCKERHOFF

Action Items

The following represent the action items following this meeting:

- List of all desired devices throughout Louisville (TRIMARC)
- List of cost for devices over the past few years (TRIMARC / PB)
- Parsons Brinckerhoff would provide KYTC with more information about TRIP, GDOT ITS maintenance and GDOT talks with Verizon about the Cellular 3G and 4G modems

The meeting concluded at approximately 11:15 AM.

NUM	ICON	TRIMARC_ID	TRIMARC_LOC_DESCRIPTION	ROADWAY	MILE_MARK	DIRECTION	LATITUDE	LONGITUDE	DEC_LATITUDE	DEC_LONGITUDE	APPROX. Installation Cost
51		CCTV051	I-71 at I-265	I-71	9.20	N	38° 18' 47.43"	85° 35' 3.95"	38.313175	85.58443056	N/A - Already Installed
77		CCTV077	I-265 at Westport Road	I-265	32.50	N	38° 17' 49.2648"	85° 32' 50.096"	38.297018	85.547249	N/A - Already Installed
78		CCTV078	I-265 at LaGrange Road	I-265	30.40	Median	38° 17' 11.3958"	85° 30' 55.101"	38.28645026	85.51530361	N/A - Already Installed
79		CCTV079	I-265 at Old Henry Road	I-265	28.70	N	38° 16' 11.0562"	85° 30' 2.0154"	38.26974046	85.50056219	N/A - Already Installed
80		CCTV080	I-265 at Shelbyville Road	I-265	26.80	Median	38° 14' 30.051"	85° 30' 13.7442"	38.241681	85.503818	N/A - Already Installed
46		CCTV046	I-265 at I-64	I-265	25.50	S	38° 13' 27.26"	85° 30' 20.81"	38.22423889	85.50578056	N/A - Already Installed
81		CCTV081	I-265 at Taylorsville Road	I-265	23.20	Median	38° 11' 21.4296"	85° 30' 32.9652"	38.189286	85.509157	N/A - Already Installed
82		CCTV082	I-265 at Bardstown Road	I-265	17.30	W	38° 8' 30.5124"	85° 35' 2.493"	38.141809	85.584026	N/A - Already Installed
83		CCTV083	I-265 at Smyrna Parkway	I-265	13.50	E	38° 7' 3.972"	85° 38' 37.536"	38.11777	85.64376	N/A - Already Installed
84		CCTV084	I-265 at Preston Hwy	I-265	11.70	E	38° 6' 35.0094"	85° 40' 33.5238"	38.109725	85.675979	N/A - Already Installed
32		CCTV032	I-65 at I-265	I-65	124.90	N	38° 6' 52.21"	85° 42' 3.14"	38.11450278	85.70087222	N/A - Already Installed
85		CCTV085	KY 841 at New Cut Rd	KY 841	6.00	W	38° 7' 14.2248"	85° 46' 45.6456"	38.120618	85.779346	N/A - Already Installed
C1		Proposed CCTV	KY 841 at National Turnpike	KY 841	8.00	W					$75,000
C2		Proposed CCTV	KY 841 at I-65	KY 841	10.00	W					$75,000
C3		Proposed CCTV	I-265 at Beulah Church Rd	I-265	15.00	E					$75,000
C4		Proposed CCTV	I-265 at Billtown Rd	I-265	19.00	E					$75,000
C5		Proposed CCTV	I-265 at Old Heady Rd	I-265	21.60	W					$75,000
C6		Proposed CCTV	I-265 South of Taylorsville Rd	I-265	22.80	W					$75,000
C7		Proposed CCTV	I-265 at S Pope Lick Rd East of I-64	I-265	24.50	E					$75,000
C8		Proposed CCTV	I-265 at Brownsboro Rd	I-265	34.40	S					$75,000

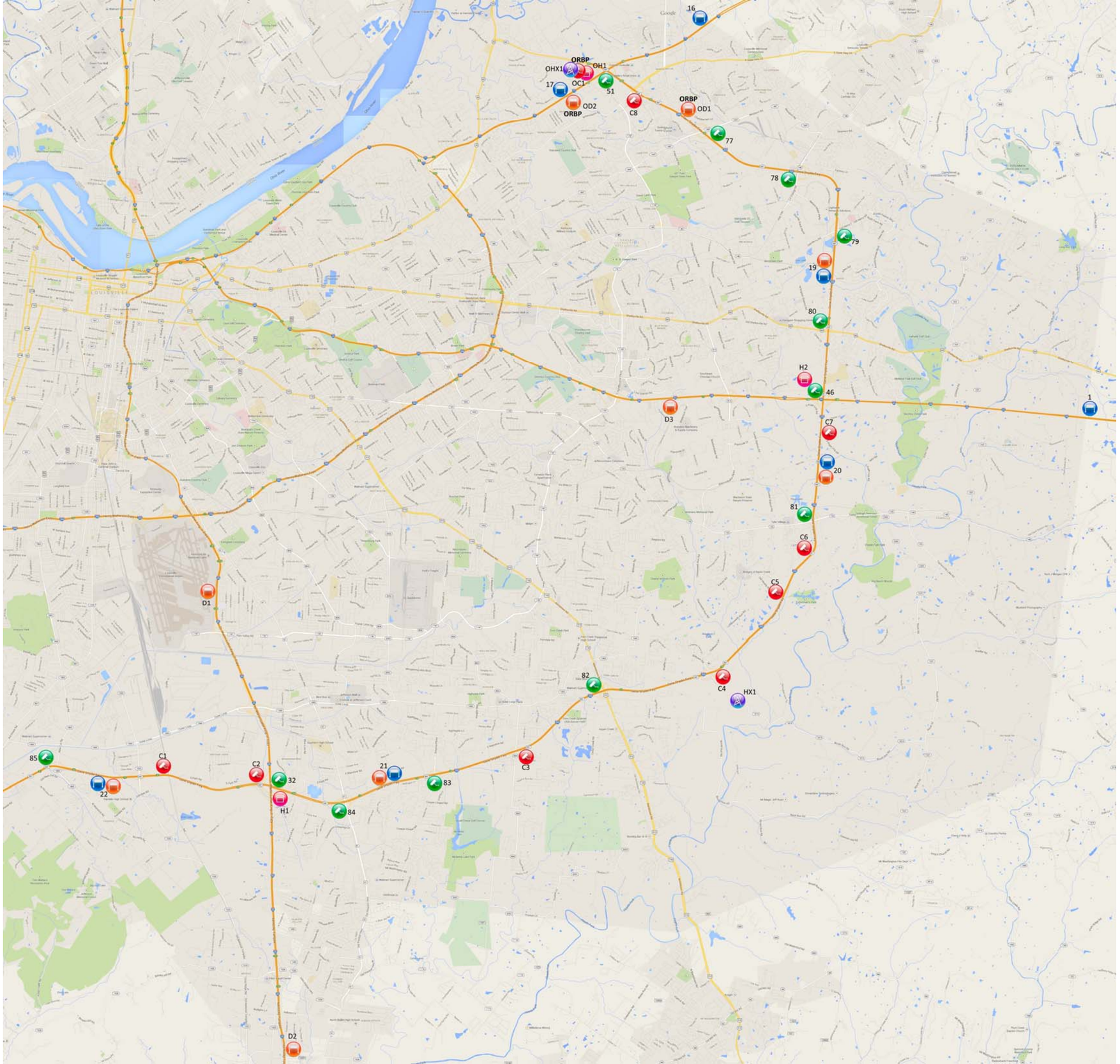
1	DMS001	I-64 (WB) at Clark Station	I-64	23.60	W	38° 13' 3.48"	85° 24' 37.86"	38.21763333	85.41051667	N/A - Already Installed
16	DMS016	I-71 (SB) South, North of I-265	I-71	11.00	S	38° 19' 37.2468"	85° 32' 52.7418"	38.32701300	85.54798383	N/A - Already Installed
17	DMS017	I-71 (SB) South of I-265	I-71	8.00	S	38° 18' 26.4564"	85° 35' 50.3334"	38.30734900	85.59731483	N/A - Already Installed
19	DMS019	I-265 (SB) South of Old Henry Rd	I-265	27.90	S	38° 15' 32.5692"	85° 30' 9.9786"	38.25914324	85.5026865	?? - Not aware of what removal cost will be.
	Proposed DMS	I-265 (SB) South of Old Henry Rd	I-265	27.90	S	Replacing existing roadside DMS019 with an Overhead DMS due to lane expansions.				$250,000
20	DMS020	I-265 (EB) East of I-64	I-265	24.30	E	38° 12' 19.1226"	85° 30' 23.2662"	38.20551009	85.50674211	?? - Not aware of what removal cost will be.
	Proposed DMS	I-265 (EB) East of I-64	I-265	24.30	E	Replacing existing roadside DMS020 with an Overhead DMS due to lane expansions.				$250,000
21	DMS021	I-265 (WB) West of Smyrna Pkwy	I-265	12.80	W	38° 6' 59.1552"	85° 39' 24.3102"	38.11668079	85.65638781	?? - Not aware of what removal cost will be.
	Proposed DMS	I-265 (WB) West of Smyrna Pkwy	I-265	12.80	W	Replacing existing roadside DMS021 with an Overhead DMS due to lane expansions.				$250,000
22	DMS022	Hwy 841 (EB) East of National Turnpike	HWY 841	6.80	E	38° 7' 3.4716"	85° 45' 48.2502"	38.11764306	85.76352596	?? - Not aware of what removal cost will be.
	Proposed DMS	Hwy 841 (EB) East of National Turnpike	HWY 841	6.80	E	Replacing existing roadside DMS022 with an Overhead DMS due to lane expansions.				$250,000
D1	Proposed DMS	I-65 (SB) North of Fern Valley Rd	I-65	12.50	S					$250,000
D2	Proposed DMS	I-65 (NB) South of John Harper Hwy (KY 1526), Exit 121	I-65	120.70	N					$250,000
D3	Proposed DMS	I-64 (EB) East of S Hurstbourne Pkwy	I-64	16.00	E					$250,000
H1	Proposed Comm. Hut	I-265 at I-65	KY 841	10.00	E					$90,000
H2	Proposed Comm. Hut	I-265 at I-64	I-265	25.00	W					$90,000
HX1	Proposed HAR XMTR	Fern Creek Fire Dept. #4 off Billtown Rd.	Billtown Rd		E					$60,000
OC1	Proposed ORBP CCTV	I-265 at I-71	I-265	35.20	S					N/A - Will be installed as part of the ORBP East End Crossing
OH1	Proposed ORBP Hut	I-265 at I-71	I-265	35.20	S					N/A - Will be installed as part of the ORBP East End Crossing
OHX1	Proposed ORBP HAR XMTR	I-265 at I-71	I-265	35.20	S					N/A - Will be installed as part of the ORBP East End Crossing

OD1	Proposed ORBP DMS	I-265 (NB) North of Westport Rd	I-265	32.80	N	N/A - Will be installed as part of the ORBP East End Crossing
OD2	Proposed ORBP DMS	I-71 (NB) South of I-265	I-71	8.50	N	N/A - Will be installed as part of the ORBP East End Crossing

Additional Assets & Notes

ADMS	Brownsboro Rd. (Hwy 22) Southbound approaching I-265		N/A - Will be installed as part of the ORBP East End Crossing
ADMS	Brownsboro Rd. (Hwy 22) Northbound approaching I-265		N/A - Will be installed as part of the ORBP East End Crossing
ADMS	Westport Rd. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Westport Rd. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	La Grange Rd. (Hwy 146) Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	La Grange Rd. (Hwy 146) Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	La Grange Rd. (Hwy 146) Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Old Henry Rd. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Old Henry Rd. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Shelbyville Rd. (US 60) Westbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Shelbyville Rd. (US 60) Eastbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Taylorsville Rd. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Taylorsville Rd. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Billtown Rd. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Billtown Rd. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Bardstown Rd. (US 31E) Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Bardstown Rd. (US 31E) Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Beulah Church Rd. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera

ADMS	Beulah Church Rd. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Smyrna Pkwy. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Smyrna Pkwy. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Preston Hwy. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Preston Hwy. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	National Turnpike Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	National Turnpike Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	New Cut Rd. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	New Cut Rd. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Stonestreet Rd. Southbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Stonestreet Rd. Northbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Dixie Hwy. (US 60) Westbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
ADMS	Dixie Hwy. (US 60) Eastbound approaching I-265	Arterial DMS (ADMS) units also require and associated Verification Camera	$110,000 w/ a Verification Camera
WBR	Wide Beam Radar detectors placed approximately every 1/2 mile along the 35 mile corridor		Placement of detectors will affect the cost. The detectors can be co-located on camera poles or other devices for $5,000. Stand alone detectors with a pole $30,000. A detector can span 250 feet and provide information for both directions when properly located.
Fiber	Approximately 35 road miles of fiber optic cable (96 strand, minimum)		$100,000 per road mile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ORBP
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OH1
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OC1
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OD2
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C6
C5
D1
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C4
HX1
85
C1
C2
32
21
83
C3
22
H1
84
D2

Appendix M:

INITIAL ALTERNATIVE DEVELOPMENT MEMORANDUM AND ASSOCIATED FILES

TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Manager(s), KYTC

FROM: Shawn Dikes, AICP
Project Manager, Parsons Brinckerhoff

DATE: February 25, 2014
Revised March 4, 2014

SUBJECT: I-265 Programming Study
Item No. N/A
Explanation of Freeway Alternatives and Analysis Methodology

Project Background and Study Area

The purpose of this memorandum is to document the freeway alternatives that will be analyzed, as well as the analysis methodology that will be performed, as part of the I-265 Programming Study that is currently being performed by Parsons Brinckerhoff. A total of six alternatives will be evaluated using the FREEVAL analysis tool. These include:

1. Existing Baseline Condition: I-265 as it operates today (complete).
2. 2020 No Build: This includes identified 2012 Six-Year Highway Plan and TIP projects to aid operations / safety and/or increase capacity that would be in place by 2020.
3. 2020 Build: This includes all projects that are identified to be in place by 2020 (all projects from Alternative 2 and other small projects to address any identified 'hot spots').
4. 2040 No Build: This includes all projects in place by 2040. This will include projects assumed in the modeling effort, most notably an extra lane in each direction from I-65 to I-71.
5. 2040 + Collector-Distributor (C-D) Road: This includes all projects from Alt 4, plus a C-D Road beginning just north of Old Henry Road and running through US 60 and I-64, and terminating between I-64 and the KY 155 interchange.
6. 2040 + 2 Capacity Lanes: This includes everything from Alternative 4, plus an additional capacity lane from I-65 to I-71 for a total of two additional lanes per direction.

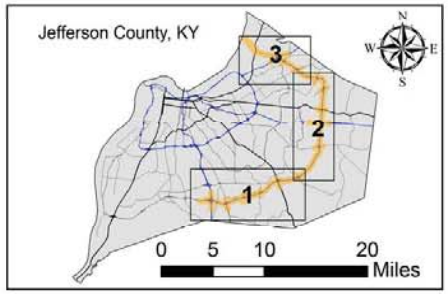
The projects that are referenced above included in the 2012 Six-Year Highway Plan and TIP are discussed below and reference which alternative they are included in.

