It’s a People Business

KYTC Planning Symposium

Stephen De Witte, P.E.
Catherine Davis, P.E.
Dave Heil, P.E.
Libbie Lowe, EIT
Nathan Ridgway, P.E.
Sadie Middleton, AICP

Frankfort, Kentucky | September 21, 2026

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TRANSPORTATION CABINET

Safety Briefing

TEAM KENTUCKY®
TRANSPORTATION CABINET

Vision

Striving to be national leaders in transportation who provide transportation infrastructure and services for the 21st century that deliver new economic opportunities for all Kentuckians.

Mission

To provide a safe, efficient, environmentally sound and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky.

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AI disclaimer: They gave me access to Copilot a few weeks ago so I'm testing things out. Some slide content was developed by Copilot and edited by me.

Some are my own creations.

Agenda

- Opening Remarks
- Division of Planning Overview
- Rethinking Capacity
- CO Project Manager Roundtable
- Report Best Practices
- Odds and Ends
- Exchange Tearful Goodbyes

Opening Remarks

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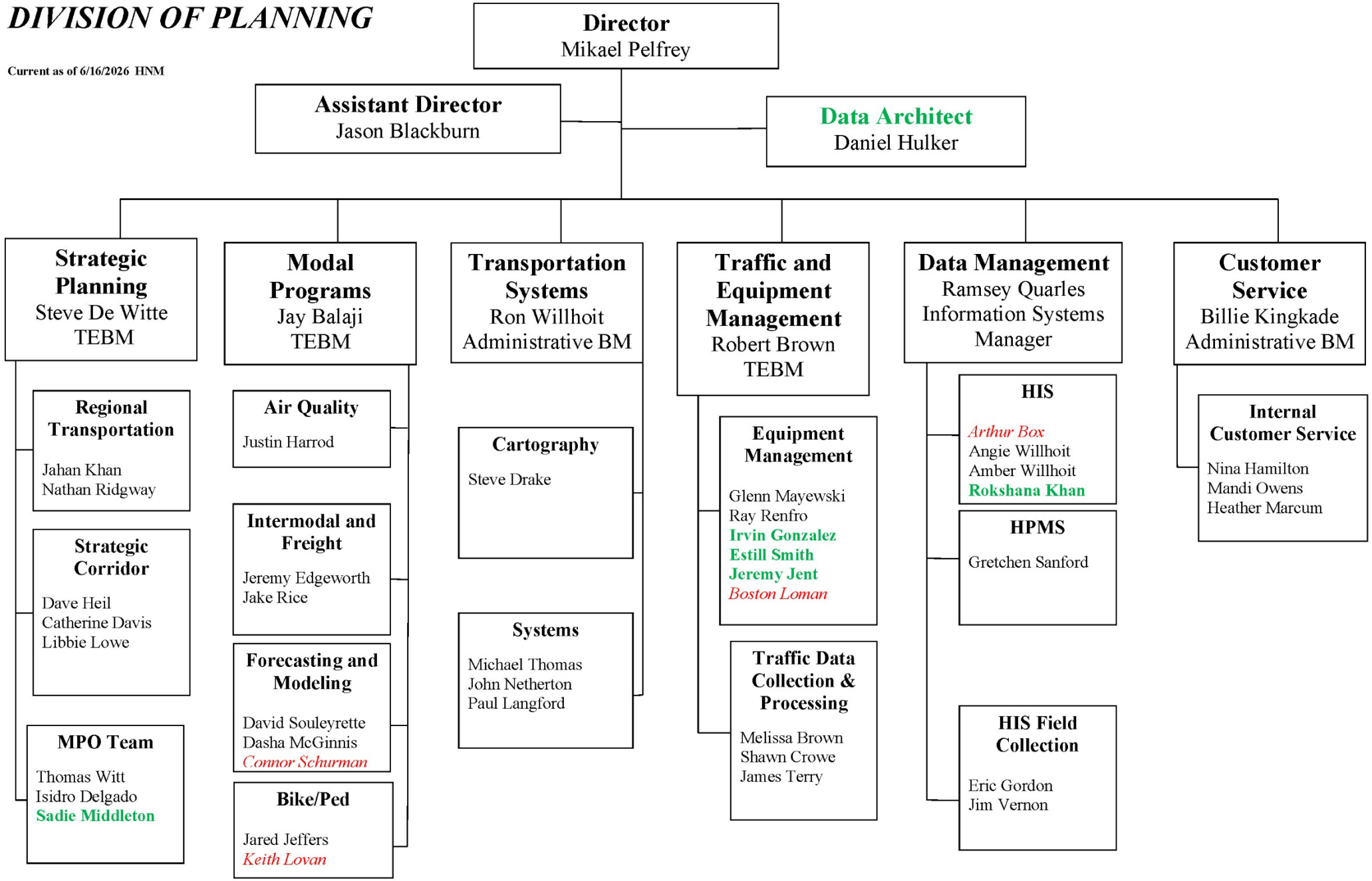
Division of Planning Overview

DIVISION OF PLANNING

Current as of 6/16/2026 HNM



Planning Study Liaisons

- Catherine Davis: D1, D6, D9, D11
- Dave Heil: D4, D5, D8, D12
- Libbie Lowe: D2, D3, D10
- Steve De Witte: D7

- Nathan Ridgway: Weird Studies/Potpourri
- Sadie Middleton: PIP, other Planning

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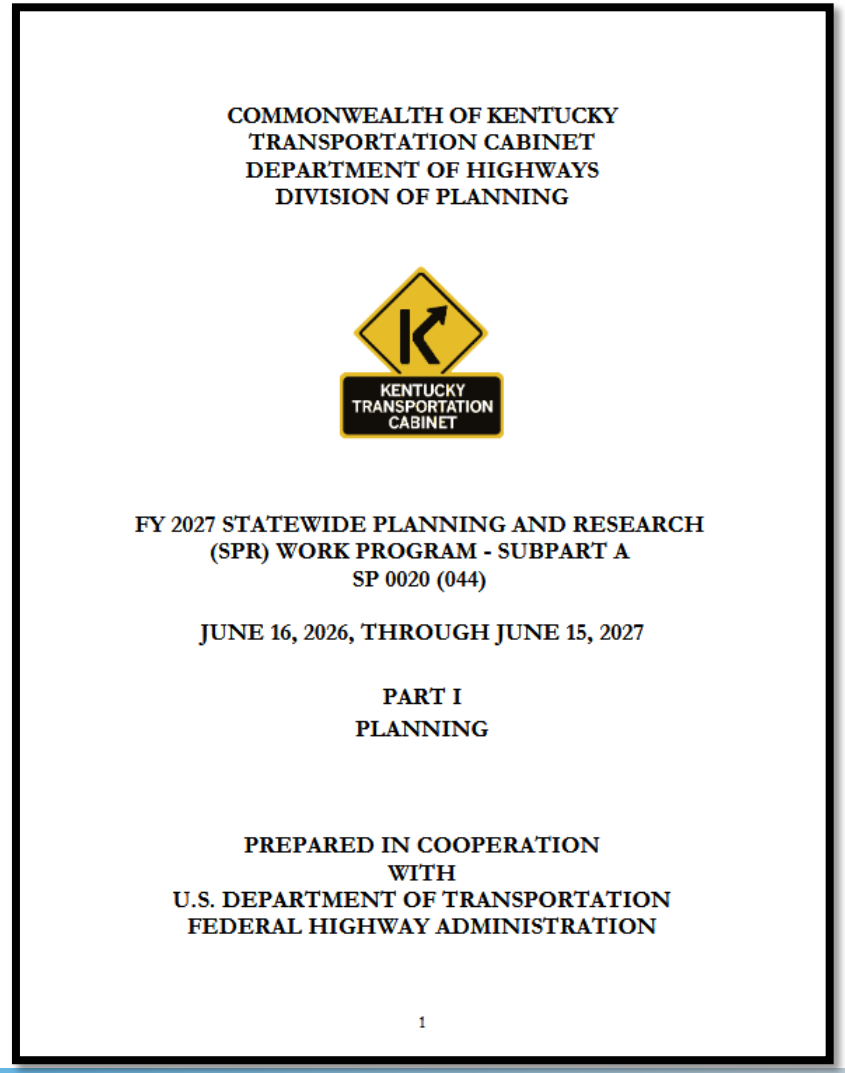
Work Program



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
DIVISION OF PLANNING

KENTUCKY TRANSPORTATION CABINET

FY 2027 STATEWIDE PLANNING AND RESEARCH
(SPR) WORK PROGRAM - SUBPART A
SP 0020 (044)

JUNE 16, 2026, THROUGH JUNE 15, 2027

PART I
PLANNING

PREPARED IN COOPERATION
WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1

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FY 2026 Accomplishments Report

- 18 completed studies, totaling approx. $4.17 million
  - Down from $4.65M in FY 24

- 34 ongoing studies, totaling approx. $9.94 million
  - Up from $7.55M in FY 24

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Planning Study Resource Page

- Scoping/Production Hour Templates
- Invite Lists
- Funding Pots
- Planning Study Guidance
- Liability Neutral Language
- Symposium Slides
- Helpful Links

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Rethinking Capacity

Thinking Beyond LOS (and Beyond the Peak) for Transportation Analysis

Bastian Schroeder

Kittelson and Associates

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KYTC Partnering Conference | September 2026

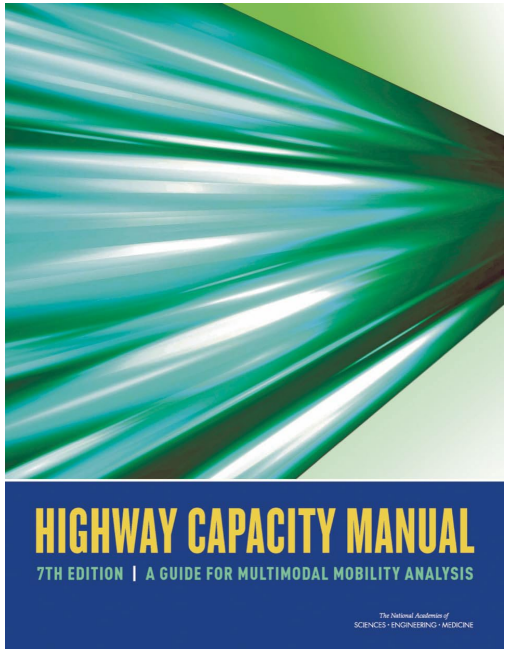
What is Level of Service (LOS)?

- “LOS is a quantitative stratification of a performance measure or measures representing quality of service. … The HCM defines six levels of service, ranging from A to F.”

- “… Practitioners and decision makers alike must understand that the LOS letter result hides much of the complexity of facility performance.“

- “Neither LOS nor any other single performance measure tells the full story of roadway performance. Depending on the particulars of a given analysis, queue lengths, demand-to-capacity ratios, average travel speeds, indicators of safety, quantities of persons and vehicles served, and other performance measures may be just as or even more important to consider, whether or not they are specifically called out in an agency standard. For this reason, the HCM provides methods for estimating a variety of useful roadway operations performance measures, not just methods for determining LOS.”

All quotes from HCM 7th Edition – Chapter 5: Quality of Service.



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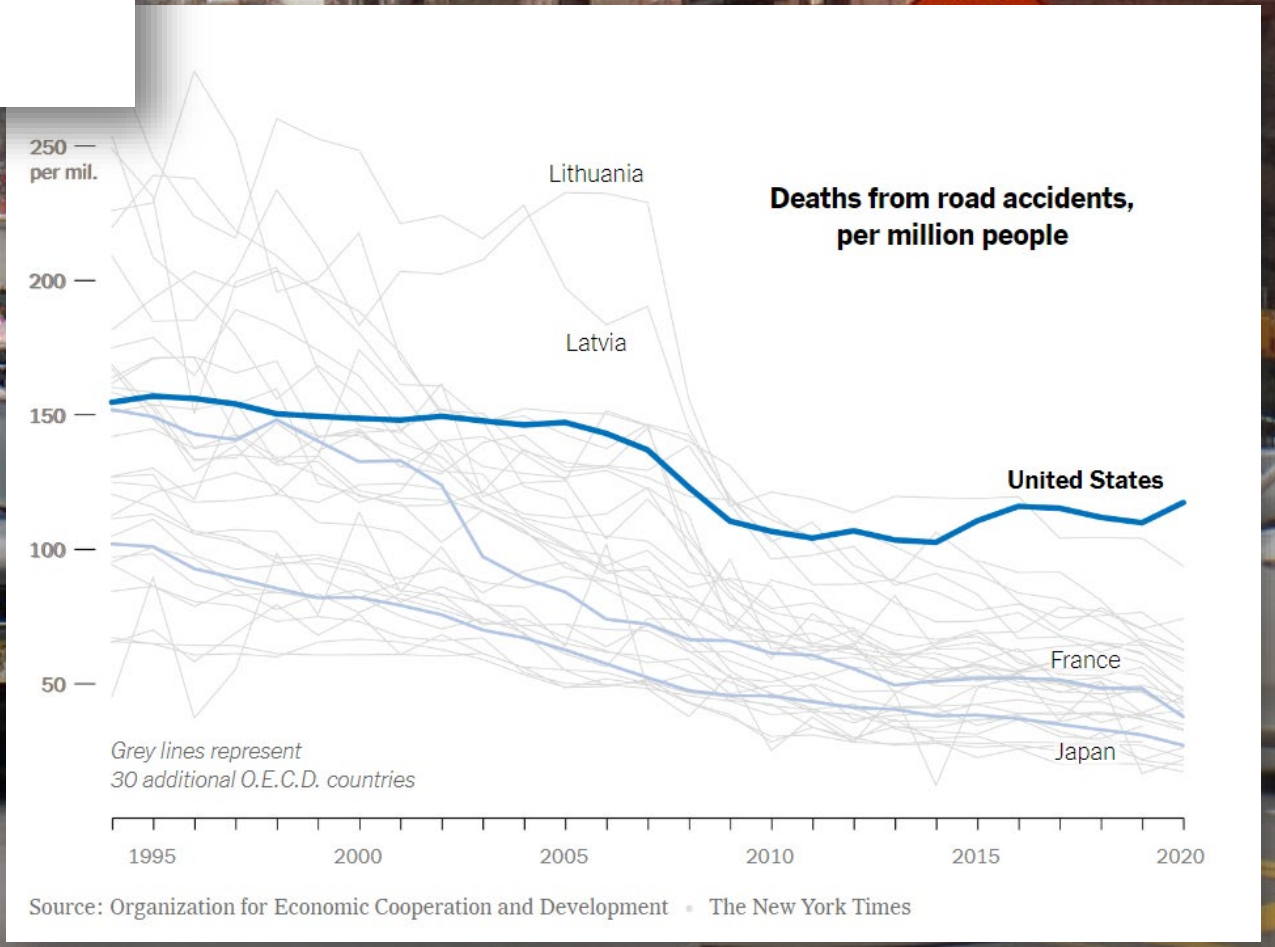
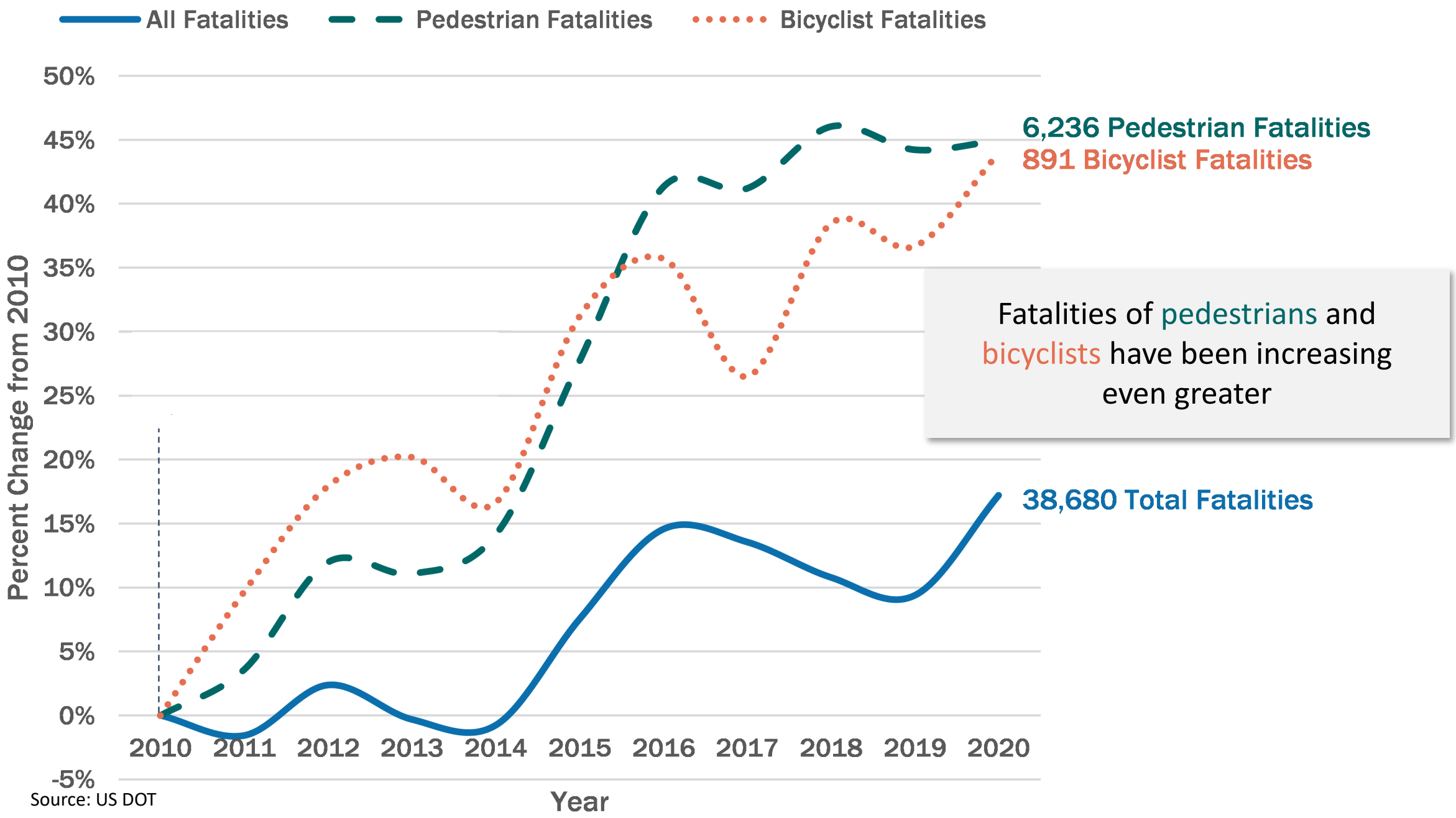
Nov. 27, 2022 The New York Times

The Exceptionally American Problem of Rising Roadway Deaths

Why other rich nations have surpassed the U.S. in protecting pedestrians, cyclists and motorists.





