

Each Location is an identified safety problem segment containing one or more spots. Key information for each Location is presented in tabular format, similar to the example shown below.

Location	BMP	EMP	2000-2002 Data				2003-2006 Data			
			CRF	Fatal	Injury	Total	CRF	Fatal	Injury	Total
<b>1</b> Location 1-G: <i>Hollow Bill</i>						<b>3</b>	<b>1.57</b>	<b>0</b>	<b>2</b>	<b>11</b>
<b>2</b> KYTC Spot 1-4/W SA Spot	29.952	30.100	<b>1.62</b>	0	2	6	<b>1.27</b>	0	1	5
W SA Spot	30.106	30.206	N/A				<b>1.27</b>	0	1	5
<b>4</b> Trends: 11 Single Vehicle, 2 Angle, 2 Sswipe, 1 Rear End										

- (1) **Location Header** – Each Location is named with a number (indicating the Phase) and unique letter. There is also a short description about key features in the area.
- (2) **Spot Calculations** – Individual 1/10 mile spots are called out in the rows beneath the location header. Spots previously identified by KYTC include data crash data from 2000-2002, in addition to 2003-2006. The number of fatal, injury, and total (including fatal, injury, and property damage only) crashes are presented for each data set. The critical rate factor (CRF) for each data set describes the frequency at which crashes are occurring as compared to similar roadways in the state.

Critical Rate Factors are color coded for each spot. A CRF between 0.90 and 0.99 is shown in gold to indicate there is a potential concentration of crashes. A CRF between 1.00 and 1.19 is shown in red to indicate there is a crash concentration. All CRF greater than 1.20 are shown in purple to indicate there is a severe crash concentration. This scheme applies to both spot and Location calculations.

In some cases, the milepoint limits shown associated with a spot are not exactly 1/10 mile apart. In these cases, spots appeared in each data set slightly offset from one another. Based on “KYTC Spot 1-4/W SA Spot” in the above example, a spot was identified from MP 29.952-30.052 based on initial KYTC analysis. A spot also appeared from MP 30.000-30.100 based on WSA analysis of the later crash data. Due to proximity, it was assumed that these spots are functionally the same. All calculations were performed on the actual 1/10 mile spots but spots are listed in this combined format to facilitate comparison.

- (3) **Location Calculations** – Based on the milepoint boundaries of the spots falling within a Location, the milepoint reach for the location was determined. In the example above, the Location corresponds to milepoints 29.952 to 30.206. The crash data for this Location range was investigated, determining the number of fatal, injury, and total crashes, and the CRF during 2003-2006 data. Crashes occurring within the Location that fall between the component spots were included in this investigation as well.
- (4) **Description** – Summary information on crash types and site descriptions are included below the tabular information.