- Item No. 5-700.00: East End Bridge – currently under construction and will be completed before 2020, and will be included in Alternatives 2, 3, 4, 5 and 6.
- Item No. 5-21.00: I-265 and I-64 interchange reconstruction – the 2014 draft highway plan has construction funds allotted for 2019. Therefore, this will be included in Alternatives 3, 4, 5 and 6. The reconstruction will include a NB to WB 2 lane flyover, and a SB to WB 2 lane ramp.
- Item No. 5-48.30: I-265 and I-71 interchange reconstruction – the 2014 draft highway plan has construction funds allotted for interim improvements in 2016. Therefore the interim improvements will be included in Alternatives 2, 3, 4, 5 and 6, and the full improvements will be included in Alternatives 4, 5, and 6.
- Item No. 5-264.10: US 31E and I-265 interchange improvements to provide turn lanes and new access – currently under construction and will be completed before 2020, and will be included in Alternatives 2, 3, 4, 5 and 6.
- Item No. 5-474.00 & 5-367.00: KY 3084 and I-265 interchange improvements and construction of new 4-lane route from I-265 to KY 22 – included in 2012 Six-Year Highway Plan, and assumed to be completed by 2020. Will be included in Alternatives 2, 3, 4, 5 and 6.
- Widening of I-265 from I-65 to I-71 – part of KYTC's long range plan and will be included in Alternatives 4, 5 and 6.

It should be noted that there has been discussion about whether or not a new interchange will be constructed at Rehl Road. At this point, it is being assumed that the interchange will **not** be built; therefore it is not included in any of the alternatives.

As mentioned previously, FREEVAL will be used to analyze each of these scenarios. Freeway geometrics like acceleration / deceleration lengths, auxiliary lanes and number of lanes can be modified relatively easily for each scenario. If these modifications do not improve operations at an interchange or certain area within the study area, then a recommendation can be made for improvements / redesign for that particular area. Also, when evaluating specific projects in the 2020 or 2040 scenarios, the scenario can be evaluated with and without the improvement, to help gauge the impacts of a specific project or improvement, thus helping to prioritize projects.

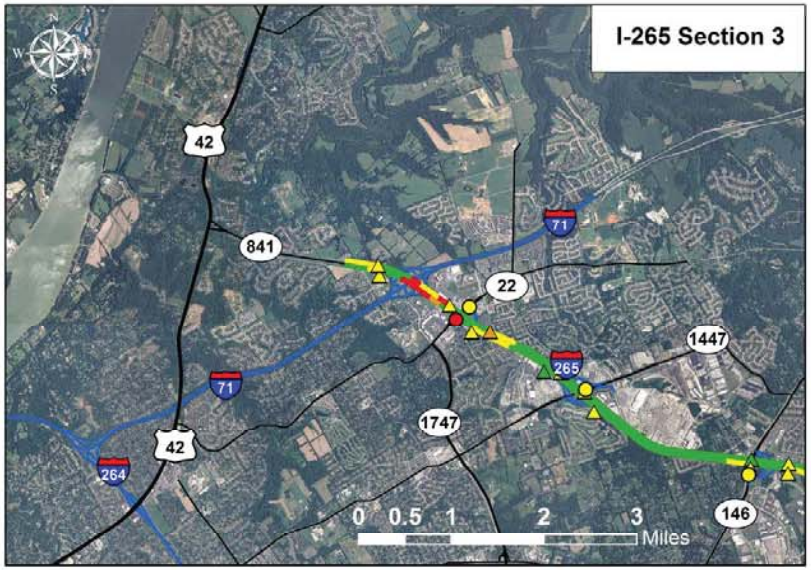
In response to this memorandum, it is requested that KYTC either approve the alternatives or provide guidance on revising them. It is also requested that KYTC confirm the projects that are to be included in the alternatives, and provide any feedback on the specifics of their design, or advise if any projects are missing.

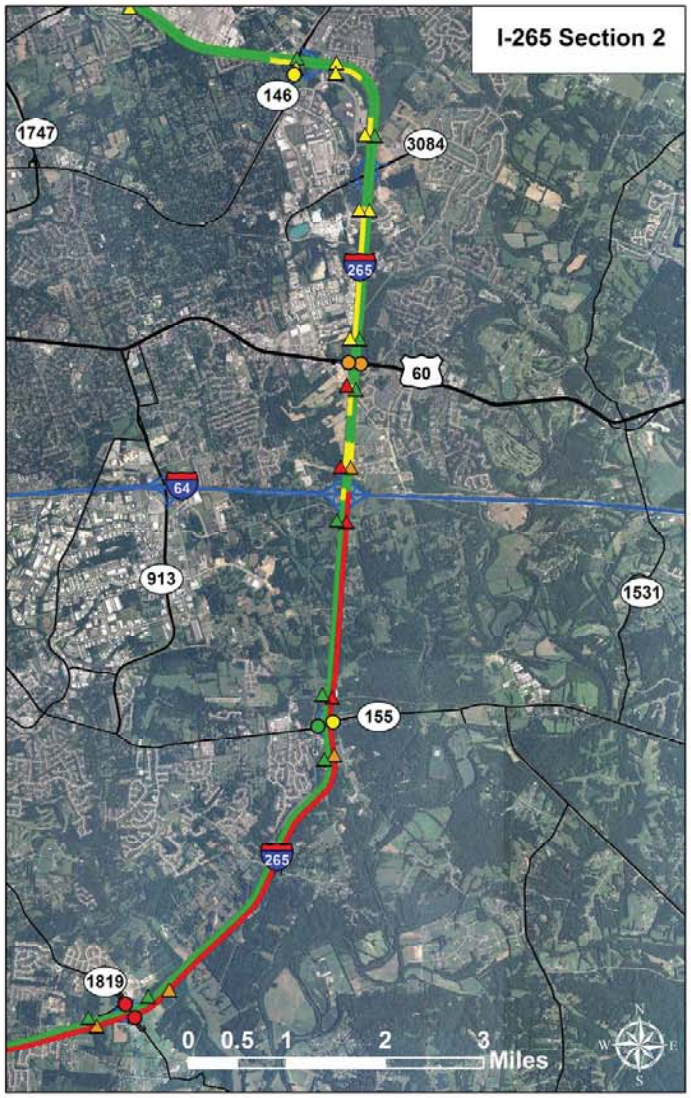


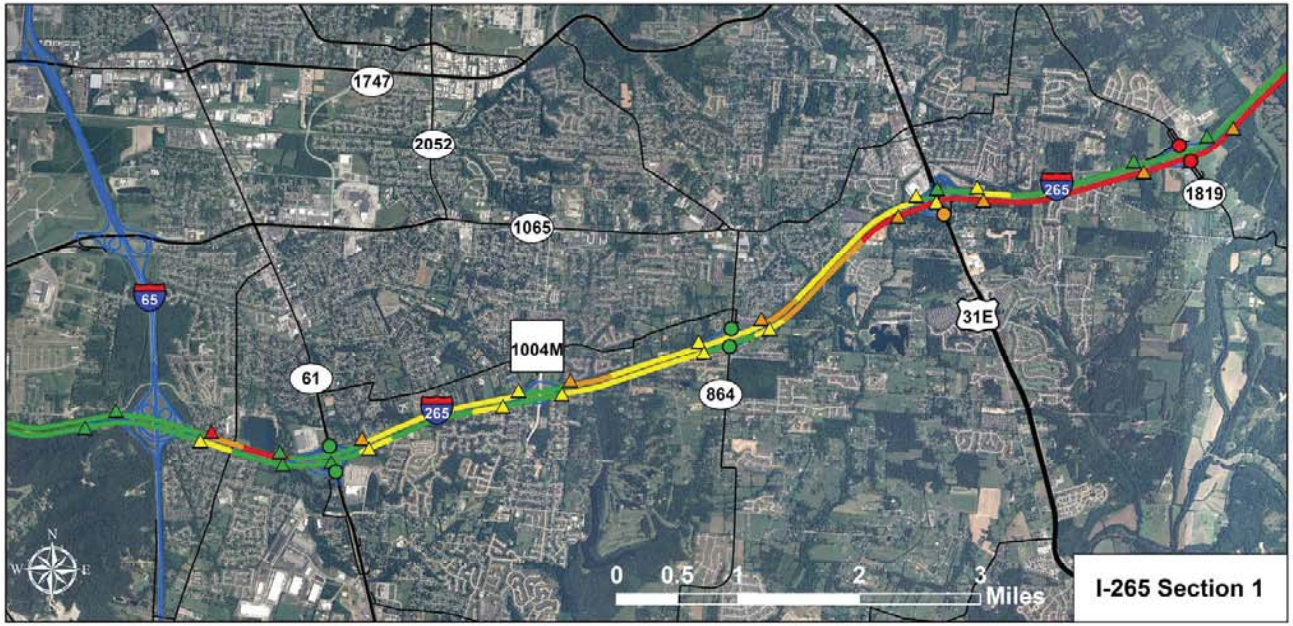
Legend

Capacity Analysis

FREEVAL	Intersection	Merge/ Diverge	
			LOS A-C
			LOS D
			LOS E
			LOS F





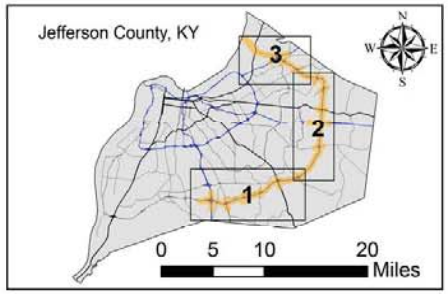


I-265 Programming Study

2020 AM FREEVAL - HCS LOS Map

KENTUCKY TRANSPORTATION CABINET

PARSONS BRINCKERHOFF



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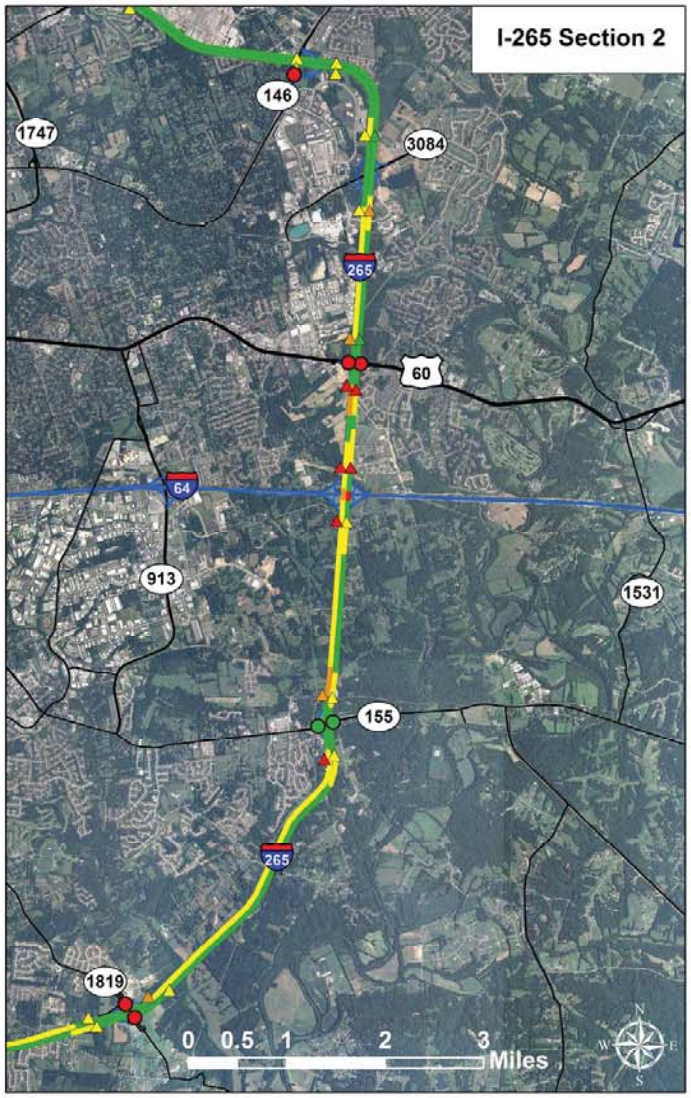
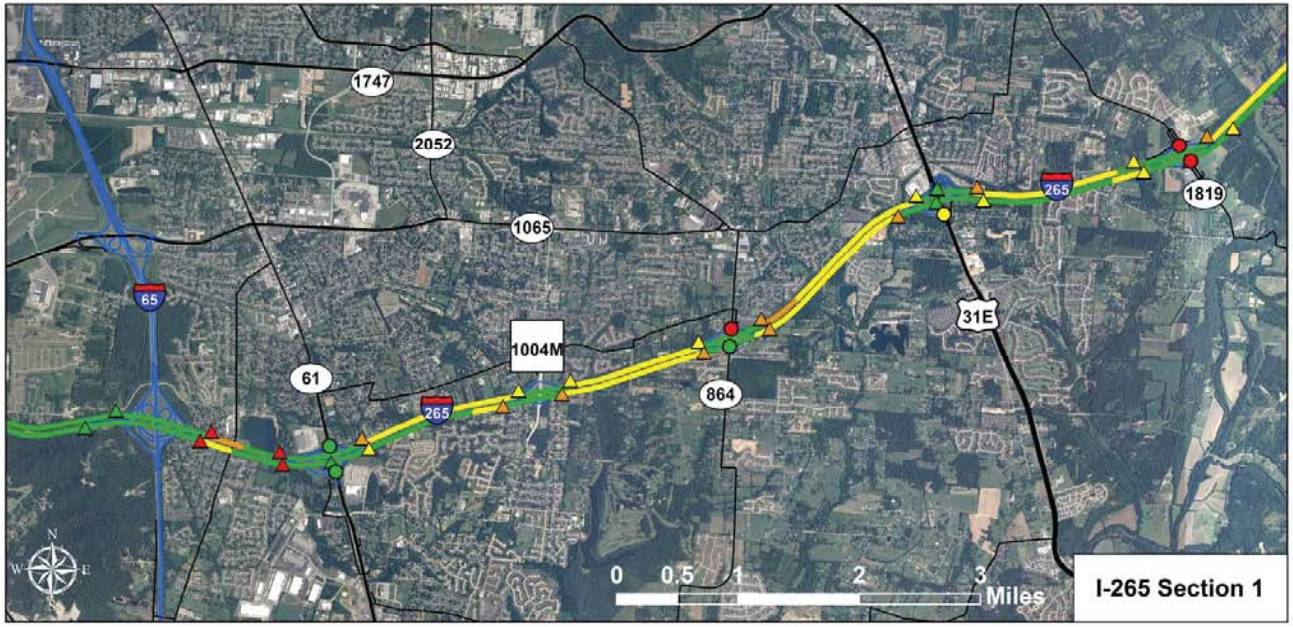
Capacity Analysis