Source: US DOT

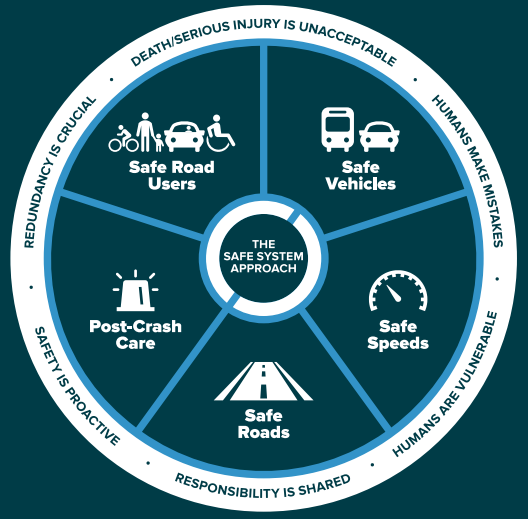
We know what safe streets look like; but how do we get there?

FHWA IS LEADING THE SHIFT – TO THE SAFE SYSTEM APPROACH

The **Safe System Approach** aims to eliminate fatal and serious injuries for all road users by:

Accommodating human mistakes

Keeping impacts on the human body at tolerable levels



Moving towards a **Traffic Safety Culture**


Roundabout
F
Signalized Intersection
D

DAYLIGHT DECISION-MAKING

LOS For Signals vs. Roundabouts

Exhibit 19-8
LOS Criteria: Motorized Vehicle Mode

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a] ≤1.0	>1.0
≤10	A	F
>10–20	B	F
>20–35	C	F
>35–55	D	F
>55–80	E	F
>80	F	F

Note: [a] For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

Exhibit 22-8
LOS Criteria: Motorized Vehicle Mode

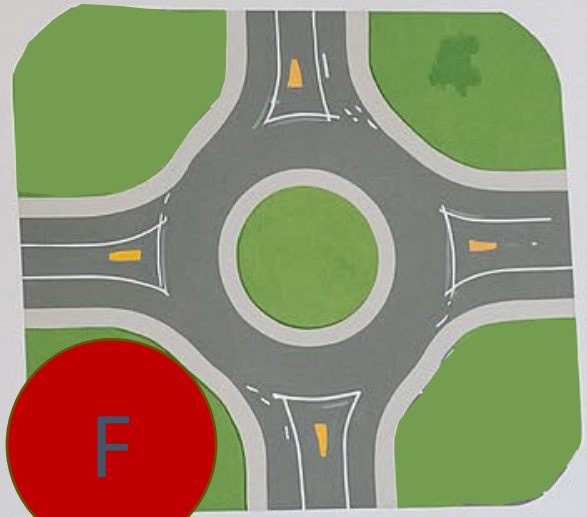
Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio[a] *v/c* ≤ 1.0	*v/c* > 1.0
0–10	A	F
>10–15	B	F
>15–25	C	F
>25–35	D	F
>35–50	E	F
>50	F	F

Note: [a] For approaches and intersectionwide assessment, LOS is defined solely by control delay.

Source: HCM 7th Edition, Chapters 19 and 22

d = 51 sec

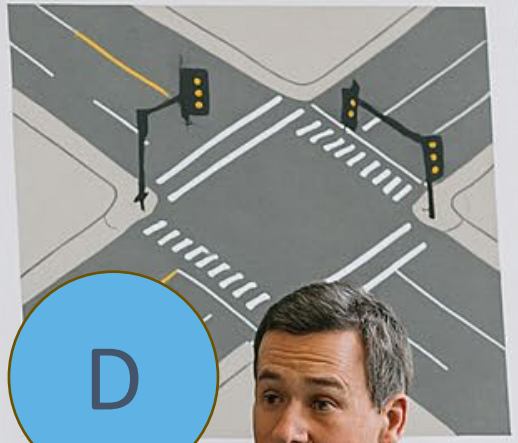
Roundabout



F

d = 54 sec

Signalized Intersection



D

WHAT DO WE MEAN BY LEVEL OF SERVICE (LOS) F?

Based on a traffic forecast that predicts traffic 20 years into the future, we estimate that a driver entering the roundabout will be delayed by over 55 seconds during the peak 15 minutes of the 30th highest hour of the year.

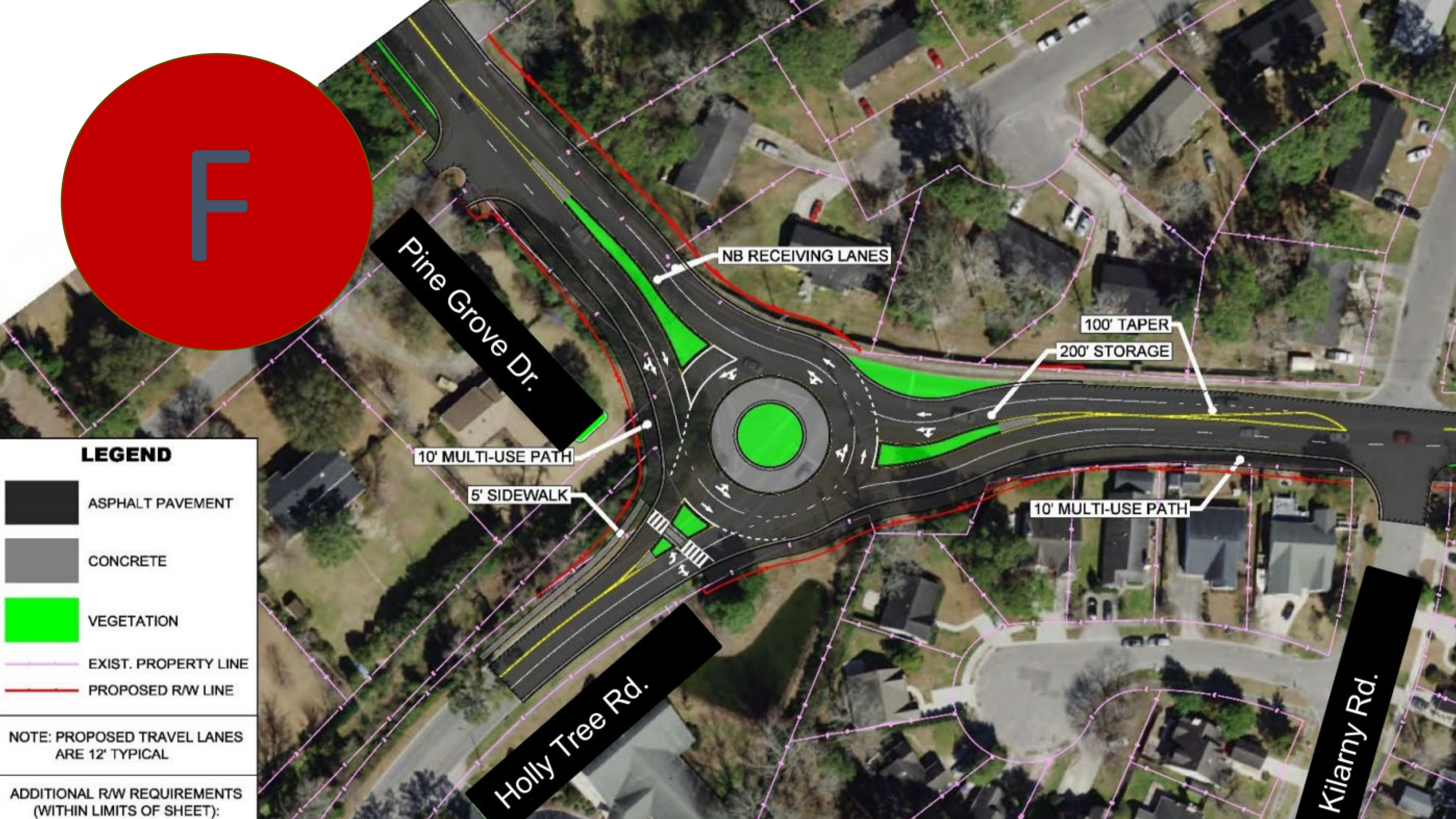
… or mathematically:

*(30*0.25) / (365*24*20) *100% = 0.043% of the next 20 years!*

… and also:

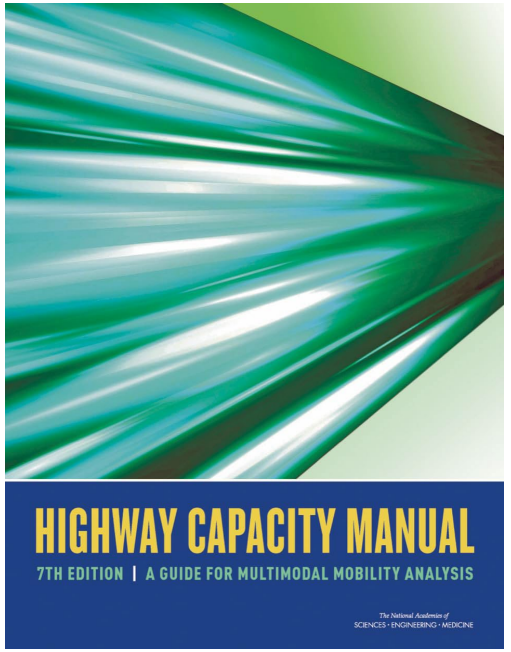
*There has **never** been a human factors or driver perception study to link experienced delay at roundabouts to LOS thresholds!*


“THAT WON’T WORK.”


F
Pine Grove Dr.
NB RECEIVING LANES
100' TAPER
200' STORAGE
10' MULTI-USE PATH
5' SIDEWALK
10' MULTI-USE PATH
Holly Tree Rd.
Kilarny Rd.
LEGEND
ASPHALT PAVEMENT
CONCRETE
VEGETATION
EXIST. PROPERTY LINE
PROPOSED R/W LINE
NOTE: PROPOSED TRAVEL LANES ARE 12' TYPICAL
ADDITIONAL R/W REQUIREMENTS (WITHIN LIMITS OF SHEET):

What is Capacity?

- “The capacity of a system element is the maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.”
- “Reasonable expectancy is the basis for defining capacity. That is, the stated capacity for a given system element is a flow rate that can be achieved repeatedly for peak periods of sufficient demand. Stated capacity values can be achieved on system elements with similar characteristics throughout North America. Capacity is not the absolute maximum flow rate observed on such a system element. The absolute maximum flow rate can vary from day to day and from location to location.”



All quotes from HCM 7th Edition – Chapter 4: Traffic Operations and Capacity Concepts

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So What is the Capacity of a Roundabout?

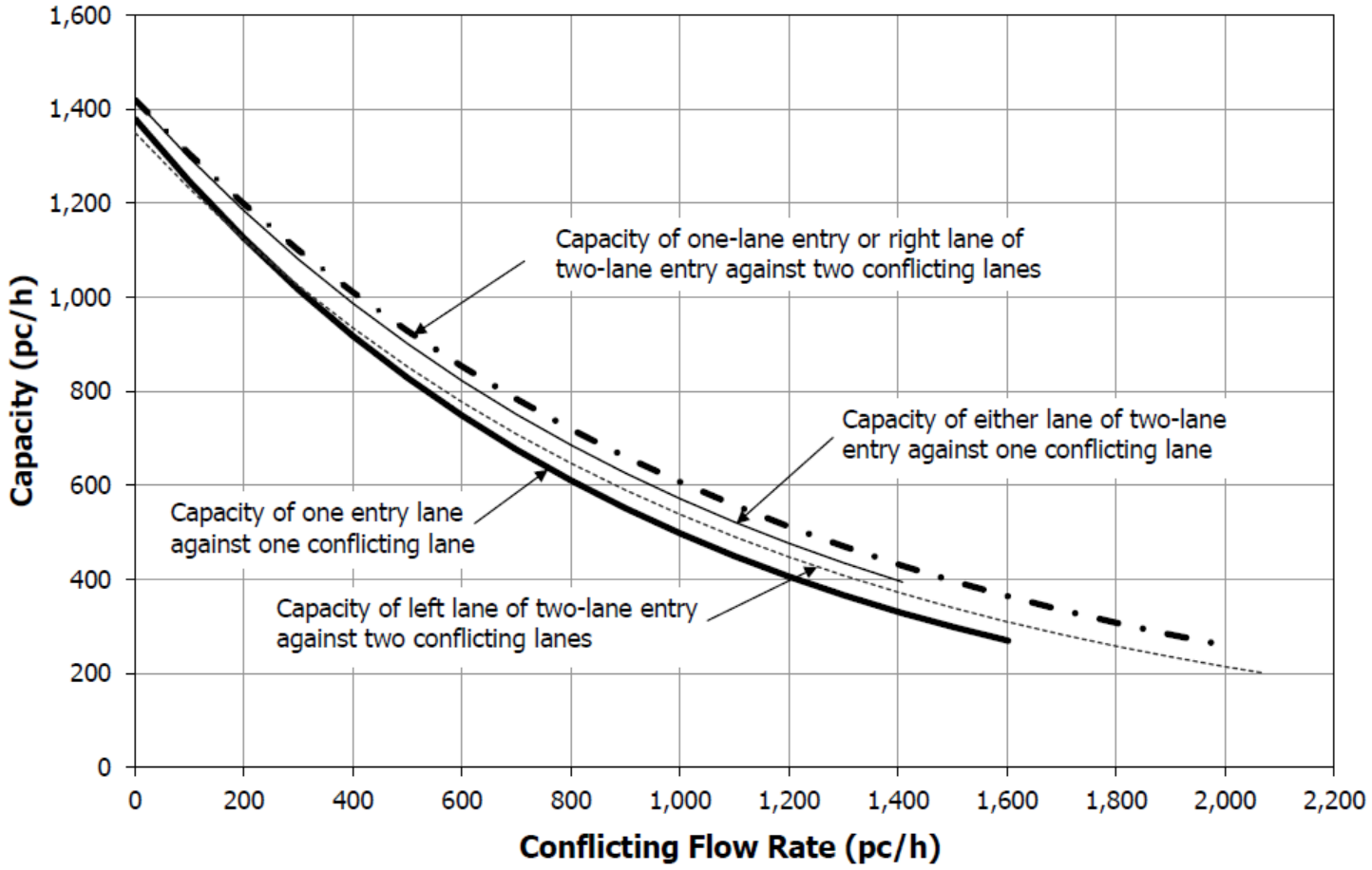
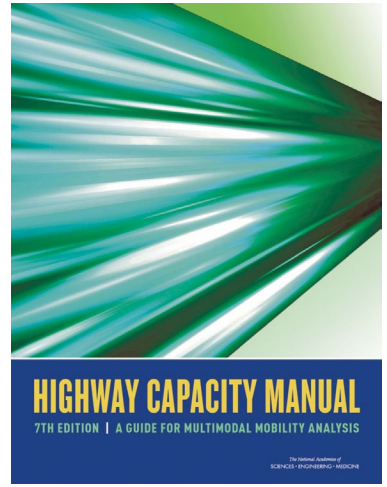


Exhibit 22-6
Capacity of Single-Lane and Multilane Entries



Source: HCM 7th Edition – Chapter 22: Roundabouts

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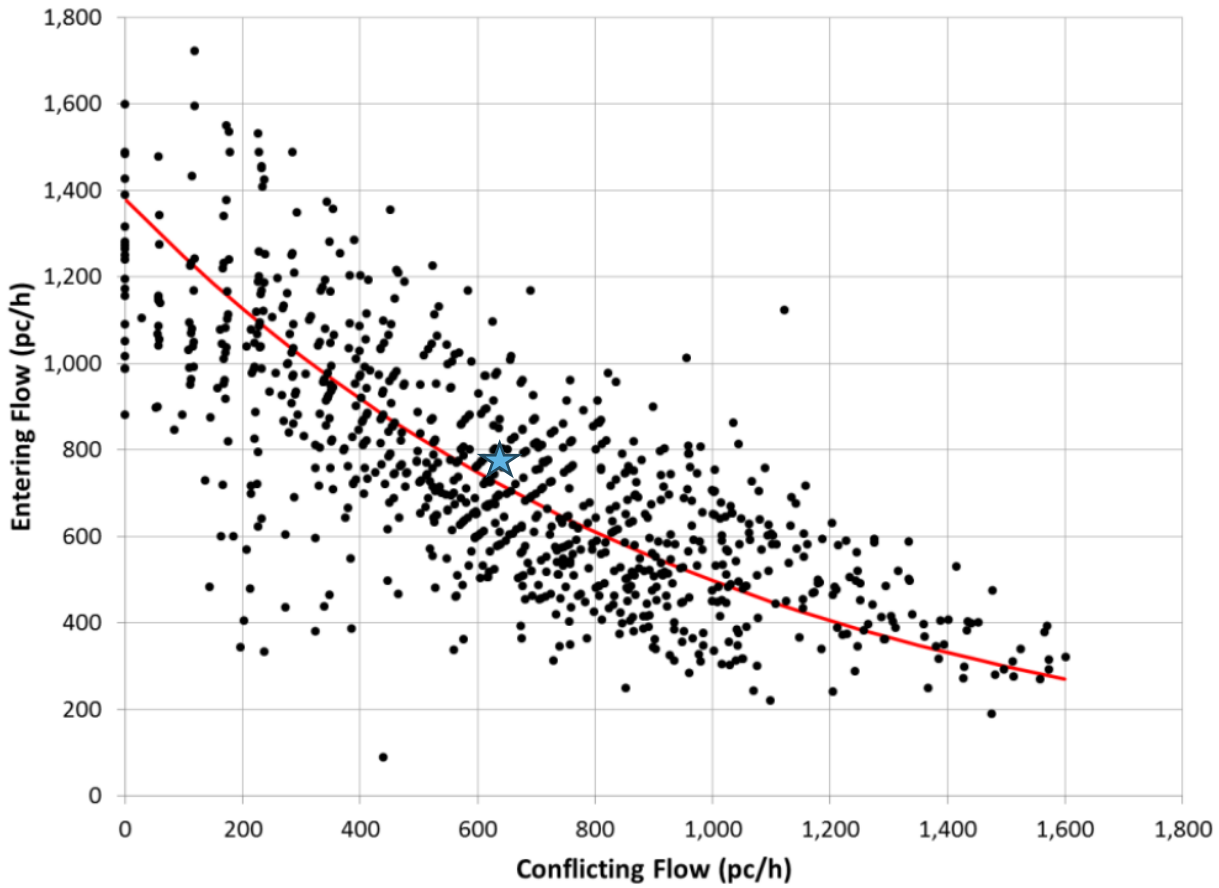
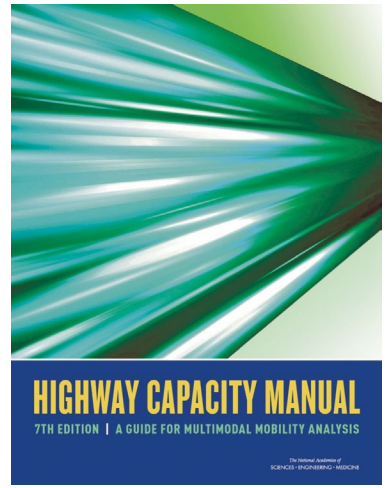
"… Capacity is not the absolute maximum flow rate observed on such a system element"

Exhibit 33-1
Observed Combinations of Entry Flow and Conflicting Flow During 1-min Periods of Continuous Queuing: One-Lane Entry Opposed by One Circulating Lane



Source: Rodegerdts et al. (*1*).



