



KENTUCKY

**HIGHWAY SAFETY
IMPROVEMENT PROGRAM**
2018 ANNUAL REPORT



U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Kentucky's HSIP funds are administered by the Division of Traffic Operations in Kentucky Transportation Cabinet's Central Office. Each of the twelve Highway Districts has an HSIP Coordinator that works closely with Central Office and District personnel to conduct a Road Safety Audit (RSA) on potential improvement locations. The RSA teams are multi-disciplinary and usually represent the following highway functions; planning, highway design, traffic operations, maintenance, and construction. The Cabinet also encourages that members from local Area Development Districts (ADDs) and Metropolitan Planning Organizations (MPOs) participate in the process. Highway Districts are encouraged to submit candidate projects for funding consideration after completing all established guidelines. To date, funding levels have been sufficient to implement projects submitted that meet the eligibility guidelines for the program.

The program methodology used by KYTC during the time period of this report was generally the same as in recent years. Since the completion of the Kentucky Roadway Departure Safety Implementation Plan in July 2010, there has been significant reliance on the plan's recommended approach to supplement the traditional high-crash location process with systemic application of low-cost, proven countermeasures. In fact, the systemic approach could be characterized as the reverse of the traditional approach in that low-cost, effective countermeasures are first identified and then the crash database is queried to prioritize highway sections that have targeted crashes at or above a crash threshold that would insure cost-effective deployment of these countermeasures.

The HSIP supports Kentucky's Strategic Highway Safety Plan (SHSP) and its vision of Toward Zero Deaths. The mission of the SHSP is, "to reduce Kentucky's highway fatalities and injuries." In conformance with program guidelines, the HSIP seeks to adhere to the SHSP through a data-driven approach for funding safety improvements.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Kentucky's HSIP funds are administered by the Division of Traffic Operations in KYTC's Central Office. Projects are prioritized and selected through network screening utilizing crash analysis performed by the Kentucky Transportation Center (KTC) at the University of Kentucky and/or risk assessment utilizing Road Safety Audits (RSAs) performed by District personnel. Each of the twelve Highway District has an HSIP Coordinator that works closely with Central Office and District Personnel. Project Development is achieved either in conjunction with in-house staff at the District level or by engineering consultants who have been selected for their knowledge, skills, and abilities in developing HSIP projects. HSIP projects are let through the Division of Construction Procurement; implementation and inspection of projects occurs through the District Construction staff. Evaluation is performed through a formal partnership with KTC.

Where is HSIP staff located within the State DOT?

Operations

Enter additional comments here to clarify your response for this question or add supporting information.

How are HSIP funds allocated in a State?

SHSP Emphasis Area Data

Enter additional comments here to clarify your response for this question or add supporting information.

The Governor's Office of Highway Safety is responsible for the development of the SHSP. Efforts have been made to use data-driven analysis to identify appropriate emphasis areas to affect highway safety. The "Roadway Departure" and "Intersections" emphasis areas are the primary focus for HSIP infrastructure-related projects.

Describe how local and tribal roads are addressed as part of HSIP.

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The Safety Circuit Rider program continues to function as the primary means of identifying and implementing projects on local roads through the HSIP. The focus of this program is to provide technical assistance to improve safety on local roads and streets. While the free technical advice offered by the Safety Circuit Rider is available to every community across the Commonwealth, the program selects six counties with high crash rates on an annual cycle for focused training concerning low-cost safety improvements. The 2018 selected counties are Graves, Laurel, Madison, Ohio, Warren, and Whitley. Typical improvements in these counties were clearing and correcting water runoff and drainage, repairing shoulder drop off and width, removing fixed objects such as trees and stumps, and clearing vegetation around signs and intersections. Additionally, each county is provided with funds for signing. Aside from these targeted counties, the Safety Circuit Rider Program provides a one day training course designed to provide communities with practical and effective ways to mainstream safety into their day-to-day activities and project development process. This course is offered for free at selected areas throughout Kentucky.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions
Governors Highway Safety Office

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

Kentucky's HSIP funds are administered by the Division of Traffic Operations in KYTC's Central Office. The planning and project development processes involve collaboration with internal partners in Planning, Design, Traffic Operations, and Maintenance as warranted by subject matter. The implementation process is performed in collaboration with the Construction Procurement and Construction. Open communication is maintained with all internal partners to develop collaborative solutions on all HSIP endeavors. As an example of this open communication, each Highway District has a HSIP Coordinator who works closely with the Central Office and other Highway District personnel to conduct Road Safety Audits (RSAs) of potential improvement locations. The RSA teams are multidisciplinary and represent the assorted internal partner groups.

Identify which external partners are involved with HSIP planning.

Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
Local Technical Assistance Program
Local Government Agency
FHWA
Other-Kentucky Transportation Center

Enter additional comments here to clarify your response for this question or add supporting information.

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Local Government Agency - The HSIP is in the preliminary stages of partnering with Louisville Metro to develop a Road Safety Plan to address crashes within the metro area.

Describe coordination with external partners.

KTC is housed within the University of Kentucky and assists in the performance of data analytics operations for KYTC HSIP.

FHWA representatives collaborates with the administration of Kentucky's HSIP.

Metropolitan Planning Organizations (MPOs) provide feedback during project identification and modify their Transportation Improvement Plans (TIPs) when applicable.

The University of Kentucky's Local Technical Assistance Program (LTAP) assists in administering the Safety Circuit Rider Program, as well as performing the safety analysis for prioritizing the six targeted counties subject to the Safety Circuit Rider Program and performing the subsequent RSAs. In addition, KTC & LTAP both provide training resources and programs for the Cabinet through the HSIP.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

No

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes

To upload a copy of the State processes, attach files below.

File Name:

[HSIP FAST Planning FINAL.pdf](#)

Select the programs that are administered under the HSIP.

Median Barrier
Intersection
Skid Hazard

2018 Kentucky Highway Safety Improvement Program
Roadway Departure
Low-Cost Spot Improvements
Sign Replacement And Improvement
Shoulder Improvement

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Intersection

Date of Program Methodology: 3/27/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Traffic	Functional classification
Fatal and serious injury crashes only	Volume	

What project identification methodology was used for this program? [Check all that apply]

Excess expected crash frequency using SPFs

Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Prioritized list

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Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 2

Ranking based on net benefit : 1

Program: Low-Cost Spot Improvements

Date of Program Methodology: 3/27/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Other-Potential	Other-Potential	Other-Potential

What project identification methodology was used for this program? [Check all that apply]

Other-Potential

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

selection committee

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Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 1

Program: Median Barrier

Date of Program Methodology: 3/27/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes		Median width
Fatal and serious injury crashes only	Volume	Functional classification
		Roadside features

What project identification methodology was used for this program? [Check all that apply]

- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

2018 Kentucky Highway Safety Improvement Program
How are projects under this program advanced for implementation?

selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 2
Ranking based on net benefit : 1

Program: Roadway Departure

Date of Program Methodology: 3/27/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes Fatal and serious injury crashes only	Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Excess expected crash frequency using SPFs
Excess expected crash frequency with the EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

Yes

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Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

Other-Prioritized list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 2

Ranking based on net benefit : 1

Program: Shoulder Improvement

Date of Program Methodology: 3/27/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes

Exposure

Roadway

Roadside features

What project identification methodology was used for this program? [Check all that apply]

Other-Systematic Improvement

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

Yes

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 1

Program: Sign Replacement And Improvement

Date of Program Methodology: 3/27/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume	Horizontal curvature Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Probability of specific crash types
Excess proportions of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

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Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Sign Replacement and Improvement on locally owned roads are handled through the Safety Circuit Rider Program

How are projects under this program advanced for implementation?

Other-Prioritized list

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 2

Ranking based on net benefit : 1

Program: Skid Hazard

Date of Program Methodology: 3/27/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume	Horizontal curvature
Fatal and serious injury crashes only		Functional classification

What project identification methodology was used for this program? [Check all that apply]

Excess expected crash frequency using SPFs

Excess expected crash frequency with the EB adjustment

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Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

Sign Replacement and Improvement on locally owned roads are handled through the Safety Circuit Rider Program

How are projects under this program advanced for implementation?

Other-Prioritized list based on EB

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Available funding : 2

Ranking based on net benefit : 1

What percentage of HSIP funds address systemic improvements?

50

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Cable Median Barriers

Pavement/Shoulder Widening

Install/Improve Signing

Install/Improve Pavement Marking and/or Delineation

Upgrade Guard Rails

Clear Zone Improvements

Add/Upgrade/Modify/Remove Traffic Signal

Horizontal curve signs

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

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Engineering Study
Road Safety Assessment
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Stakeholder input

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

The KYTC HSIP is preliminarily exploring the potential benefits of connected vehicles and ITS technologies in regards to the goals of the SHSP. The HSIP has representation on the internal workgroup on connected & autonomous vehicles (CAV).

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

KYTC HSIP has worked with the Kentucky Transportation Center to improve the data analytics process utilizing the procedures and information found in the HSM. Specifically, KTC incorporates network screening techniques from Section B of the HSM and develops Safety Performance Functions (SPFs) to identify locations most likely to see a safety benefit. In addition, HSM Part C methods are used for evaluation and benefit-cost analysis of safety improvements.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

Yes

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

In 2015 Kentucky's HSIP, through partnership with KTC, developed an Intersection Database. This database allowed the HSIP to perform network screening and implement the Intersection Emphasis Initiative. Each year a list of 4-7 intersections are identified in each of KY's 12 Districts and then a safety study at each identified

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intersection is performed. Potential improvement options are determined and evaluated. A variety of countermeasures are selected and implemented through a construction project. Common countermeasures include: Retroreflective Backplates, Flashing Yellow Arrow, ICWS, Turn Lane Additions or Extensions, Access Management, Signing & Marking Enhancements, etc. Additionally, Kentucky's HSIP has recently finished construction of 2 Restricted Crossing U-Turn (RCUT) intersections.

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Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$45,921,029	\$45,921,029	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$2,938,296	\$2,938,296	100%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$0	\$0	0%
State and Local Funds	\$0	\$0	0%
Totals	\$48,859,325	\$48,859,325	100%

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

\$914,000

How much funding is obligated to local or tribal safety projects?

\$914,000

Enter additional comments here to clarify your response for this question or add supporting information.

How much funding is programmed to non-infrastructure safety projects?

\$4,689,000

How much funding is obligated to non-infrastructure safety projects?

\$4,689,000

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Enter additional comments here to clarify your response for this question or add supporting information.

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

0%

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

0%

Enter additional comments here to clarify your response for this question or add supporting information.

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

Prior to MAP-21, the HSIP allotment Kentucky received was approximately \$22 million. With its enactment in October of 2012, MAP-21 nearly doubled Kentucky's HSIP allotment to approximately \$38 million. After the increase in funding, Kentucky struggled to produce a program of projects that expended the available HSIP allotment; as a result a surplus of HSIP funds developed. To combat this, HSIP staff utilized Kentucky's Strategic Highway Safety Plan to create a HSIP Investment Plan to guide transportation safety obligations and spending. The plan includes a set of initiatives with guidelines on general project selection methodology and countermeasure implementation. HSIP staff also developed and continually updates a project level status report with anticipated project funding needs to determine the best approach to program and invest the current fiscal year HSIP allotment as well as the surplus of unobligated funds from previous fiscal years. Kentucky has also established on-call contracts with 4 consulting firms to expedite the design and development of current, and future, HSIP projects to help expend the additional HSIP allotment.

