

Research Report  
UKTRP-81-9

## Traffic Accidents in Kentucky (1978)

by

**Kenneth R. Agent**  
Research Engineer Chief

June 1981

**Kentucky Transportation Research Program**

College of Engineering • University of Kentucky

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16. Abstract  <p>Highway locations having an abnormal history of accidents should be identifiable in some way. Average and critical accident numbers and rates must be known for similar locations. Averages have been determined previously for rural highways, but it is necessary to update those numbers and to determine rates for urban areas. A detailed picture of traffic accidents in Kentucky in 1978 is presented.</p> <p>Average rates in terms of accidents per 100 million vehicle-miles (160 million vehicle-kilometers) were calculated for various classifications of rural and urban highways. Also, average rates in terms of accidents per million vehicles were determined for 0.3-mile (0.48-km) highway spots. Using these averages, critical accident rates were determined as a function of volume and section length and as a function of volume only for spots. The average and critical number of total accidents and EPDO accidents were calculated for each highway type. Rates were calculated by region of the state and as a function of several variables listed on the statewide mileage file. Rates by light condition and pavement surface condition were also determined. Rate calculations included about one-half of the accidents reported in 1978. Separate analyses of all accidents reported and of all fatal accidents are included.</p>					
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RESEARCH REPORT  
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by

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Kentucky Transportation Research Program  
College of Engineering  
University of Kentucky  
Lexington, Kentucky

in cooperation with  
Department of Transportation  
Commonwealth of Kentucky

The contents of this report reflect the views  
of the author who is responsible for the facts  
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June 1981

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## Introduction

To identify an abnormal number or rate of accidents, averages and critical accident numbers and rates must be known. Average rates by type of rural highway have been determined previously (1) and used in procedures developed to identify hazardous locations (2). A procedure was also developed to identify hazardous locations on city streets (3). The previous averages and rates were based on all accidents reported to the State Police in 1970-1972. The procedure for identifying hazardous locations on city streets was developed before the law which

required all cities to send a copy of accidents reported to the State Police. Now a larger data base has been analyzed. Numerous summary tables were prepared including those by functional classification, highway type classification, and area of the state. In addition to the accident rate analysis, separate summaries and analyses of all accidents and fatal accidents were made. Much of the statistics presented in this report could be used in the problem identification section of the Kentucky Highway Safety Plan (4).

## Procedures

The objective was to perform a comprehensive analysis of accidents which occurred in Kentucky during 1978. A more specific objective was to determine average accident rates by highway type for use in the high-accident location identification program. Accident and volume files were used. Accident rates were determined for highways for which volume information (annual average daily traffic (AADT)) was available. Rate calculations were limited to highways which had a route number and mileposts. The State Police prepare a computer tape containing information for each accident. Separate tapes containing only accidents with an identifying route and milepost were prepared for 1977 and 1978. However, mileposts were missing from many of the accident reports in 1977. Therefore, only 1978 reports could be used for determining accident rates.

Accident rates by number of lanes are needed for the high-accident spot-improvement program. To determine the

rates, recourse was made to a file maintained by the Division of Highway Systems which contained detailed information on traffic volumes, number of lanes, and urban classification for all highways in the state. Accident information was summarized for highway sections which had an AADT, route number and beginning and ending mileposts.

Adjusted 1978 volumes were used along with other information on the 1978 statewide mileage tape to calculate rates by several categories. The number of lanes was coded for each highway section. The code showing whether or not each highway segment was in a federal-aid urban area was used to classify roads in either a rural or urban category. Using these average rates, critical criteria were determined. Using other highway classifications in the statewide mileage tape, rates were determined for several categories such as functional classification, federal-aid system, and administrative classification. Rates for



various light and road surface conditions and regions of the state were also determined.

The following formula was used to calculate critical accident rates:

$$A_C = A_a + K\sqrt{A_a/M} + 1/2M \quad (1)$$

in which  $A_C$  = critical accident rate,  
 $A_a$  = average accident rate,  
 $K$  = constant related to level of statistical significance selected (a P of 0.995 was used giving a K of 2.576), and  
 $M$  = exposure (for sections, M was in terms of 100 million vehicle-miles (160 vehicle-kilometers); for spots, M was in terms of million vehicles).