FREEVAL	Intersection	Merge/ Diverge	
			LOS A-C
			LOS D
			LOS E
			LOS F



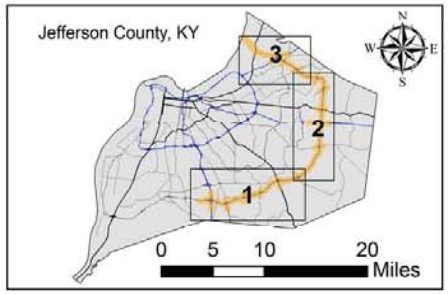


KENTUCKY TRANSPORTATION CABINET

I-265 Programming Study

2020 PM FREEVAL - HCS LOS Map

PARSONS BRINCKERHOFF



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Capacity Analysis

FREEVAL	Intersection	Merge/ Diverge	
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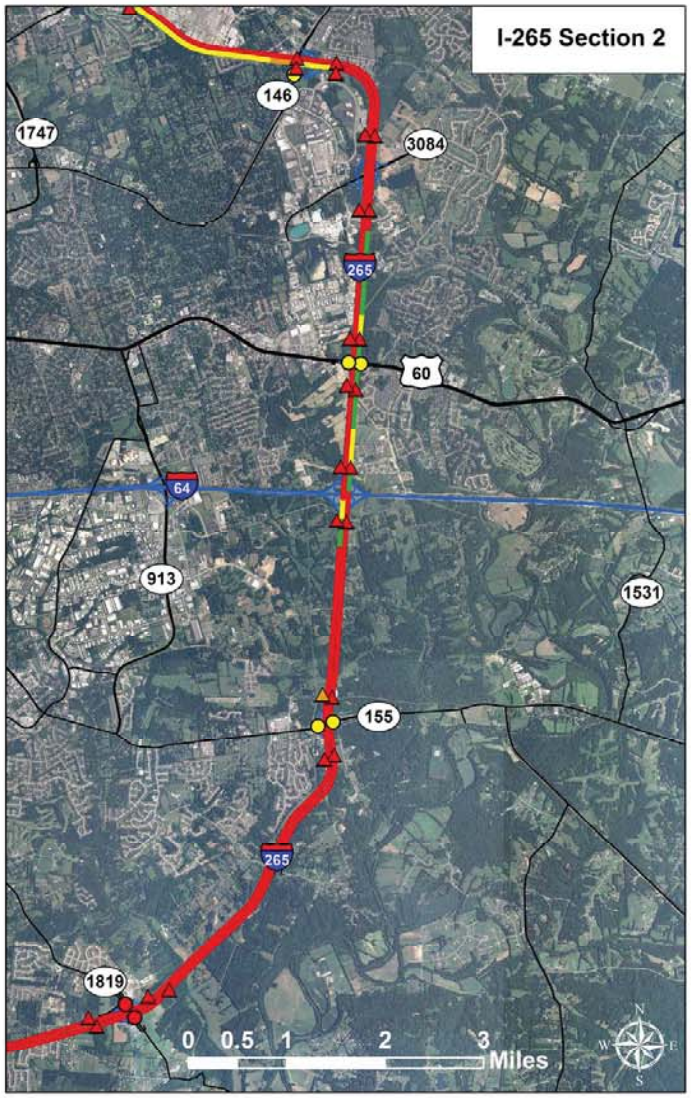
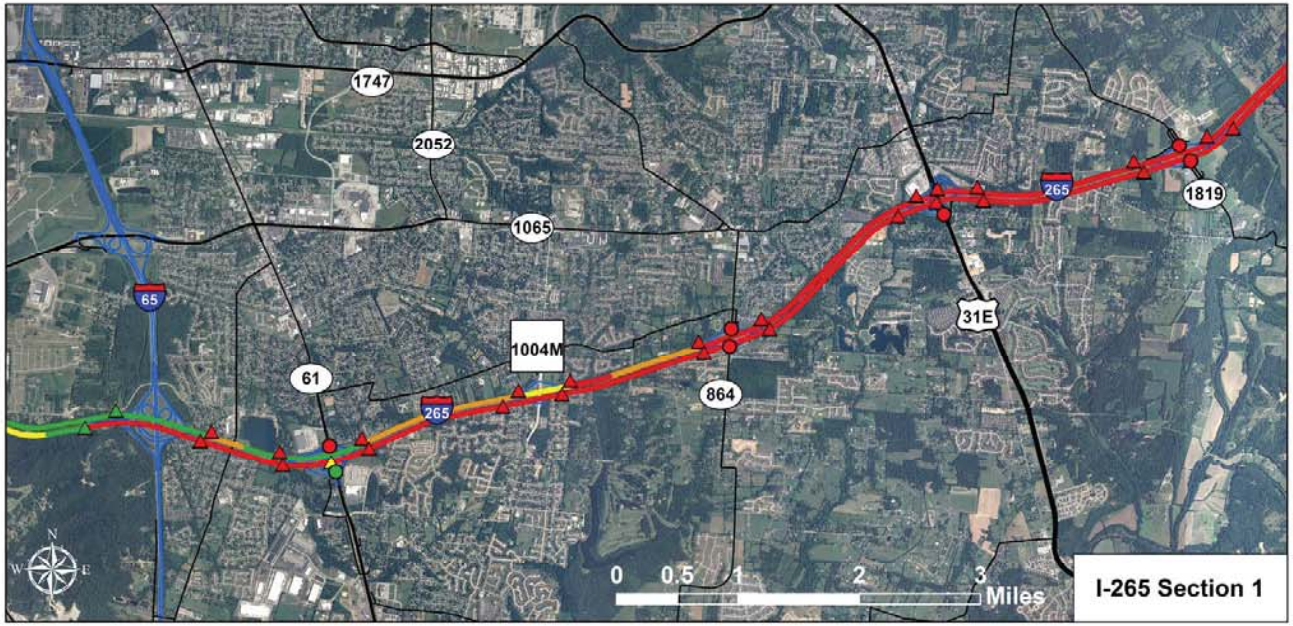
			LOS D
			LOS E
			LOS F



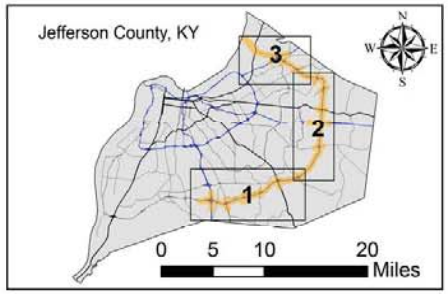


I-265 Programming Study

2040 AM FREEVAL - HCS LOS Map

KENTUCKY TRANSPORTATION CABINET

PARSONS BRINCKERHOFF



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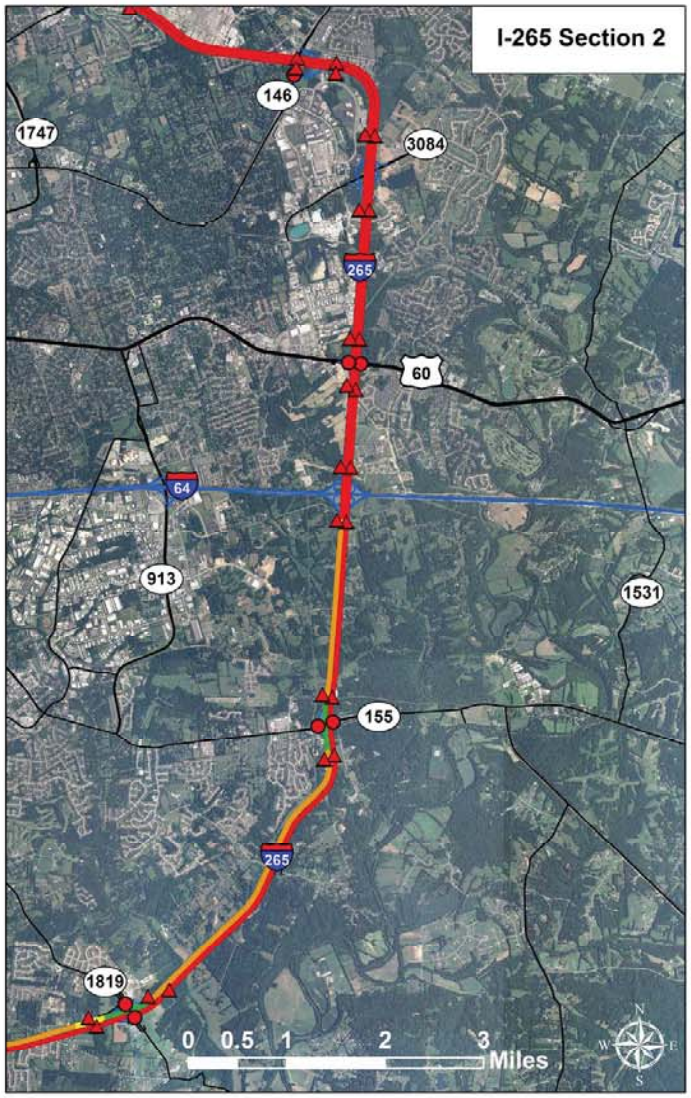
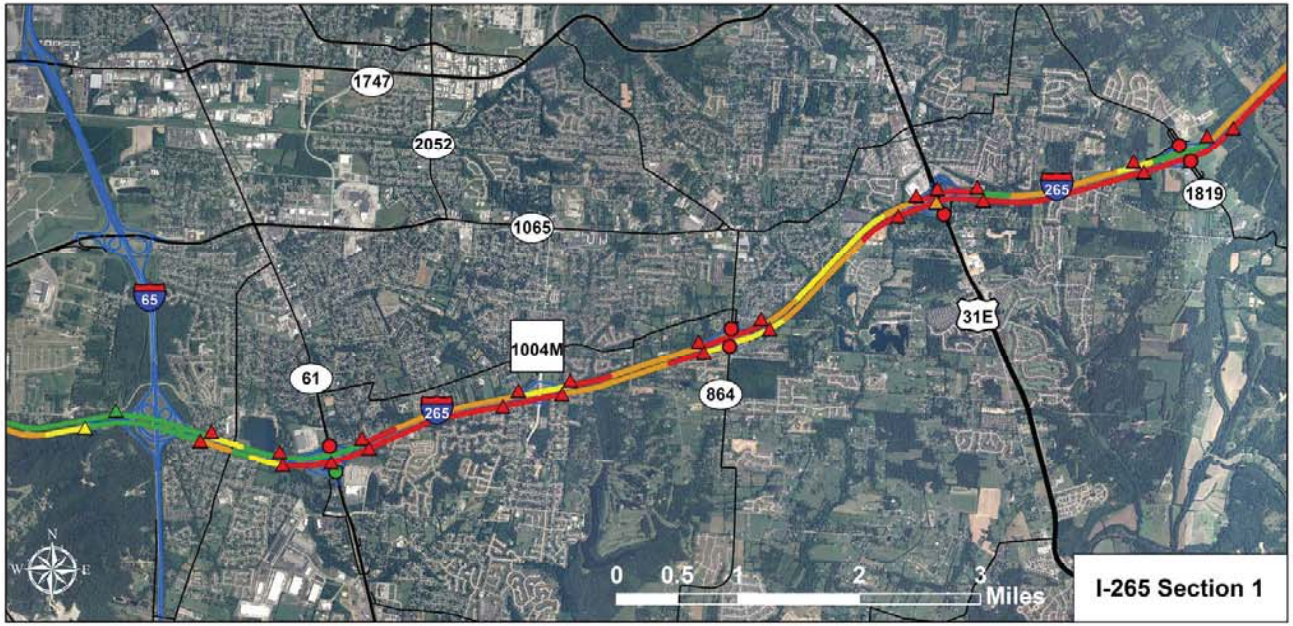
Capacity Analysis

FREEVAL	Intersection	Merge/ Diverge	
			LOS A-C
			LOS D
			LOS E
			LOS F





I-265 Programming Study

2040 PM FREEVAL - HCS LOS Map

KENTUCKY TRANSPORTATION CABINET

PARSONS BRINCKERHOFF

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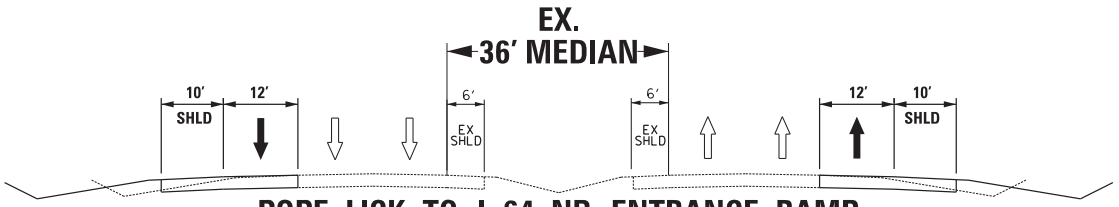
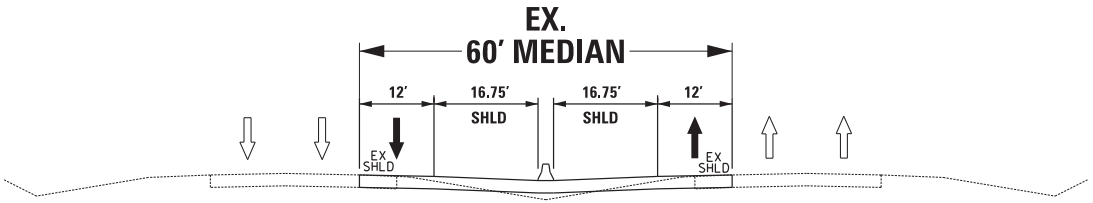
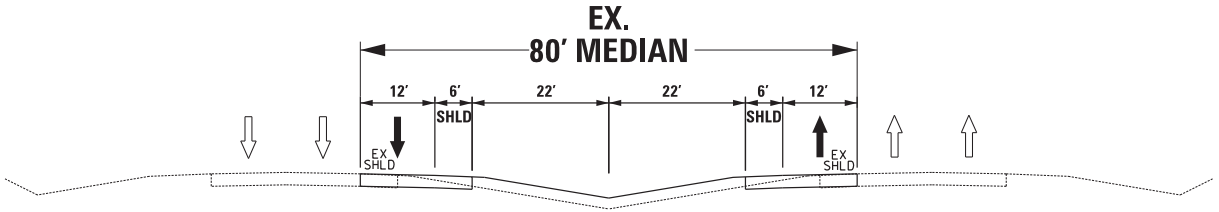
JEFFERSON	_____	____



POPE LICK TO I–64 NB ENTRANCE RAMP



SMYRNA TO POPE LICK, I–64 NB ENTRANCE RAMP TO I–71



I–65 TO SMYRNA

SCALE: 1"=10'

I-265
3 LANE OPTION
TYPICAL SECTIONS

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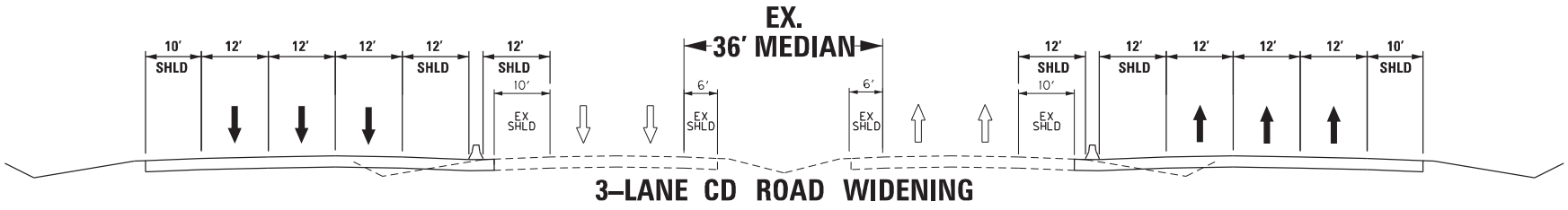
JEFFERSON		



3–LANE CD ROAD WIDENING

2–LANE CD ROAD WIDENING

SCALE: 1"=10'