Location	BMP	EMP	2000-2002 Data				2003-2006 Data			
			CRF	Fatal	Injury	Total*	CRF	Fatal	Injury	Total*
<b>Logan County</b>										
<b>Location 1-A: Residential cluster north of state line</b>						<b>2.15</b>	<b>0</b>	<b>2</b>	<b>Σ = 21</b>	
WSA Spot	0.390	0.490	N/A			<b>1.46</b>	0	1	Σ = 7	
WSA Spot	0.589	0.689	N/A			<b>2.51</b>	0	1	Σ = 12	
Trends: 8 Turning, 7 Rear Ends, 4 Sideswipe										
<b>Location 1-B: Intersection with KY 591</b>										
KYTC Spot 1-1	1.485	1.585	<b>0.92</b>	0	3	Σ = 5	0.21	0	0	Σ = 1
Trends: 3 Turning, 2 Single Vehicle, 1 Sideswipe										
<b>Location 1-C: Northern Adairville city limits</b>						<b>0.91</b>	<b>0</b>	<b>2</b>	<b>Σ = 11</b>	
WSA Spot	2.697	2.797	N/A			<b>1.04</b>	0	0	Σ = 5	
WSA Spot	2.997	3.097	N/A			<b>1.04</b>	0	1	Σ = 5	
Trends: 8 Single Vehicle, 2 Rear Ends 1/2 of reported crashes occur in wet conditions										
<b>Location 1-D: Intersection with US 79/Russellville</b>										
KYTC Spot 1-2/WSA Spot	13.795	13.896	<b>1.08</b>	0	0	Σ = 8	<b>1.18</b>	0	1	Σ = 11
Trends: 7 Rear End, 6 Turning, 2 Single Vehicle, 4 Backing Vehicle Enforcement recommends widening for large trucks at Russellville										
<b>Location 1-E: Intersection with Lewisburg/Edwards Road</b>										
WSA Spot	21.640	21.740	N/A				<b>1.15</b>	0	1	Σ = 7
Trends: 5 Single Vehicle, 1 Head on, 1 Sideswipe										
<b>Location 1-F: Between KY 106 &amp; KY 107</b>										
KYTC Spot 1-3	23.900	24.000	<b>1.26</b>	0	1	Σ = 5	0.17	0	1	Σ = 1
Trends: 2 Rear Ends, 1 Head On, 1 Sideswipe, 2 Other										
<b>Location 1-G: Hollow Bill</b>						<b>1.57</b>	<b>0</b>	<b>2</b>	<b>Σ = 11</b>	
KYTC Spot 1-4/WSA Spot	29.952	30.100	<b>1.62</b>	0	2	Σ = 6	<b>1.27</b>	0	1	Σ = 5
WSA Spot	30.106	30.206	N/A				<b>1.27</b>	0	1	Σ = 5
Trends: 11 Single Vehicle, 2 Turning, 2 Sideswipe, 1 Rear End										
<b>Location 1-H: Intersection with Iron Mountain Road &amp; KY 1293</b>						<b>1.54</b>	<b>0</b>	<b>7</b>	<b>Σ = 28</b>	
WSA Spot	30.850	30.950	N/A				<b>1.27</b>	0	2	Σ = 5
KYTC Spot 1-4a	30.993	0.043	0.23							
WSA Spot	31.030	0.080	N/A				<b>1.06</b>	0	1	Σ = 4
Trends: 7 Single Vehicle, 1 Rear End, 1 Head On MP 31.043 is intersection with KY 1293; poor sight distance noted by District										
<b>Muhlenberg County</b>										
<b>Location 1-I: Intersection with KY 973/Dunmor</b>										
KYTC Spot 1-5/WSA Spot	0.364	0.500	<b>0.98</b>	0	3	Σ = 4	<b>2.92</b>	0	3	Σ = 11
Trends: 5 Single Vehicle, 4 Turning, 6 Other District noted poor alignment(s) and limited sight distances KSP (Henderson) recommend widening shoulders and leveling MP 0.0-1.5										
<b>Location 1-J: Intersection with Belcher Lane &amp; Penrod Cutoff Road; Rocky Creek</b>						<b>1.56</b>	<b>0</b>	<b>6</b>	<b>Σ = 20</b>	
KYTC Spot 1-6/WSA Spot	3.354	3.500	<b>1.69</b>	0	0	Σ = 6	<b>2.39</b>	0	2	Σ = 9
WSA Spot	3.600	3.700	N/A				<b>2.39</b>	0	3	Σ = 9
KYTC Spot 1-7	3.930	4.030	<b>1.69</b>	0	3	Σ = 6	0.27	0	1	Σ = 1
Trends: , 9 Sideswipe, 16 Single Vehicle, 1 Turning, 3 Rear End, 1 Head On 12 crashes occur on wet/icy roadways Two narrow bridges near Penrod cited as issue by Muhlenberg County Judge Kirtley										
<b>Location 1-K: Intersections with Hudson Lane, Union Ridge Road</b>						<b>1.83</b>	<b>1</b>	<b>8</b>	<b>Σ = 19</b>	
WSA Spot	4.600	4.700	N/A				<b>1.33</b>	0	2	Σ = 5
WSA Spot	4.800	4.900	N/A				<b>1.06</b>	1	2	Σ = 4
WSA Spot	5.000	5.100	N/A				<b>2.65</b>	0	4	Σ = 10
Trends: 14 Single Vehicle, 3 Turning, 1 Rear End, 1 Head On Crash Intersection with Union Ridge Rd identified as one of two worst intersections in study by District reviewer KSP (Henderson) recommend widening shoulders, MP 5.0-11.6 Section from MP 5.0-6.0 identified as likely problem area by District										