To determine the critical number of accidents, the following formula was used:

$$N_C = N_a + K\sqrt{N_a} + 0.5 \quad (2)$$

in which  $N_C$  = critical number of accidents and  
 $N_a$  = average number of accidents.

The level of statistical significance used was 0.995.

Equation 2 was used to determine the critical number of EPDO accidents. The number of EPDO accidents is found from:

$$EPDO = 9.5(K + A) + 3.5(B + C) + PDO \quad (3)$$

in which K = number of fatal accidents,  
A = number of A-type injury accidents (accidents where an A-type (incapacitating) injury was the most severe injury sustained).  
B = number of B-type injury accidents,  
C = number of C-type injury accidents, and  
PDO = number of property-damage-only accidents.

A severity index was used to compare severity of accidents (5). The index was calculated from:

$$SI = EPDO/N \quad (4)$$

in which SI = severity index,  
EPDO = number of equivalent property-damage-only accidents, and  
N = total number of accidents.

The severity index ranges from a minimum of 1.00 to a maximum of 9.50.

Rate calculations are based on approximately 80,000 accidents of a total of about 150,000 accidents in 1978. The RAPID computer program was used to provide summaries by highway type, with specific information pertaining to vehicle type and driver characteristics. Also, a separate analysis of fatal accidents was performed.

## Results

### ACCIDENT RATE ANALYSIS

#### Functional Classification --

Highways are divided by functional classification into arterial, collector, and local systems as well as subgroups of these major categories. Average statewide rates were calculated by functional classification as shown in Table 1. The highest rates occurred on urban arterials (other than interstates). The lowest rates were for rural interstates. The highest fatal accident rates were found on rural collectors. Analysis by functional classification for two-lane highways (Table 2) gave results which were very

similar. Urban arterials had the highest rate; rural arterials had the lowest rate. Rural highways had much higher fatal accident rates.

In Tables 1 and 2, the average critical accident rate for a 1-mile (1.6-km) section was calculated for each classification. This rate represents an average based on the average volume for each functional class. This critical rate would vary with AADT and section length. The highest critical rates were found for low-volume rural roads.

Highway Type -- The accident rates needed to implement the high-accident

Table 1. Statewide Accident Rates by Functional Classification (1978 Data).

RURAL OR URBAN	FUNCTIONAL CLASSIFICATION	AVERAGE DAILY TRAFFIC	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)			AVERAGE CRITICAL ACCIDENT RATE (ONE-MILE (1.6KM) SECTION)** (ACCIDENTS PER 100 MVM)
				ALL	INJURY	FATAL	
RURAL	PRINCIPAL ARTERIAL, INTERSTATE	17,630	553	69	22	1.1	161
	PRINCIPAL ARTERIAL, OTHER	5,050	1455	181	60	3.2	463
	MINOR ARTERIAL	3,110	1824	303	92	3.9	768
	MAJOR COLLECTOR	1,600	7237	332	105	4.9	1032
	MINOR COLLECTOR	550	9326	326	104	4.3	1612
	LOCAL SYSTEM	510	3017	286	76	3.9	1565
URBAN	PRINCIPAL ARTERIAL, INTERSTATE	42,460	131	226	47	1.5	328
	PRINCIPAL ARTERIAL, OTHER FREEWAY	11,600	79	150	38	0.6	315
	PRINCIPAL ARTERIAL, OTHER	15,510	395	810	160	2.2	1127
	MINOR ARTERIAL	8,740	698	796	155	2.2	1219
	COLLECTOR	4,260	185	646	141	2.4	1203
	LOCAL SYSTEM	2,250	103	371	57	3.5	979

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS

\*\* BASED ON THE AVERAGE DAILY TRAFFIC FOR THE GIVEN TYPE OF FUNCTIONAL CLASSIFICATION AND A LEVEL OF STATISTICAL SIGNIFICANCE OF 0.995.