I-265
CD ROAD OPTION
TYPICAL SECTIONS

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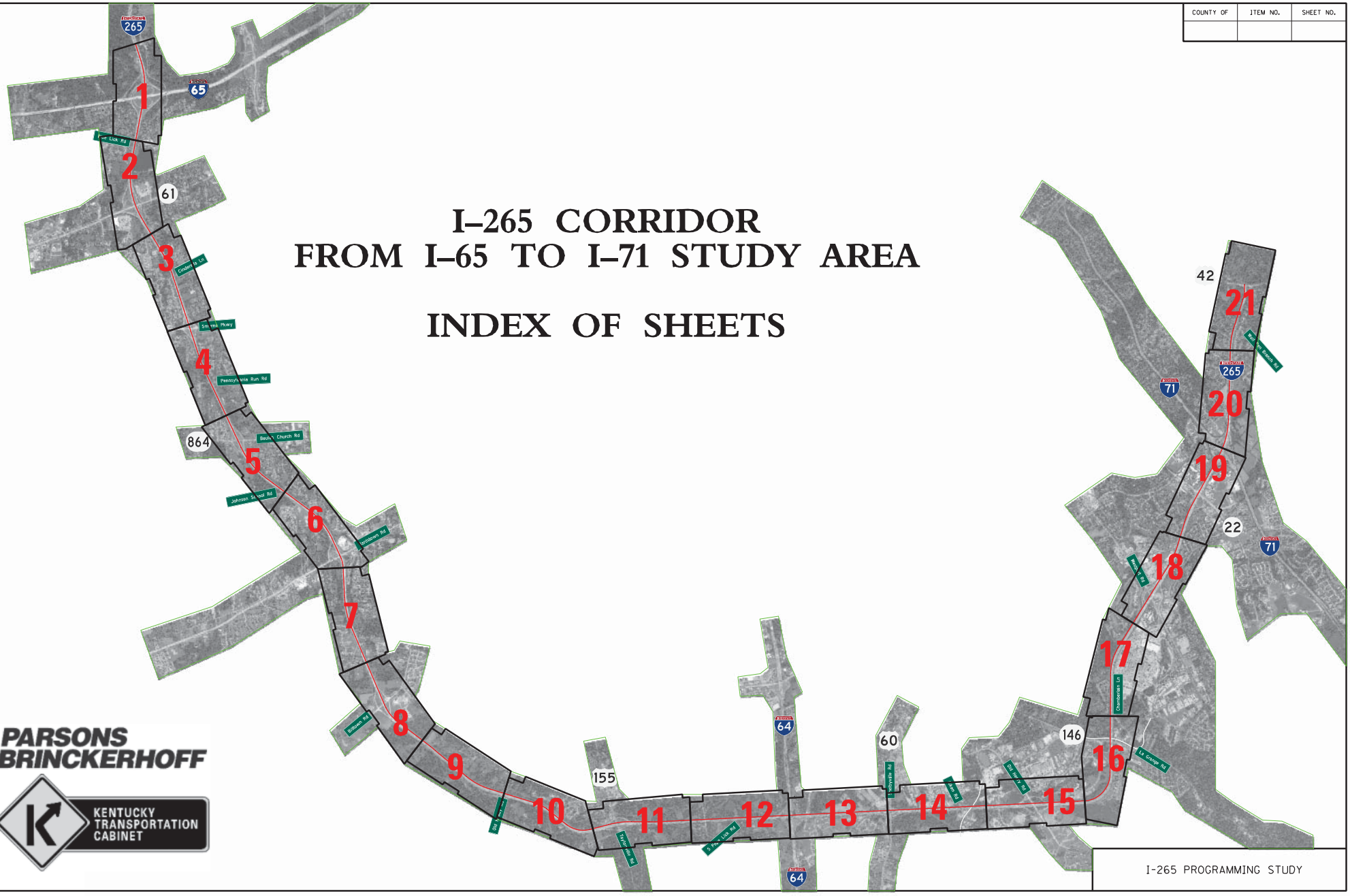
I–265 CORRIDOR
FROM I–65 TO I–71 STUDY AREA

INDEX OF SHEETS



PARSONS BRINCKERHOFF

KENTUCKY TRANSPORTATION CABINET

I-265 PROGRAMMING STUDY

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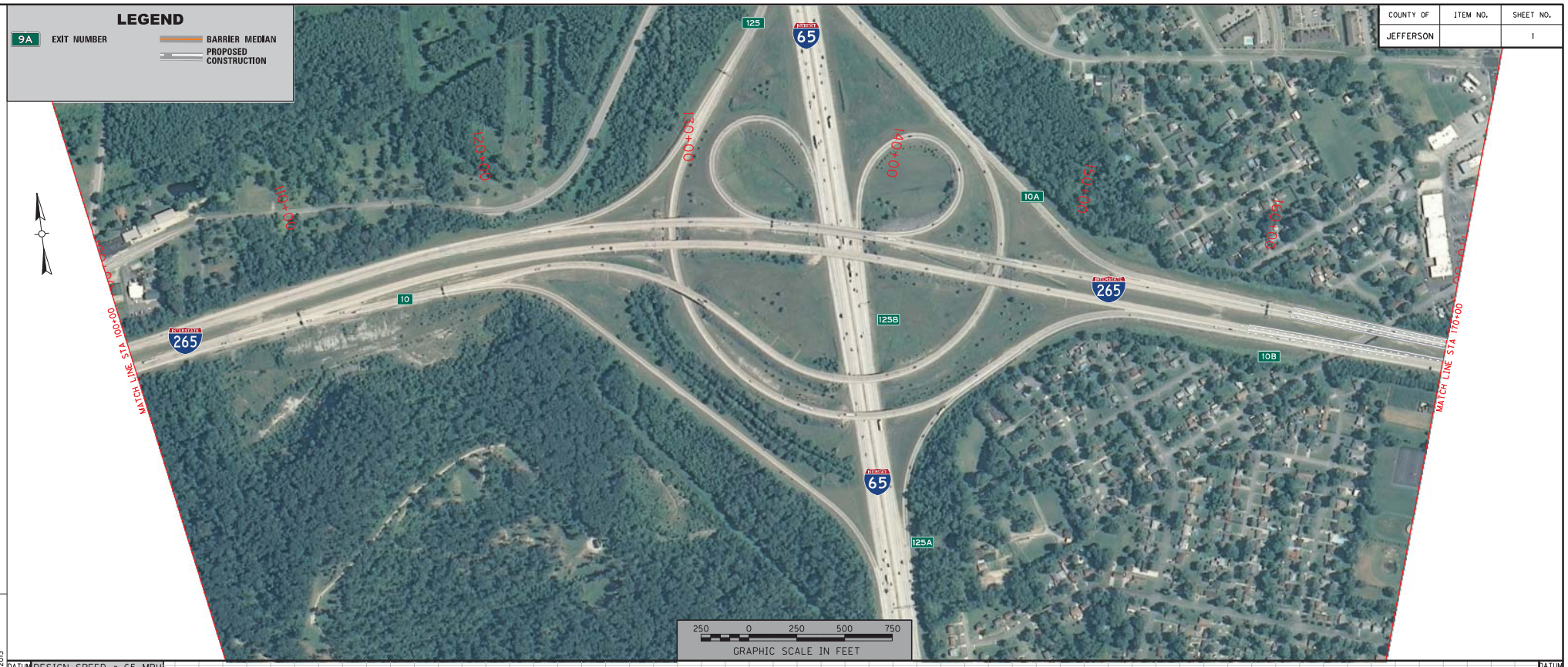

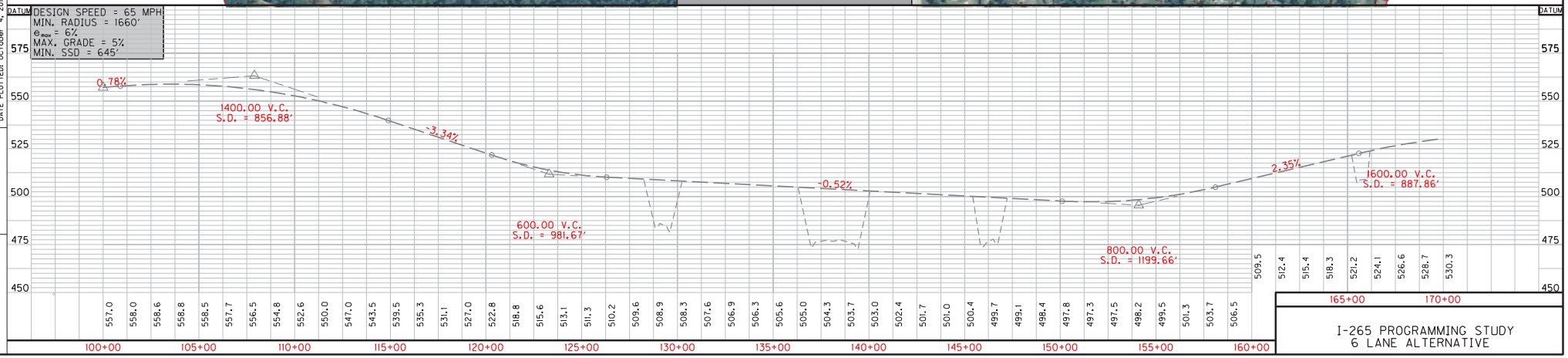

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6 LANE ALTERNATIVE

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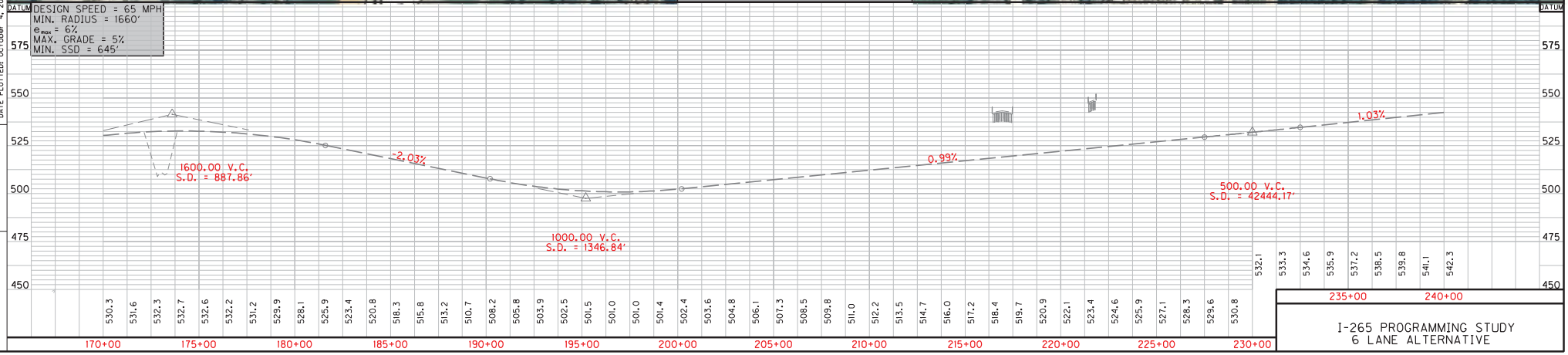

I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

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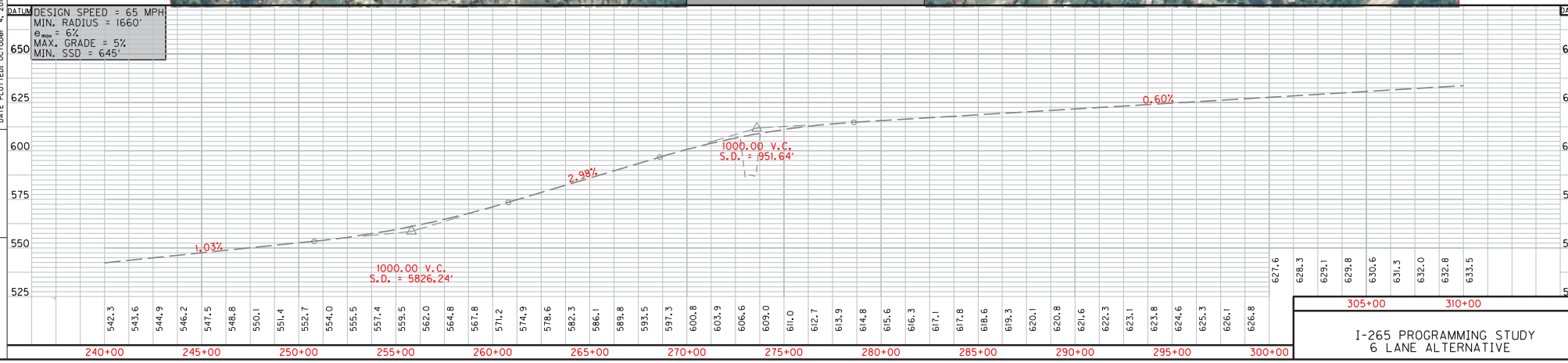
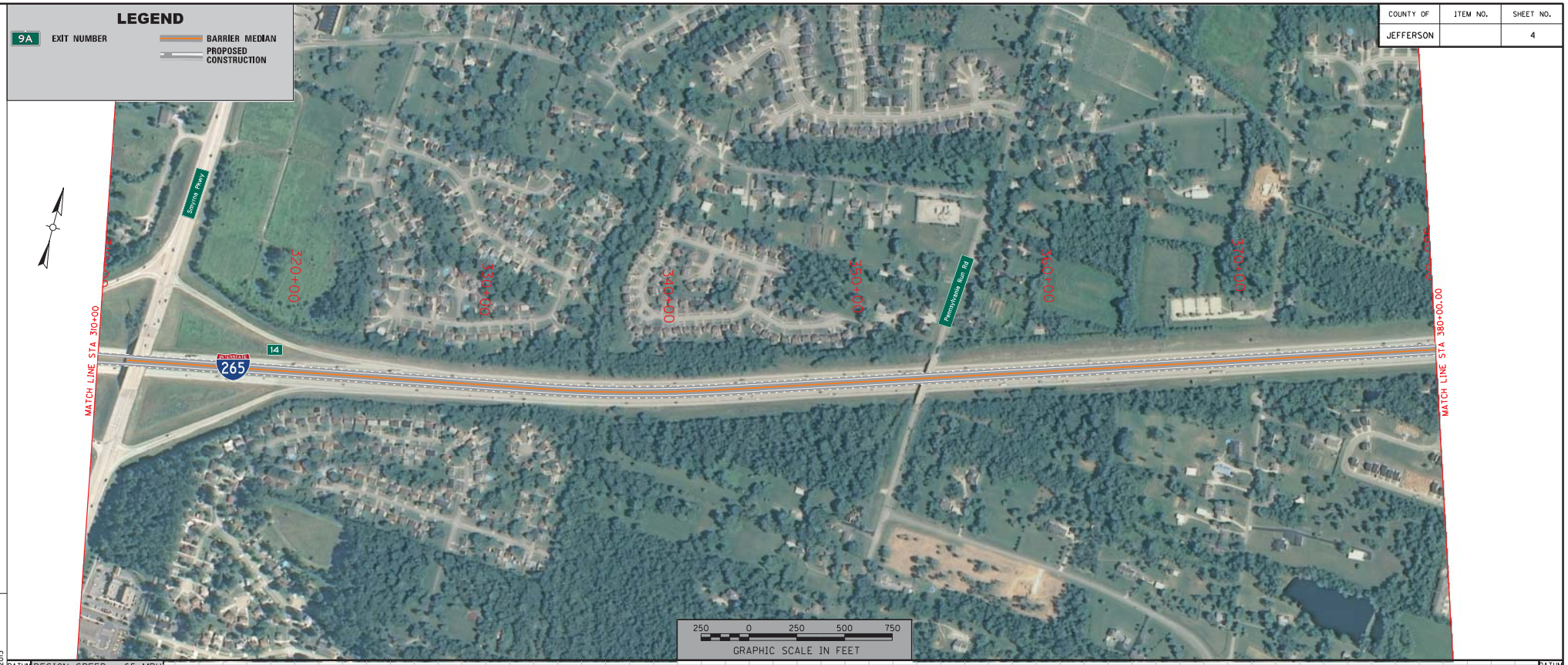


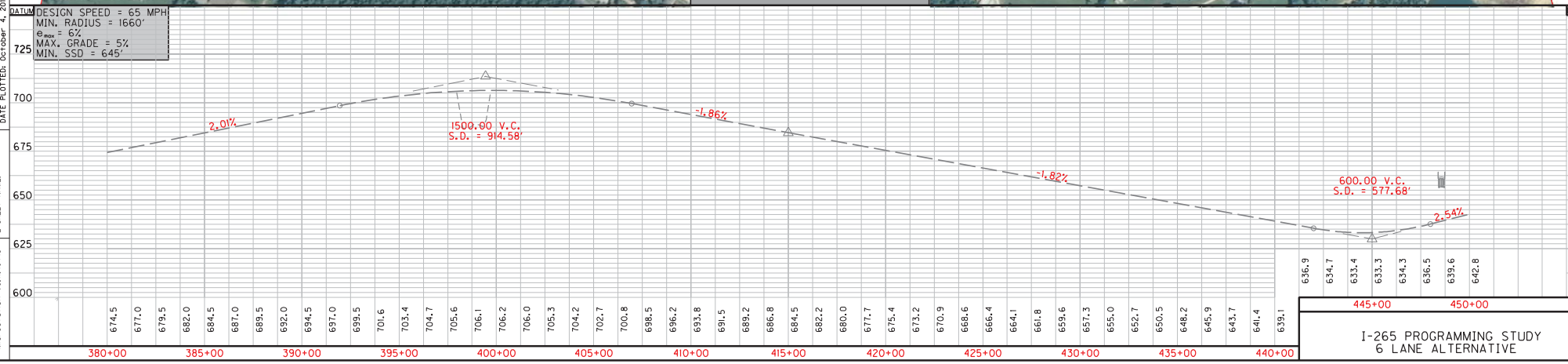
I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		4