Location	BMP	EMP	2000-2002 Data				2003-2006 Data			
			CRF	Fatal	Injury	Total*	CRF	Fatal	Injury	Total*
<b>Muhlenberg County</b>										
<b>Location 1-L: Dead Man's Curve - Addressed by 02-900.00 (2006 construction \$)</b>										
KYTC Spot 1-7a	6.146	6.246	1.41	0	2	∑ = 5	0.27	1	0	∑ = 1
KYTC Spot 1-8	6.300	6.400	2.25	0	4	∑ = 6	0.53	1	1	∑ = 2
WSA Spot	6.400	6.500	N/A				1.86	0	1	∑ = 7
KYTC Spot 1-7a proposed to realign curve (MP 5.6-6.2) south of completed project										
<b>Location 1-M: Intersection with KY 2270</b>										
KYTC Spot 1-8a/WSA Spot	6.950	7.050	0.75	0	1	∑ = 3	1.09	1	2	∑ = 6
Trends: 3 Single Vehicle, 3 Turning, 2 Rear End, 1 Sideswipe KSP (Henderson) recommend widening shoulders, MP 5.0-11.6										
<b>Location 1-N: Between KY 2270 &amp; KY 246</b>										
KYTC Spot 1-9	7.420	7.520	1.13	0	0	∑ = 4	0.18	0	0	∑ = 1
Trends: 2 Turning, 2 Rear End, 1 Single Vehicle KSP (Henderson) recommend widening shoulders, MP 5.0-11.6										
<b>Location 1-O: Intersection with KY 246/Beechmont</b>										
KYTC Spot 1-10/WSA Spot	7.950	8.050	2.81	0	6	∑ = 10	0.93	0	1	∑ = 7
KYTC Spot/WSA Spot	8.020	8.120	1.19	0	4	∑ = 6	1.09	0	1	∑ = 6
Trends: 4 Turning, 6 Rear End, 6 Other, 1 Head on KSP (Henderson) recommend widening shoulders, MP 5.0-11.6										
<b>Location 1-P: Intersection with Sylvania St/Beechmont</b>										
KYTC Spot 1-11/WSA Spot	8.950	9.100	1.19	0	3	∑ = 6	1.14	0	2	∑ = 6
Trends: 3 Turning, 1 Rear End, 1 Head on, 5 Single Vehicle, 2 Sideswipe Muhlenberg South Elementary school constructed just north of Location 1-P KSP identified segment as "high crash zone" (MP 8.00-9.90), recommend shoulder widening										
<b>Location 1-Q: Intersection with KY 70</b>										
KYTC Spot 1-12/WSA Spot	9.734	9.900	1.67	0	5	∑ = 9	1.12	0	10	∑ = 24
WSA Spot	10.000	10.100	N/A				2.33	0	6	∑ = 13
KYTC Spot 1-13	10.222	10.322	0.717	0	2	∑ = 4	1.14	0	1	∑ = 7
Trends: 11 Turning, 3 Head on, 5 Rear end, 11 Single Vehicle, 5 Sideswipe 5 crashes involve a vehicle running off the road between MP 10.03-10.09 KSP identified segment as "high crash zone" (MP 8.00-9.90), recommend shoulder widening MP 5.0-11.6										
<b>Location 1-R: Drakesboro, intersections with (WSA) Frazier, (1-14) KY 176, (1-15) KY 2107</b>										
WSA Spot	11.100	11.200	N/A				1.23	1	18	∑ = 47
KYTC Spot 1-14/WSA Spot	11.400	11.500	1.71	0	4	∑ = 10	1.14	0	4	∑ = 20
KYTC Spot 1-15/WSA Spot	11.920	12.082	0.91	0	5	∑ = 6	2.66	0	4	∑ = 8
Trends: 18 Turning, 2 Head on, 12 Rear end, 15 Single Vehicle, 4 Other KSP identified segment as "high crash zone" (MP 11.00-12.10)										
<b>Location 1-S: South of Old Sawmill Road</b>										
KYTC Spot 1-16	14.096	14.196	0.91	0	1	∑ = 6	1.14	0	1	∑ = 1
Trends: 3 Single Vehicle (collision with animal), 3 Rear End, 1 Sideswipe										
<b>Location 1-T: Intersection with Cleaton Road</b>										
KYTC Spot 1-17	15.150	15.250	1.46	0	1	∑ = 9	0.67	0	1	∑ = 5
Trends: 6 Rear End, 4 Turning, 4 Other High speed tangent section with lots of coal trucks										
<b>Location 1-U: At WKY Parkway/Central City</b>										
WSA Spot	17.300	17.400	N/A				1.79	2	4	∑ = 16
KYTC Spot 2-1/WSA Spot	17.400	17.584	1.72	0	3	∑ = 7	1.35	0	2	∑ = 6
Trends: 6 Rear End, 4 Turning, 5 Single Vehicle										
<b>Location 2-A: North of WKY Parkway/Central City</b>										
KYTC Spot 2-2/WSA Spot	17.900	18.012	0.73	0	2	∑ = 5	1.04	0	4	∑ = 9
Trends: 3 Turning, 5 Rear End, 3 Single Vehicle, 3 Sideswipe Developing commercial area; large trucks reportedly park on shoulder at times										