spot-improvement program in Kentucky are average rural and urban rates by highway type. This classification is basically by number of lanes, except that four-lane highways are separated into divided and undivided highways. Also, interstates and parkways are classified separately. The rates for rural highways are given in Table 3 and for urban highways in Table 4. Highways were placed into either the rural or urban category depending on whether the highway was in a federal-aid urban area as denoted on the statewide mileage file. For sections with a volume, route, and milepost cited in the statewide mileage file, the "rural or urban" and highway type classifications were determined. The number of accidents for this section was then found on the accident tape. The total accident rate per 100 million vehicle-miles (160 million vehicle-kilometers) was calculated as well as the injury and fatal accident rates. On rural highways, the highest accident rate was for four-lane, undivided highways. That

rate was approximately twice that for divided, four-lane highways. The lowest total, injury, and fatal accident rates were for interstates and parkways. The highest volumes on rural highways were on interstates, and the lowest were on one-lane roads. One-lane roads had the second highest accident rate and the highest injury rate. The total mileage of rural, three-lane highways was so small that it was not included as a separate category. The accident rate for two-lane roads should be used for three-lane roads. The total and injury accident rates on rural, two-lane roads were comparatively high. Also, the highest rural fatal accident rate was for two-lane highways. The overall urban accident rate was over twice that for rural highways; however, the urban and rural injury accident rates were similar; and the rural fatal accident rate was twice the urban rate. The highest urban rate was for four-lane, undivided highways. Parkways and interstates had the lowest rates. Parkways had the lowest

Table 2. Statewide Accident Rates for Two-Lane Highways by Functional Classification (1978 Data).

RURAL OR URBAN	FUNCTIONAL CLASSIFICATION	AVERAGE DAILY TRAFFIC	TOTAL MILEAGE (STATEWIDE)	ACCIDENT RATE (ACCIDENTS PER 100 MVM)			AVERAGE CRITICAL ACCIDENT RATE (ONE-MILE (1.6KM) SECTION)** (ACCIDENTS PER 100MVM)
				ALL	INJURY	FATAL	
RURAL	PRINCIPAL ARTERIAL*	4,650	798	240	77	4.9	576
	MINOR ARTERIAL	3,040	1789	303	93	4.0	769
	MAJOR COLLECTOR	1,590	7165	328	104	4.8	1026
	MINOR COLLECTOR	560	9100	326	103	4.4	1601
	LOCAL SYSTEM	530	2898	286	76	3.9	1537
URBAN	PRINCIPAL ARTERIAL*	10,040	187	825	158	2.3	1225
	MINOR ARTERIAL	7,360	569	770	153	2.1	1224
	COLLECTOR	4,120	177	610	135	1.9	1162
	LOCAL SYSTEM	2,260	99	365	58	2.4	967

\* NON-INTERSTATE.

\*\* BASED ON THE AVERAGE DAILY TRAFFIC FOR THE GIVEN TYPE OF FUNCTIONAL CLASSIFICATION AND A LEVEL OF STATISTICAL SIGNIFICANCE OF 0.995.

Table 3. Statewide, Rural, Accident Rates By Highway Type Classification (1978 Data).

HIGHWAY TYPE	AADT (VEHICLES PER DAY)	TOTAL MILEAGE*	ACCIDENT RATES (ACCIDENTS PER 100 MVM)		
			ALL	INJURY	FATAL
ONE-LANE	260	384	347	117	2.8
TWO-LANE	1,240	21,648	311	97	4.5
FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	9,430	145	184	62	2.6
FOUR-LANE, UNDIVIDED	9,710	55	357	107	2.6
INTERSTATE	17,600	552	69	22	1.1
PARKWAY	3,630	604	84	27	1.8
ALL	1,750	23,402	238	75	3.5

\* TOTAL MILEAGE FOR WHICH AN AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS. INCLUDES 14 MILES OF THREE-LANE HIGHWAY.

urban rate but the volume on parkways did not compare to that on interstates. The total mileage on urban highways was very small compared to rural highways. This resulted primarily from the small percentage of urban streets with volume, route number, and milepost information available. However, almost all state-maintained urban roads were included.

The average rural and urban statewide accident rates, in terms of accidents per million vehicles, for 0.3-mile (0.48-km) spots are given in Table 5. The ordering of highway types by spot rates was the same as that for overall rates.