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		5



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

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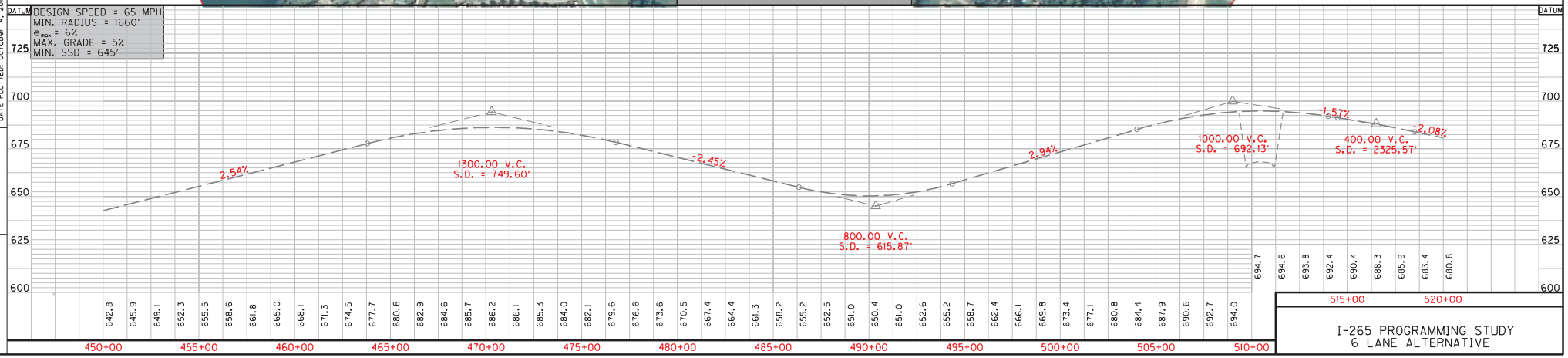
USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		6



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6 LANE ALTERNATIVE

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USER: vanderveenspf
DATE PLOTTED: October 4, 2013
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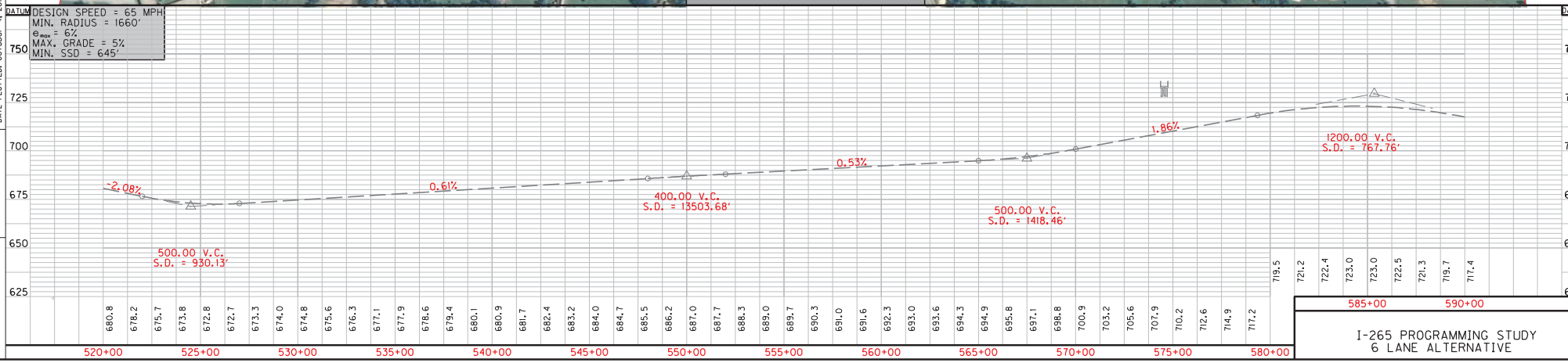
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		7



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

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DATE PLOTTED: October 4, 2013
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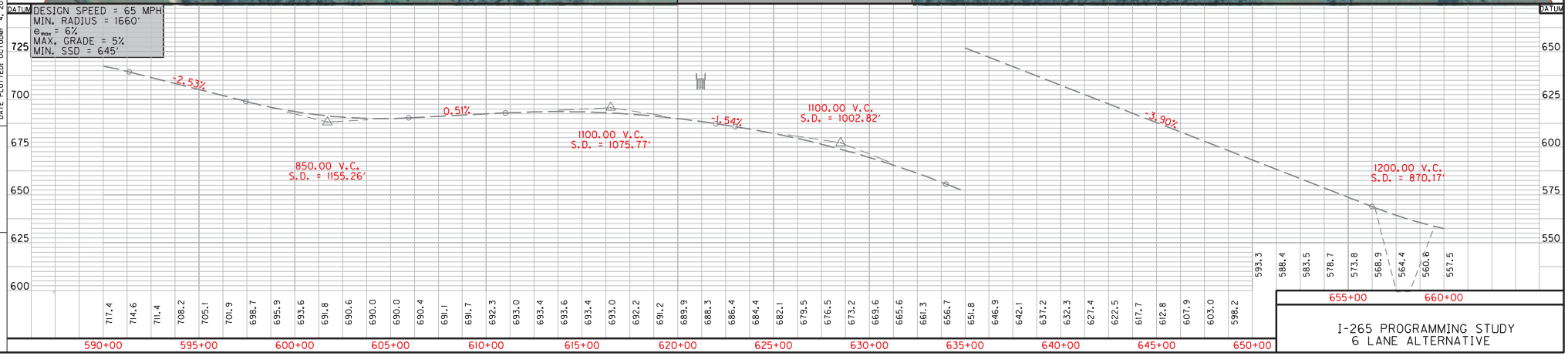
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		8



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

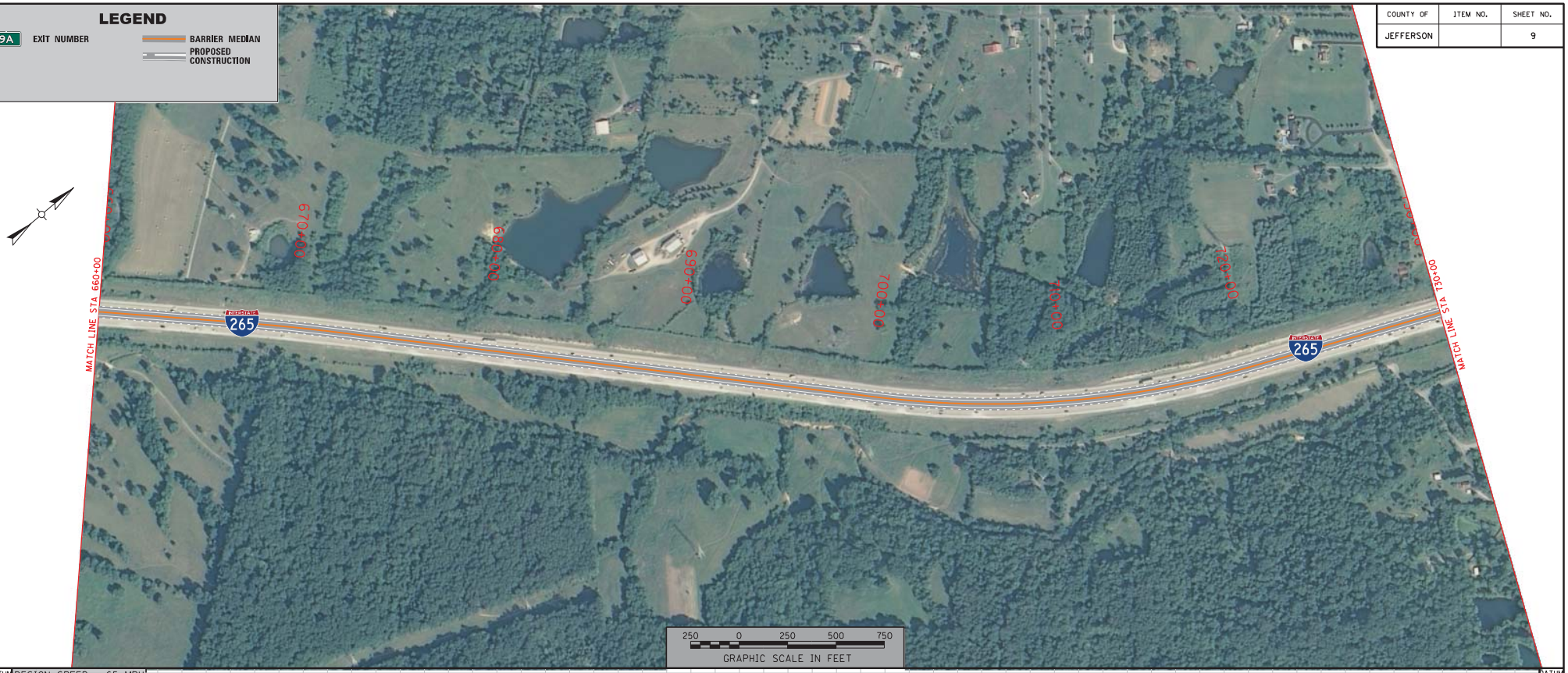
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		9

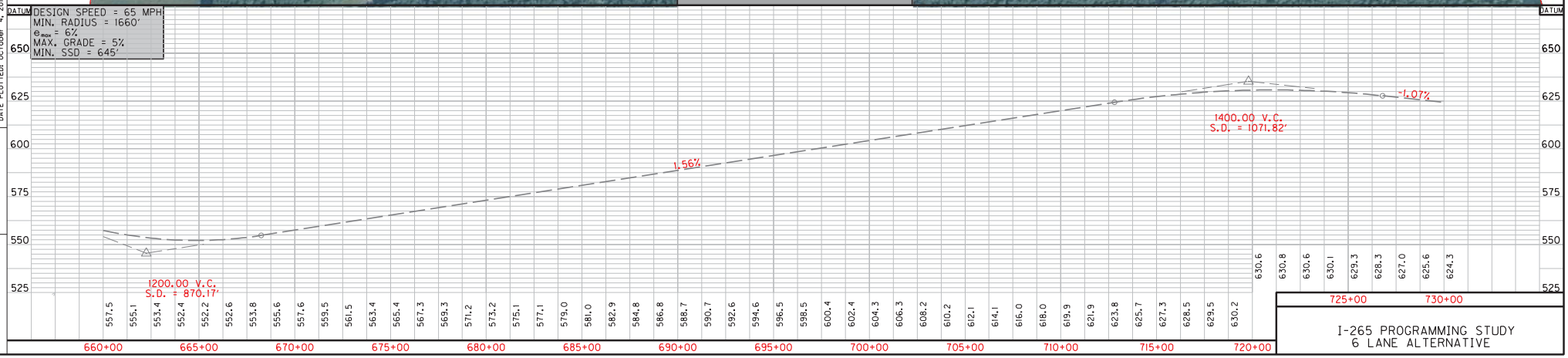
LEGEND

9A EXIT NUMBER

BARRIER MEDIAN

PROPOSED CONSTRUCTION





I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

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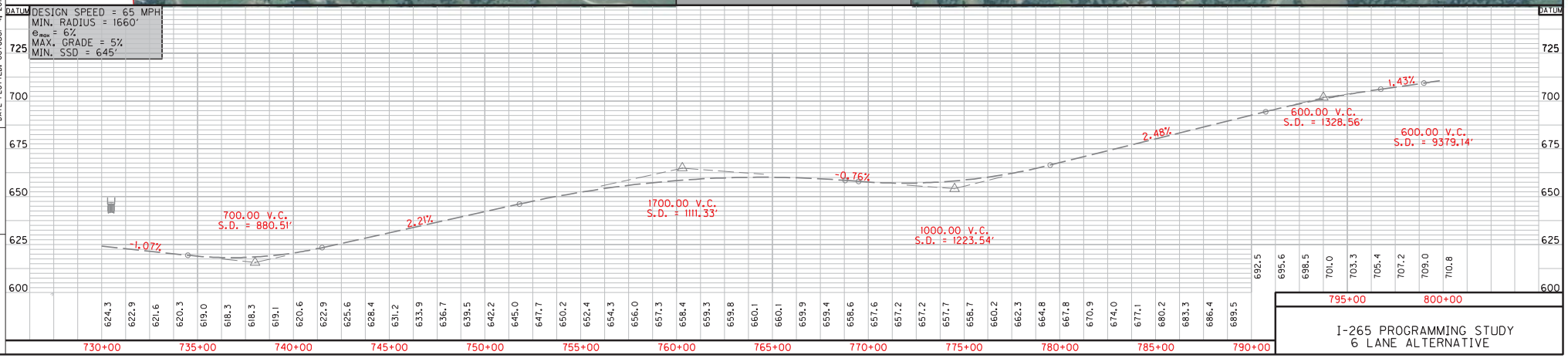
USER: vanderveenspf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		10

LEGEND

- 9A — EXIT NUMBER
- BARRIER MEDIAN
- PROPOSED CONSTRUCTION



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

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USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

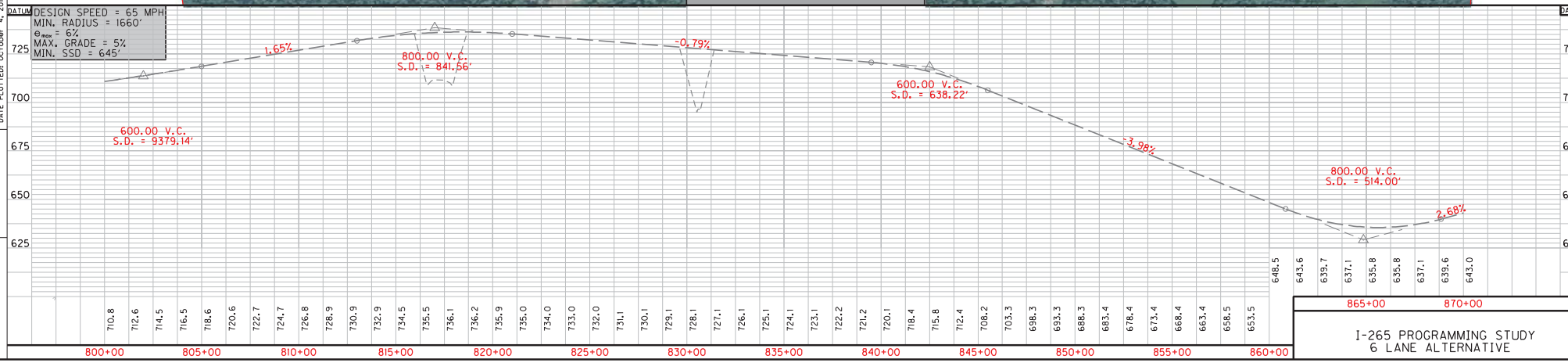
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		11