Through the implementation of the HSIP Investment Plan the program has met with significant success correcting these impediments and the HSIP has progressed toward full annual obligation of HSIP funds over the reporting period.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

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General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
ACCESS MANAGEMENT AND OFFSET TURN LANES ON US 25 FROM KY 4 (NEW CIRCLE RD) TO CS 3853 (SHRINERS LN)	Intersection geometry	Auxiliary lanes - modify left-turn lane offset	0.95	Miles	\$486000	\$486000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	26,063	45	State Highway Agency	Spot	Intersections	
CURVE REVISION ON KY 979 FROM KY 122 (MP 0.00) TO CR 1184 (MP 0.25). (2012BOP)	Alignment	Horizontal curve realignment	1	Curves	\$75000	\$75000	HSIP (23 U.S.C. 148)	Urban Major Collector	1,139	55	State Highway Agency	Spot	Roadway Departure	
EXTEND THE RIGHT-TURN LANE ON EB VIRGINIA AVE, UPDATE SIGNAL TO INCLUDE REFLECTIVE BACKPLATES, AND	Intersection geometry	Auxiliary lanes - extend existing right-turn lane	1	Intersections	\$81000	\$81000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
GUARDRAIL END TREATMENT UPGRADES ON US 31E FROM MP 0.00 TO MP 6.7 IN BARREN COUNTY.	Roadside	Barrier- metal	6.7	Miles	\$10681	\$10681	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,479	55	State Highway Agency	Spot	Roadway Departure	
GUARDRAIL END TREATMENT UPGRADES ON US 31E FROM MP 6.7 TO MP 17.2 IN BARREN COUNTY.	Roadside	Barrier- metal	10.5	Miles	\$705560	\$705560	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,268	55	State Highway Agency	Spot	Roadway Departure	
GUARDRAIL END TREATMENT UPGRADES ON US 31E FROM MP 6.7 TO MP 17.2 IN BARREN COUNTY.	Roadside	Barrier- metal	10.5	Miles	\$919000	\$919000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	5,268	55	State Highway Agency	Spot	Roadway Departure	
GUARDRAIL END TREATMENT UPGRADES ON US 68 FROM MP 0.000 TO MP 18.883 IN BARREN COUNTY. (2016BOP)	Roadside	Barrier- metal	18.883	Miles	\$282000	\$282000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,030	55	State Highway Agency	Spot	Roadway Departure	
HORIZONTAL ALIGNMENT SIGNING ON VARIOUS ROUTES IN BULLITT, FRANKLIN, JEFFERSON, AND TRIMBLE COUNTIE	Roadway signs and traffic control	Curve-related warning signs and flashers		Miles	\$360000	\$360000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
HORIZONTAL CURVE BALL-BANK DATA COLLECTION ON	Non-infrastructure	Data/traffic records	1	Data	\$750000	\$750000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Data	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
STATE-MAINTAINED ROUTES. (2016BOP)														
HORIZONTAL CURVE BALL-BANK DATA COLLECTION ON STATE-MAINTAINED ROUTES. (2016BOP)	Non-infrastructure	Data/traffic records	1	Data	\$2135000	\$2135000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Data	
IMPLEMENTATION OF THE FY2019 STATEWIDE PLANNING PROGRAM.	Non-infrastructure	Data/traffic records	1	Data	\$500000	\$500000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Data	
IMPROVE SUPERELEVATION, ADD EMBANKMENT, IMPROVE SIGHT DISTANCE, AND REMOVE ROADSIDE HAZARDS ON KY 1	Roadway	Superelevation / cross slope	2.495	Miles	\$56500	\$56500	HSIP (23 U.S.C. 148)	Rural Major Collector	2,797	35	State Highway Agency	Spot	Roadway Departure	
INSTALL CABLE MEDIAN BARRIER ON I-64 IN WOODFORD, SCOTT, AND FAYETTE COUNTIES. (2016BOP)	Roadside	Barrier - cable		Miles	\$50000	\$50000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
INSTALL CABLE MEDIAN BARRIER ON I-71 IN HENRY AND TRIMBLE COUNTIES. (2016BOP)	Roadside	Barrier - cable		Miles	\$50000	\$50000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 11 FROM THE KNOX COUNTY LINE (MP 0.000) TO 15 FEET SOUTH OF CSX RR CROS	Roadside	Barrier- metal	2.999	Miles	\$29701	\$29701	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,308	55	State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 11 FROM THE KNOX COUNTY LINE (MP 0.000) TO 15 FEET SOUTH OF CSX RR CROS	Roadside	Barrier- metal	2.999	Miles	\$363000	\$363000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,308	55	State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 1170 FROM 0.192 MILE WEST OF HOLBROOK HOLLOW ROAD (MP 2.050) TO 0.098 M	Roadside	Barrier- metal	0.29	Miles	\$49500	\$49500	HSIP (23 U.S.C. 148)	Urban Minor Collector	2,070	35	State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 122 FROM 125 FEET WEST OF SHELBY CREEK BRIDGE (MP 13.523) TO 125 FEET E	Roadside	Barrier- metal	0.0750000000000011	Miles	\$27500	\$27500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,018	55	State Highway Agency	Spot	Roadway Departure	

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	RELATIONSHIP TO SHSP	
													EMPHASIS AREA	STRATEGY
INSTALL GUARDRAIL ALONG KY 15 FROM THE TROUBLESOME CREEK BRIDGE (MP 7.682), EXTENDING NORTH TO KY	Roadside	Barrier- metal	9.287	Miles	\$89200	\$89200	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,272	55	State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 15 FROM THE TROUBLESOME CREEK BRIDGE (MP 7.682), EXTENDING NORTH TO KY	Roadside	Barrier- metal	9.287	Miles	\$809600	\$809600	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,272	55	State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 194 FROM 500 FEET WEST OF SOLOMON HOLLOW (MP 51.885) TO 500 FEET EAST O	Roadside	Barrier- metal	1.09	Miles	\$110000	\$110000	HSIP (23 U.S.C. 148)	Rural Minor Collector	693	55	State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 229 FROM 0.011 MILE NORTH OF KY 1304 (MP 8.127) TO 0.172 MILE NORTH OF	Roadside	Barrier- metal	0.161	Miles	\$45100	\$45100	HSIP (23 U.S.C. 148)	Rural Major Collector	1,144	55	State Highway Agency	Spot	Roadway Departure	
INSTALL GUARDRAIL ALONG KY 840 FROM 0.609 MILE WEST OF US 421 (MP 5.400) TO 0.101 MILE WEST OF US	Roadside	Barrier- metal	0.508	Miles	\$43175	\$43175	HSIP (23 U.S.C. 148)	Urban Major Collector	3,989	45	State Highway Agency	Spot	Roadway Departure	
INSTALL HIGH FRICTION SURFACE ON I-65 MAINLINE THROUGH "HOSPITAL CURVE" AND INSTALL LINEAR DELINEAT	Roadway	Pavement surface - high friction surface	0.3	Miles	\$145381	\$145381	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
INSTALL HIGH FRICTION SURFACE ON KY 8 THROUGH "DUGANS CURVE" FROM MP 14.689 TO MP 14.988 IN LEWIS C	Roadway	Pavement surface - high friction surface	0.2989999999999999	Miles	\$11510	\$11510	HSIP (23 U.S.C. 148)	Rural Major Collector	2,788	55	State Highway Agency	Spot	Roadway Departure	
INSTALLATION OF ENHANCED CURVE SIGNAGE ON VARIOUS ROUTES IN DISTRICT 10. (2014BOP)	Roadway signs and traffic control	Curve-related warning signs and flashers		Signs	\$18140	\$18140	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
INSTALLATION OF HFS ON THE EASTBOUND LANES OF KY 9000 (MOUNTAIN PARKWAY) FROM MP 35.2 TO MP 35.8 IN	Roadway signs and traffic control	Curve-related warning signs and flashers	0.5999999999999994	Miles	\$90000	\$90000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other Freeways and Expressways	7,891	70	State Highway Agency	Spot	Roadway Departure	
INSTALLATION OF TRAFFIC SHEET SIGNS	Roadway signs and traffic control	Sign sheeting - upgrade or replacement		Signs	\$16188	\$16188	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
ON KY 3366 IN BOYLE COUNTY.														
INTERSECTION AND CORRIDOR IMPROVEMENTS TO ENHANCE SAFETY & CAPACITY ALONG US 31W FROM RING ROAD TO	Intersection geometry	Intersection geometry - other		Intersections	\$360000	\$360000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION AND CORRIDOR IMPROVEMENTS TO ENHANCE SAFETY & CAPACITY ALONG US 31W FROM RING ROAD TO	Intersection geometry	Intersection geometry - other		Intersections	\$450000	\$450000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION AND SIGHT DISTANCE IMPROVEMENTS ON KY 772 AT KY 985 INTERSECTION (MP 4.8 - 4.9). (2014	Intersection geometry	Intersection geometry - other	1	Intersections	\$5000	\$5000	HSIP (23 U.S.C. 148)	Rural Minor Collector	270	55	State Highway Agency	Spot	Intersections	
INTERSECTION AND SIGHT DISTANCE IMPROVEMENTS ON KY 772 AT KY 985 INTERSECTION (MP 4.8 - 4.9). (2014	Intersection geometry	Intersection geometry - other	1	Intersections	\$10000	\$10000	HSIP (23 U.S.C. 148)	Rural Minor Collector	270	55	State Highway Agency	Spot	Intersections	
INTERSECTION EMPHASIS; SAFETY IMPROVEMENTS AT THE INTERSECTION OF KY 15/KY 191 AND KY 15S IN WOLFE	Intersection geometry	Intersection geometry - other	1	Intersections	\$56870	\$56870	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION EMPHASIS; SAFETY IMPROVEMENTS AT THE INTERSECTION OF KY 15/KY 191 AND KY 15S IN WOLFE	Intersection geometry	Intersection geometry - other	1	Intersections	\$100000	\$100000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION EMPHASIS; SAFETY IMPROVEMENTS AT THE INTERSECTION OF KY 15/KY 191 AND KY 15S IN WOLFE	Intersection geometry	Intersection geometry - other	1	Intersections	\$350000	\$350000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENT PROJECT AT US 42 AND RICE PIKE/HICKS PIKE. US 42 MP 8.4 TO 8.6. TOLL CREDI	Intersection geometry	Intersection geometry - other	1	Intersections	\$2560405	\$2560405	HSIP (23 U.S.C. 148)	Urban Minor Arterial	10,236	45	State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT KY 11 (MP 14.791-	Intersection geometry	Intersection geometry - other	1	Intersections	\$70000	\$70000	HSIP (23 U.S.C. 148)	Rural Major Collector	4,764	45	State Highway Agency	Spot	Intersections	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
15.191) AND AIRPORT RD/WHITE AVE IN POWELL COUNTY, KY														
INTERSECTION IMPROVEMENTS AT KY 11 (MP 14.791-15.191) AND AIRPORT RD/WHITE AVE IN POWELL COUNTY, KY	Intersection geometry	Intersection geometry - other	1	Intersections	\$85200	\$85200	HSIP (23 U.S.C. 148)	Rural Major Collector	4,764	45	State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT KY 15 (MP 8.976-9.376) AND KY 1110/FISH POND LOOP IN BREATHITT COUNTY,	Intersection geometry	Intersection geometry - other	1	Intersections	\$15270	\$15270	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	3,183	55	State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT KY 15 AND KY 11 IN POWELL COUNTY LOCATED IN DISTRICT 10. (2014BOP)	Intersection geometry	Intersection geometry - other	1	Intersections	\$10000	\$10000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT KY 361 (MP 6.50) AND DECKARD SCHOOL ROAD (CR-1073) IN HARDIN COUNTY, K	Intersection geometry	Intersection geometry - other	1	Intersections	\$17000	\$17000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	12,746	55	State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT KY 52 (MP 6.548-6.948) AND KY 499/SHADY LANE IN ESTILL COUNTY, KY. (20	Intersection geometry	Intersection geometry - other	1	Intersections	\$32825	\$32825	HSIP (23 U.S.C. 148)	Rural Minor Arterial	12,184	45	State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$23000	\$23000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$33000	\$33000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$40161	\$40161	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$49190	\$49190	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$51000	\$51000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$54000	\$54000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$68540	\$68540	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$92380	\$92380	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$132000	\$132000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOONE AND KENTON COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$207845	\$207845	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRICT 6.	Intersection geometry	Intersection geometry - other		Intersections	\$29800	\$29800	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$38200	\$38200	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$40000	\$40000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$44740	\$44740	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$45000	\$45000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$46680	\$46680	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$47900	\$47900	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$52900	\$52900	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$60200	\$60200	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$82000	\$82000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$165000	\$165000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN BOYD, ROWAN, & GREENUP COUNTIES LOCATED IN DISTRI	Intersection geometry	Intersection geometry - other		Intersections	\$218380	\$218380	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN DAVIESS, HENDERSON, AND MCLEAN COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$18000	\$18000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN DAVIESS, HENDERSON, AND MCLEAN COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$19000	\$19000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN DAVIESS, HENDERSON, AND MCLEAN COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$19000	\$19000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN DAVIESS, HENDERSON, AND MCLEAN COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$25000	\$25000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN DAVIESS, HENDERSON, AND MCLEAN COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$60000	\$60000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN FAYETTE COUNTY LOCATED IN DISTRICT 7.	Intersection geometry	Intersection geometry - other		Intersections	\$70000	\$70000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS	Intersection geometry	Intersection geometry - other		Intersections	\$29000	\$29000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
IN FAYETTE COUNTY LOCATED IN DISTRICT 7. (2014BOP)(S														
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN FAYETTE COUNTY LOCATED IN DISTRICT 7. (2014BOP)(S	Intersection geometry	Intersection geometry - other		Intersections	\$34000	\$34000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN FAYETTE COUNTY LOCATED IN DISTRICT 7. (2014BOP)(S	Intersection geometry	Intersection geometry - other		Intersections	\$36000	\$36000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN FAYETTE COUNTY LOCATED IN DISTRICT 7. (2014BOP)(S	Intersection geometry	Intersection geometry - other		Intersections	\$69000	\$69000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN FAYETTE COUNTY LOCATED IN DISTRICT 7. (2014BOP)(S	Intersection geometry	Intersection geometry - other		Intersections	\$261000	\$261000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN HARDIN, NELSON, AND TAYLOR COUNTIES LOCATED IN DI	Intersection geometry	Intersection geometry - other		Intersections	\$49000	\$49000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN JEFFERSON COUNTY LOCATED IN DISTRICT 5. (2014BOP)	Intersection geometry	Intersection geometry - other	3	Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN JEFFERSON COUNTY LOCATED IN DISTRICT 5. (2014BOP)	Intersection geometry	Intersection geometry - other	3	Intersections	\$15000	\$15000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN JEFFERSON COUNTY LOCATED IN DISTRICT 5. (2014BOP)	Intersection geometry	Intersection geometry - other	3	Intersections	\$16000	\$16000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS	Intersection geometry	Intersection geometry - other	3	Intersections	\$25000	\$25000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
IN JEFFERSON COUNTY LOCATED IN DISTRICT 5. (2014BOP)														
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN JEFFERSON COUNTY LOCATED IN DISTRICT 5. (2014BOP)	Intersection geometry	Intersection geometry - other	3	Intersections	\$40000	\$40000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN JEFFERSON COUNTY LOCATED IN DISTRICT 5. (2014BOP)	Intersection geometry	Intersection geometry - other	3	Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN LAUREL, KNOX, & BELL COUNTIES LOCATED IN DISTRICT	Intersection geometry	Intersection geometry - other		Intersections	\$495000	\$495000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN LAUREL, KNOX, & BELL COUNTIES LOCATED IN DISTRICT	Intersection geometry	Intersection geometry - other		Intersections	\$545134	\$545134	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$77000	\$77000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$88733	\$88733	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$116000	\$116000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$149000	\$149000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