After average rates are determined, rates must be calculated to determine if

the rate for a particular spot or section is above the critical level. Critical accident rates for the various rural and urban highways by section lengths and for spots were calculated as a function of AADT. Curves for rural and urban highway sections are given in APPENDIX A. The curves apply for accident occurrences during a one-year period. Average accident rates, given in Tables 3 and 4, were used to calculate the critical rates. If the length, AADT, and accident rate of a section is known, the curves show if the accident rate of the section is critical. Critical accident rate curves for 0.3-mile (0.48-km) spots were also determined (APPENDIX B).

Table 4. Statewide, Urban, Accident Rates By Highway Type Classification (1978 Accident Data).\*

HIGHWAY TYPE	AADT (VEHICLES PER DAY)	TOTAL MILEAGE**	ACCIDENT RATES (ACCIDENTS PER 100 MVM)		
			ALL	INJURY	FATAL
TWO-LANE	6,710	1,038	751	148	2.2
FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	18,720	193	656	141	2.3
FOUR-LANE, UNDIVIDED	17,580	176	911	170	1.8
INTERSTATE	42,480	131	227	47	1.5
PARKWAY	4,780	43	101	21	1.3
ALL**	12,330	1,594	522	105	1.7

\* INCLUDES URBAN AND URBANIZED AREAS.

\*\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS. INCLUDES THREE MILES OF ONE-LANE, SIX MILES OF THREE-LANE, AND FOUR MILES OF SIX-LANE URBAN HIGHWAYS.

Table 5. Statewide Accident Rates for Spots (0.3 Mile (0.48 km)) by Highway Type Classification (1978 Data).\*

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF ACCIDENTS	NUMBER OF 0.3 MILE (0.48 KM) SPOTS	MILLION VEHICLES PER SPOT PER YEAR	ACCIDENTS PER MILLION VEHICLES PER 0.3 MILE (0.48 KM) SPOT
RURAL	ONE-LANE	125	1,280	.095	1.03
	TWO-LANE	30,563	72,160	.453	0.93
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	917	483	3.44	0.55
	FOUR-LANE, UNDIVIDED	638	133	3.54	1.06
	INTERSTATE	2,434	1,840	6.42	0.21
	PARKWAY	668	2,013	1.32	0.25
	ALL	35,504	78,007	.639	0.71
URBAN	TWO-LANE	19,097	3,460	2.45	2.25
	FOUR-LANE DIVIDED (NO ACCESS CONTROL)	8,658	643	6.83	1.97
	FOUR-LANE UNDIVIDED	10,314	587	6.42	2.74
	INTERSTATE	4,611	437	15.5	0.63
	PARKWAY	77	143	1.74	0.31
	ALL**	43,242	5,313	7.32	1.37

\* DATA FOR STREETS AND HIGHWAYS WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

\*\* INCLUDES SMALL AMOUNT OF DATA ON OTHER ROAD TYPES.

The current procedure in the high-accident spot-improvement program uses these critical rates to identify high-accident sites after an initial list of sites is chosen based on a critical number

of accidents. The average and critical number of accidents for 0.3-mile (0.48-km) spots and 1-mile (1.6-km) sections were calculated. The results are shown in Table 6. As with accident rates, the high

Table 6. Statewide Average and Critical Number of Accidents for Spots (0.3 Mile (0.48 km)) and One-Mile (1.6 km) Sections by Highway Type Classification (1978 Data).\*

RURAL OR URBAN	HIGHWAY TYPE	ACCIDENTS PER 0.3 MILE (0.48 KM) SPOT		ACCIDENTS PER ONE MILE (1.6 KM) SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
RURAL	ONE-LANE	0.10	2	.33	3
	TWO-LANE	0.42	3	1.41	5
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	1.90	6	6.32	14
	FOUR-LANE, UNDIVIDED	3.76	10	12.51	22
	INTERSTATE	1.32	5	4.41	11
	PARKWAY	0.33	3	1.11	5
	ALL**	0.46	3	1.52	6
URBAN	TWO-LANE	5.52	12	18.40	30
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	13.47	24	44.86	63
	FOUR-LANE, UNDIVIDED	17.57	29	58.60	79
	INTERSTATE	10.55	20	35.20	51
	PARKWAY	0.54	3	1.79	6
	ALL**	8.14	16	27.13	41

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

\*\* INCLUDES SMALL AMOUNT OF DATA ON OTHER ROAD TYPES.

average and critical number of accidents were for four-lane, undivided highways. Also, the average and critical number of accidents on urban highways was much higher than that for rural highways. The critical number of accidents given in Table 6 can be used to set the "number of accidents" criteria for determining the initial list of locations. Curves giving the critical number of accidents for various section lengths are given in APPENDIX C.