LEGEND

9A EXIT NUMBER

BARRIER MEDIAN

PROPOSED CONSTRUCTION

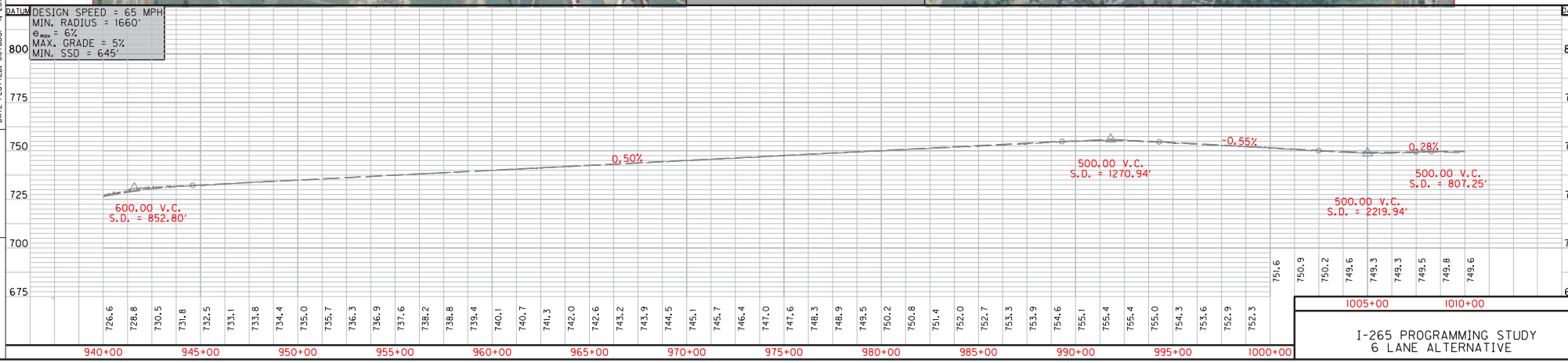


I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		12

I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		13



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6 LANE ALTERNATIVE

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USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		14

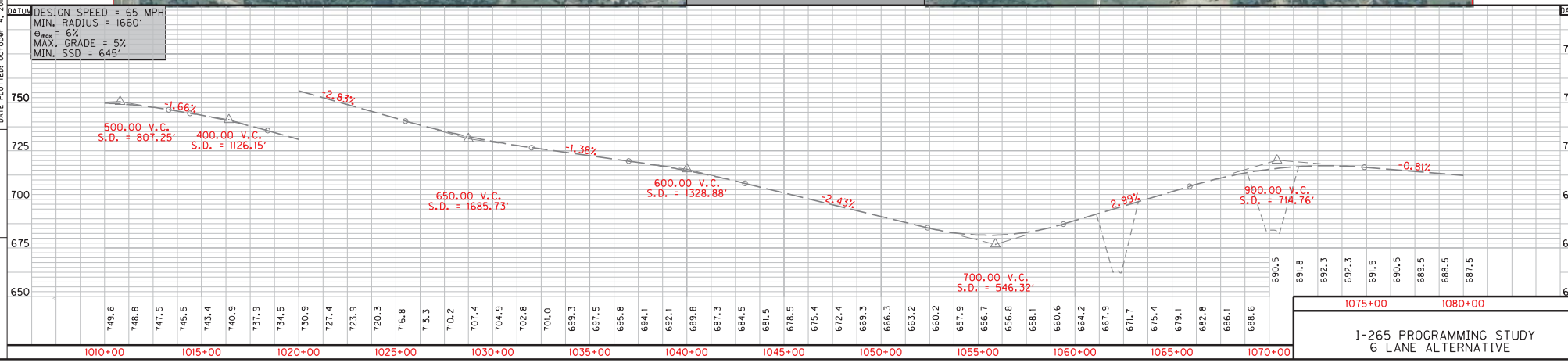
LEGEND

9A EXIT NUMBER

BARRIER MEDIAN

PROPOSED CONSTRUCTION

DESIGN SPEED = 65 MPH
MIN. RADIUS = 1660'
e_{max} = 6%
MAX. GRADE = 5%
MIN. SSD = 645'



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

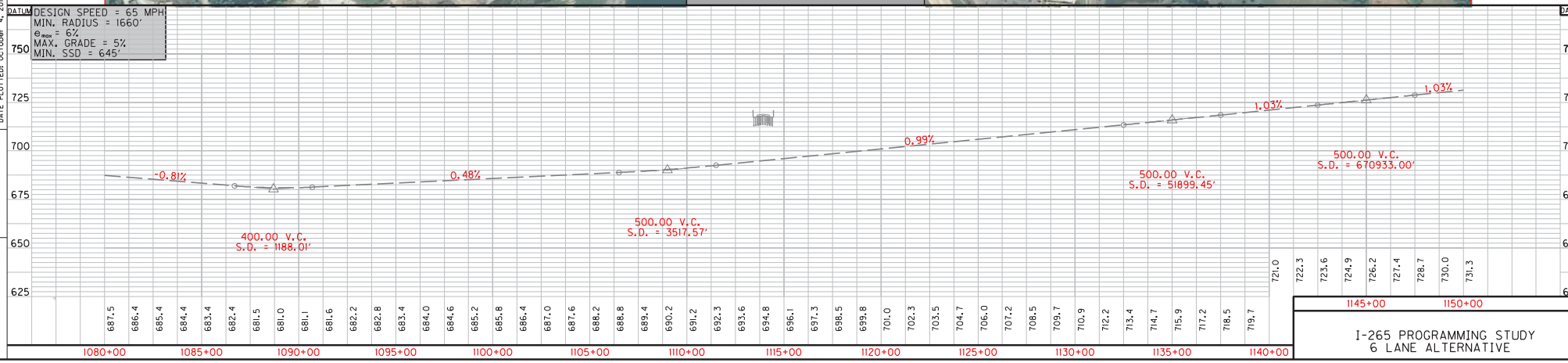
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		15

LEGEND

9A EXIT NUMBER

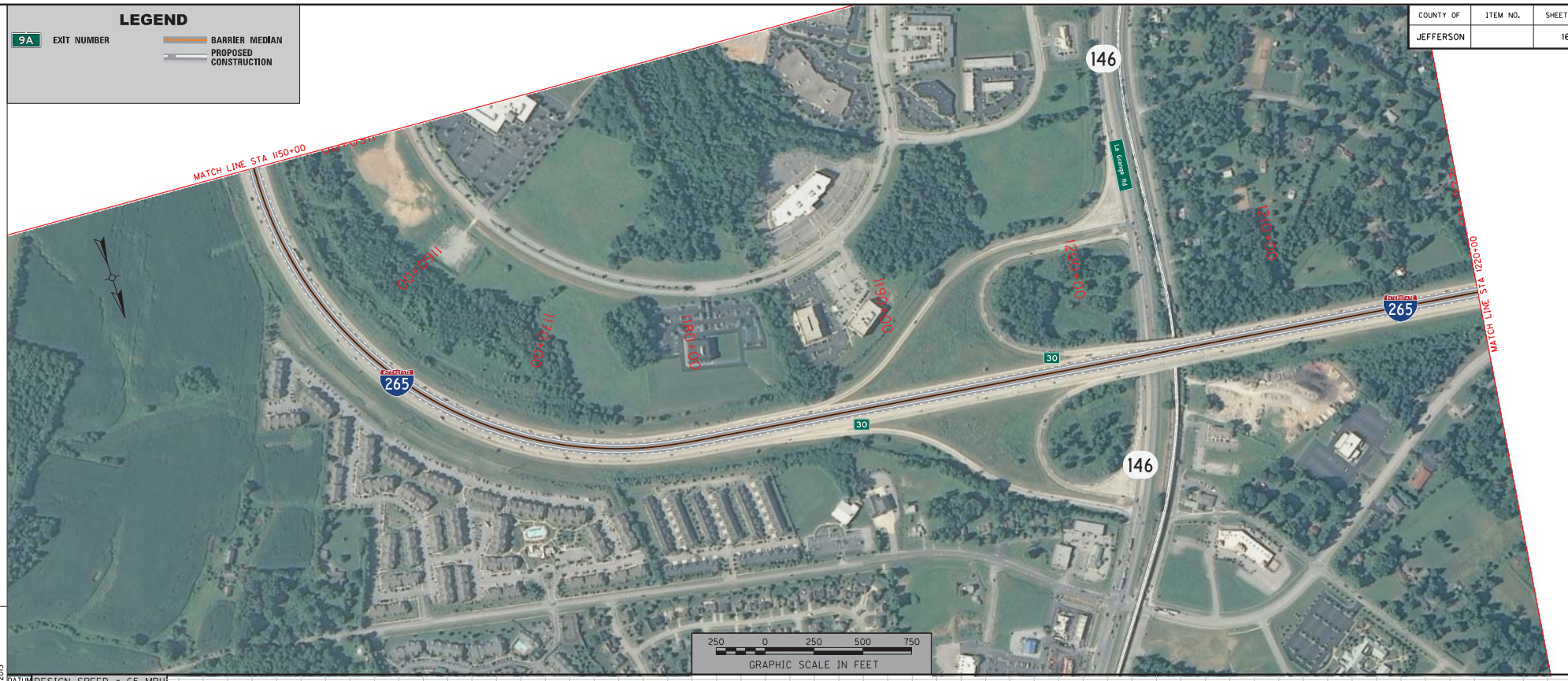
BARRIER MEDIAN

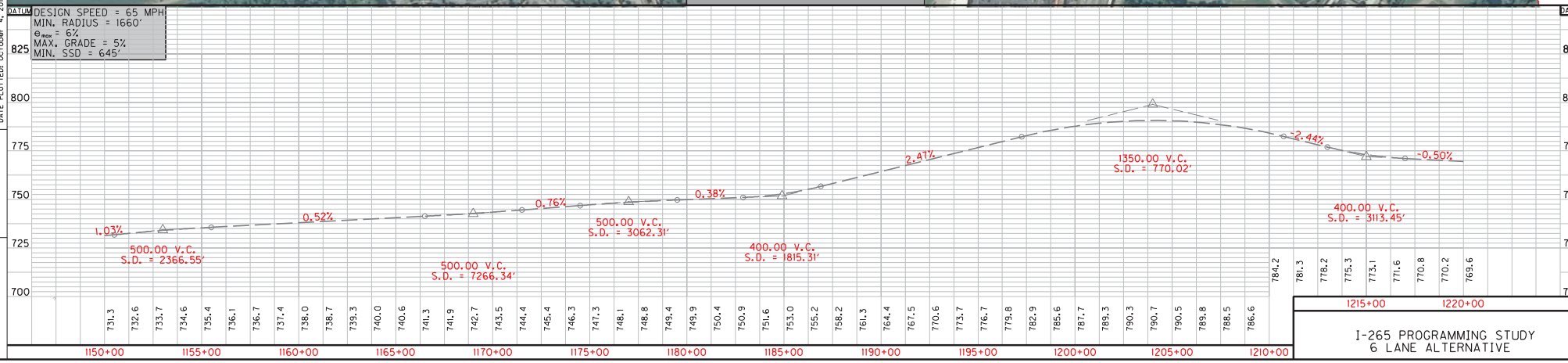
PROPOSED CONSTRUCTION



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		16





I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

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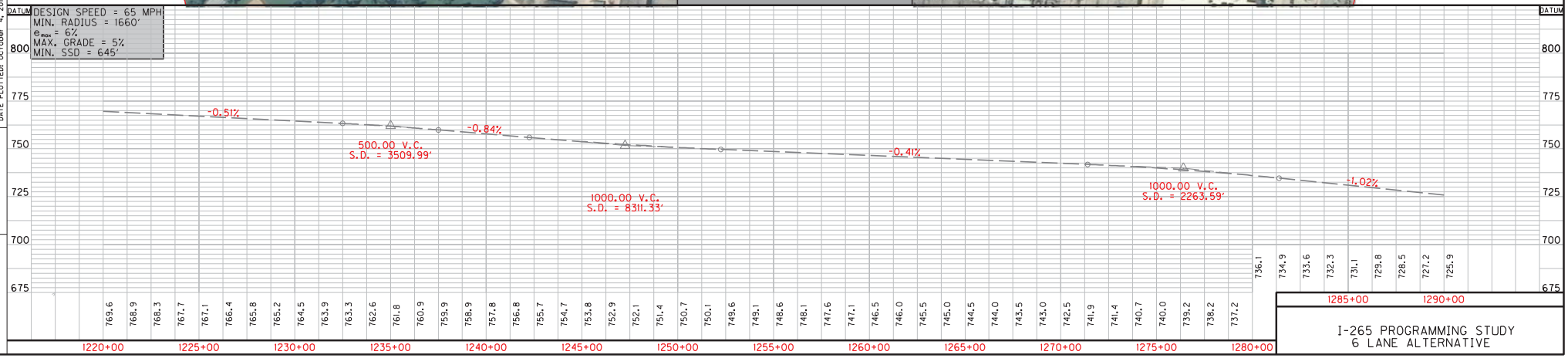
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		17

LEGEND

- 9A — EXIT NUMBER
- BARRIER MEDIAN
- PROPOSED CONSTRUCTION



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

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DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		18

LEGEND

- 9A — EXIT NUMBER
- BARRIER MEDIAN
- PROPOSED CONSTRUCTION

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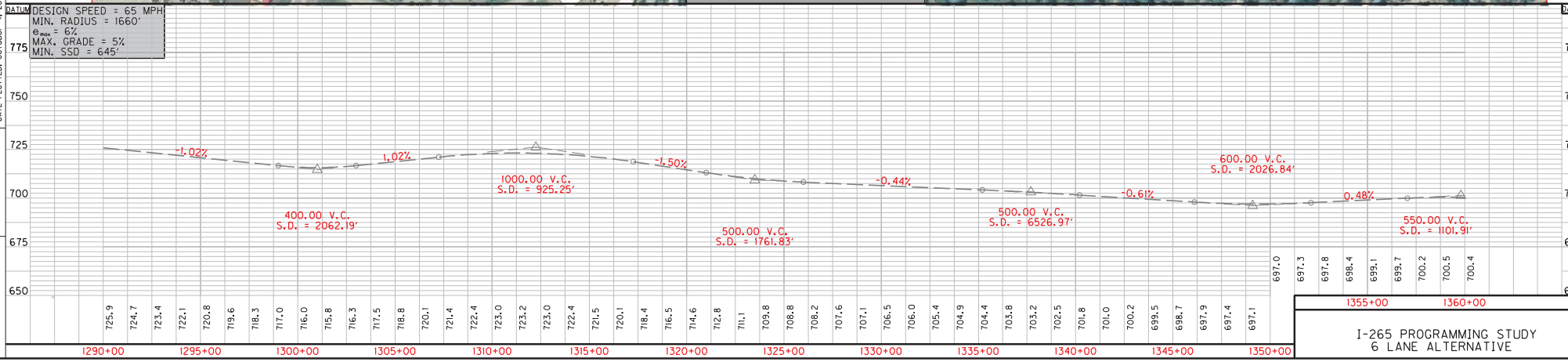
e_{max} = 6%
MAX. GRADE = 5%
MIN. SSD = 645'



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

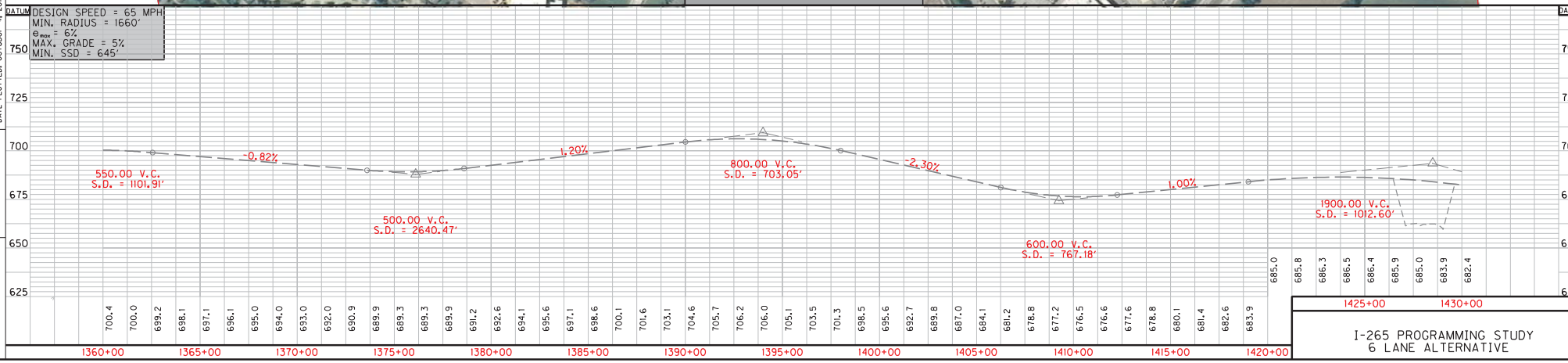
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		19