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Source: HCM 7th Edition – Chapter 33: Roundabouts Supplemental

"… Capacity is not the absolute maximum flow rate observed on such a system element"

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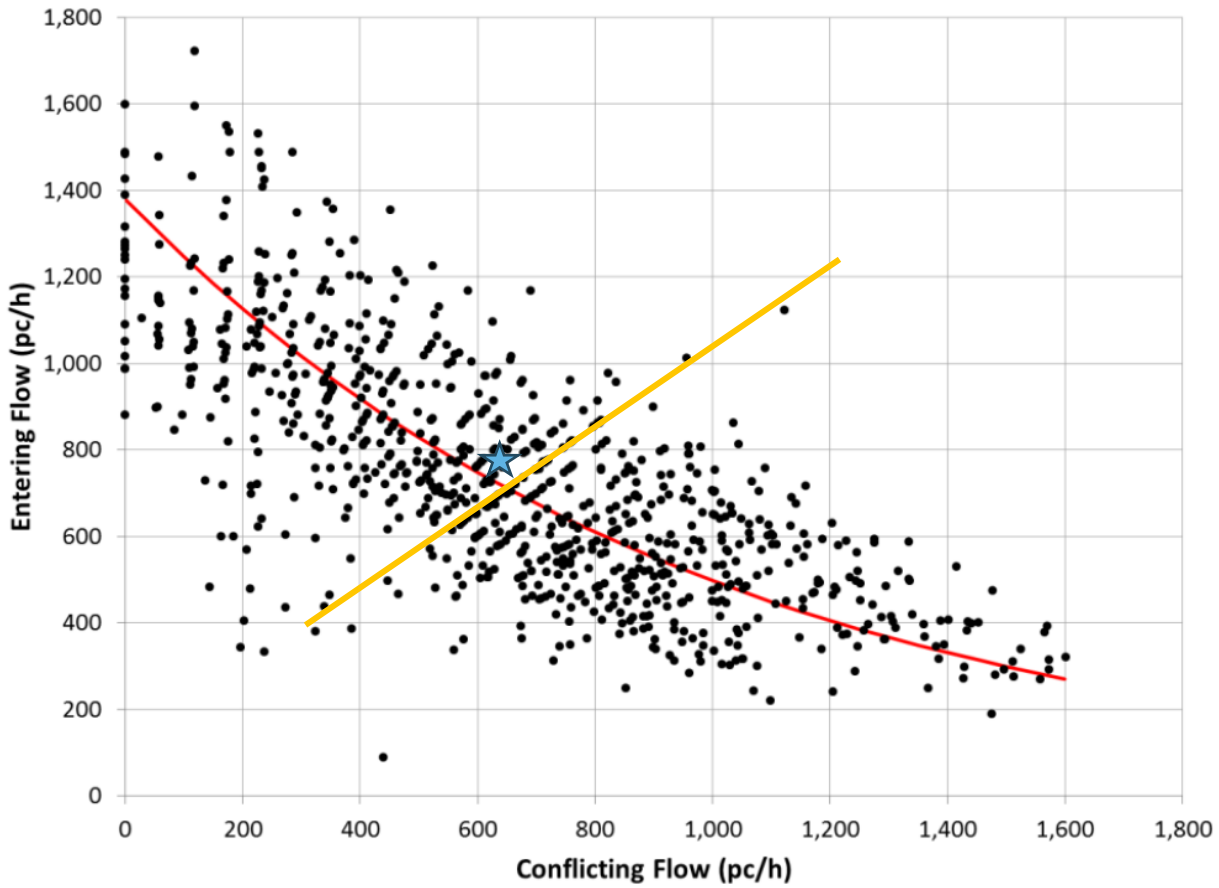
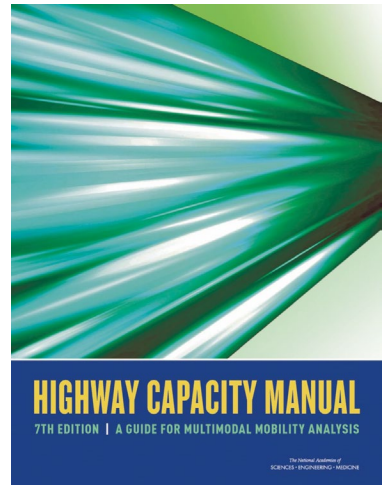
Observed Combinations of Entry Flow and Conflicting Flow During 1-min Periods of Continuous Queuing: One-Lane Entry Opposed by One Circulating Lane



Source: Rodegerdts et al. (*1*).



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Source: HCM 7th Edition – Chapter 33: Roundabouts Supplemental

"… Capacity is not the absolute maximum flow rate observed on such a system element"

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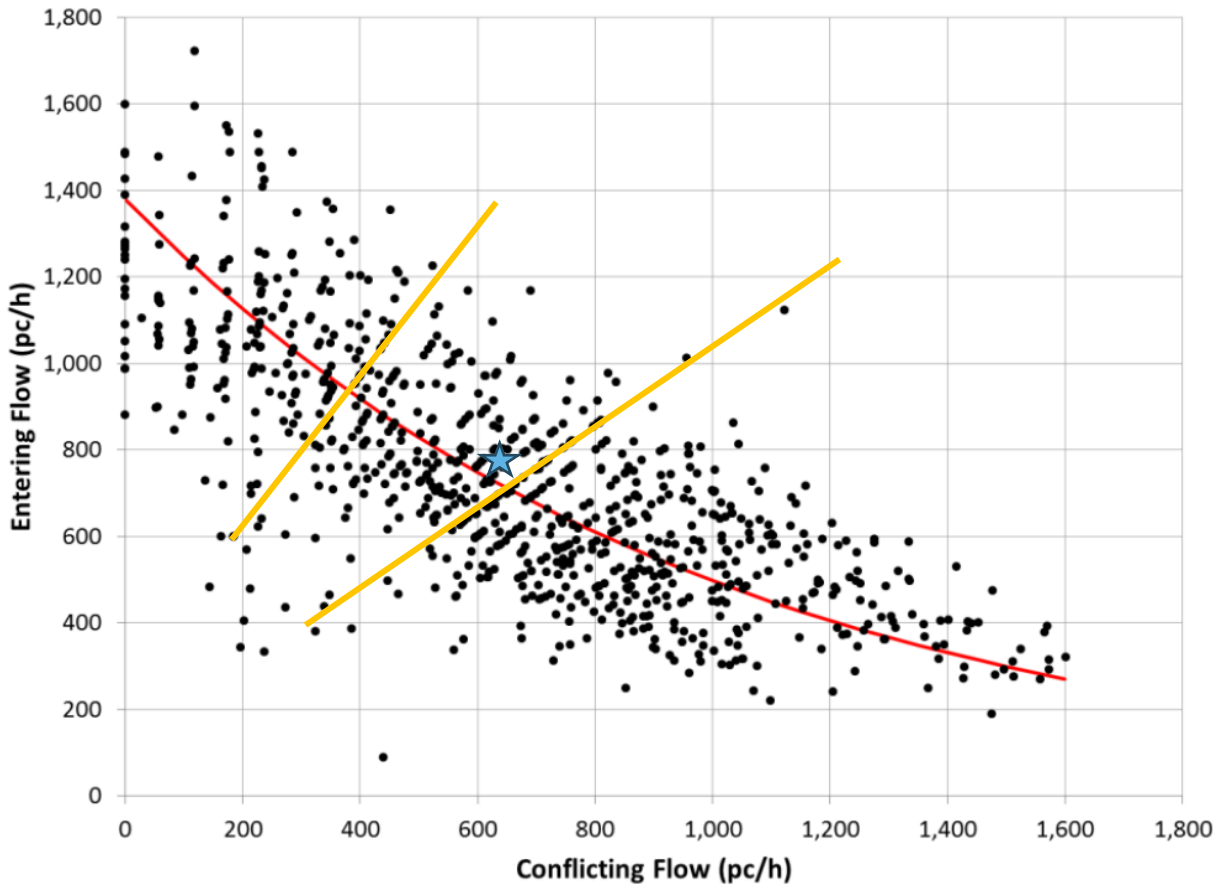
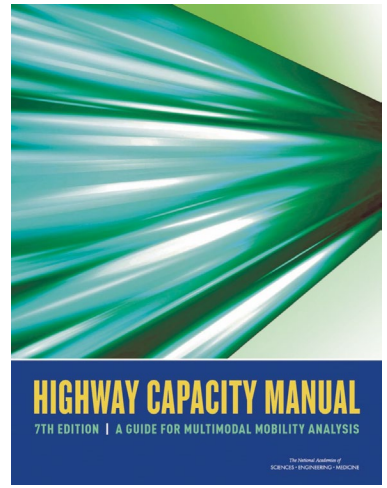


Source: Rodegerdts et al. (*1*).



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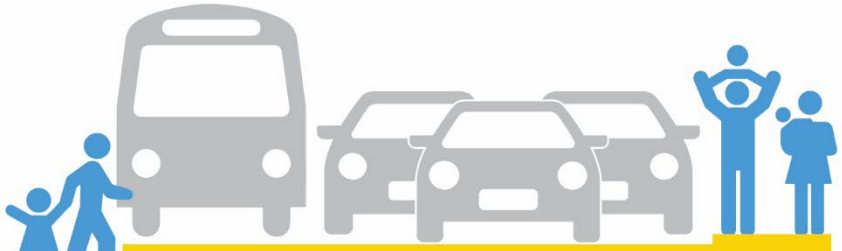
Source: HCM 7th Edition – Chapter 33: Roundabouts Supplemental

WHAT'S WRONG WITH UNUSED CAPACITY?

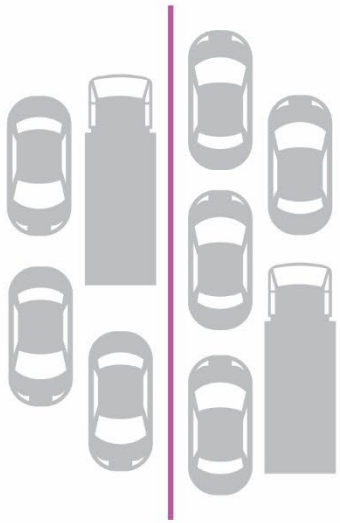
UNDER CAPACITY = HIGHER SPEEDS

WHICH ARE ASSOCIATED WITH INCREASED AND MORE SEVERE CRASHES



OVERDESIGNING FACILITIES

FOR CARS MAKES THEM LESS SAFE FOR PEOPLE WALKING AND BIKING



THE MORE TRAVEL LANES, THE

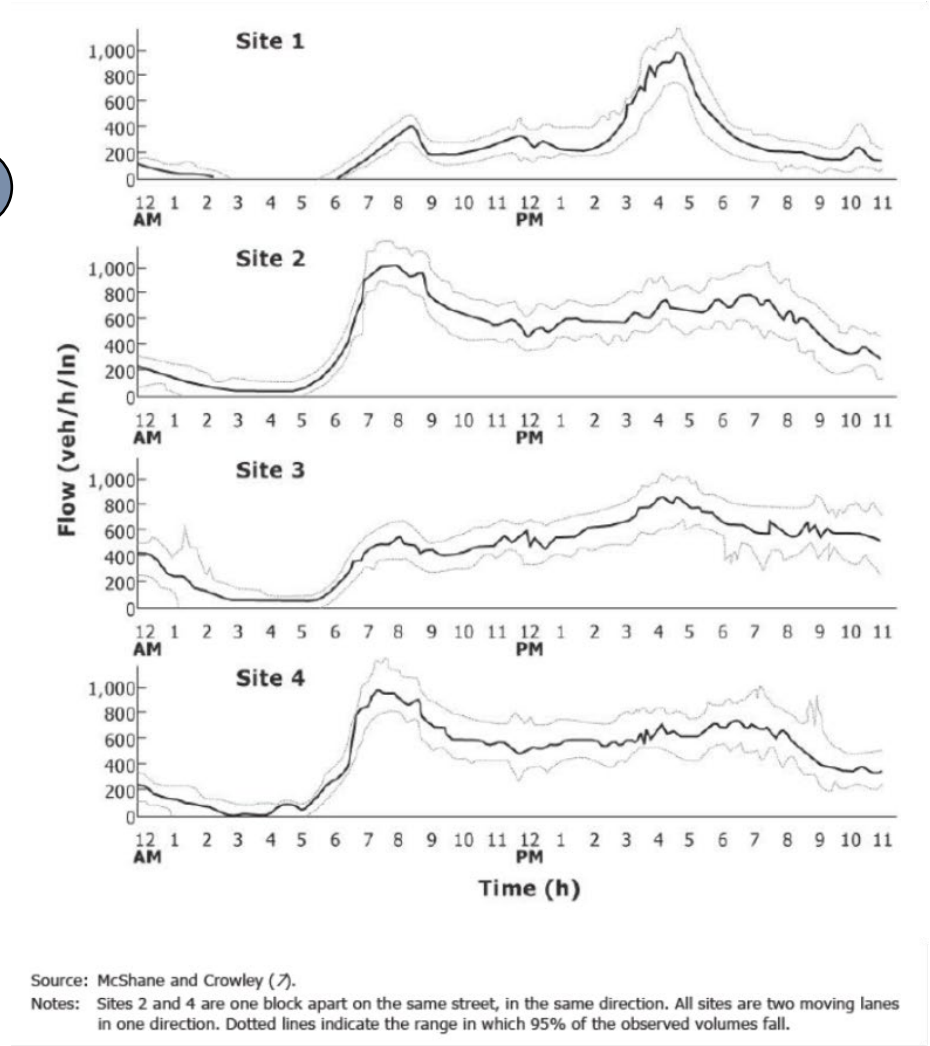
LONGER WAIT TIMES

FOR ALL MODES

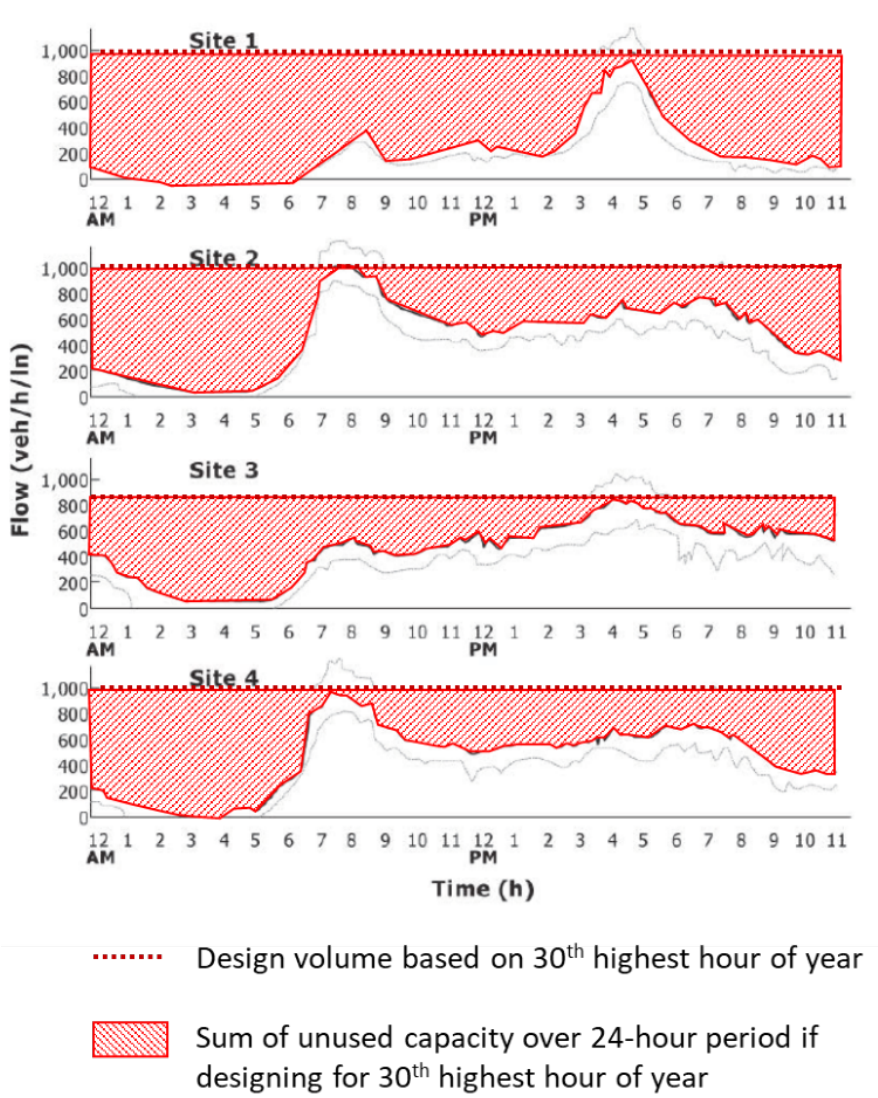
STREETS MAKE UP MORE THAN

of public spaces in cities and towns

Designing for peak-hour capacity and the 30th highest hourly volume results in unused capacity for most of the day!