2018 Kentucky Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	RELATIONSHIP TO SHSP	
													EMPHASIS AREA	STRATEGY
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$166000	\$166000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$175364	\$175364	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$190000	\$190000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$195000	\$195000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN MCCRACKEN, GRAVES AND CALLOWAY COUNTIES LOCATED I	Intersection geometry	Intersection geometry - other		Intersections	\$255637	\$255637	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN PIKE AND LAWRENCE COUNTIES LOCATED IN DISTRICT 12	Intersection geometry	Intersection geometry - other		Intersections	\$30000	\$30000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN PIKE AND LAWRENCE COUNTIES LOCATED IN DISTRICT 12	Intersection geometry	Intersection geometry - other		Intersections	\$39000	\$39000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN PIKE AND LAWRENCE COUNTIES LOCATED IN DISTRICT 12	Intersection geometry	Intersection geometry - other		Intersections	\$67000	\$67000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN PIKE AND LAWRENCE COUNTIES LOCATED IN DISTRICT 12	Intersection geometry	Intersection geometry - other		Intersections	\$87000	\$87000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN PIKE AND LAWRENCE COUNTIES LOCATED IN DISTRICT 12	Intersection geometry	Intersection geometry - other		Intersections	\$114000	\$114000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN PIKE AND LAWRENCE COUNTIES LOCATED IN DISTRICT 12	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$18000	\$18000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$18000	\$18000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$19000	\$19000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$20000	\$20000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$21000	\$21000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY	Intersection geometry	Intersection geometry - other		Intersections	\$22000	\$22000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
LOCATED IN DISTRICT 3. (2014BOP)														
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$30000	\$30000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$85000	\$85000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$138000	\$138000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS IN WARREN COUNTY LOCATED IN DISTRICT 3. (2014BOP)	Intersection geometry	Intersection geometry - other		Intersections	\$149000	\$149000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
KYTC-LOUISVILLE METRO JOINT ROADWAY SAFETY PLAN FOR ALL PUBLIC ROADS IN THE LOUISVILLE METRO AREA.	Non-infrastructure	Data/traffic records	1	Data	\$500000	\$500000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
MINOR SHOULDER WIDENING FROM THE PENDLETON/BRACKEN COUNTY LINE (MP 0.00) TO KY 10 (MP 4.387) IN BRA	Shoulder treatments	Widen shoulder - paved or other	4.387	Miles	\$30000	\$30000	HSIP (23 U.S.C. 148)	Rural Major Collector	393	55	State Highway Agency	Spot	Roadway Departure	
MINOR SHOULDER WIDENING ON KY 49 FROM MP 4.520 TO MP 9.442 IN NELSON COUNTY.	Shoulder treatments	Widen shoulder - paved or other	4.922	Miles	\$13720	\$13720	HSIP (23 U.S.C. 148)	Rural Major Collector	2,611	45	State Highway Agency	Spot	Roadway Departure	
MINOR SHOULDER WIDENING ON US 68 FROM MP 10.470 TO MP 19.553 IN METCALFE COUNTY. (2016BOP)	Shoulder treatments	Widen shoulder - paved or other	9.083	Miles	\$981641	\$981641	HSIP (23 U.S.C. 148)	Rural Major Collector	2,240	55	State Highway Agency	Spot	Roadway Departure	
MINOR SHOULDER WIDENING ON US 68 FROM MP 10.470 TO MP 19.553 IN	Shoulder treatments	Widen shoulder - paved or other	9.083	Miles	\$1352000	\$1352000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,240	55	State Highway Agency	Spot	Roadway Departure	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
METCALFE COUNTY. (2016BOP)														
PAVEMENT REPAIRS ON KY 2345 FROM 0.041 MILE NORTH OF WESLEY DRIVE (MP 2.050) TO 0.183 MILE NORTH OF	Roadway	Pavement surface - miscellaneous	0.3	Miles	\$10000	\$10000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,574	35	State Highway Agency	Spot	Roadway Departure	
PAVEMENT RESURFACING AND SHOULDERING ON KY 52 BEGINNING 0.05 MILES EAST OF SILVER CREEK BRIDGE (MP	Roadway	Pavement surface - miscellaneous	0.654	Miles	\$30000	\$30000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,869	55	State Highway Agency	Spot	Roadway Departure	
PAVEMENT RESURFACING AND SHOULDERING ON KY 52 BEGINNING 0.05 MILES EAST OF SILVER CREEK BRIDGE (MP	Roadway	Pavement surface - miscellaneous	0.654	Miles	\$30000	\$30000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,869	55	State Highway Agency	Spot	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ALONG KY 100 BETWEEN MP 0.000 AND MP 8.830 IN ALLEN COUNTY, KY	Roadside	Roadside - other	8.83	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,233	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ALONG KY 1214 BETWEEN MP 6.300 AND MP 14.028 IN GRAYSON COUNTY	Roadside	Roadside - other	7.728	Miles	\$125000	\$125000	HSIP (23 U.S.C. 148)	Rural Minor Collector	577	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ALONG KY 122 BETWEEN MP 29.736 AND MP 34.191 IN FLOYD COUNTY,	Roadside	Roadside - other	4.455	Miles	\$125000	\$125000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,993	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ALONG KY 130 BETWEEN MP 9.850 AND MP 15.060 IN UNION COUNTY, K	Roadside	Roadside - other	5.21	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Urban Major Collector	2,823	35	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ALONG KY 490 BETWEEN MP 3.012	Roadside	Roadside - other	5.19	Miles	\$125000	\$125000	HSIP (23 U.S.C. 148)	Rural Major Collector	3,505	55	State Highway Agency	Systemic	Roadway Departure	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
AND MP 8.202 IN LAUREL COUNTY, K														
PERFORM LOW COST SAFETY IMPROVEMENTS ALONG KY 70 BETWEEN MP 3.535 AND MP 11.960 IN PULASKI COUNTY,	Roadside	Roadside - other	8.425	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,189	35	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ALONG US 62 BETWEEN MP 0.000 AND MP 7.200 IN MARSHALL COUNTY,	Roadside	Roadside - other	7.2	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Rural Major Collector	8,664	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 100 FROM LOGAN-SIMPSON CO. LINE TO ALLEN ROAD (MP 8.375)	Roadside	Roadside - other	8.375	Miles	\$1002100	\$1002100	HSIP (23 U.S.C. 148)	Urban Minor Arterial	2,145	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 100 FROM LOGAN-SIMPSON CO. LINE TO ALLEN ROAD (MP 8.375)	Roadside	Roadside - other	8.375	Miles	\$1200000	\$1200000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,145	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 1057 BEGINNING AT MP 0.824 AND ENDING AT MP 4.976 IN POW	Roadside	Roadside - other	4.152	Miles	\$200000	\$200000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,191	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 1057 BEGINNING AT MP 0.824 AND ENDING AT MP 4.976 IN POW	Roadside	Roadside - other	4.152	Miles	\$300000	\$300000	HSIP (23 U.S.C. 148)	Rural Major Collector	2,191	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 11 FROM MP 4.022 TO MP 9.131 IN MONTGOMERY COUNTY. (2016	Roadside	Roadside - other	5.109	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,664	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 11 FROM MP 7.450 TO MP 14.047 IN	Roadside	Roadside - other	6.597	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,691	55	State Highway Agency	Systemic	Roadway Departure	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
POWELL COUNTY. (2016BOP)														
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 11 FROM POWELL-WOLFE COUNTY LINE (MP 0.0) TO KY 15 (MP 3	Roadside	Roadside - other	3.598	Miles	\$1700000	\$1700000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,308	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 11 FROM POWELL-WOLFE COUNTY LINE (MP 0.0) TO KY 15 (MP 3	Roadside	Roadside - other	3.598	Miles	\$1746713	\$1746713	HSIP (23 U.S.C. 148)	Rural Minor Arterial	2,308	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 1304 FROM US 25E TO KY 11. (2014BOP)	Roadside	Roadside - other	6.12	Miles	\$54430	\$54430	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	1,850	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 158 FROM THE FLEMING/ROWAN COUNTY LINE TO KY 32. (2014BO	Roadside	Roadside - other	2.8	Miles	\$310000	\$310000	HSIP (23 U.S.C. 148)	Rural Minor Collector	889	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 160 FROM KY 15 TO KY 899. (2014BOP)	Roadside	Roadside - other	8.2	Miles	\$120000	\$120000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,051	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 160 FROM KY 15 TO KY 899. (2014BOP)	Roadside	Roadside - other	8.2	Miles	\$1780000	\$1780000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,051	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 160 FROM KY 15 TO KY 899. (2014BOP)	Roadside	Roadside - other	8.2	Miles	\$2198000	\$2198000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,051	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 17 FROM KY 14 (MP 3.974) TO 0.143 MI NORTH OF HERGOTT DR	Roadside	Roadside - other	4.995	Miles	\$25000	\$25000	HSIP (23 U.S.C. 148)	Rural Major Collector	3,098	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 17 FROM KY 14 (MP 3.974) TO 0.143 MI	Roadside	Roadside - other	4.995	Miles	\$1000000	\$1000000	HSIP (23 U.S.C. 148)	Rural Major Collector	3,098	55	State Highway Agency	Systemic	Roadway Departure	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
NORTH OF HERGOTT DR														
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 17 FROM KY 14 (MP 3.974) TO 0.143 MI NORTH OF HERGOTT DR	Roadside	Roadside - other	4.995	Miles	\$1458697	\$1458697	HSIP (23 U.S.C. 148)	Rural Major Collector	3,098	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 177 FROM MP 6.150 TO MP 11.823 IN KENTON COUNTY. (2016BO	Roadside	Roadside - other	5.673	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,196	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 1954 FROM KY 348 TO 0.085 MI SOUTH OF KY 3075. (2014BOP)	Roadside	Roadside - other	1	Miles	\$1810000	\$1810000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,161	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 1954 FROM KY 348 TO 0.085 MI SOUTH OF KY 3075. (2014BOP)	Roadside	Roadside - other	1	Miles	\$1883630	\$1883630	HSIP (23 U.S.C. 148)	Rural Major Collector	1,161	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 32 FROM 0.106 MI E OF US 60 (MP 8.545) TO VETERANS LN (C	Roadside	Roadside - other	5.1	Miles	\$10000	\$10000	HSIP (23 U.S.C. 148)	Urban Major Collector	5,142	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 32 FROM 0.106 MI E OF US 60 (MP 8.545) TO VETERANS LN (C	Roadside	Roadside - other	5.1	Miles	\$40000	\$40000	HSIP (23 U.S.C. 148)	Urban Major Collector	5,142	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 32 FROM 0.106 MI E OF US 60 (MP 8.545) TO VETERANS LN (C	Roadside	Roadside - other	5.1	Miles	\$1535000	\$1535000	HSIP (23 U.S.C. 148)	Urban Major Collector	5,142	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 53 BEGINNING AT MP 10.040 IN SHELBY COUNTY AND EXTENDING	Roadside	Roadside - other	12.21	Miles	\$200000	\$200000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,760	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY	Roadside	Roadside - other	7.4	Miles	\$67128	\$67128	HSIP (23 U.S.C. 148)	Rural Major Collector	4,042	55	State Highway Agency	Systemic	Roadway Departure	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
IMPROVEMENTS ON KY 54 FROM THE DAVIESS/OHIO COUNTY LINE TO KY 69. (2014BOP)														
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 63 FROM CR 1186 (MP 6.344) TO LN 9008 UNDERPASS (MP13.17)	Roadside	Roadside - other	6.827	Miles	\$165000	\$165000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,272	35	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 63 FROM CR 1186 (MP 6.344) TO LN 9008 UNDERPASS (MP13.17)	Roadside	Roadside - other	6.827	Miles	\$170000	\$170000	HSIP (23 U.S.C. 148)	Rural Major Collector	1,272	35	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 790 FROM WAYNE-PULASKI COUNTY LINE (MP 0.000) TO KY 90 (Roadside	Roadside - other	5.551	Miles	\$95000	\$95000	HSIP (23 U.S.C. 148)	Rural Minor Collector	502	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON KY 790 FROM WAYNE-PULASKI COUNTY LINE (MP 0.000) TO KY 90 (Roadside	Roadside - other	5.551	Miles	\$389000	\$389000	HSIP (23 U.S.C. 148)	Rural Minor Collector	502	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 42 FROM THE GALLATIN/BOONE COUNTY LINE TO KY 338. (2014B	Roadside	Roadside - other	5.67	Miles	\$75000	\$75000	HSIP (23 U.S.C. 148)	Rural Major Collector	3,628	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 421 FROM KY 21 (MP 2.442) TO KY 3376 (MP 9.741) IN MADIS	Roadside	Roadside - other	7.299	Miles	\$268716	\$268716	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,331	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 421 FROM KY 21 (MP 2.442) TO KY 3376 (MP 9.741) IN MADIS	Roadside	Roadside - other	7.299	Miles	\$1450000	\$1450000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	4,331	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 60 FROM KY 654 (MP 15.647) TO THE	Roadside	Roadside - other	7.371	Miles	\$1525000	\$1525000	HSIP (23 U.S.C. 148)	Rural Minor Collector	232	55	State Highway Agency	Systemic	Roadway Departure	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
CRITTENDEN/UNION COUNT														
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 60 FROM KY 654 (MP 15.647) TO THE CRITTENDEN/UNION COUNT	Roadside	Roadside - other	7.371	Miles	\$2208150	\$2208150	HSIP (23 U.S.C. 148)	Rural Minor Collector	232	55	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 60 FROM MP 10.834 TO MP 17.112 IN ROWAN COUNTY. (2016BO	Roadside	Roadside - other	6.278	Miles	\$275000	\$275000	HSIP (23 U.S.C. 148)	Urban Major Collector	6,290	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 62 BEGINNING AT MP 25.659 AND ENDING AT MP 30.239 IN GRA	Roadside	Roadside - other	4.58	Miles	\$100000	\$100000	HSIP (23 U.S.C. 148)	Urban Major Collector	2,778	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 62 BEGINNING AT MP 25.659 AND ENDING AT MP 30.239 IN GRA	Roadside	Roadside - other	4.58	Miles	\$125000	\$125000	HSIP (23 U.S.C. 148)	Urban Major Collector	2,778	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 62 BEGINNING AT MP 25.659 AND ENDING AT MP 30.239 IN GRA	Roadside	Roadside - other	4.58	Miles	\$1230000	\$1230000	HSIP (23 U.S.C. 148)	Urban Major Collector	2,778	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 62 BEGINNING AT MP 25.659 AND ENDING AT MP 30.239 IN GRA	Roadside	Roadside - other	4.58	Miles	\$1274291	\$1274291	HSIP (23 U.S.C. 148)	Urban Major Collector	2,778	45	State Highway Agency	Systemic	Roadway Departure	
PERFORM LOW COST SAFETY IMPROVEMENTS ON US 641 BEGINNING AT MP 0.498 AND ENDING AT MP 3.556 IN CALL	Roadside	Roadside - other	3.058	Miles	\$1550000	\$1550000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	5,984	35	State Highway Agency	Systemic	Roadway Departure	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