LEGEND

9A EXIT NUMBER

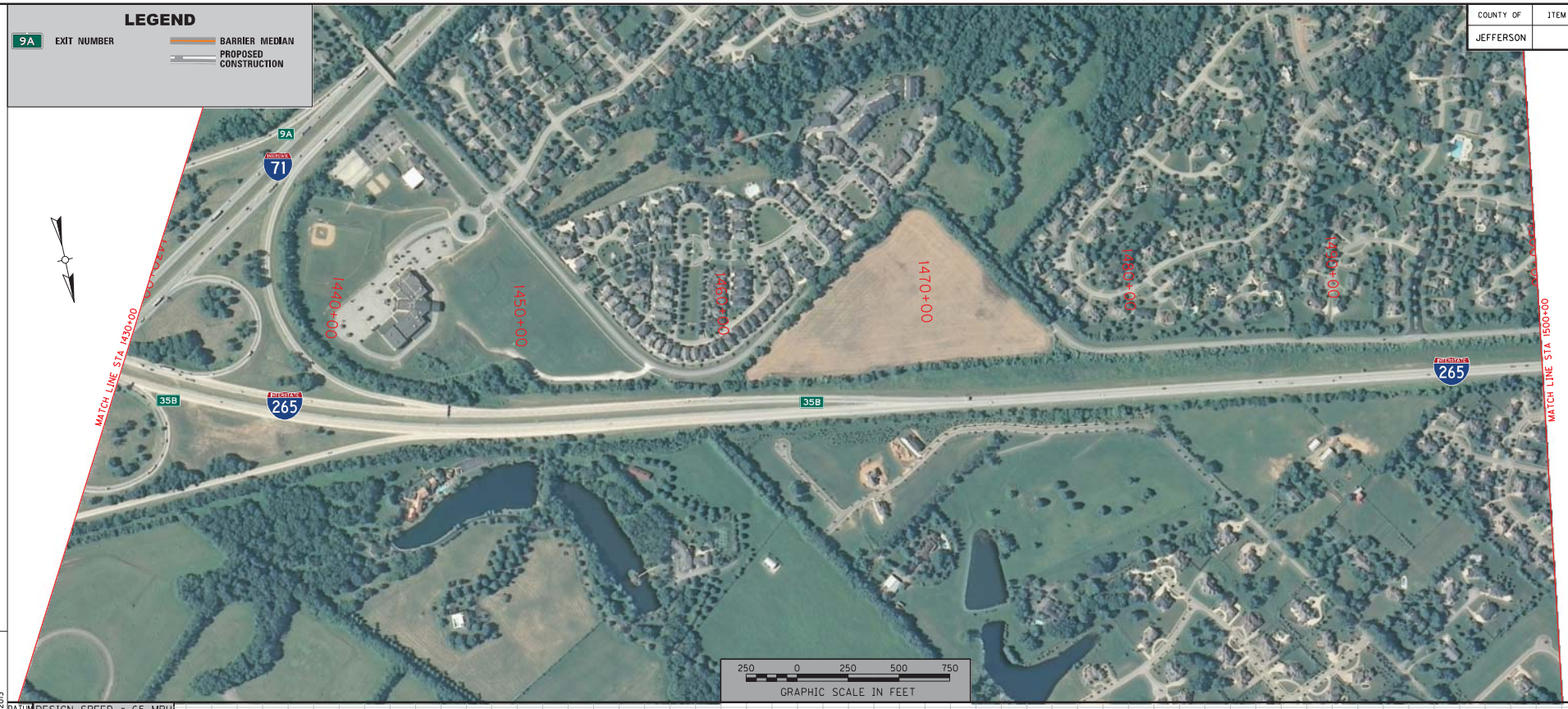
BARRIER MEDIAN

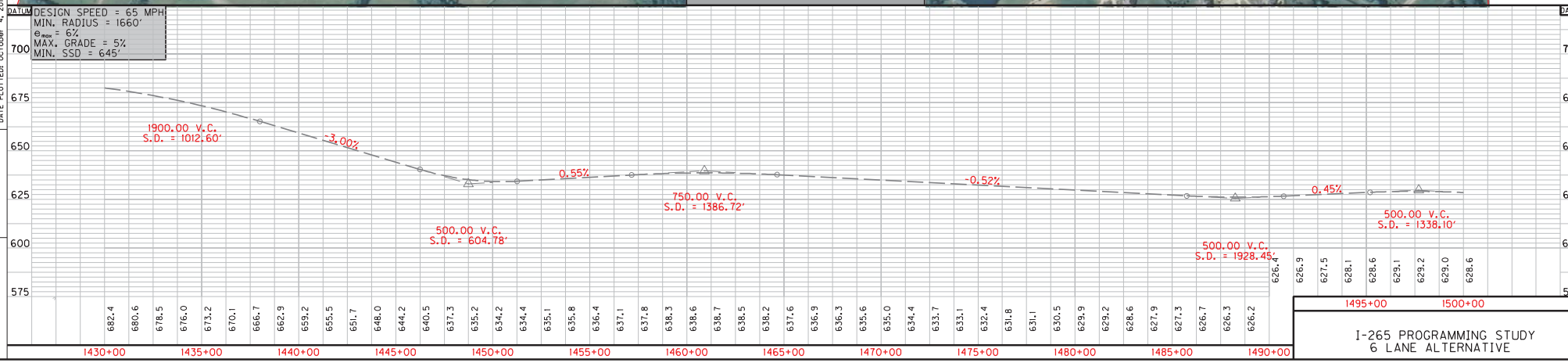
PROPOSED CONSTRUCTION



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		20



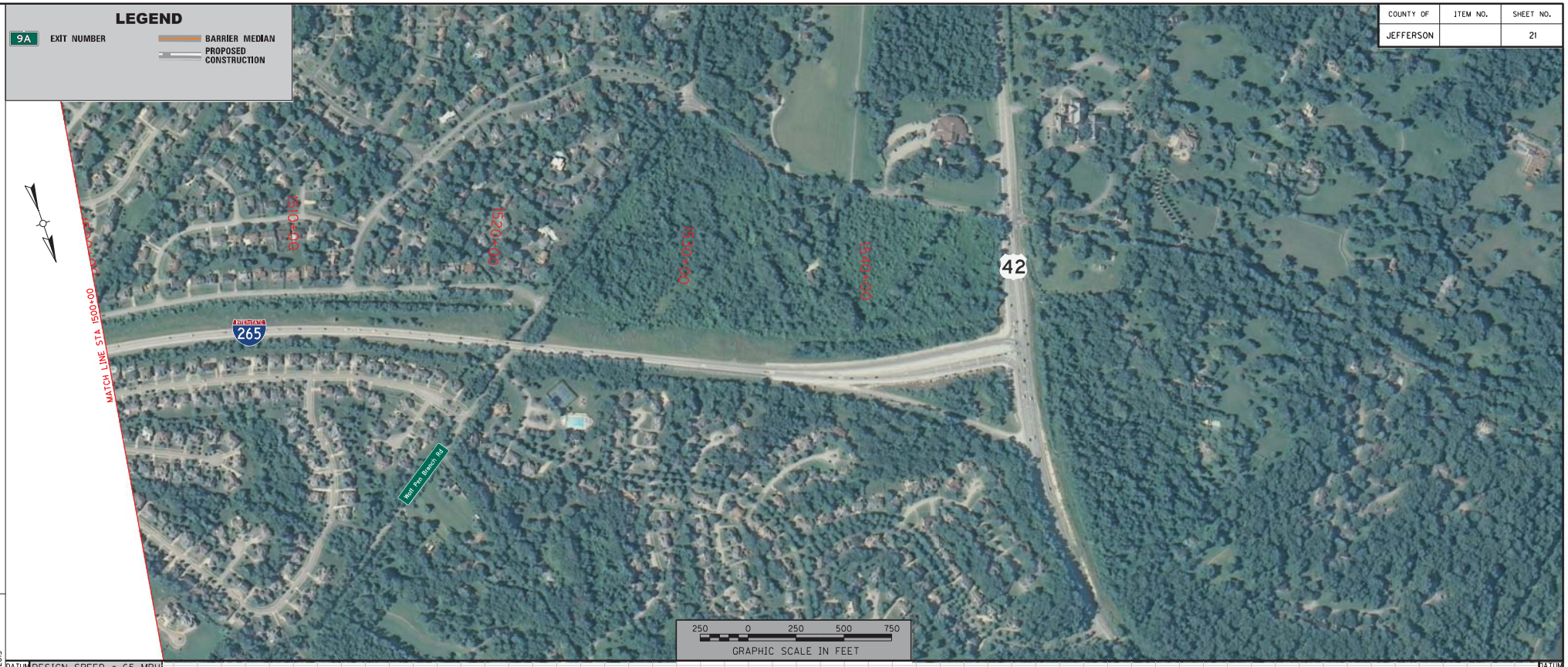


I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		21

LEGEND

- 9A — EXIT NUMBER
- BARRIER MEDIAN
- PROPOSED CONSTRUCTION



DESIGN SPEED = 65 MPH
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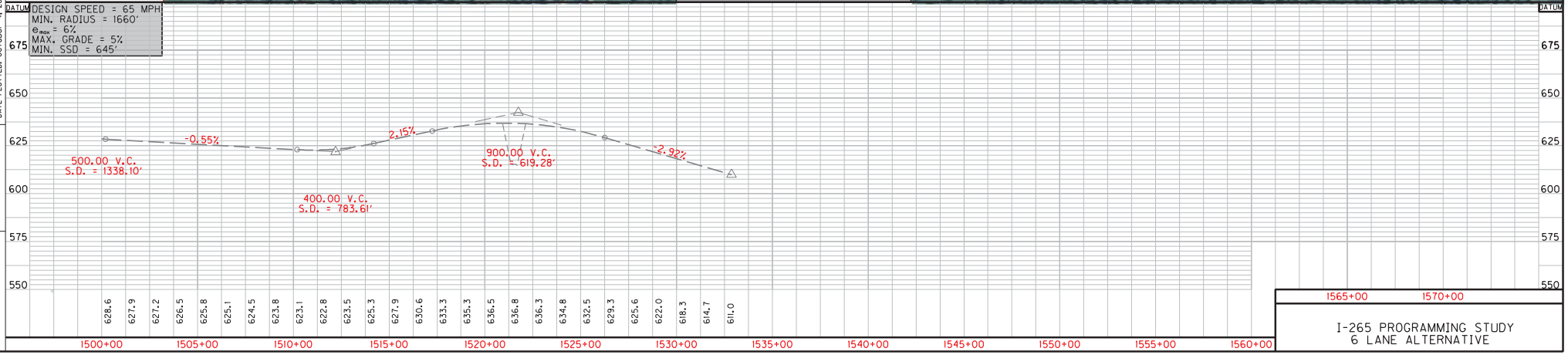
e_{max} = 6%
MAX. GRADE = 5%
MIN. SSD = 645'



I-265 PROGRAMMING STUDY
6 LANE ALTERNATIVE

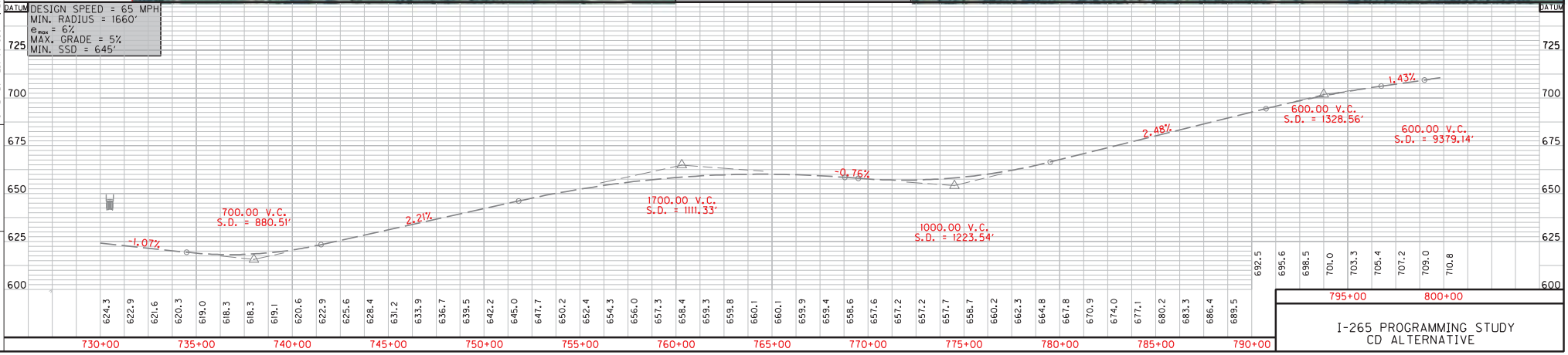
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		10A

LEGEND

9A EXIT NUMBER

BARRIER MEDIAN

PROPOSED CONSTRUCTION



I-265 PROGRAMMING STUDY
CD ALTERNATIVE

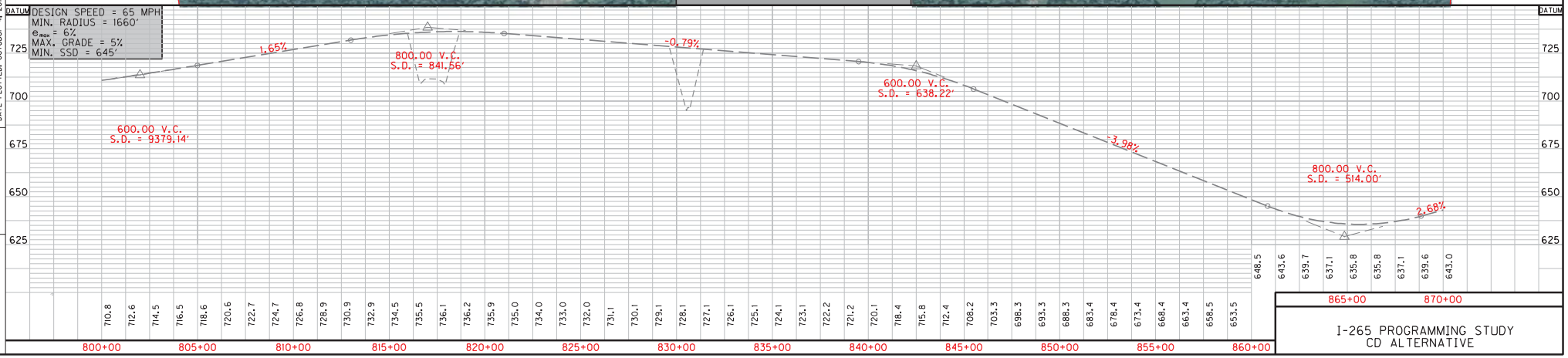
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		11A