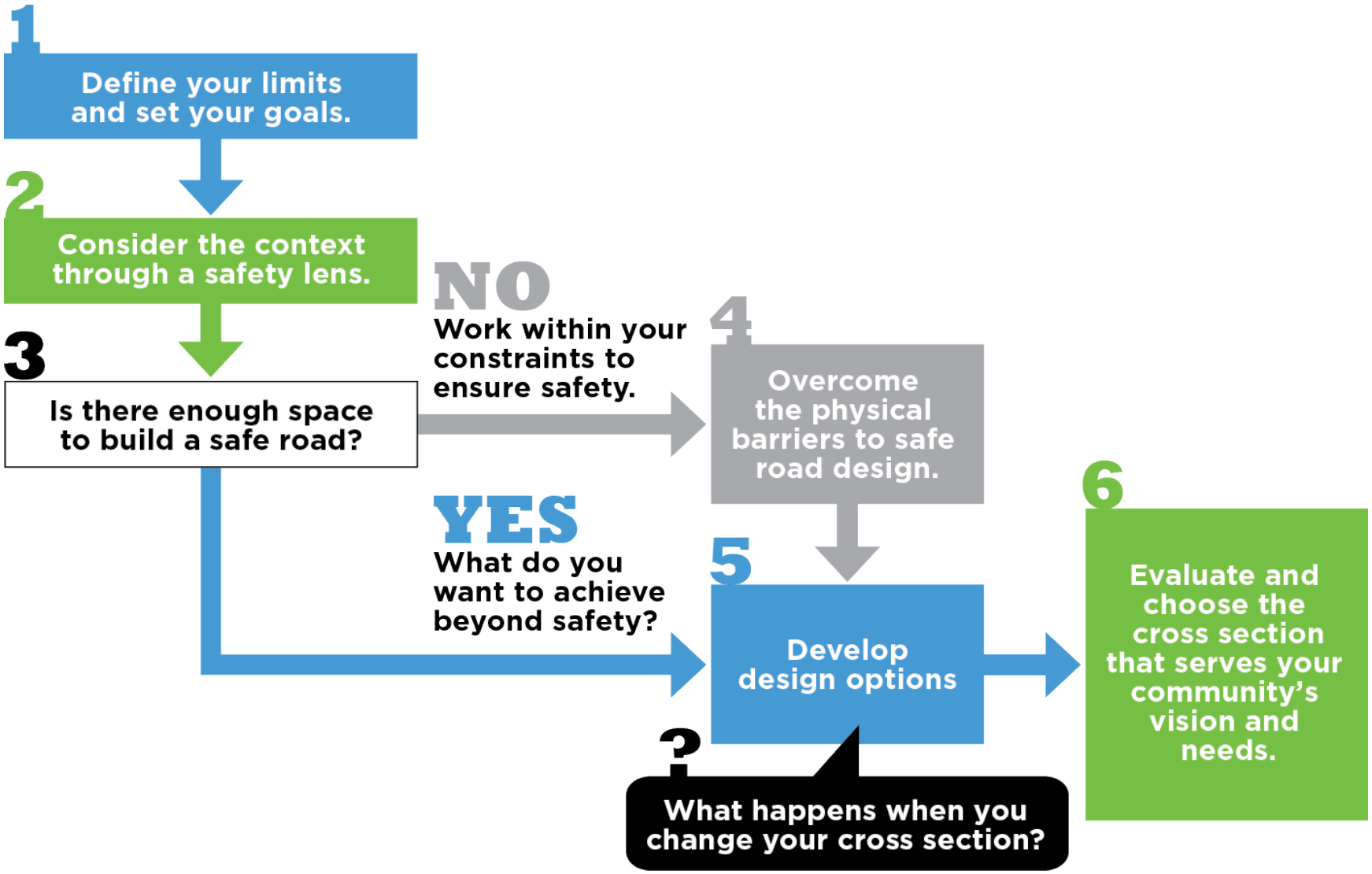


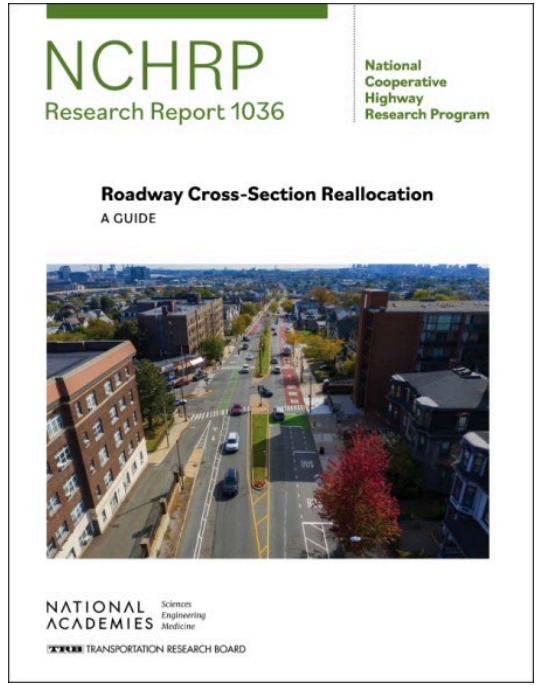
Source: McShane and Crowley (7).
Notes: Sites 2 and 4 are one block apart on the same street, in the same direction. All sites are two moving lanes in one direction. Dotted lines indicate the range in which 95% of the observed volumes fall.



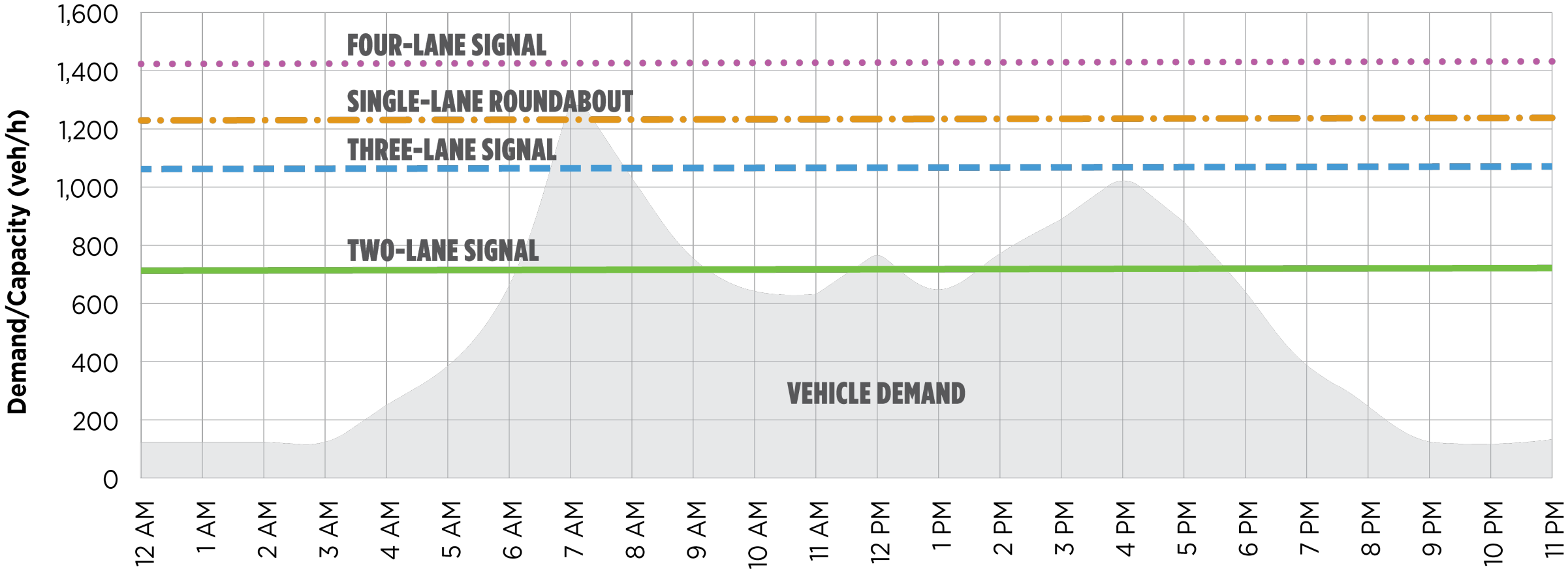
Source: Adapted from HCM 7th Edition Chapter 3

A NEW DECISION-MAKING FRAMEWORK

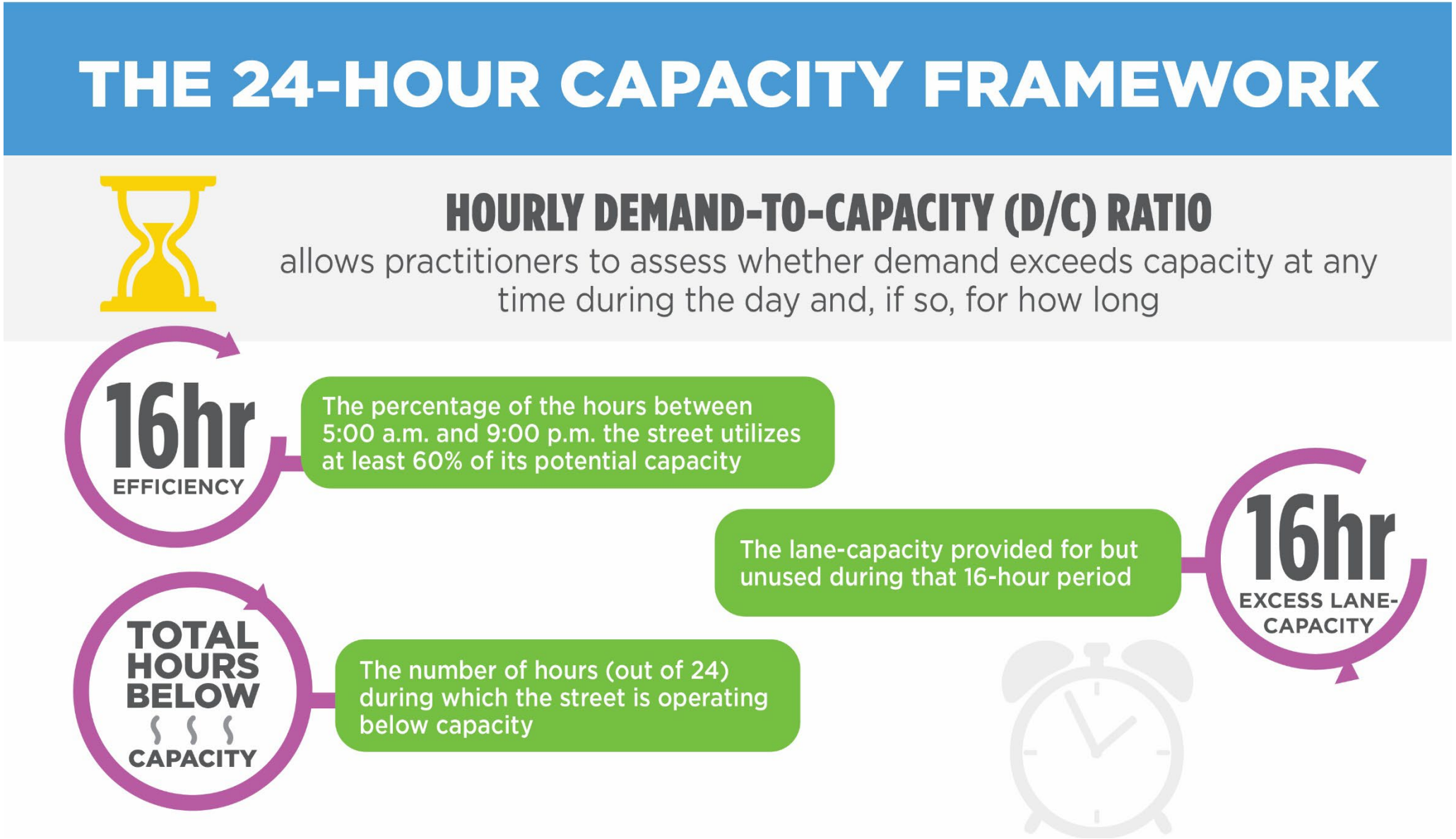




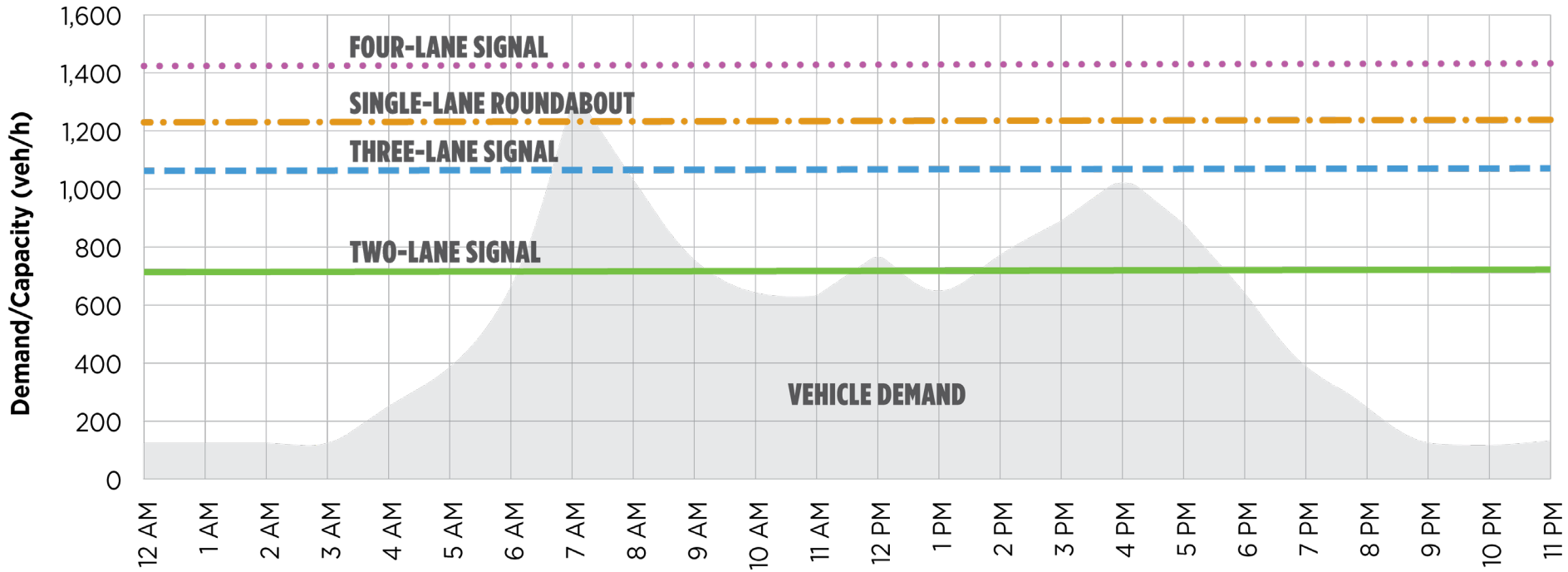
ALL-DAY INTERSECTION ASSESSMENT
Illustrative Example



A NEW 24-HOUR PARADIGM



ALL-DAY INTERSECTION ASSESSMENT



Intersection Control	Max Demand-to-Capacity Ratio (d/c)	16-Hour Efficiency	16-Hour Excess Capacity (Lane Hours)	Total Hours Below Capacity
FOUR-LANE SIGNAL	0.89	31.3%	15.9	24
THREE-LANE SIGNAL	1.18	50.0%	8.2	23
TWO-LANE SIGNAL	1.77	81.3%	2.2	16
SINGLE-LANE ROUNDABOUT	1.02	50.0%	6.7	23

“JUST TO BE SAFE” …

- … we design for the peak 15-minutes of the day …
- … we estimate traffic for the 30th highest hour of the year …
- … we forecast traffic out 20 years from the current year …
- … we use an average measure of capacity …
- … we design our intersection to be below that capacity …
- … we target a LOS grade of D …
- … we add a safety margin to our intersection timing (X_c) …
- …

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What is Failure?