A previous research report (2) described the high-accident spot-improvement program for rural highways and recommended that the Equivalent-Property-Damage-Only method (EPDO) also be used to determine if locations should be investigated. This method is the same as that used for total accidents. Equation 2 was used to determine the critical number except the number of EPDO accidents was used instead of the total number of accidents. The average and critical number of EPDO accidents for spots and 1-mile (1.6-km) sections are given in Table 7. The data in Tables 6 and 7 give

the critical number of all and EPDO accidents for spots and 1-mile (1.6-km) sections. Curves were also drawn for section lengths up to 20 miles (32 km). These are presented in APPENDIX C.

Severity indices by highway classification are given in Table 8. The index for rural accidents was much higher than for urban accidents. Considering the rural or urban areas separately, the indices for the various highway type classifications were similar.

Administrative Classification -- Table 9 gives rates by state classification. Secondary routes had higher rates than primary routes. Primary routes had higher volumes but generally are built to higher standards.

Area of the State -- It may be helpful to compare accident rates on a section of highway with others in the surrounding area. The state has been divided into different regions by several agencies. Accident rates were determined by four of these divisions. Rates were calculated by highway district (Table 10), area development district (Table 11),

Table 7. Statewide Average and Critical Number of EPDO Accidents for Spots (0.3 Mile (0.48 km)) and One-Mile (1.6 km) Sections by Highway Type Classification (1978 Data).\*

RURAL OR URBAN	HIGHWAY TYPE	EPDO ACCIDENTS PER 0.3 MILE (0.48 KM) SPOT		EPDO ACCIDENTS PER ONE MILE (1.6 KM) SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
RURAL	ONE-LANE	0.24	2	0.81	4
	TWO-LANE	1.02	5	3.39	9
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	4.76	11	15.83	27
	FOUR-LANE, UNDIVIDED	8.13	16	27.32	41
	INTERSTATE	3.30	9	10.99	20
	PARKWAY	0.82	4	2.79	3
	ALL**	1.10	5	3.66	10
	URBAN	TWO-LANE	9.57	18	31.86
FOUR-LANE, DIVIDED (NO ACCESS CONTROL)		23.94	37	79.70	104
FOUR-LANE, UNDIVIDED		29.53	44	95.54	122
INTERSTATE		19.45	32	64.90	87
PARKWAY		1.05	5	3.44	9
ALL**		14.19	25	47.29	66

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

\*\* INCLUDES SMALL AMOUNT OF DATA ON OTHER ROAD TYPES.

Table 8. Severity Index by Highway Type Classification (1978 Data).\*

RURAL OR URBAN	HIGHWAY TYPE	SEVERITY INDEX
RURAL	ONE-LANE	2.48
	TWO-LANE	2.40
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	2.51
	FOUR-LANE, UNDIVIDED	2.16
	INTERSTATE	2.49
	PARKWAY	2.47
	ALL	2.41
URBAN	TWO-LANE	1.73
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	1.78
	FOUR-LANE, UNDIVIDED	1.68
	INTERSTATE	1.94
	PARKWAY	1.84
		ALL**

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

\*\* INCLUDES SMALL AMOUNT OF DATA ON OTHER ROAD TYPES.

state police post (Table 12), and emergency service region (Table 13). Rates were determined by combining counties for the appropriate region. In each table, rates were calculated using all accidents as well as only accidents on highways with a volume and a route and milepost. Rates on highways with known volumes and accidents were calculated as before. Calculation of rates using all accidents involved an estimation of the total miles driven, which was done by county. The total number of recorded vehicle miles driven in each county was found. Then the difference between the estimated total statewide vehicle miles driven, as determined by the Division of Highway Systems, and the number of statewide recorded vehicle miles was found. This difference was only a small percentage of the total and arises from travel on county roads and residential city streets where volumes are unknown.