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													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
INTERSECTIONS WITHIN DIS														
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$100000	\$100000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$125000	\$125000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$108354	\$108354	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$56000	\$56000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS	Intersection geometry	Intersection geometry - other		Intersections	\$55000	\$55000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
INTERSECTIONS WITHIN DIS														
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
PRELIMINARY DESIGN AND STUDY TO DETERMINE LOW COST IMPROVEMENTS AT VARIOUS INTERSECTIONS WITHIN DIS	Intersection geometry	Intersection geometry - other		Intersections	\$150000	\$150000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
REALIGN THE INTERSECTION OF KY 76 AND KY 80 (MP 7.0-7.7) IN RUSSELL	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	1	Intersections	\$690262	\$690262	HSIP (23 U.S.C. 148)	Rural Minor Collector	512	55	State Highway Agency	Spot	Intersections	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
COUNTY LOCATED IN DISTRICT 8.														
RECONSTRUCT THE INTERSECTION OF KY 473 AT MOSSTOWN RD FROM 'Y' TO 'T' INTERSECTION IN BALLARD COUNT	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	\$25000	\$25000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,011	55	State Highway Agency	Spot	Intersections	
RECONSTRUCT THE INTERSECTION OF KY 473 AT MOSSTOWN RD FROM 'Y' TO 'T' INTERSECTION IN BALLARD COUNT	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	\$60000	\$60000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	3,011	55	State Highway Agency	Spot	Intersections	
RECONSTRUCT THE INTERSECTION OF US 62 AT KY 175 FROM 'Y' TO 'T' INTERSECTION AND PROVIDE INTERSECTI	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	\$20000	\$20000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
RECONSTRUCT THE INTERSECTION OF US 62 AT KY 175 FROM 'Y' TO 'T' INTERSECTION AND PROVIDE INTERSECTI	Intersection geometry	Intersection geometrics - modify skew angle	1	Intersections	\$50000	\$50000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
REPLACE TURNDOWN END TREATMENTS AND UPGRADE GUARDRAIL ALONG INNER LOOP OF NEW CIRCLE ROAD FROM NIC	Roadside	Barrier end treatments (crash cushions, terminals)	4.5	Miles	\$85000	\$85000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	59,660	45	State Highway Agency	Spot	Roadway Departure	
REPLACE TURNDOWN END TREATMENTS ON VARIOUS ROUTES LOCATED IN DISTRICT 2 ALONG KY-425, US-41, US-41A	Roadside	Barrier end treatments (crash cushions, terminals)		Miles	\$36000	\$36000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
ROADSIDE IMPROVEMENTS ON KY 1968 IN FAYETTE COUNTY. (2016BOP)	Roadside	Roadside - other		Miles	\$310000	\$310000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
ROADSIDE IMPROVEMENTS ON KY 1968 IN FAYETTE COUNTY. (2016BOP)	Roadside	Roadside - other		Miles	\$325470	\$325470	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Roadway Departure	
ROADSIDE SAFETY IMPROVEMENTS ALONG US 60 FROM MP 4.75 TO MP 9.35. (2014BOP)	Roadside	Roadside - other	4.6	Miles	\$10000	\$10000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,569	55	State Highway Agency	Spot	Roadway Departure	
ROADSIDE SAFETY IMPROVEMENTS	Roadside	Roadside - other	4.6	Miles	\$285000	\$285000	HSIP (23 U.S.C. 148)	Rural Minor Arterial	9,569	55	State Highway Agency	Spot	Roadway Departure	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
ALONG US 60 FROM MP 4.75 TO MP 9.35. (2014BOP)														
SAFETY CIRCUIT RIDER PROGRAM ADMINISTERED BY THE UNIVERSITY OF KENTUCKY TO ASSESS SAFETY ISSUES AN	Non-infrastructure	Enforcement	1	Data	\$414000	\$414000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Data	
SAFETY IMPROVEMENTS AT THE INTERSECTION OF KY 155 (TAYLORSVILLE RD) AND KY 1747 (HURSTBOURNE PKWY)	Intersection geometry	Intersection geometry - other	1	Intersections	\$17000	\$17000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
SAFETY IMPROVEMENTS AT THE INTERSECTION OF KY 155 (TAYLORSVILLE RD) AND KY 1747 (HURSTBOURNE PKWY)	Intersection geometry	Intersection geometry - other	1	Intersections	\$355200	\$355200	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
SAFETY IMPROVEMENTS AT THE INTERSECTION OF KY 155 (TAYLORSVILLE RD) AND KY 1747 (HURSTBOURNE PKWY)	Intersection geometry	Intersection geometry - other	1	Intersections	\$1000000	\$1000000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
SHOULDERING AND DRAINAGE STRUCTURES ON KY 36 FROM MP 8.00 TO MP 11.847 IN BATH COUNTY.	Shoulder treatments	Shoulder treatments - other	3.847	Miles	\$102940	\$102940	HSIP (23 U.S.C. 148)	Rural Major Collector	1,261	55	State Highway Agency	Spot	Roadway Departure	
SHOULDERING AND DRAINAGE STRUCTURES ON KY 36 FROM MP 8.00 TO MP 11.847 IN BATH COUNTY.	Shoulder treatments	Shoulder treatments - other	3.847	Miles	\$118500	\$118500	HSIP (23 U.S.C. 148)	Rural Major Collector	1,261	55	State Highway Agency	Spot	Roadway Departure	
SIGNAL REBUILD AT KY 168 @ 29TH STREET IN BOYD COUNTY, KY.	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Signal heads	\$42000	\$42000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
SIGNAL REBUILD AT US 127 AND KY 70/KY 70X.	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Signal heads	\$29200	\$29200	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
TECHNICAL SUPPORT FOR THE CABINET'S	Non-infrastructure	Data/traffic records	1	Data	\$390000	\$390000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Data	

2018 Kentucky Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
HIGHWAY SAFETY IMPROVEMENT PROGRAM, TO BE PROVIDED BY THE UK T														

Enter additional comments here to clarify your response for this question or add supporting information.