RAISE THE FLOOR ON TRANSPORTATION SAFETY

d = 51 sec

Roundabout

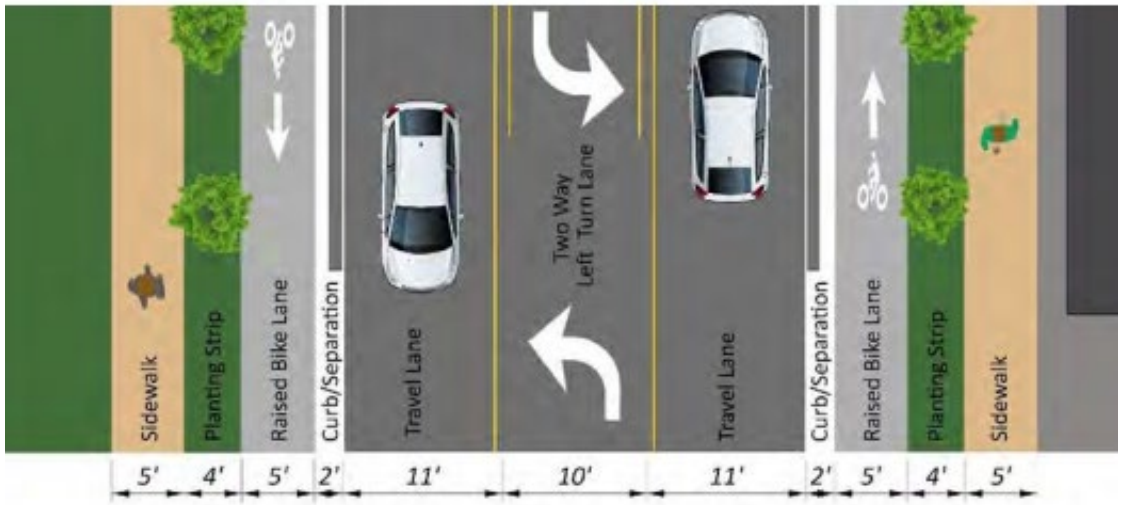
d = 54 sec

Signalized Intersection

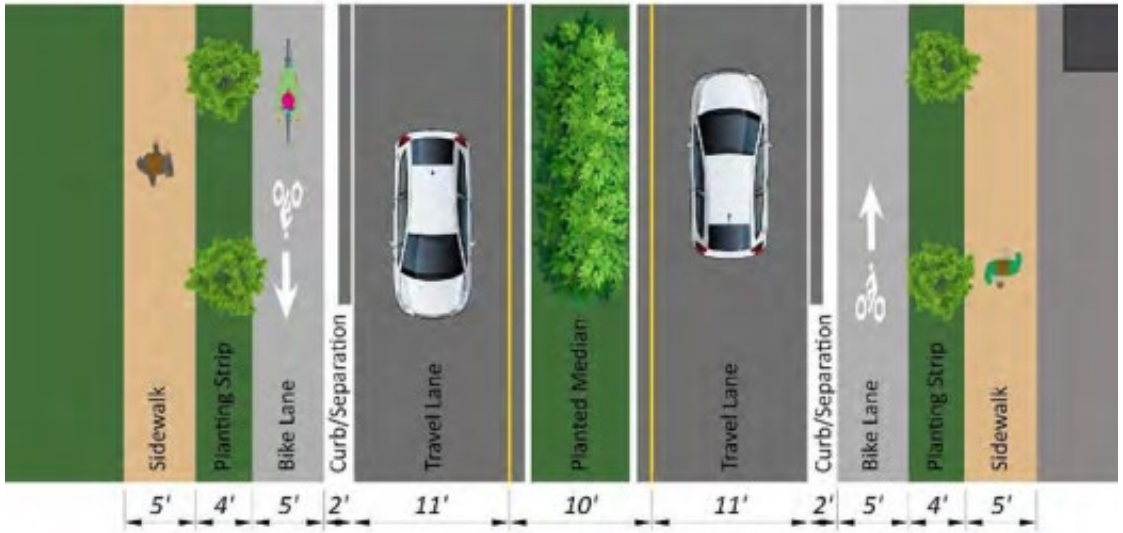
Predictions of fatal and injury crashes over 20-year intersection service life based on AASHTO Highway Safety Manual, calculated in FHWA SPICE Tool

An Actual Example

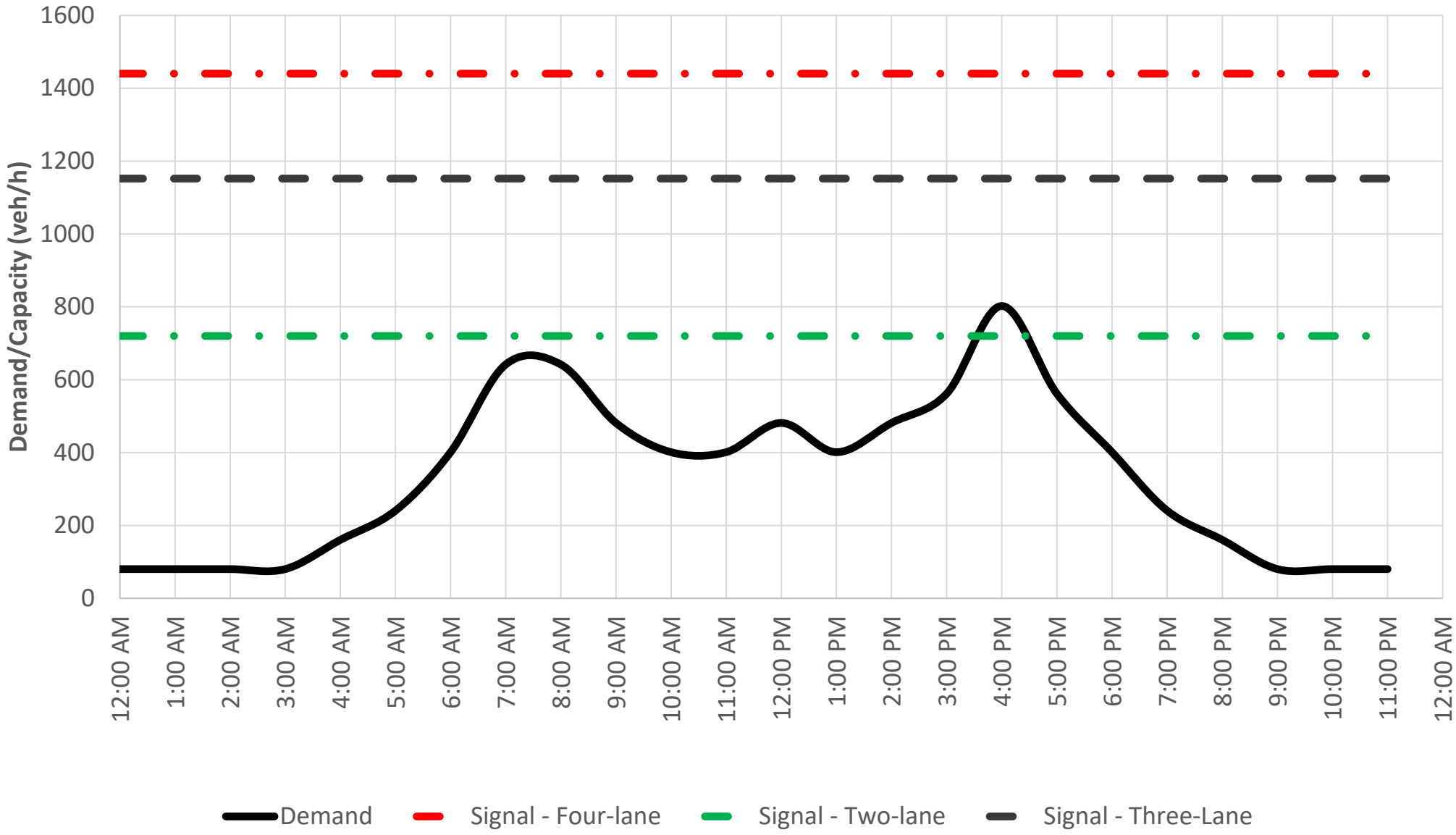
ALTERNATIVES ANALYSIS



Option 1: Three-Lane Cross-Section with Two-Way Left Turn Lanes



Option 2: Two-Lane Cross-Section with Median


Demand/Capacity (veh/h)
1600
1400
1200
1000
800
600
400
200
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
Demand
Signal - Four-lane
Signal - Two-lane
Signal - Three-Lane

HOW DO WE CHANGE OUR APPROACH?

Stop Relying solely on (LOS)

→ Instead use the actual performance measures in the HCM (which are what we measured and researched!)

Look Beyond the Peak Hour

→ We have the methods and the data to analyze 24-hour performance (hint: we already do this for work zones!)

Use Safety Performance Measures

→ We have the HSM (soon HSM2) and the means to predict safety outcomes, let's use them.

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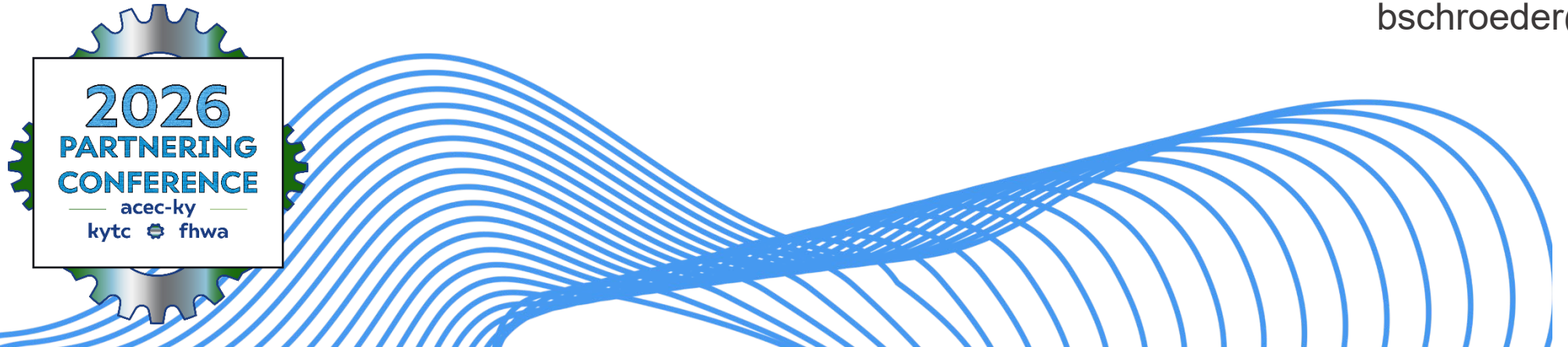
Questions

Bastian Schroeder
Kittelson and Associates
bschroeder@kittelson.com



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Break

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CO Project Manager Roundtable

Catherine Davis, P.E.
Dave Heil, P.E.
Libbie Lowe, EIT
Nathan Ridgway, P.E.
Sadie Middleton, AICP

Moderator: Steve De Witte, P.E.

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What Goes Where in Report

At the Start & Throughout

- What are we doing?
- Why?
- How?
- For Whom?
- How does our work inform folks about transportation needs in addition to asking what folks want?

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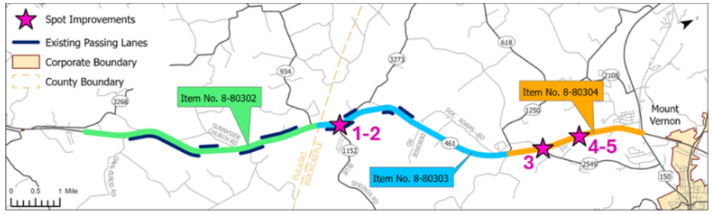
Executive Briefing

EXECUTIVE BRIEFING

Item No. 8-80302 | KY 461 in Pulaski and Rockcastle Counties | June 2026 Planning Study

This two-lane principal arterial provides a key link between I-75 and recreational attractions surrounding Lake Cumberland, especially busy during summer weekends. About 12 miles long, it links the recently improved four-lane section near Hal Rogers Parkway to the ongoing 8-8952 four-lane widening project at Mount Vernon. There are eight existing auxiliary lane sections, used for passing and truck climbing. Some passing lanes are much shorter than HDM recommendations. All vertical grades and horizontal curves meet HDM guidance.

In 2025, the corridor carried 7,400-8,100 vpd on a typical weekday with 10% peak hour truck traffic. Speeds of 70+ are common with a 55-mph speed limit. By 2050, growth is forecast to increase traffic to 9,600-10,400 vpd on weekdays or up to 13,200 vpd on busy summer weekends. During 2020-2024, 131 crashes were reported (including 2 fatalities and 19 injury collisions) but data suggest minimal excess expected crashes beyond the US 150 intersection, currently under construction.



Study goals are to identify concepts to safety accommodate summer weekend traffic demands and provide adequate passing opportunities. Five corridor widening concepts were considered alongside spot improvements at three intersections:

- Five-lane section over 12 miles: $150 million (all costs in 2025$)
- Divided four-lane section over 12 miles: $200+ million
- Symmetric 2+1 Highway over 12 miles: $82 million
- Asymmetric 2+1 Highway over 12 miles: $86 million
- Asymmetric 2+1 Highway over 4 miles north of existing auxiliary lanes: $41 million

No concept resulted in a benefit-cost ratio over 1.0 due to relatively low crash frequencies and severities reported plus minimal future travel time savings to derive potential benefits. Local officials indicated strong support of a 4- or 5-lane Build option, which provides more than adequate excess capacity for anticipated 2050 summer weekend traffic. 2+1 variations approach capacity for the busiest peak directional flows on the busiest summer weekends but are adequate for other days and seasons.

High costs associated with 4- or 5-lane options affect their feasibility. Accordingly, the 2+1 Highway concepts represent a more reasonable Build solution. Spot improvements at KY 1152 and KY 2549 intersections are high priorities.

- Max 1 page front-and-back
- Audience:
  - Secretary, State Highway Engineer, Legislature
- Tell a story, not minutiae
  - Problem -> Options -> Impact on safety, capacity, cost, and timeline
- Focus on **outcomes** and **costs**

TEAM KENTUCKY
TRANSPORTATION CABINET

Executive Briefing

EXECUTIVE BRIEFING

Item No. 8-80302 | KY 461 in Pulaski and Rockcastle Counties | June 2026 Planning Study

This two-lane principal arterial provides a key link between I-75 and recreational attractions surrounding Lake Cumberland, especially busy during summer weekends. About 12 miles long, it links the recently improved four-lane section near Hal Rogers Parkway to the ongoing 8-8952 four-lane widening project at Mount Vernon. There are eight existing auxiliary lane sections, used for passing and truck climbing. Some passing lanes are much shorter than HDM recommendations. All vertical grades and horizontal curves meet HDM guidance.

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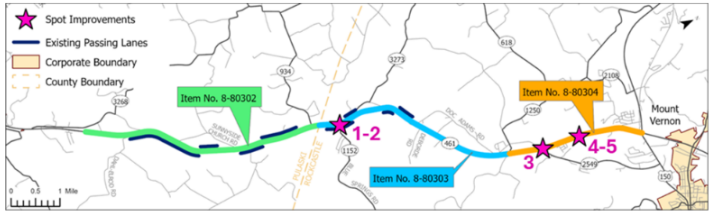

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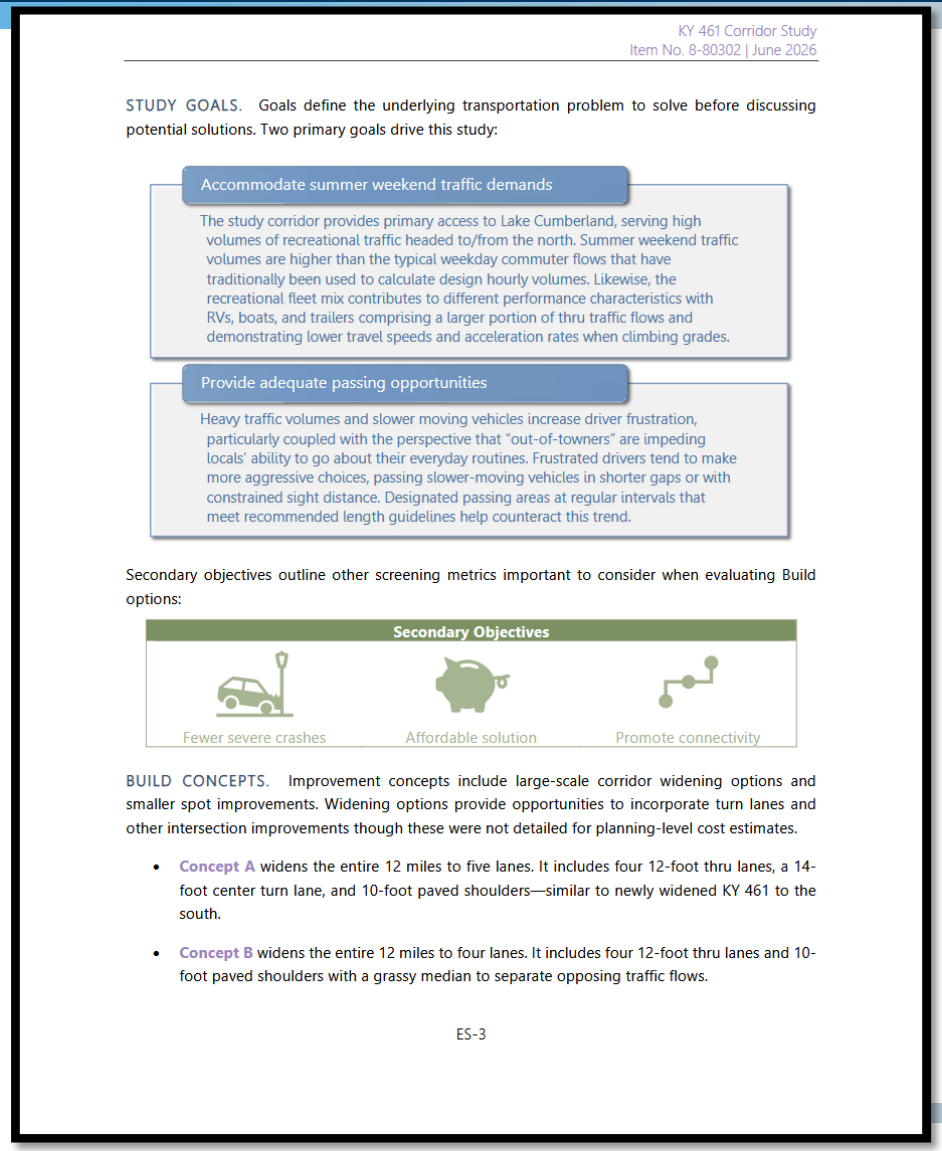
- Don’t bury the ask
  - Put in top 1/3 (does not have to be chronological)
- Avoid method creep, keep those in report
- Make sure all numbers are consistent
- Tables over more than 1 figure

TEAM KENTUCKY
TRANSPORTATION CABINET

Executive Summary



KY 461 Corridor Study
Item No. 8-80302 | June 2026

STUDY GOALS. Goals define the underlying transportation problem to solve before discussing potential solutions. Two primary goals drive this study:

Accommodate summer weekend traffic demands

The study corridor provides primary access to Lake Cumberland, serving high volumes of recreational traffic headed to/from the north. Summer weekend traffic volumes are higher than the typical weekday commuter flows that have traditionally been used to calculate design hourly volumes. Likewise, the recreational fleet mix contributes to different performance characteristics with RVs, boats, and trailers comprising a larger portion of thru traffic flows and demonstrating lower travel speeds and acceleration rates when climbing grades.