Location	BMP	EMP	2000-2002 Data				2003-2006 Data			
			CRF	Fatal	Injury	Total*	CRF	Fatal	Injury	Total*
<b>Muhlenberg County</b>										
<b>Location 2-B: Central City</b>										
<b>Intersections with (2-3) US 62, (2-4) Harrison Ave, (2-6) KY 70, (2-7) KY 277, (2-8) Pendelton</b>										
							2.38	0	24	Σ = 111
KYTC Spot 2-3/WSA Spot	18.240	18.365	2.90	0	4	Σ = 25	2.81	0	4	Σ = 29
KYTC Spot 2-4/WSA Spot	18.350	18.478	1.46	0	3	Σ = 15	0.97	0	3	Σ = 10
KYTC Spot 2-5/WSA Spot	18.479	18.590	1.91	0	2	Σ = 20	2.13	0	4	Σ = 22
WSA Spot	18.600	18.700	N/A				1.87	0	4	Σ = 17
KYTC Spot 2-6/WSA Spot	18.670	18.800	1.32	0	3	Σ = 9	1.17	0	1	Σ = 9
KYTC Spot 2-7/WSA Spot	18.862	19.000	2.24	0	2	Σ = 14	2.62	0	5	Σ = 17
KYTC Spot 2-8	19.062	19.162	0.90	0	1	Σ = 5	0.46	0	2	Σ = 3
Trends: 59 Rear End, 75 Angle, 41 Single Vehicle, 2 Head On, 14 Sideswipe, 4 Backing Low overpass at Spot 2-5: records show trucks routinely impact this (20-27 crashes during 2000-2006) KSP identified segment as "high crash zone" (MP 18.240-19.117) (2-3) Lots of trucks; NB queues block SB sight dist; trucks hit guardrail and curbs during turns; no tapers (2-6) Signalized skew intersection; businesses on corners; crest on NB approach limits sight distance										
<b>Location 2-C: Intersection with KY 189/South Carrollton</b>										
KYTC Spot 2-9/WSA Spot	21.430	21.530	0.96	0	0	Σ = 4	1.02	1	2	Σ = 4
Trends: 3 Turning, 1 Run Off Road, 1 Head On, 1 Single Vehicle, 2 Sideswipe										
<b>Location 2-D: Intersection with KY 81/South Carrollton</b>										
							2.42	0	10	Σ = 21
KYTC Spot 2-10/WSA Spot	22.298	22.400	3.67	0	N/A	Σ = 16	4.85	0	9	Σ = 19
KYTC Spot 2-11	22.398	22.498	1.97	0	2-6	Σ = 10	0.51	0	1	Σ = 2
Trends: 14 Single Vehicle, 15 Rear End, 6 Turning, 1 Sideswipe KSP identified segment as "high crash zone" (MP 22.000-24.347) Vehicle Enforcement recommends widening for large trucks at South Carrollton Adjacent to <a href="#">Project 02-976.00</a> - Realign with Shoulders, guardrail for MP 22.4-22.7 (2009 construction \$) (2-10) Adjacent to rail line, cemetery, contaminated gas station, homes, embankment, other intersections										
<b>Location 2-E: Intersection with Power Plant Drive/South Carrollton</b>										
							1.14	0	4	Σ = 10
WSA Spot	24.132	24.232	N/A				1.46	0	4	Σ = 8
KYTC Spot 2-12	24.250	24.350	2.55	1	5	Σ = 12	0.18	0	0	Σ = 1
Trends: 18 Single Vehicle, 1 Sideswipe, 2 Other In <a href="#">Project 02-977.00</a> - Realign with Shoulders, guardrail for MP 23.9-24.1 & 24.3-24.5 (2006 construction \$) Muhlenberg County Judge Kirtley cites as problem crash spot										
<b>McLean County</b>										
<b>Location 2-F: Intersection with Main Street/Island</b>										
KYTC Spot 2-13/WSA Spot	2.400	2.550	0.98	0	3	Σ = 5	1.63	1	4	Σ = 9
Trends: 9 Turning, 5 other KSP identified segment as "high crash zone" at MP 0.0-2.5; recommend turn lanes at Main Street										
<b>Location 2-G: Intersection with Third Street/Livermore</b>										
KYTC Spot 2-14	5.450	5.550	1.04	0	1	Σ = 6	0.44	0	0	Σ = 3
Trends: 3 Turning, 5 Rear End, 1 Other Livermore Mayor says intersection at the foot of the bridge is the most dangerous in the community A recently converted from 2-lane to 3-lane section lies north of Location 2-G										
<b>Location 2-H: KY 136 Intersection - Addressed by 02-9.00 (2005 construction \$)</b>										
KYTC Spot 2-15/WSA Spot	6.038	6.138	2.35	0	7	Σ = 13	1.62	0	3	Σ = 11
<b>Location 2-I: KY 1080 Intersection - Addressed by 02-972.00 (2004 construction \$)</b>										
KYTC Spot 2-16	8.265	8.365	1.56	0	3	Σ = 9	0.74	0	1	Σ = 5
<b>Location 2-J: North of Barrett Hill Road Intersection</b>										
KYTC Spot 2-17	9.300	9.400	1.21	0	3	Σ = 7	0.45	0	1	Σ = 3
Trends: 5 Turning, 3 Single Vehicle, 1 Rear End, 1 Head On										
<b>Location 2-K: Intersection with KY 250</b>										
KYTC Spot 2-18/WSA Spot	9.800	9.900	1.09	0	3	Σ = 6	0.93	0	3	Σ = 6
Trends: 5 Rear End, 4 Single Vehicle, 3 Turning										