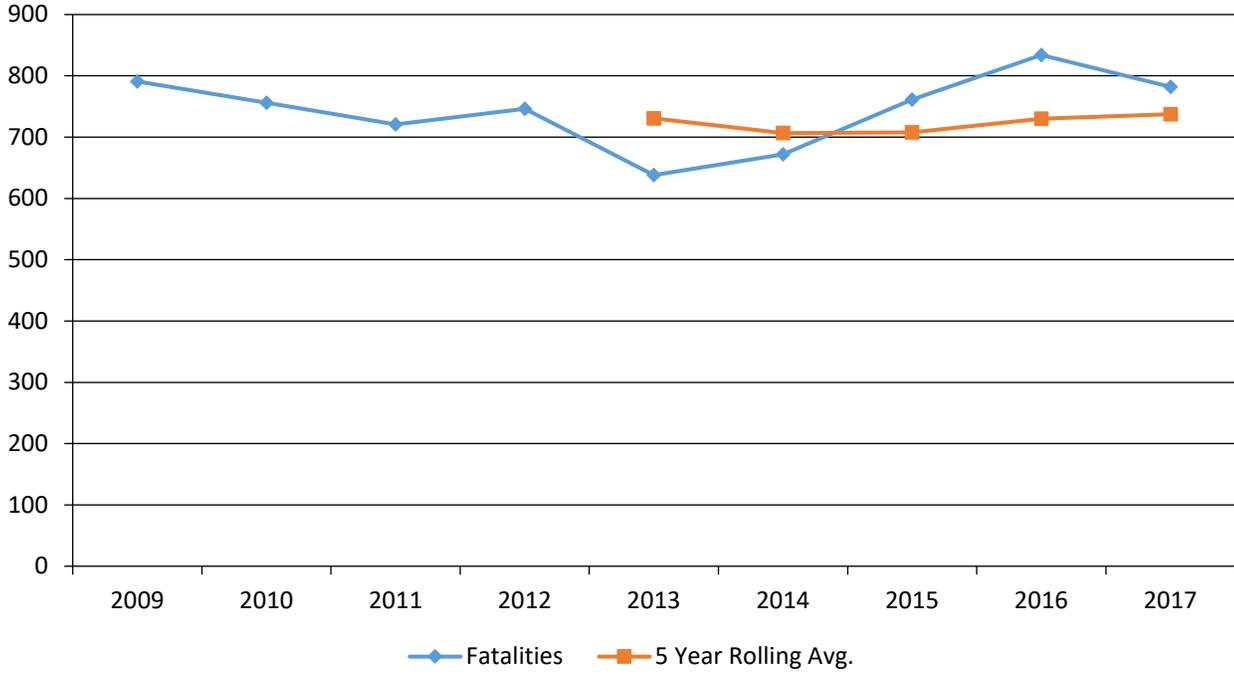
Safety Performance

General Highway Safety Trends

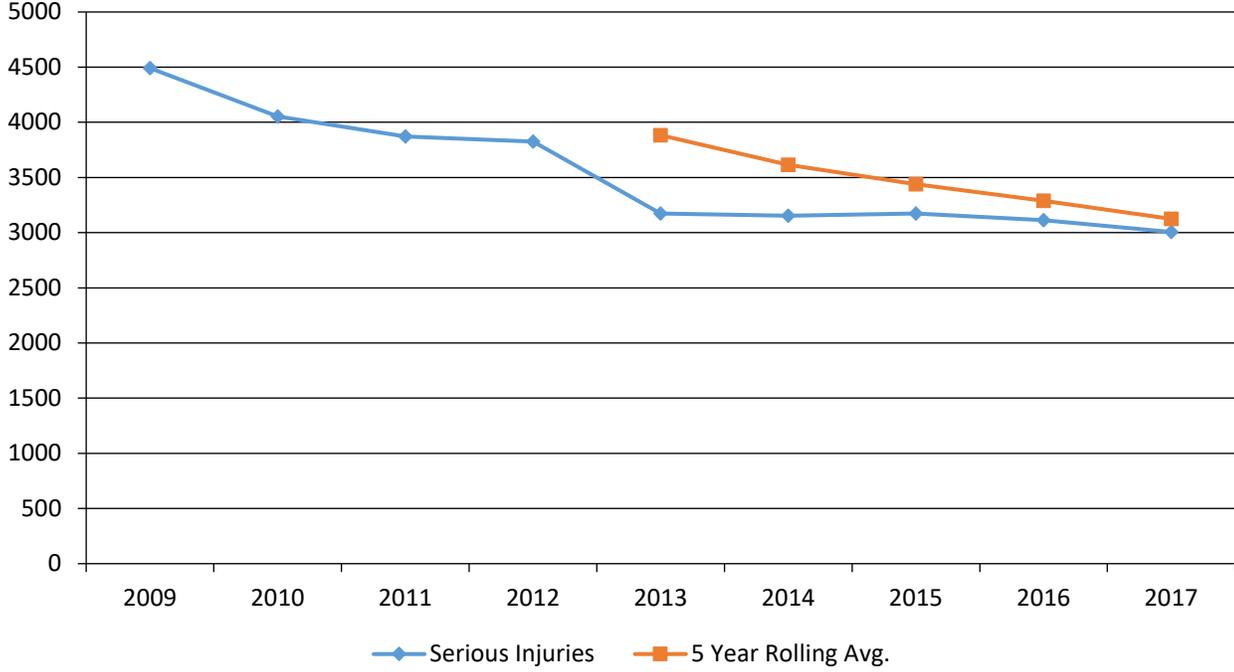
Present data showing the general highway safety trends in the State for the past five years.

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	791	756	721	746	638	672	761	834	782
Serious Injuries	4,491	4,053	3,873	3,825	3,175	3,154	3,175	3,114	3,006
Fatality rate (per HMVMT)	1.670	1.570	1.500	1.580	1.360	1.400	1.560	1.700	1.586
Serious injury rate (per HMVMT)	9.510	8.430	8.040	8.100	6.750	6.570	6.510	6.330	6.097
Number non-motorized fatalities	44	67	54	60	58	62	78	94	92
Number of non-motorized serious injuries	223	204	202	206	189	207	193	201	215
Number of non-motorized fatalities & serious injur	267	271	256	266	247	269	271	295	307

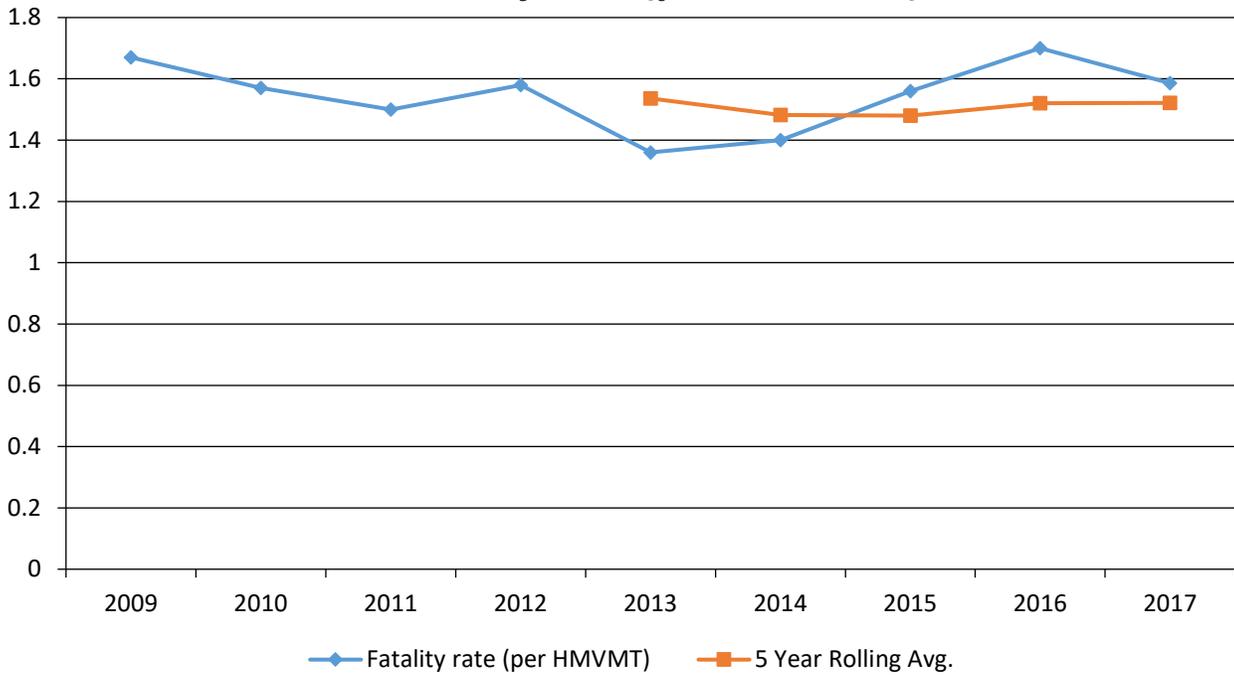
Annual Fatalities



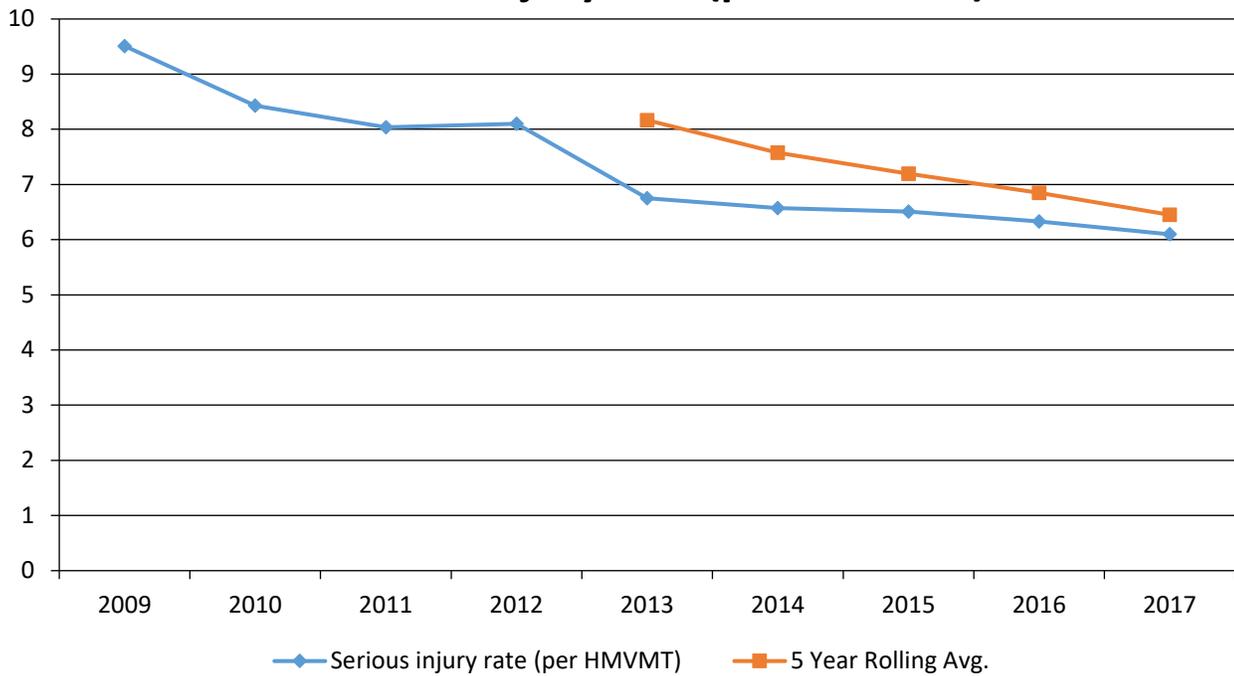
Annual Serious Injuries



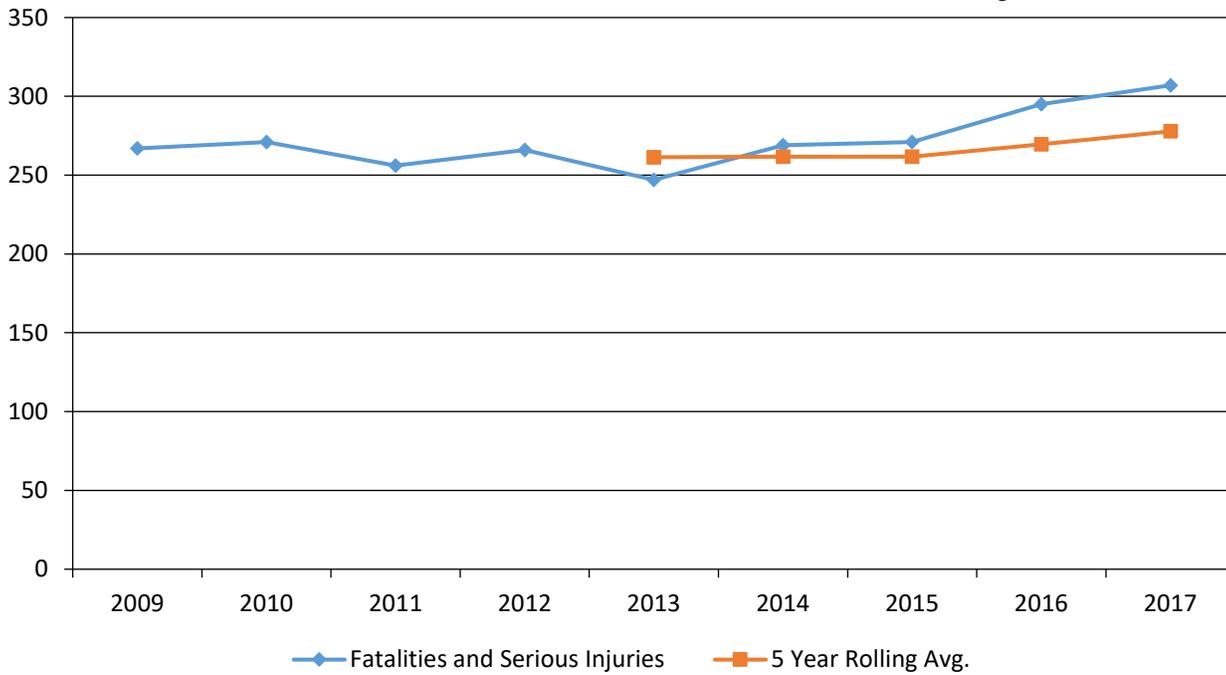
Fatality rate (per HMVMT)



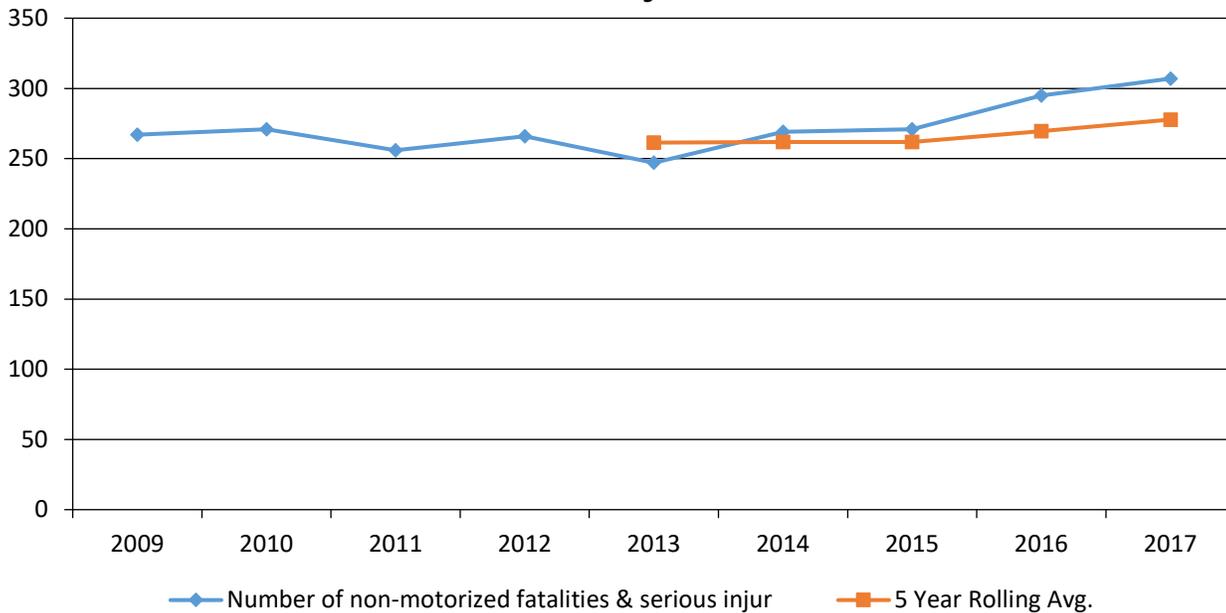
Serious injury rate (per HMVMT)



Non Motorized Fatalities and Serious Injuries



Number of non-motorized fatalities & serious injur



Enter additional comments here to clarify your response for this question or add supporting information.