Provide adequate passing opportunities

Heavy traffic volumes and slower moving vehicles increase driver frustration, particularly coupled with the perspective that "out-of-towners" are impeding locals' ability to go about their everyday routines. Frustrated drivers tend to make more aggressive choices, passing slower-moving vehicles in shorter gaps or with constrained sight distance. Designated passing areas at regular intervals that meet recommended length guidelines help counteract this trend.

Secondary objectives outline other screening metrics important to consider when evaluating Build options:

Secondary Objectives

Fewer severe crashes | Affordable solution | Promote connectivity

BUILD CONCEPTS. Improvement concepts include large-scale corridor widening options and smaller spot improvements. Widening options provide opportunities to incorporate turn lanes and other intersection improvements though these were not detailed for planning-level cost estimates.

- **Concept A** widens the entire 12 miles to five lanes. It includes four 12-foot thru lanes, a 14-foot center turn lane, and 10-foot paved shoulders—similar to newly widened KY 461 to the south.
- **Concept B** widens the entire 12 miles to four lanes. It includes four 12-foot thru lanes and 10-foot paved shoulders with a grassy median to separate opposing traffic flows.

ES-3

- Length ≤ 10 pages
- Audience:
  - District CDE and PD staff, CO Project Development, learned stakeholders
- Lead with problem, outcomes, and costs
- Flag next steps that matter for delivery
- Concepts summarized in plain language
- Point to methods/detail in report

TEAM KENTUCKY®
TRANSPORTATION CABINET

Executive Summary

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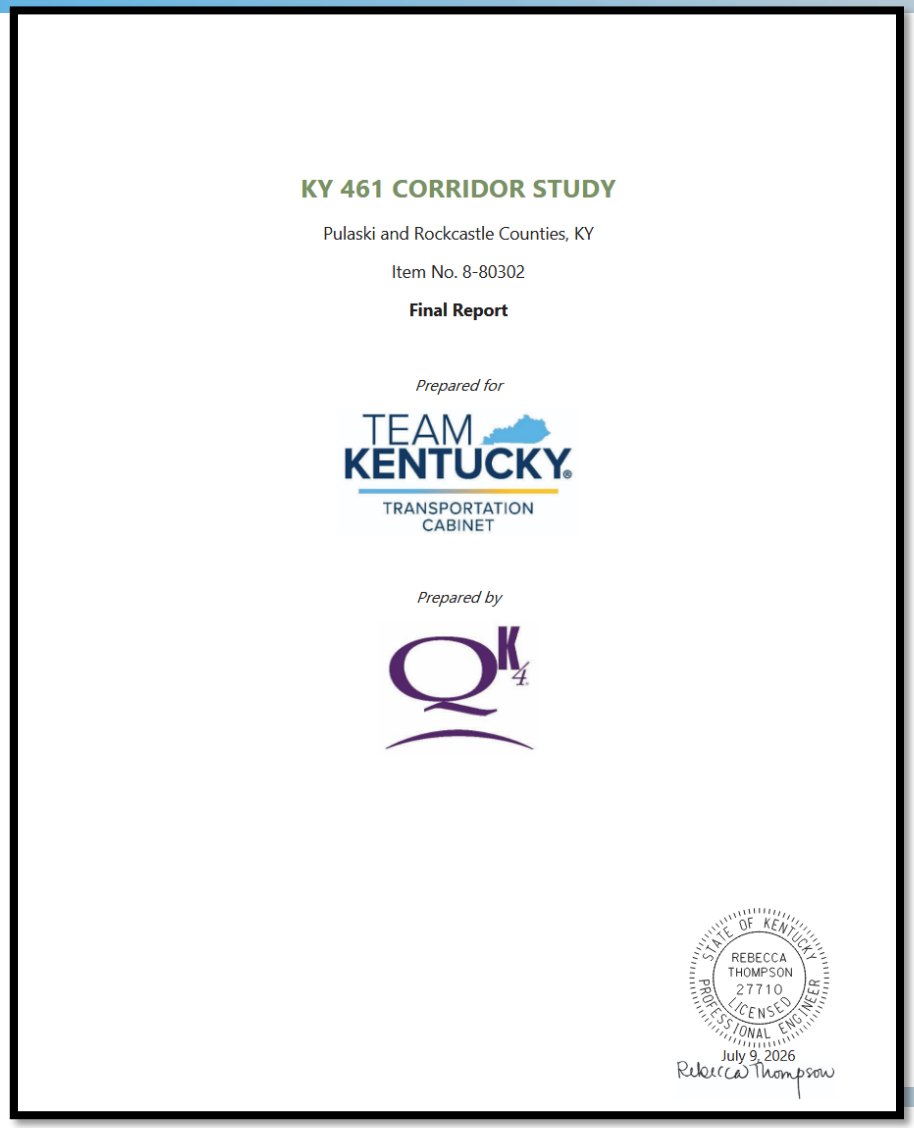
- Avoid method creep
- Avoid figure sprawl
- Make sure all numbers are consistent

TEAM KENTUCKY
TRANSPORTATION CABINET

Full Report



KY 461 CORRIDOR STUDY

Pulaski and Rockcastle Counties, KY

Item No. 8-80302

Final Report

Prepared for

TEAM KENTUCKY TRANSPORTATION CABINET

Prepared by

QK4

STATE OF KENTUCKY
REBECCA THOMPSON
27710
LICENSED
PROFESSIONAL ENGINEER

July 9, 2026

Rebecca Thompson

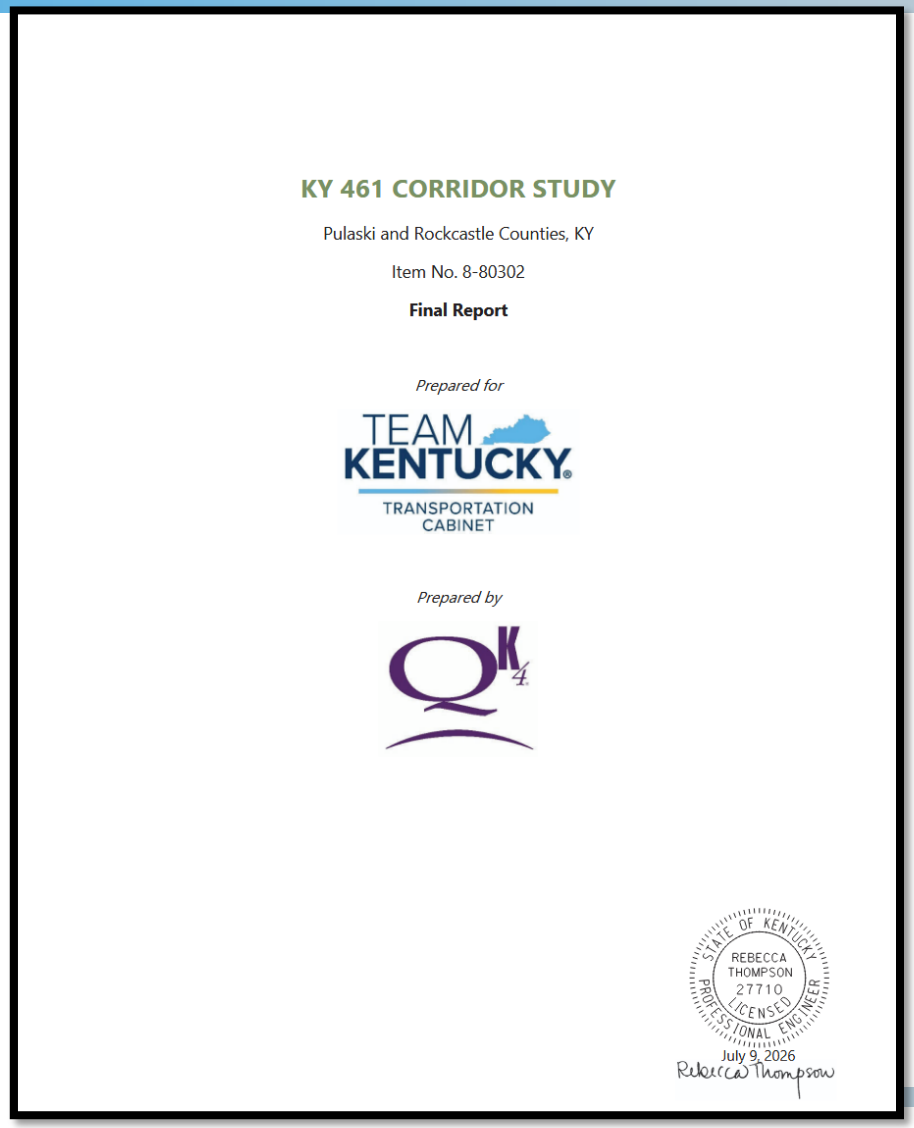
- Audience:
  - Doubtful anyone ever reads this cover to cover

BUT IF THEY DID

- Detail study process chronologically
- Document sources, assumptions, scenarios, evaluation criteria
- Avoid appendix bleed-through

TEAM KENTUCKY TRANSPORTATION CABINET

Full Report



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STATE OF KENTUCKY REBECCA THOMPSON 27710 LICENSED PROFESSIONAL ENGINEER

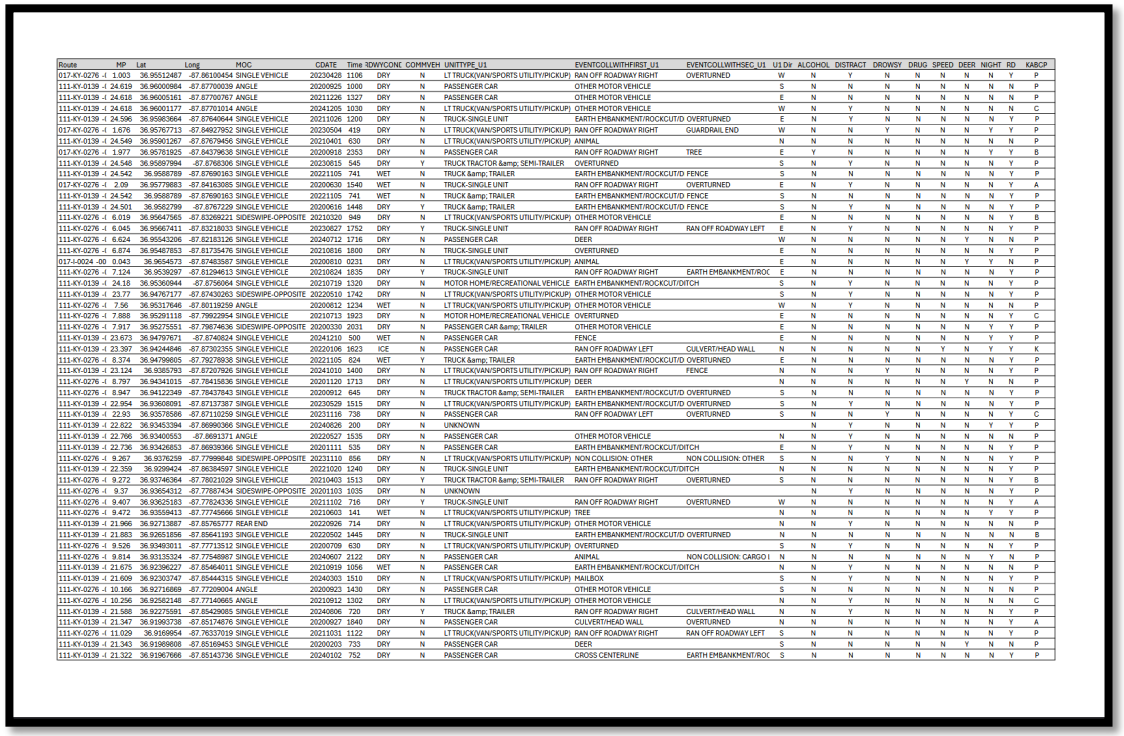
July 9, 2026

Rebecca Thompson

- Clear decision-making rationale
- Summarize supplemental reports (environ, socioec, geotech)
- Make sure it's clear why this thing or that thing happened