Location	BMP	EMP	2000-2002 Data				2003-2006 Data			
			CRF	Fatal	Injury	Total*	CRF	Fatal	Injury	Total*
<b>Daviess County</b>										
<b>Location 2-L: McLean/Daviess County Line</b>										
WSA Spot	0.000	0.100	N/A				1.23	0	3	∑ = 8
Trends: 3 Rear End, 5 Single Vehicle										
<b>Location 2-M: Intersection with Mill Street</b>										
WSA Spot	1.950	2.050	N/A				1.07	0	2	∑ = 7
Trends: 2 Single Vehicle, 2 Rear End, 3 Other										
<b>Location 2-N: Intersection with KY 140/Utica</b>										
KYTC Spot 2-19/WSA Spot	2.599	2.699	1.44	0	6	∑ = 13	1.76	0	5	∑ = 14
Trends: 6 Rear End, 5 Single Vehicle, 13 Turning, 1 Sideswipe, 2 Head On Intersection with KY 140 identified as one of two worst intersections in study by District reviewer KSP (Henderson) recommend adding turn lanes at KY 140 and straightening to MP 5										
<b>Location 2-O: Owensboro</b>										
<b>Intersection with (2-20 &amp; 2-21) Mall entrances, (2-22) Southtown Blvd, (2-23) Salem/Goetz/Carlton, (2-24) Bypass</b>										
							0.26	0	9	∑ = 21
KYTC Spot 2-20	10.650	10.750	1.66	0	3	∑ = 15	0.11	0	0	∑ = 1
KYTC Spot 2-21	10.800	10.900	1.77	0	6	∑ = 16	0.11	0	0	∑ = 1
KYTC Spot 2-22	10.950	11.050	1.70	0	4	∑ = 30	0.03	0	0	∑ = 1
KYTC Spot 2-23	11.150	11.250	2.86	0	14	∑ = 51	0.10	0	1	∑ = 3
KYTC Spot 2-24	11.267	11.367	1.39	0	6	∑ = 31	0.44	0	7	∑ = 13
Trends: 95 Rear End, 54 Turning, 13 Other (2-22) Southtown Blvd being widened to 5 lanes; may impact crash rates (2-23) Traffic queues limit sight distances										

**Notes:**

\* Total crashes shows the sum of fatality, injury, and property damage only (PDO)

CRF 0.90 - 0.99  
CRF 1.00 - 1.19  
CRF > 1.20

Spots which show MP range greater than 0.1 miles represent two partially overlapping spots identified slightly offset between the 2000-2002 and 2003-2006 data sets. CRF calculations are still based on the 0.1 mile defined spot.