LEGEND

9A EXIT NUMBER

BARRIER MEDIAN

PROPOSED CONSTRUCTION

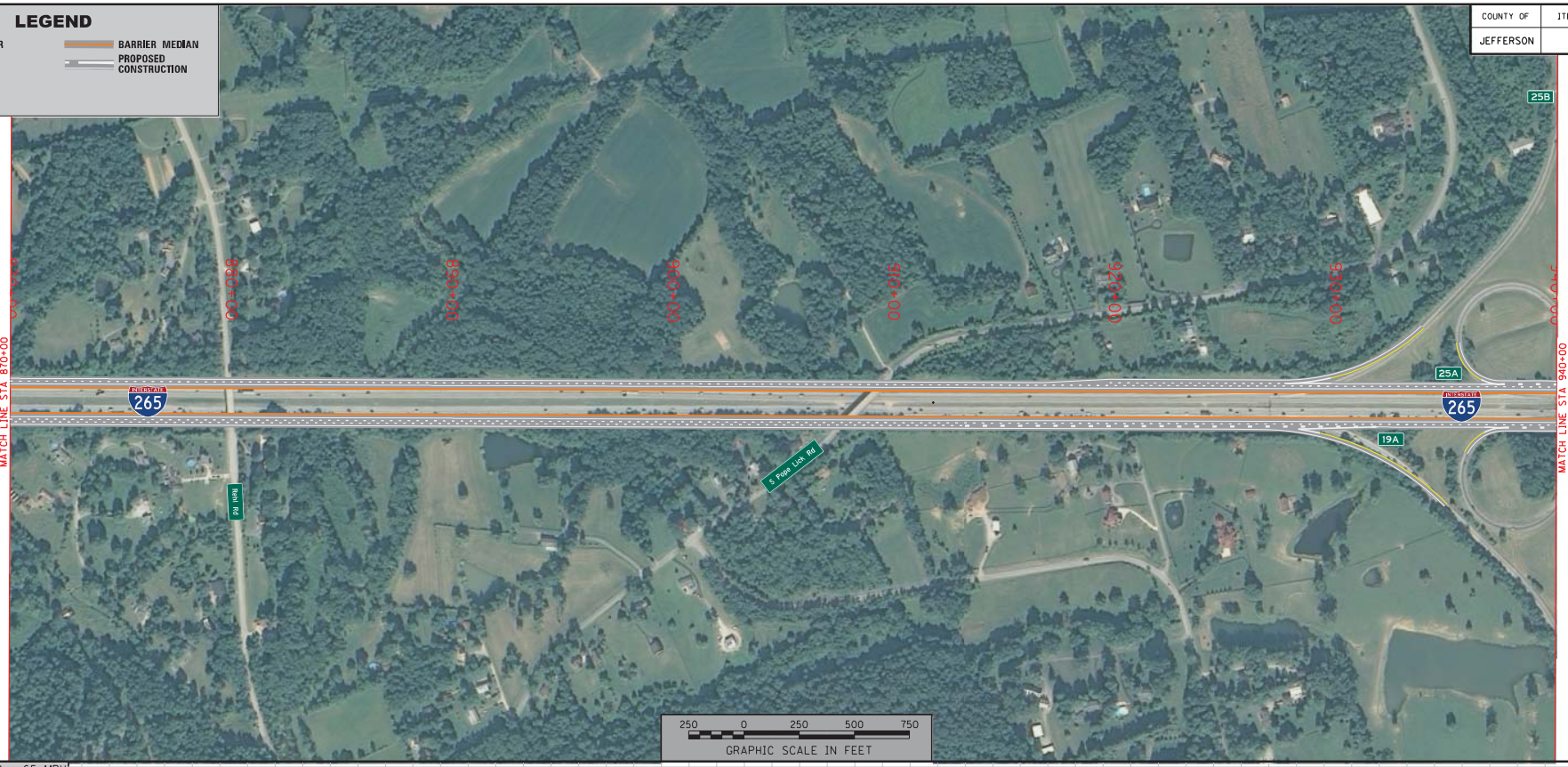


I-265 PROGRAMMING STUDY
CD ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		12A

LEGEND

- 9A — EXIT NUMBER
- BARRIER MEDIAN
- PROPOSED CONSTRUCTION



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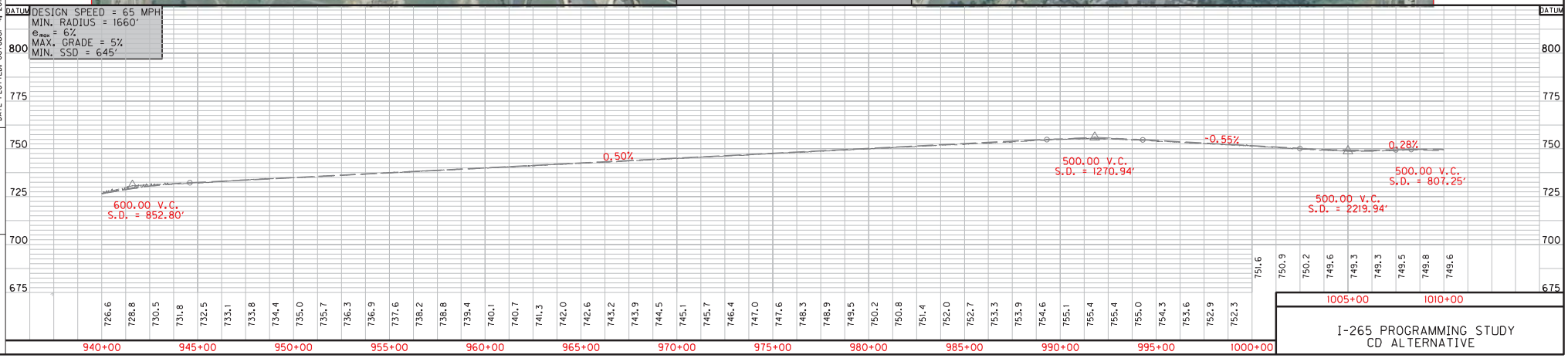
e_{max} = 6%
MAX. GRADE = 5%
MIN. SSD = 645'

I-265 PROGRAMMING STUDY
CD ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		13A



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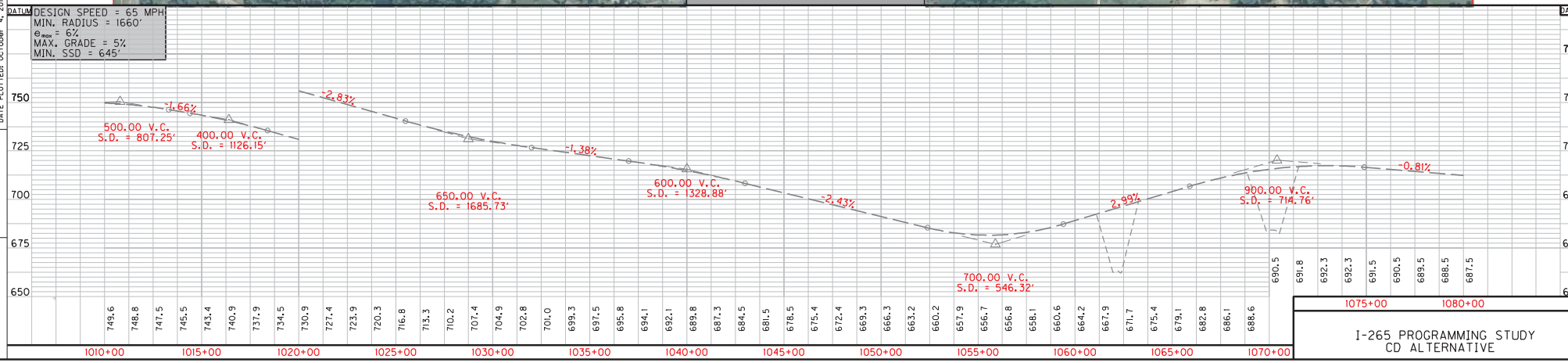
USER: vanderveenpf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		14A

LEGEND

- 9A — EXIT NUMBER
- BARRIER MEDIAN
- PROPOSED CONSTRUCTION



I-265 PROGRAMMING STUDY
CD ALTERNATIVE

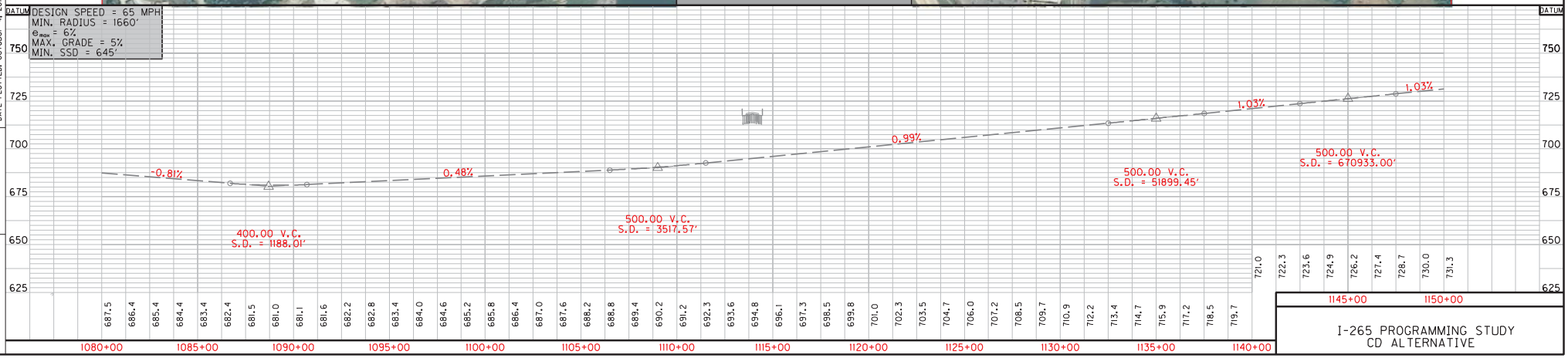
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		15A

LEGEND

9A EXIT NUMBER

BARRIER MEDIAN

PROPOSED CONSTRUCTION

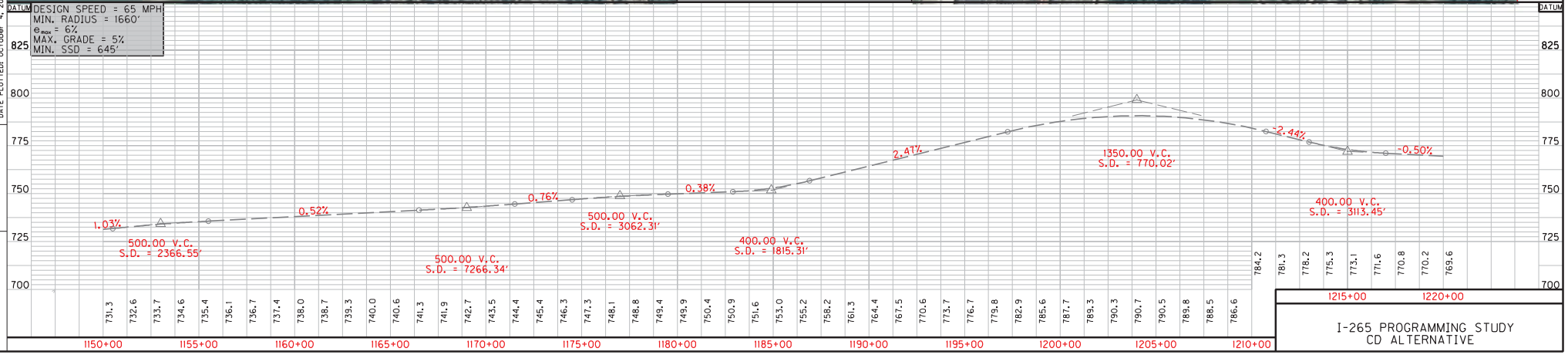


I-265 PROGRAMMING STUDY
CD ALTERNATIVE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON		16A

LEGEND

- 9A — EXIT NUMBER
- BARRIER MEDIAN
- PROPOSED CONSTRUCTION



I-265 PROGRAMMING STUDY
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USER: vanderveenspf
DATE PLOTTED: October 4, 2013
E-SHEET NAME:
MicroStation v8.11.7.443

Walker, Lindsay A.

From: Hickerson, Judi (KYTC-D05) [Judi.Hickerson@ky.gov]
Sent: Wednesday, March 05, 2014 8:45 AM
To: West, Jonathan (KYTC); Thompson, Travis (KYTC-D05); Richardson, Jason R (KYTC-D05); Schaefer, Jeff (KYTC-D05); Chaney, Larry D (KIPDA); Rush, Andy (KIPDA)
Cc: Walker, Scott; Walker, Lindsay A.; Pelfrey, Mikael (KYTC); Witt, Thomas (KYTC); Hall, Tom (KYTC-D05); Dikes, Shawn P.
Subject: RE: I-265 Programming Study - Freeway Alternatives
Attachments: I-265 Alternatives Memorandum - To KYTC - 20140304.docx

Hi All,

I wanted to share the attached memorandum with the subject project team to see if you had any comments.

The only comment I have is I do not see any ITS or "parallel corridor" evaluations in the memo. Originally I believe we had discussions on including existing and proposed. Maybe those will be evaluated as a subset of the lane additions. I am working with Jason Richardson on getting plans for the tunnel area but they are not yet available. Jason please add any thoughts.

Thanks.

Judi

Judi Hickerson
KYTC D-5
8310 Westport Rd
Louisville, KY 40242
502-210-5429
judi.hickerson@ky.gov

From: Dikes, Shawn P. [mailto:Dikes@pbworld.com]
Sent: Tuesday, March 04, 2014 3:51 PM
To: Pelfrey, Mikael (KYTC); Hall, Tom (KYTC-D05); Hickerson, Judi (KYTC-D05)
Cc: Walker, Scott; Walker, Lindsay A.; Witt, Thomas (KYTC)
Subject: RE: I-265 Programming Study - Freeway Alternatives

All - See the revised memo. We have indicated that this is indeed referencing the 2012 Six Year Plan projects. We have also identified the projects of significance by their Six Year Plan # that are relevant to each alternative. The typo about KY 305 is fixed. And the reference to Alt. 6 has been corrected as well.

Please let me know if there are any other comments, and if not we can agree on these alternatives and the methodology and more forward with our analysis.

Thanks

Shawn

From: Pelfrey, Mikael (KYTC) [mailto:Mikael.Pelfrey@ky.gov]
Sent: Thursday, February 27, 2014 9:18 AM
To: Dikes, Shawn P.; Hall, Tom (KYTC-D05); Hickerson, Judi (KYTC-D05)
Cc: Walker, Scott; Walker, Lindsay A.; Witt, Thomas (KYTC)
Subject: RE: I-265 Programming Study - Freeway Alternatives

Shawn,

Thomas Witt and I reviewed and have some general comments:

1. Include 2012 before the Six-Year Plan reference to eliminate confusion as we currently have a 2014 recommended plan.
2. Instead of stating blanket statements such as “all projects that are identified to be in place by 2020” or “all projects in place by 2040” could the projects be listed so we wouldn’t have to reference other documents?
3. The second to last bullet mentions KY 305, but there is not a KY 305 in Louisville. Assume this is a typo.

Thanks.

Mikael Pelfrey, P.E.
Transportation Engineering Specialist
Kentucky Transportation Cabinet
Division of Planning

From: Dikes, Shawn P. [mailto:Dikes@pbworld.com]
Sent: Wednesday, February 26, 2014 8:36 AM
To: Hall, Tom (KYTC-D05); Hickerson, Judi (KYTC-D05); Pelfrey, Mikael (KYTC)
Cc: Walker, Scott; Walker, Lindsay A.; Dikes, Shawn P.
Subject: I-265 Programming Study - Freeway Alternatives

Judi, Tom and Mikael -

Attached is a memorandum that outlines the freeway alternatives that we are proposing to analyze for the I-265 Programming Study. We would like to get you and other KYTC staff to provide feedback on these before we begin the in-depth analysis.

Feel free to email or call to discuss this document.

Thanks

Shawn

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