Describe fatality data source.

FARS

2018 Kentucky Highway Safety Improvement Program

Enter additional comments here to clarify your response for this question or add supporting information.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2017

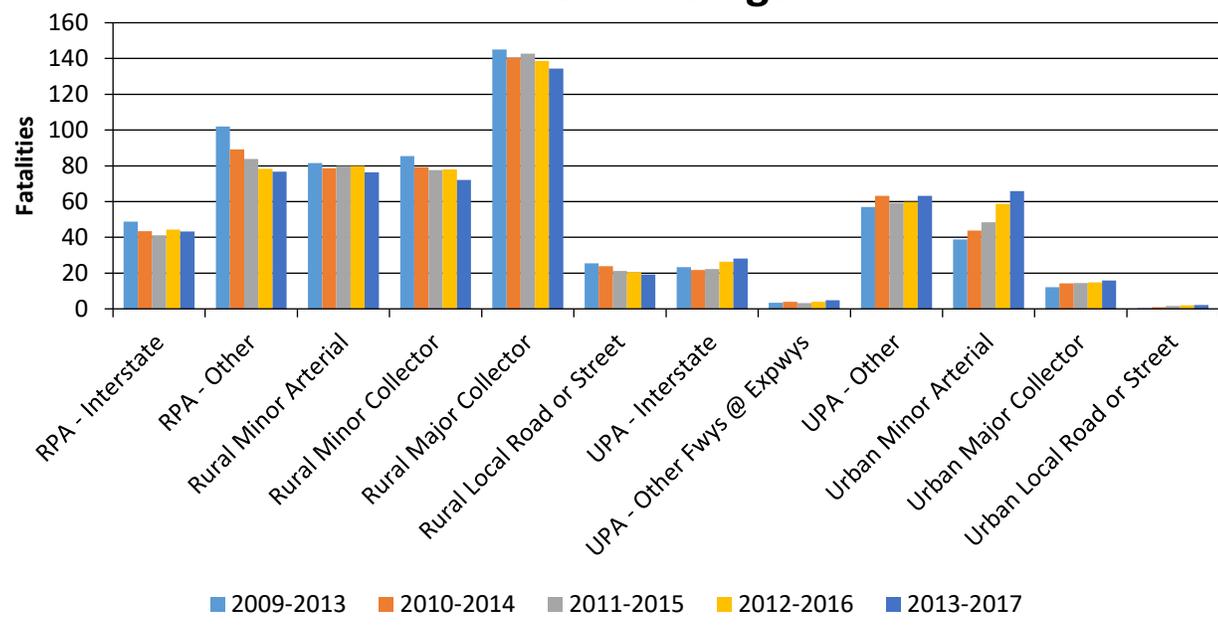
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	43.2	111.6	0.56	1.47
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	76.8	185	1.46	3.52
Rural Minor Arterial	76.4	240.8	2.19	6.92
Rural Minor Collector	72	250.6	3.35	11.63
Rural Major Collector	134.4	386	3.42	9.8
Rural Local Road or Street	19.2	62.4	3.26	10.58
Urban Principal Arterial (UPA) - Interstate	28.2	161.2	0.54	2.96
Urban Principal Arterial (UPA) - Other Freeways and Expressways	4.8	16.8	0.56	2.02
Urban Principal Arterial (UPA) - Other	63.2	341.8	1.45	7.96
Urban Minor Arterial	65.8	400.6	1.31	7.98
Urban Minor Collector				
Urban Major Collector	15.8	81	0.93	4.78
Urban Local Road or Street	2.2	9.6	2.17	9.72

2018 Kentucky Highway Safety Improvement Program

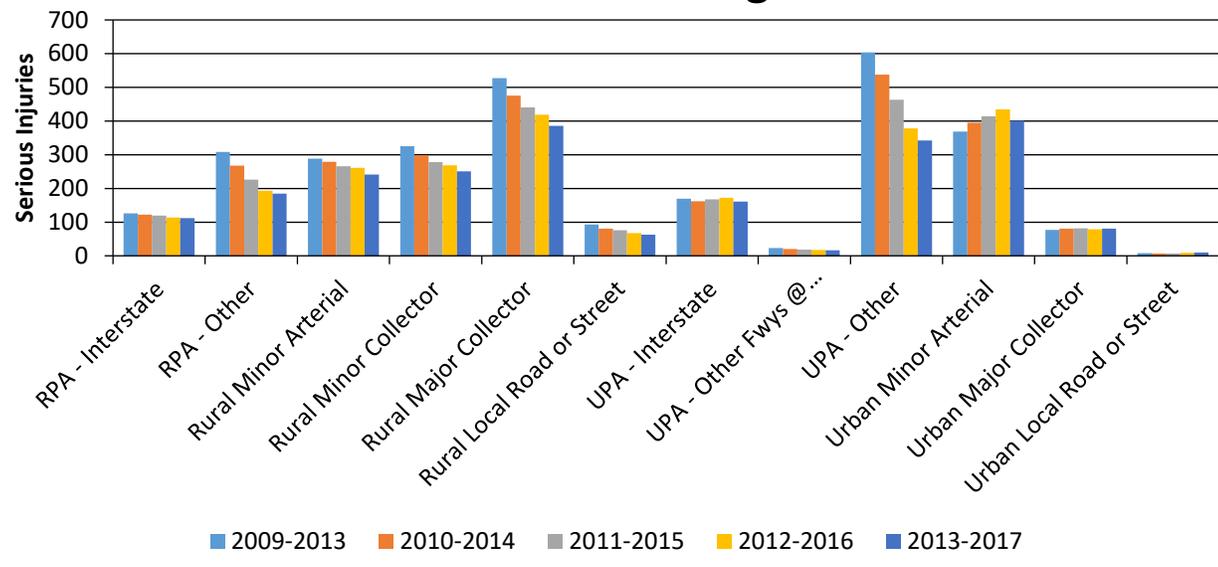
Year 2017

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	639.4	2,373	1.32	4.9
County Highway Agency	52.2	221		
Town or Township Highway Agency				
City of Municipal Highway Agency	36.6	360.6		
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)	5.4	16.6		
Indian Tribe Nation				

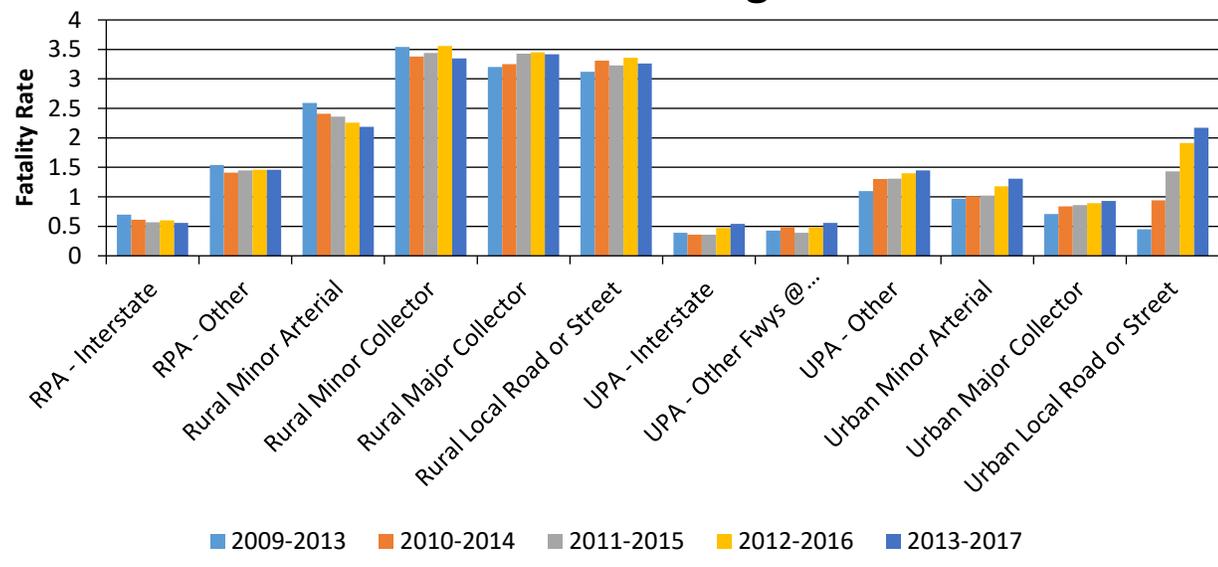
Number of Fatalities by Functional Classification 5 Year Average



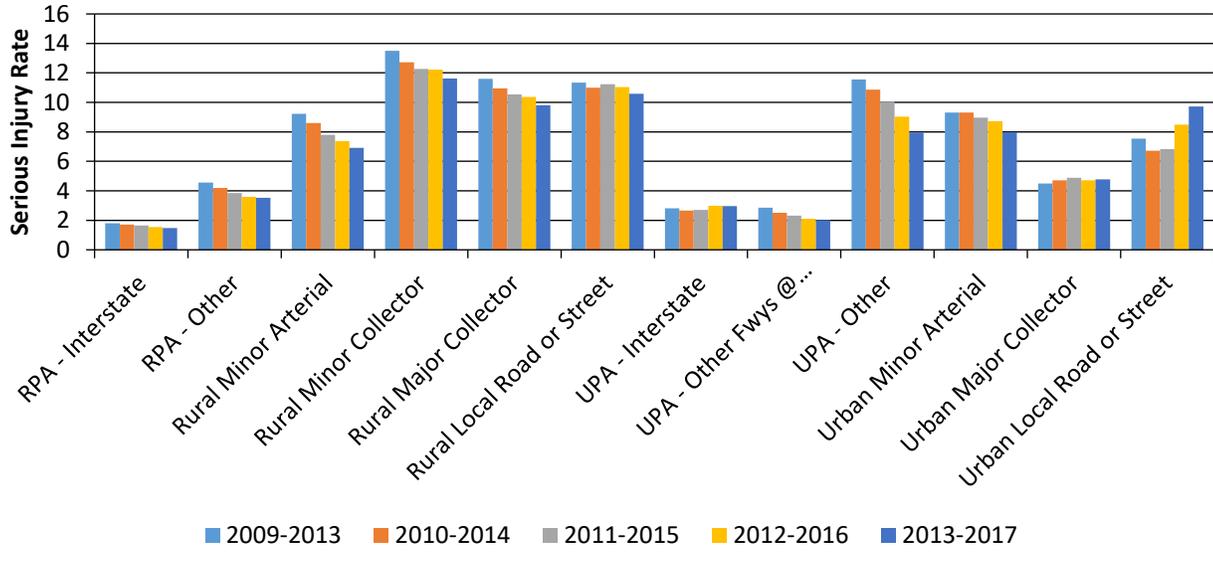
Number of Serious Injuries by Functional Classification 5 Year Average