TEAM KENTUCKY TRANSPORTATION CABINET

Appendices



Route	MP	Lat	Long	MOC	CDATE	Time	DWYCONE	COMMVEH	UNITTYPE_U1	EVENTCOLLWITHFIRST_U1	EVENTCOLLWITHSEC_U1	U1 Dir	ALCOHOL	DISTRACT	DROWSY	DRUG	SPEED	DEER	NIGHT	RD	KABCP
017-KY-0276 -I	1.003	36.95512487	-87.86100454	SINGLE VEHICLE	20230428	1106	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	RAN OFF ROADWAY RIGHT	OVERTURNED	W	N	Y	N	N	N	N	Y	P
111-KY-0139 -I	24.619	36.96000984	-87.87700039	ANGLE	20200925	1000	DRY	N	PASSENGER CAR	OTHER MOTOR VEHICLE		S	N	N	N	N	N	N	N	P
111-KY-0139 -I	24.618	36.96005161	-87.87700767	ANGLE	20211226	1327	DRY	N	PASSENGER CAR	OTHER MOTOR VEHICLE		E	N	N	N	N	N	N	N	P
111-KY-0139 -I	24.618	36.96001177	-87.87701014	ANGLE	20241205	1030	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	OTHER MOTOR VEHICLE		W	N	Y	N	N	N	N	N	C
111-KY-0139 -I	24.596	36.95983864	-87.87649644	SINGLE VEHICLE	20211026	1200	DRY	N	TRUCK-SINGLE UNIT	EARTH EMBANKMENT/ROCKCUT/D	OVERTURNED	E	N	Y	N	N	N	N	Y	P
017-KY-0276 -I	1.676	36.95767713	-87.84927952	SINGLE VEHICLE	20230504	419	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	RAN OFF ROADWAY RIGHT	GUARDRAIL END	W	N	N	Y	N	N	N	Y	P
111-KY-0139 -I	24.549	36.95901267	-87.87679456	SINGLE VEHICLE	20210401	630	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	ANIMAL		N	N	N	N	N	N	N	N	P
017-KY-0276 -I	1.977	36.95781925	-87.84379638	SINGLE VEHICLE	20200918	2353	DRY	N	PASSENGER CAR	RAN OFF ROADWAY RIGHT	TREE	E	Y	N	N	N	N	Y	Y	B
111-KY-0139 -I	24.548	36.95897894	-87.8766306	SINGLE VEHICLE	20230615	545	DRY	Y	TRUCK TRACTOR & SEMI-TRAILER	OVERTURNED		S	N	Y	N	N	N	N	Y	P
111-KY-0139 -I	24.542	36.9588789	-87.87690163	SINGLE VEHICLE	20221105	741	WET	N	TRUCK & TRAILER	EARTH EMBANKMENT/ROCKCUT/D	FENCE	S	N	N	N	N	N	N	Y	P
017-KY-0276 -I	2.09	36.95779683	-87.84163085	SINGLE VEHICLE	20200630	1540	WET	N	TRUCK-SINGLE UNIT	RAN OFF ROADWAY RIGHT	OVERTURNED	E	N	Y	N	N	N	N	Y	A
111-KY-0139 -I	24.542	36.9588789	-87.87690163	SINGLE VEHICLE	20221105	741	WET	N	TRUCK & TRAILER	EARTH EMBANKMENT/ROCKCUT/D	FENCE	S	N	N	N	N	N	N	Y	P
111-KY-0139 -I	24.501	36.9582799	-87.8767229	SINGLE VEHICLE	20200616	1448	DRY	Y	TRUCK & TRAILER	EARTH EMBANKMENT/ROCKCUT/D	FENCE	S	N	Y	N	N	N	N	Y	P
111-KY-0276 -I	6.019	36.95647565	-87.83268221	SIDESWIPE-OPPOSITE	20210320	949	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	OTHER MOTOR VEHICLE		E	N	N	N	N	N	N	Y	B
111-KY-0276 -I	6.045	36.95667411	-87.83218033	SINGLE VEHICLE	20230827	1752	DRY	Y	TRUCK-SINGLE UNIT	RAN OFF ROADWAY RIGHT	RAN OFF ROADWAY LEFT	E	N	Y	N	N	N	N	Y	P
111-KY-0276 -I	6.624	36.95543206	-87.82183126	SINGLE VEHICLE	20240712	1716	DRY	N	PASSENGER CAR	DEER		W	N	N	N	N	Y	N	N	P
111-KY-0276 -I	6.874	36.95487853	-87.81735476	SINGLE VEHICLE	20210816	1800	DRY	N	TRUCK-SINGLE UNIT	OVERTURNED		E	N	N	N	N	N	N	Y	P
017-0024 -00	0.043	36.9654573	-87.87483587	SINGLE VEHICLE	20200810	0231	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	ANIMAL		E	N	N	N	N	Y	Y	N	P
111-KY-0276 -I	7.124	36.9536097	-87.81294613	SINGLE VEHICLE	20210824	1835	DRY	Y	TRUCK-SINGLE UNIT	RAN OFF ROADWAY RIGHT	EARTH EMBANKMENT/ROC	E	N	N	N	N	N	N	Y	P
111-KY-0139 -I	24.18	36.95360944	-87.8756064	SINGLE VEHICLE	20210719	1320	DRY	N	MOTOR HOME/RECREATIONAL VEHICLE	EARTH EMBANKMENT/ROCKCUT/DITCH		S	N	Y	N	N	N	N	Y	P
111-KY-0139 -I	23.77	36.94767177	-87.87430263	SIDESWIPE-OPPOSITE	20220510	1742	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	OTHER MOTOR VEHICLE		S	N	Y	N	N	N	N	Y	P
111-KY-0276 -I	7.56	36.95317646	-87.80119259	ANGLE	20200812	1234	WET	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	OTHER MOTOR VEHICLE		W	N	Y	N	N	N	N	N	P
111-KY-0276 -I	7.688	36.95291118	-87.79922954	SINGLE VEHICLE	20210713	1923	DRY	N	MOTOR HOME/RECREATIONAL VEHICLE	OVERTURNED		E	N	N	N	N	N	N	Y	C
111-KY-0276 -I	7.917	36.95275551	-87.79674636	SIDESWIPE-OPPOSITE	20200330	2031	DRY	N	PASSENGER CAR & TRAILER	OTHER MOTOR VEHICLE		E	N	N	N	N	Y	Y	P
111-KY-0139 -I	23.673	36.94797671	-87.8740824	SINGLE VEHICLE	20241210	500	WET	N	PASSENGER CAR	FENCE		E	N	N	N	N	N	Y	P
111-KY-0139 -I	23.397	36.94244846	-87.87302355	SINGLE VEHICLE	20220106	1623	ICE	N	PASSENGER CAR	RAN OFF ROADWAY LEFT	CULVERT/HEAD WALL	N	N	N	N	N	Y	N	Y	K
111-KY-0276 -I	8.374	36.94799805	-87.79276938	SINGLE VEHICLE	20221105	824	WET	Y	TRUCK & TRAILER	EARTH EMBANKMENT/ROCKCUT/D	OVERTURNED	E	N	N	N	N	N	N	Y	P
111-KY-0139 -I	23.124	36.9385793	-87.87207926	SINGLE VEHICLE	20241010	1400	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	RAN OFF ROADWAY RIGHT	FENCE	N	N	N	Y	N	N	N	Y	P
111-KY-0276 -I	8.797	36.94341015	-87.78415836	SINGLE VEHICLE	20201120	1713	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	DEER		N	N	N	N	N	Y	N	N	P
111-KY-0276 -I	8.947	36.94122349	-87.78437843	SINGLE VEHICLE	20200912	645	DRY	N	TRUCK TRACTOR & SEMI-TRAILER	EARTH EMBANKMENT/ROCKCUT/D	OVERTURNED	S	N	N	N	N	N	N	Y	P
111-KY-0139 -I	22.954	36.93608091	-87.87137387	SINGLE VEHICLE	20230529	1515	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	EARTH EMBANKMENT/ROCKCUT/D	OVERTURNED	S	N	Y	N	N	N	N	Y	P
111-KY-0139 -I	22.93	36.93578586	-87.87110259	SINGLE VEHICLE	20231116	736	DRY	N	PASSENGER CAR	RAN OFF ROADWAY LEFT	OVERTURNED	S	N	N	Y	N	N	N	Y	C
111-KY-0139 -I	22.822	36.93453384	-87.86990366	SINGLE VEHICLE	20240826	200	DRY	N	UNKNOWN			N	N	Y	N	N	N	Y	Y	P
111-KY-0139 -I	22.766	36.93400553	-87.8691371	ANGLE	20220527	1535	DRY	N	PASSENGER CAR	OTHER MOTOR VEHICLE		N	N	Y	N	N	N	N	N	P
111-KY-0139 -I	22.736	36.93426853	-87.86939366	SINGLE VEHICLE	20201111	535	DRY	N	PASSENGER CAR	EARTH EMBANKMENT/ROCKCUT/DITCH		E	N	Y	N	N	N	N	Y	P
111-KY-0276 -I	9.267	36.9376259	-87.77999848	SIDESWIPE-OPPOSITE	20231110	856	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	NON COLLISION: OTHER	NON COLLISION: OTHER	S	N	N	Y	N	N	N	Y	P
111-KY-0139 -I	22.359	36.9289424	-87.86354597	SINGLE VEHICLE	20221020	1240	DRY	N	TRUCK-SINGLE UNIT	EARTH EMBANKMENT/ROCKCUT/DITCH		N	N	N	N	N	N	N	Y	P
111-KY-0276 -I	9.272	36.93746364	-87.78021029	SINGLE VEHICLE	20210403	1513	DRY	Y	TRUCK TRACTOR & SEMI-TRAILER	RAN OFF ROADWAY RIGHT	OVERTURNED	S	N	N	N	N	N	N	Y	B
111-KY-0276 -I	9.37	36.93654312	-87.77887434	SIDESWIPE-OPPOSITE	20201103	1035	DRY	N	UNKNOWN				N	Y	N	N	N	N	Y	P
111-KY-0276 -I	9.407	36.93625183	-87.77824336	SINGLE VEHICLE	20211102	716	DRY	Y	TRUCK-SINGLE UNIT	RAN OFF ROADWAY RIGHT	OVERTURNED	W	N	N	N	N	N	N	Y	A
111-KY-0276 -I	9.472	36.93559413	-87.7774666	SINGLE VEHICLE	20210603	141	WET	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	TREE		N	N	N	N	N	N	Y	Y	P
111-KY-0139 -I	21.966	36.92713867	-87.85765777	REAR END	20220926	714	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	OTHER MOTOR VEHICLE		N	N	Y	N	N	N	N	N	P
111-KY-0139 -I	21.883	36.92651896	-87.85641193	SINGLE VEHICLE	20220502	1445	DRY	N	TRUCK-SINGLE UNIT	EARTH EMBANKMENT/ROCKCUT/D	OVERTURNED	N	N	N	N	N	N	N	N	B
111-KY-0276 -I	9.526	36.93493011	-87.77713512	SINGLE VEHICLE	20200709	630	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	OVERTURNED		S	N	Y	N	N	N	N	Y	P
111-KY-0276 -I	9.814	36.93135324	-87.77548987	SINGLE VEHICLE	20240607	2122	DRY	N	PASSENGER CAR	ANIMAL	NON COLLISION: CARGO I	N	N	N	N	N	N	Y	N	P
111-KY-0139 -I	21.675	36.92396227	-87.85464011	SINGLE VEHICLE	20210919	1056	WET	N	PASSENGER CAR	EARTH EMBANKMENT/ROCKCUT/DITCH		N	N	Y	N	N	N	N	N	P
111-KY-0139 -I	21.609	36.92303747	-87.85444315	SINGLE VEHICLE	20240303	1510	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	MAILBOX		S	N	Y	N	N	N	N	Y	P
111-KY-0276 -I	10.166	36.92716869	-87.77209004	ANGLE	20200923	1430	DRY	N	PASSENGER CAR	OTHER MOTOR VEHICLE		S	N	N	N	N	N	N	N	P
111-KY-0276 -I	10.256	36.92582148	-87.77140665	ANGLE	20210912	1302	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	OTHER MOTOR VEHICLE		N	N	Y	N	N	N	N	N	C
111-KY-0139 -I	21.588	36.92275591	-87.85429085	SINGLE VEHICLE	20240806	720	DRY	Y	TRUCK & TRAILER	RAN OFF ROADWAY RIGHT	CULVERT/HEAD WALL	N	N	Y	N	N	N	N	Y	P
111-KY-0139 -I	21.347	36.91963738	-87.85174676	SINGLE VEHICLE	20200927	1840	DRY	N	PASSENGER CAR	CULVERT/HEAD WALL	OVERTURNED	N	N	N	N	N	N	N	Y	A
111-KY-0276 -I	11.029	36.9169654	-87.76337019	SINGLE VEHICLE	20211031	1122	DRY	N	LT TRUCK(VAN/SPORTS UTILITY/PICKUP)	RAN OFF ROADWAY RIGHT	RAN OFF ROADWAY LEFT	S	N	N	N	N	N	N	Y	P
111-KY-0139 -I	21.343	36.91969808	-87.85169453	SINGLE VEHICLE	20200203	733	DRY	N	PASSENGER CAR	DEER		S	N	N	N	N	Y	N	N	P
111-KY-0139 -I	21.322	36.91967666	-87.85143736	SINGLE VEHICLE	20240102	752	DRY	N	PASSENGER CAR	CROSS CENTERLINE	EARTH EMBANKMENT/ROC	S	N	N	N	N	N	N	Y	P

- Include QR code to study webpage for appendices
- Audience:
  - Someone looking for specific detail
- Audit trail
- Avoid PII, Archeologic Sites

TEAM KENTUCKY
TRANSPORTATION CABINET

Project Sheets

A1. KY 139 Widening, North Section | Item No. 1-147

KY 139 Trigg MP 17.9-24.6 & Caldwell MP 0.0-0.2 — **High Priority**

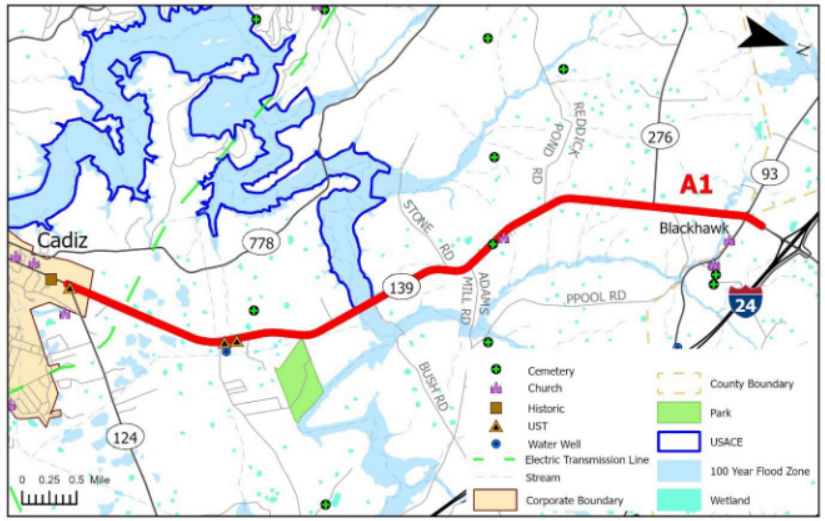
DESCRIPTION:
Improve safety and mobility on KY 139 between KY 124 and I-24.

Phase Estimate	Year	$
Design	2028	$3.9M
Right-of-Way	2030	$1.1M
Utilities	2032	$6.7M
Construction	2034	$31M
DRUC Total		**$43 million**

IDENTIFIED NEEDS:

2025 Everyday Traffic:	1,700-2,100 vpd, operates at LOS A
2025 Detour Traffic:	I-24 closure routes up to 1,250 vph per direction to surface streets
2020-2024 Crashes:	60 crashes (2 Fatal, 8 Injury) with 68% single vehicle crashes

CONCEPT: Reconstruct KY 139 for consistent 45-mph design speed with 30-foot pavement width. Consider passing lane in tangent sections where visibility permits. "Soft" shoulder sections merit consideration to address pavement stability.



Impacts: streams/floodplain, 5-15 relocations; park & cemetery nearby

Notes: 1.5 BCA; Consider traditional highway plan funding or federal grant

- 1 Page, for CHAF and SHIFT
- Highway Plan Description
- Costs including time, management contingencies
- Needs not wants
- Describe concept
- Red Flags
- Funding Buckets

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Other Study Elements

- Sign/stamp engineering reports
- AI Disclosure (be conservative)
  - Follow COT Policy
- ADA compliance (alt text, WCAG 2.1 AA)

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Break?

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Scoping Meeting Minutes Changes

Scoping Minutes Changes

- Roadway Characteristics – Provide existing roadway characteristics for the study area. The following information, at a minimum, on each mainline section and ramp will include:
  - Lanes, shoulders and median widths
  - Horizontal and vertical deficiencies
  - Bridge geometrics and deficiencies
  - Grades
  - Speed limits

  - Truck routes
  - Context Classification (available on TRAK interactive tool)
  - Functional Classification and Roadway System Designation (i.e., NHS, non-NHS, STAA, Coal Haul, etc.)

Scoping Minutes Changes

be used.

- Crash Analysis – Obtain raw crash data from the Kentucky State Police database for a minimum of the most recent five years (MONTH YEAR – MONTH YEAR). Data will be summarized by applicable crash types and mapped. Crash data will be color-coded by type on exhibits and provided to the Department as ESRI shapefiles and KMZ files. This information will be analyzed to identify possible safety improvements. KYTC will provide the narrative portion from individual crash reports in high crash spots and fatalities upon request. The Crash Data Analysis Tool (CDAT) or Network Screening tool should be used to calculate Excess Expected Crashes (EEC) and Level of Service of Safety (LOSS) in the study area as the safety analysis tool. Other safety performance measures in accordance with the latest edition of the Highway Safety Manual should also be used. **Only personnel who have signed the CRASH MOU can have access to crash data (i.e. stored in a secure, access-controlled location).**
- This corridor was studied under the [Statewide INTERSTATE/CORRIDOR Plan] program; the GIS online tool can be a source of existing conditions data and scoping information.
- Existing Traffic Volumes, Level of Service, and Capacity – Obtain available existing traffic volumes for the study area, including truck percentages. The Consultant will perform additional traffic counts as required. The Consultant will perform capacity and level of service (LOS) analysis on highway segments in concurrence with the current Highway Capacity Manual. Capacity analysis should follow the 24-hour capacity framework, including:
    - 16-hour efficiency
    - 16-hour excess lane-capacity
    - Total hours below capacity

  Future year performance measures should be developed using forecasted traffic data and/or traffic models. KYTC has access to link-level travel time data via [HERE] as well as bike/ped data, travel time data, origin destination data, and some volume data via StreetLight.

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Scoping Minutes Changes

- Potential funding avenues and sources of risk should be included on project sheets.
- A separate, escalated cost to account for a "time" or "management" contingency should also be included.

Specific percentages should be discussed with the project team but are typically 10-20% per biennial phase.

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Scoping Minutes Changes

- Potential impacts to capacity and safety should be analyzed and noted. Intersection Control Evaluation (ICE) level one screening tools are required to be utilized where intersections are identified for improvement in conjunction with the ICE policy.
- Explore potential synergy with IIJA Grant Program emphasis areas.
- The project team will prioritize proposed improvements based on data analysis and local input.

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Scoping Minutes Changes

Public Involvement/Meetings

The number and schedule of the meetings shall be discussed at the Scoping meeting. The number of consultants attending each meeting should also be discussed.

(3) Project Team Meetings
(3) Local Officials/Stakeholder Meetings
(1) Public Meetings** (in conjunction with web-based online public engagement)
(1) Resource Agency Mailing

**Consultant shall develop a Public Meeting Notebook

This task will include hours associated with:

- Meeting preparation
  - Any materials which will be shown at local official/stakeholder and/or public meetings should be submitted to KYTC at least one week prior for review and comment.
- Meeting attendance
- Meeting summary/notes

If web-based online public engagement is requested, PublicInput shall be the prioritized platform to the extent practicable. The Consultant is responsible for requesting Editor access for the necessary personnel and a Project Template from the Central Office Liaison. General user information can be found *HERE*.

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Scoping Minutes Changes

Don’t forget to mention extra LO/S meeting

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Scoping Minutes Changes

review. The Executive Summary should be included as a foreword to the full report. A short white paper for Cabinet Leadership may also be requested. An electronic copy of the draft report in Word format shall be

It is the Consultant's responsibility to see that all comments received are addressed in the final report, with a final proof and disposition of comments provided to Central Office Planning. The Consultant will provide

Study Appendices shall include:

- Crash History (Master File Numbers excluded)
- Traffic Forecast Report
- Environmental Overview
    - Archeological Site Information, if applicable (confidential, provided via USB only)
- Socioeconomic Study (previously known as Environmental Justice)
- Geotechnical Overview

- Meeting Summaries
- Cost Estimate Spreadsheets (to be reviewed by Location Engineers)

Other appendices may be added as necessary for documentation of study activities.

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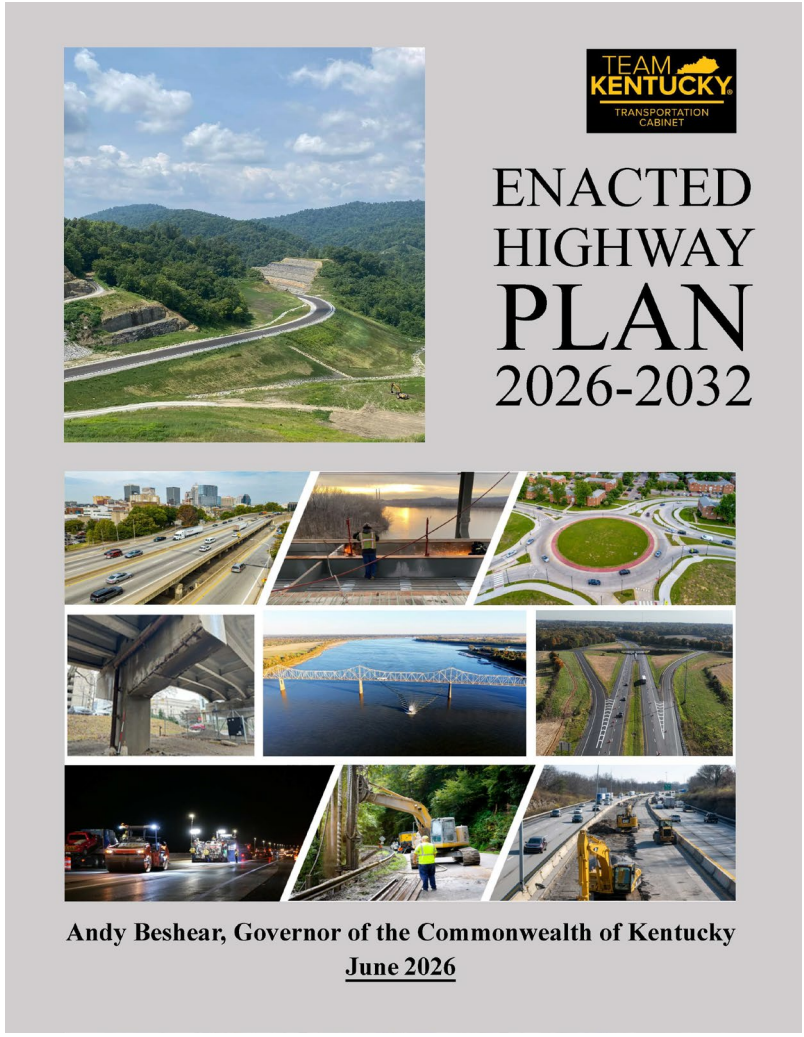
Upcoming Advertisements & Reauthorization