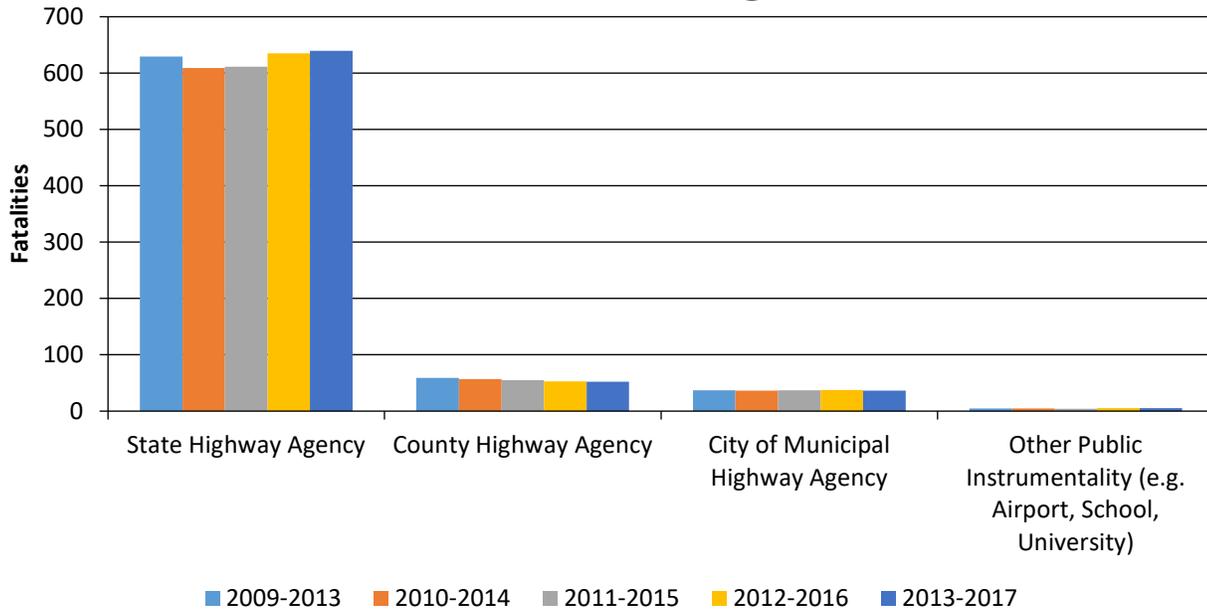
Fatality Rate (per HMVMT) by Functional Classification 5 Year Average



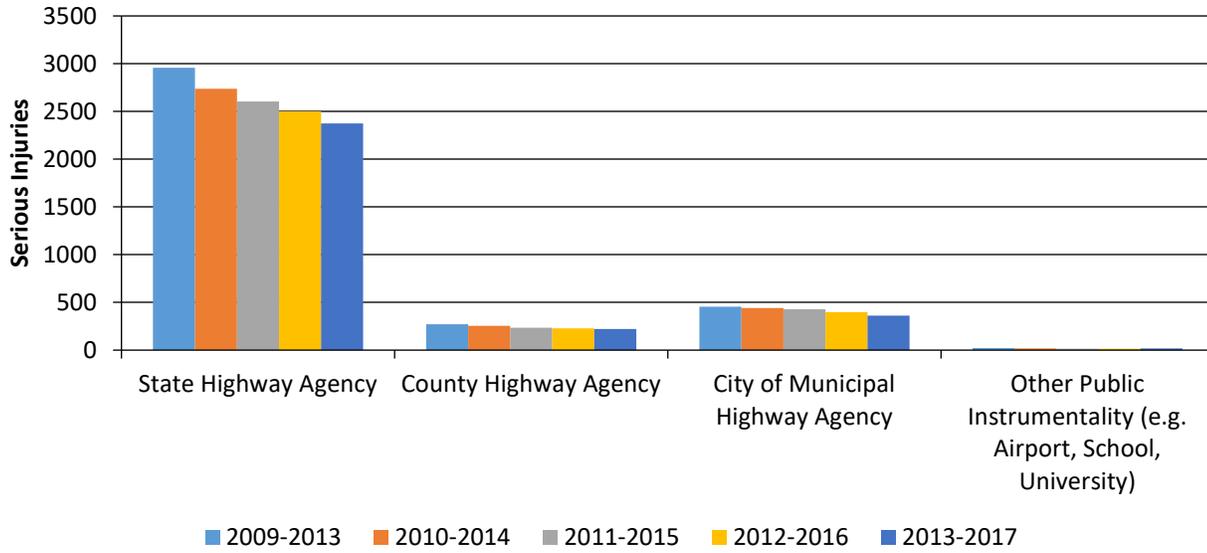
Serious Injury Rate (per HMVMT) by Functional Classification 5 Year Average



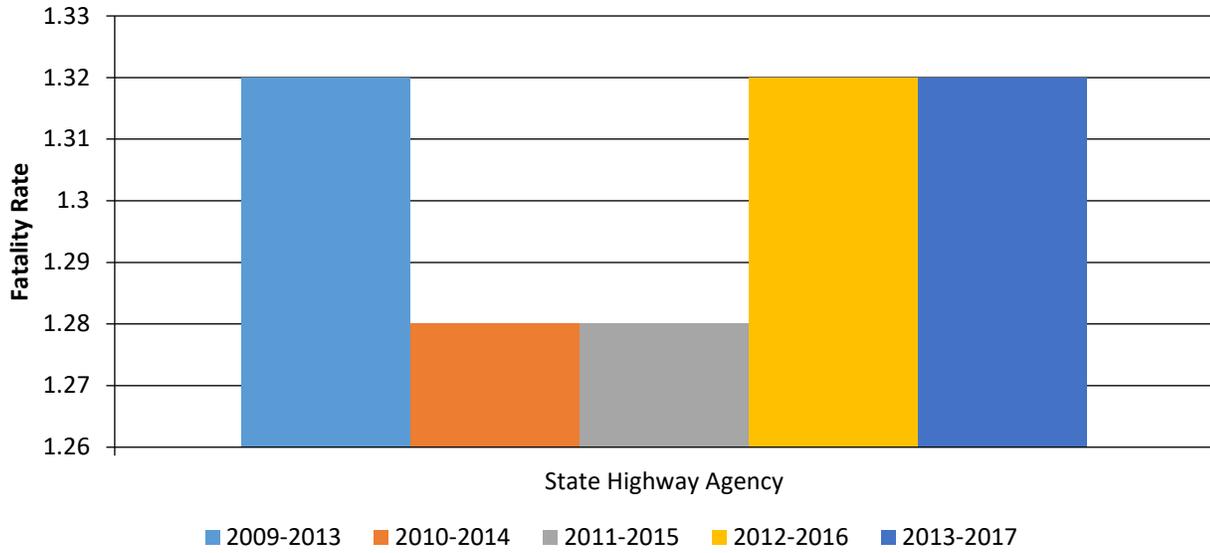
Number of Fatalities by Roadway Ownership 5 Year Average



Number of Serious Injuries by Roadway Ownership 5 Year Average



Fatality Rate (per HMVMT) by Roadway Ownership 5 Year Average



2018 Kentucky Highway Safety Improvement Program

to calendar years 2016 and 2017. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Number of Serious Injuries 2991.0

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of 2991 serious injuries (5-year moving average) for fiscal year 2019. KYTC remains committed to the continued reduction of serious injuries throughout the Commonwealth. This target represents a reduction in total serious injuries in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Fatality Rate 1.500

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of a 1.500 fatality rate (5-year moving average) for fiscal year 2019. KYTC remains committed to the reduction of the fatality rate throughout the Commonwealth. This target represents a reduction in the fatality rate in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017. This goal is shared with the SHSP and reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Serious Injury Rate 6.070

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of a 6.070 serious injury rate for fiscal year 2019. KYTC remains committed to the reduction of the serious injury rate throughout the Commonwealth. This target represents a reduction in the serious injury rate in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017. This goal reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Total Number of Non-Motorized Fatalities and Serious Injuries 276.0

Describe the basis for established target, including how it supports SHSP goals.

The Kentucky Transportation Cabinet has set the target goal of 276 non-motorized fatalities and serious injuries for fiscal year 2019. KYTC remains committed to the reduction of non-motorized serious injuries and fatalities throughout the Commonwealth. This target represents a reduction in total Non-Motorized fatalities and serious injuries in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017. This goal reiterates KYTC's commitment to the shared vision of Toward Zero Deaths.

Enter additional comments here to clarify your response for this question or add supporting information.

2018 Kentucky Highway Safety Improvement Program

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

Safety Performance targets are established by the Kentucky Transportation Cabinet through the development of the Highway Safety Plan.

All MPOs have elected to support KYTC's safety performance targets, except for the Louisville area MPO, which decided to establish their own targets.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

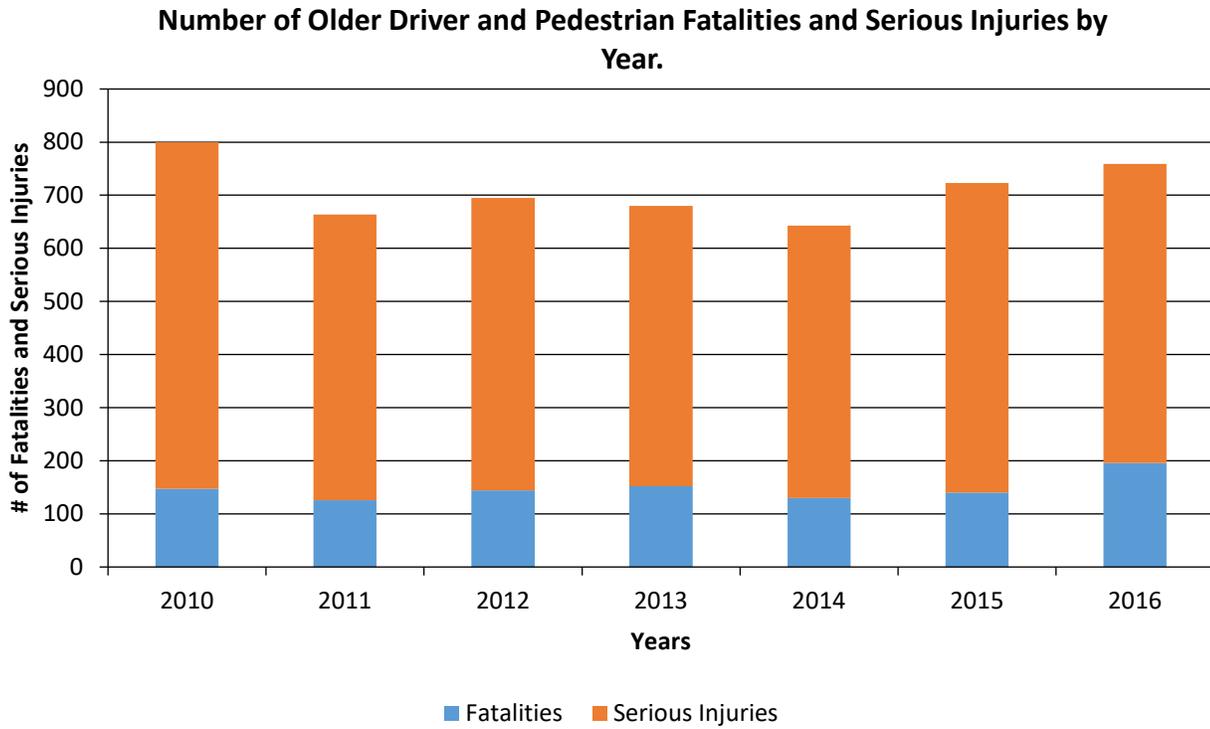
Does the HRRR special rule apply to the State for this reporting period?

Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016
Number of Older Driver and Pedestrian Fatalities	147	126	144	152	130	140	196
Number of Older Driver and Pedestrian Serious Injuries	653	538	551	528	513	583	563



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Other-Initiative Basis

Enter additional comments here to clarify your response for this question or add supporting information.