Planning in the Six-Year Plan



- 3 Federally-funded studies
  - Down from 14* in 2024
  - 2 Duplicative
  - 5-80428 I-71 NE Oldham Ichng
- 8 State-funded studies
  - Down from 36* in 2024
  - 1 Duplicative
  - Challenge to authorize

*8 federal and 14 state were duplicative in 2024

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Narrative/SPP Advisory

In summary, KYTC's current projection of state road fund revenues available for state project obligations for the Highway Plan's SPP projects and the critically essential state matching funds for the federal-aid highway funding program (the state match enables us to participate in the federal program) are as follows:

State Road Fund Availability FY 2027 through FY 2032

FISCAL YEAR	State Matching Requirement	SPP Project Dollars
FY-2027	$235 million	$0*
FY-2028	$235 million	$115 million
FY-2029	$235 million	$115 million
FY-2030	$235 million	$115 million
FY-2031	$235 million	$115 million
FY-2032	$235 million	$115 million
Total	**$1.410 Billion**	**$575 Million**

***The $50M originally estimated to be available for SPP projects in FY 2027 has been redirected by the General Assembly to LARP.**

Upcoming Advertisements (subject to change)

- NOVEMBER: TBD Planning Study
  - TBD
- ~SUMMER 2027: Long Range SW Transportation Plan
  - Nathan Ridgway
  - Dependent on PIP completion
  - See if any changes in new Surface Transportation Bill
- ~3 other studies over the course of the year
- Other D phase back into P/PEL as prudent

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Federal Reauthorization

- IIJA Expires on September 30, 2026
- BUILD America 250 Act stalled since May
- Continuing Resolution through December 11
- Prorated HTF & General Fund at FY 2026 Levels
  - **Did NOT include Division J Programs**
  - Bridge Formula Program
  - NEVI Formula Program
  - Intercity Passenger Rail Grant Program
- Could see Lame Duck action or punt to 120th Congress

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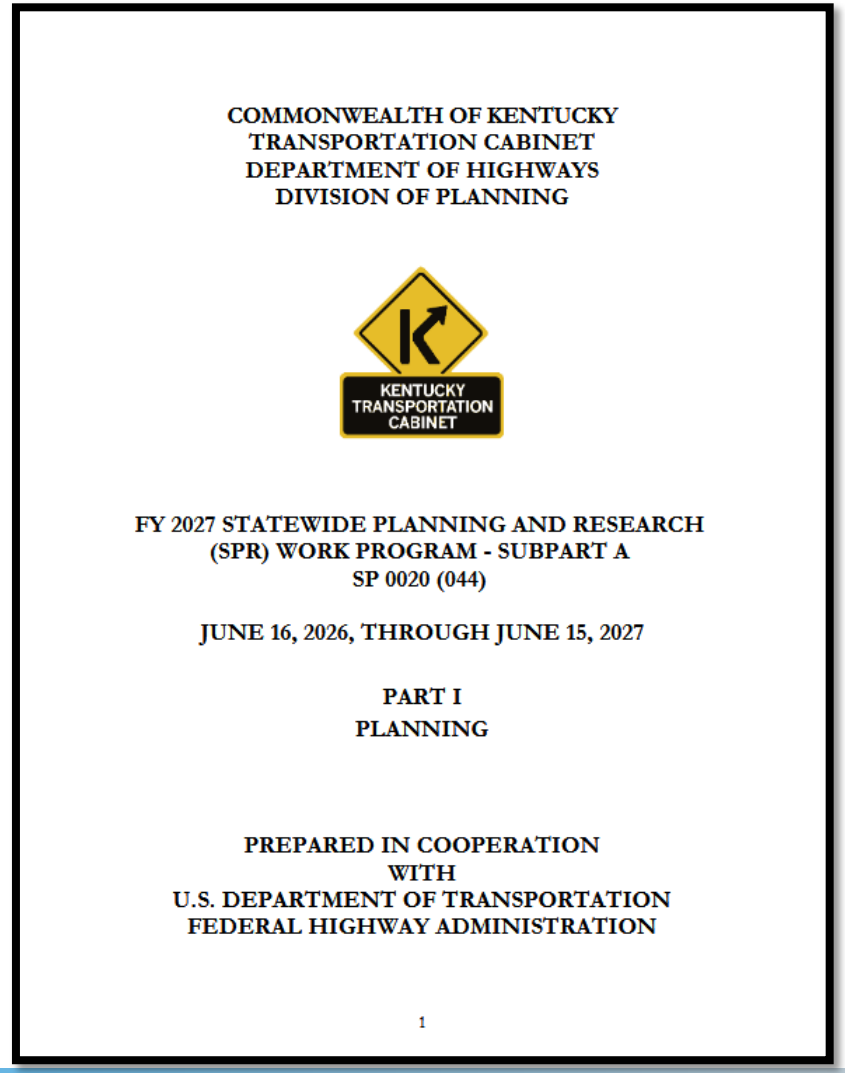
Work Program & Reauthorization



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
DIVISION OF PLANNING

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FY 2027 STATEWIDE PLANNING AND RESEARCH
(SPR) WORK PROGRAM - SUBPART A
SP 0020 (044)

JUNE 16, 2026, THROUGH JUNE 15, 2027

PART I
PLANNING

PREPARED IN COOPERATION
WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1

- SPR Parts I & II
- At least 25% toward research
- 2% of Federal Aid set aside
- 80/20 funds

- We just assume these funds will be here
- Reimbursement Program

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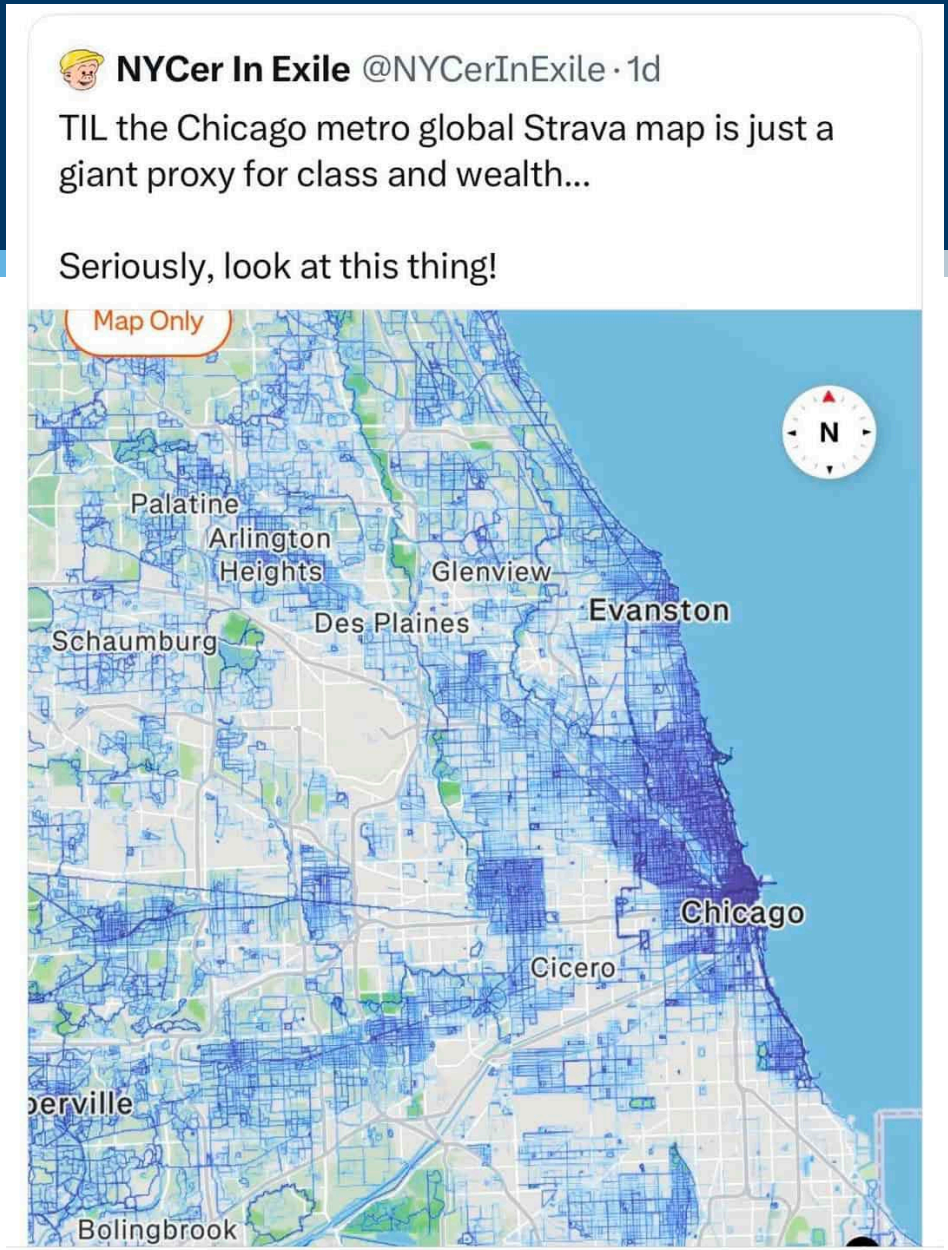
Strava

Strava



- Where do you think the rich and poor neighborhoods are?

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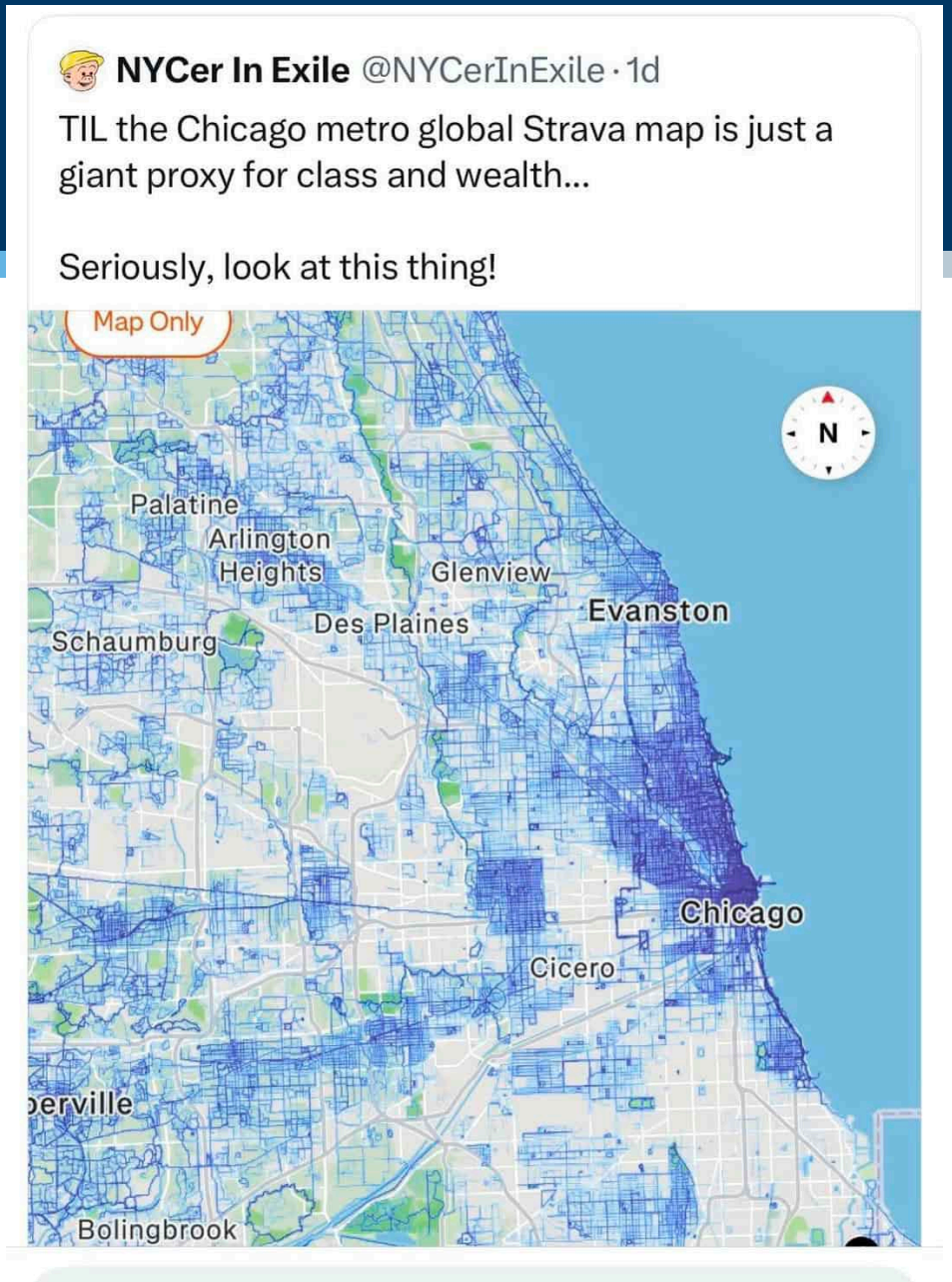
Limitations of Strava



- Represents fitness-oriented, higher-income users — not the whole community.
- Highlights where people with devices travel, not necessarily where people need safe facilities.
- Low Strava activity may indicate lack of safety or connectivity, not lack of demand.
- Use only as a supplemental data source alongside counts, socioec analysis, and safety data.

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TRAK & Context Classification

https://trak.kytc.ky.gov/

https://maps.kytc.ky.gov/contextclassification/

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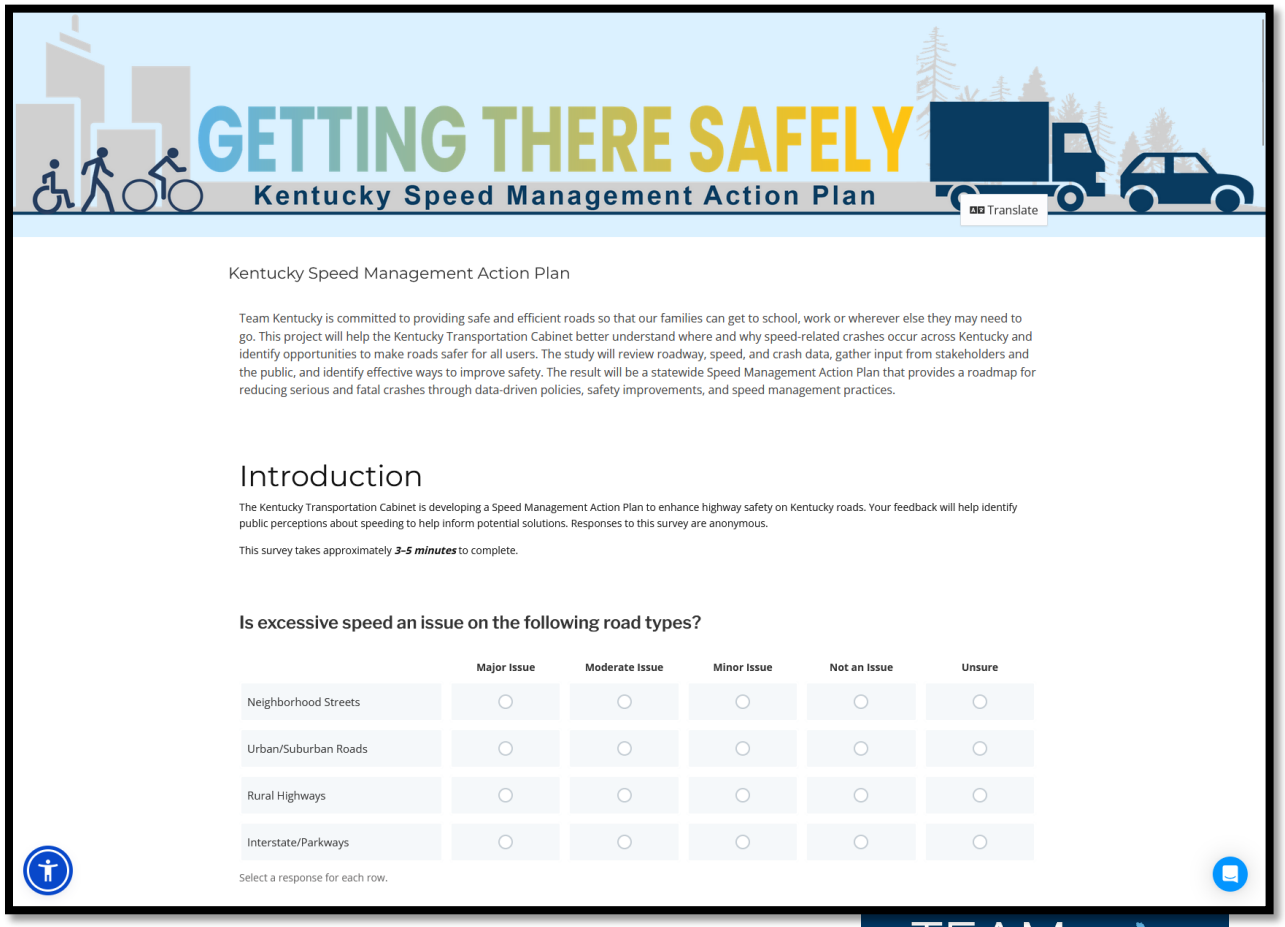
PublicInput Portal

PublicInput

- Effort by OPA and Project Development (starting with Planning) as Public Engagement Hub
- Use for surveys and project websites
- StoryMaps when make sense, link from Portal
- In place before SharePoint sunset



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PublicInput

- PIO and District training to be set up in Fall/Winter
- Rolling out with consultant studies starting soon

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Q&A

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What is the most helpful thing that consultants can do during a planning study?

What is something that consultants can most improve on during a planning study?

Expected workload this biennium as a result of reduced funding across the program?

I could do with a Planning Assignment please.

How are KYTC and Consultants expected to use MPO and statewide models in studies?

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Continuing relationship with Streetlight after this year? Other platforms being considered?

Any ideas on how to streamline comments so there is only one or two rounds?

Examples of studies that have successfully applied the use of context classifications and target speed toward developing recommended concepts?

HB 542 Impacts?

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As Time Permits

Cost Estimates

AASHTO SafetyWare

Tearful Goodbyes

Stephen De Witte, P.E.

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502-782-5056

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