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

N/A

Currently the HSIP does not have an established process for program-level evaluations. Due to the manner in which the HSIP screens for individual initiatives, it is difficult to establish a quantitative method for evaluating the entire program as a whole. The HSIP is exploring potential program-wide evaluation methods.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

Policy change
Increased awareness of safety and data-driven process
Increased focus on local road safety

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

Effectiveness of Groupings or Similar Types of Improvements

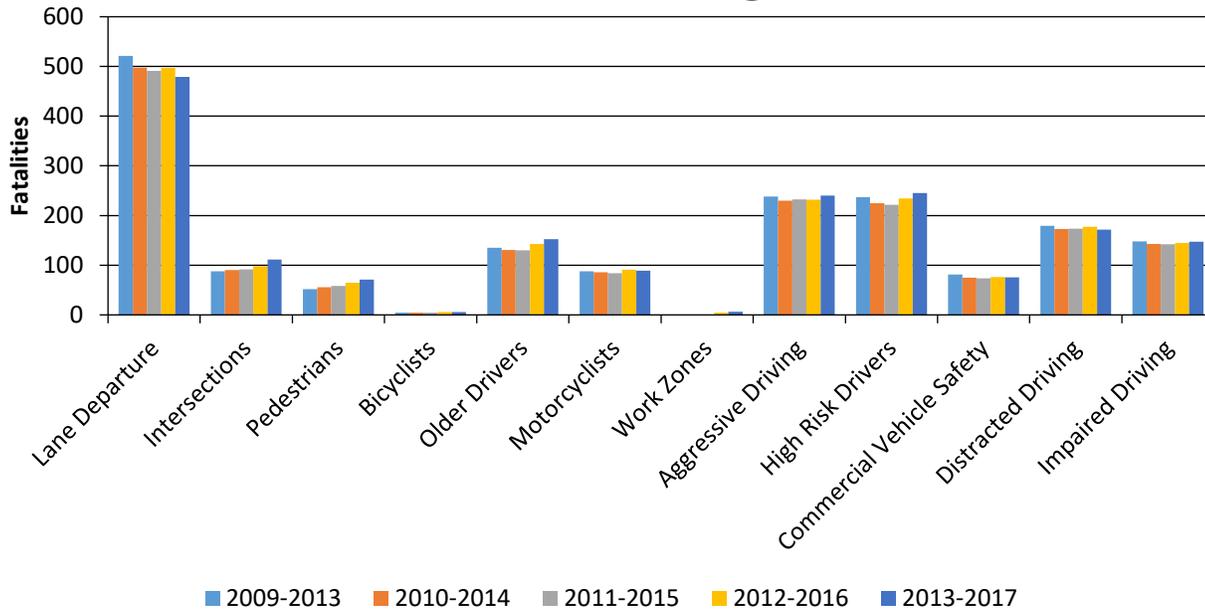
Present and describe trends in SHSP emphasis area performance measures.

Year 2017

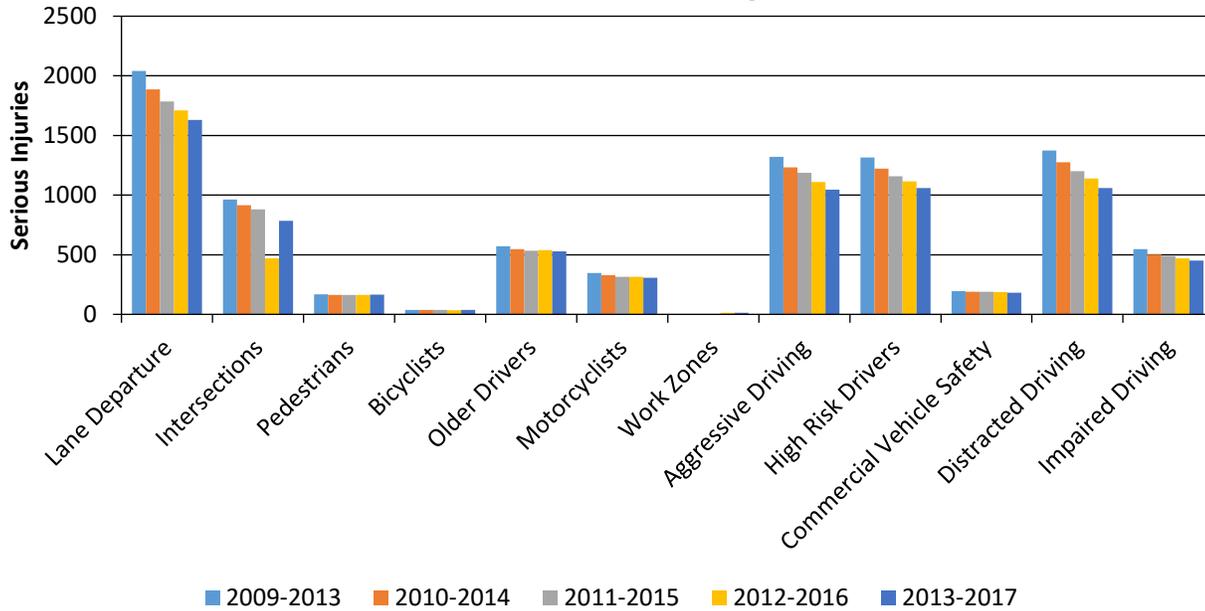
2018 Kentucky Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure	Lane Departure	479.2	1,629.8	0.99	3.36
Intersections	Intersections	111.6	785.6	0.23	1.62
Pedestrians	Vehicle/pedestrian	71	164.8	0.15	0.34
Bicyclists	Vehicle/bicycle	5.8	36.2	0.01	0.07
Older Drivers	Older Driver Involved	152.4	527.8	0.31	1.09
Motorcyclists	Motorcycle Involved	89	306.4	0.18	0.63
Work Zones	Work Zone Involved	6.2	14	0.01	0.03
Aggressive Driving	Aggressive Human Factors	240.4	1,046.2	0.5	2.16
High Risk Drivers	Young & Older Drivers	245.4	1,060.4	0.51	2.19
Commercial Vehicle Safety	Truck-related	75.8	182.2	0.16	0.38
Distracted Driving	Distraction Related	171.8	1,058.2	0.35	2.19
Impaired Driving	Alcohol or Drug Related	147.4	452	0.3	0.93

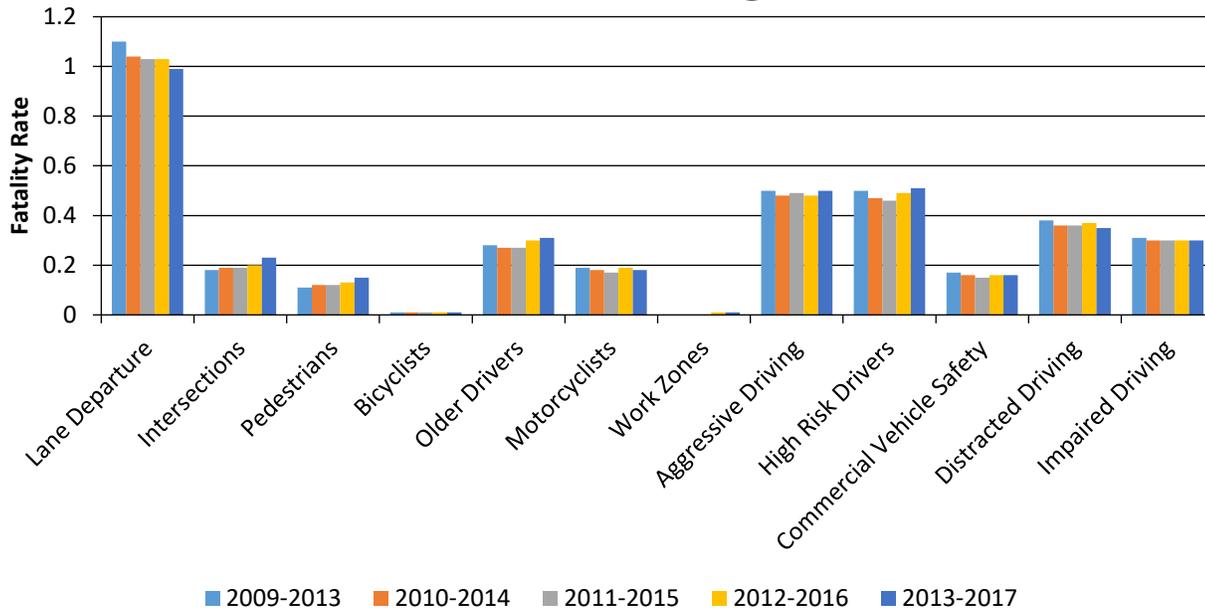
Number of Fatalities 5 Year Average



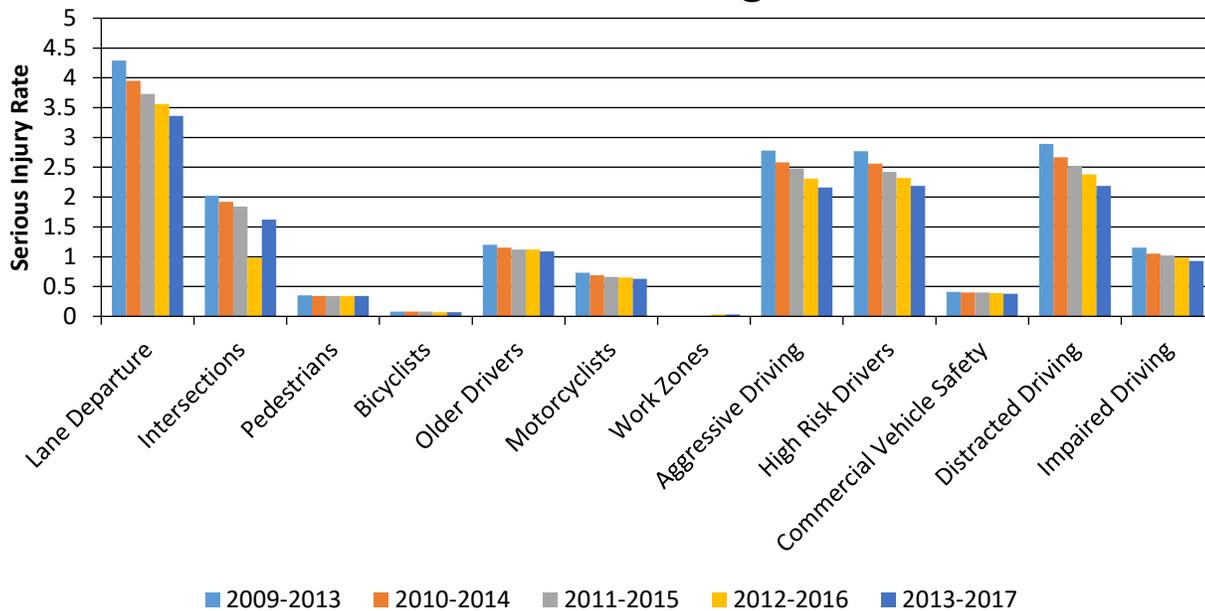
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



Enter additional comments here to clarify your response for this question or add supporting information.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
N/A														

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

Yes

Describe any other aspects of HSIP effectiveness on which the State would like to elaborate.

Effectiveness evaluations were performed and benefit/costs were calculated, with results presented for the following two types of systemic improvements:

CABLE MEDIAN BARRIERS

Wilcoxon Signed-Rank Test for “before and after shift in proportions of cross-median or impacted object in median crashes” – significant reduction at 99% confidence level.

Empirical Bayes analysis of “before and after cross-median crashes” was not performed on cable median barrier crashes because the necessary safety performance function was not available.

Benefit/Cost analysis results using observed crashes; 14.00:1 based on Comprehensive Cost of motor vehicle collisions (National Safety Council).

HIGH-FRICTION SURFACE TREATMENTS

Wilcoxon Signed-Rank Test for “before and after shift in proportions of wet-weather lane departure crashes” – significant reduction at 99% confidence level.

Empirical Bayes analysis of “before and after wet-weather lane departure crashes” results indicated the change in crashes (effect of the treatment) was significant at the 95% confidence level.

Benefit/Cost analysis results using expected crashes from empirical Bayes analysis; 7.74:1 based on Comprehensive Cost of motor vehicle collisions (National Safety Council).

HSM methods are used to evaluate and calculate benefits and costs for systemic safety improvements (cable median barriers, and high-friction surface treatments).

Compliance Assessment

What date was the State’s current SHSP approved by the Governor or designated State representative?

07/31/2015

What are the years being covered by the current SHSP?

From: 2015 To: 2019

When does the State anticipate completing it’s next SHSP update?

2019

Enter additional comments here to clarify your response for this question or add supporting information.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	100		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	100	100								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	100	100								
Access Control (22)	100	100								

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MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	0		
Average Annual Daily Traffic (79)	100	100					100	1		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			100	100						
AADT for Each Intersecting Road (79)			81	81						
AADT Year (80)			13	8						
Unique Approach Identifier (139)			100	100						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					100	100				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					100	100				
Roadway Type at End Ramp Terminal (199)					100	100				

2018 Kentucky Highway Safety Improvement Program

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Interchange Type (182)					100	100				
Ramp AADT (191)					85	100				
Year of Ramp AADT (192)					85	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	100.00	100.00	86.75	86.13	97.27	100.00	100.00	77.89	100.00	100.00

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

KYTC is in the process of reviewing local road AADT estimates before accepting these values to bring this FDE to 100% compliance. These local road AADT estimates will also help determine the Intersecting Road AADTs and AADT Year for Intersections FDEs. Data to determine Ramp AADT and Year of Ramp AADT are currently being processed to reach 100% compliance.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	INCAPACITATING	No	N/A	No	N/A	No
Crash Database	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	INCAPACITATING	No	N/A	No	N/A	No

Please describe the actions the State is taking to become compliant by April 15, 2019.

The Kentucky State Police have a grant beginning October 1st to update their crash database website and data dictionary to become compliant with the updated serious injury definition.

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?

No

When does the State plan to complete it's next HSIP program assessment.

2020

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

[HSIP FAST Planning FINAL.pdf](#)

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State’s SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.