Table 9. Statewide Accident Rates by Administrative Classification (1978 Data).

ADMINISTRATIVE CLASSIFICATION	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
PRIMARY	7,840	609	293
SECONDARY	2,050	7,620	464
RURAL SECONDARY	710	9,879	415
UNCLASSIFIED (MAINTAINED)	680	2,699	391

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

Table 10. Accident Rates by Highway District (1978 Data).

DISTRICT NUMBER	ACCIDENT RATE (ACCIDENTS PER 100 MVM)			
	ALL ACCIDENTS	ALL ACCIDENTS ON HIGHWAYS WITH VOLUME AND ROUTE AND MILEPOST	ALL ACCIDENTS ON RURAL HIGHWAYS WITH VOLUME AND ROUTE AND MILEPOST	ALL ACCIDENTS ON URBAN HIGHWAYS WITH VOLUME AND ROUTE AND MILEPOST
1	409	285	229	593
2	568	338	250	794
3	495	296	210	1014
4	374	303	245	645
5	704	414	232	434
6	674	411	347	737
7	609	360	203	669
8	313	254	154	206
9	531	380	237	731
10	370	312	274	2091
11	346	253	237	432
12	351	294	294	384

Table 11. Accident Rates by Area Development District (1978 Data).

DISTRICT NUMBER	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	
	ALL ACCIDENTS	ALL ACCIDENTS ON HIGHWAY WITH VOLUME AND ROUTE AND MILEPOST
1	430	329
2	424	311
3	659	435
4	467	325
5	383	323
6	700	402
7	685	414
8	522	404
9	424	299
10	517	336
11	386	320
12	325	316
13	323	234
14	398	321
15	598	381

This difference was distributed by county based on the number of registered vehicles in that county. This was done since this traffic was local in origin and volume would be directly related to the number of registered vehicles. For highway districts, rates were also calculated separately for rural and urban highways with known volume and route and milepost.

Rates were found to be higher in the regions with higher populations. Considering all accidents, the highway district which had the highest rate was District 5, which contains Louisville. Rates considering all accidents were higher than those for highways with known volumes and accidents. It should be noted that some highway districts, such as District 10, had a small sample of urban highways, which could result in unreliable data.

The county rates used to determine the rates by region are given in APPENDIX D. These rates are based on traffic

Table 12. Accident Rates by Kentucky State Police Post (1978 Data).

POST NUMBER	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	
	ALL ACCIDENTS	ALL ACCIDENTS ON HIGHWAY WITH VOLUME AND ROUTE AND MILEPOST
1	411	315
2	443	323
3	482	331
4	663	394
5	298	237
6	706	435
7	506	319
8	430	319
9	386	360
10	410	320
11	326	238
12	620	398
13	346	311
14	526	339
15	383	307
16	686	451

Table 13. Accident Rates by Emergency Service Region (1978 Data).

REGION NUMBER	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	
	ALL ACCIDENTS	ALL ACCIDENTS ON HIGHWAY WITH VOLUME AND ROUTE AND MILEPOST
1	430	329
2	425	330
3	659	435
4	464	321
5	634	386
6	685	414
7	488	327
8	398	321
9	450	327

counts and could be used to identify high-accident counties. The highest accident rate found was for Campbell County. In many counties, there were no urban highways with known volumes and accidents; and in many others, the urban sample was very small. Therefore, the urban rates varied greatly.

In a previous report (4) on problem identification for the highway safety plan, accident rates by county were calculated using different measures of exposure. For this report, accident rates were calculated by county in terms of population, vehicle miles, licensed drivers, and registered vehicles. These rates are given in APPENDIX E. Fatal accident rates were also calculated in terms of vehicle miles. In this report, vehicle miles were based on actual volume counts rather than mileage driven by various types of drivers. The results, therefore, are more reliable.

Rates were also calculated for cities with populations over 1,000 (4). Rates per 1,000 population were determined as well as rates for highways with known volume and route and milepost. These rates are given in APPENDIX F. The miles of streets with a route number and known volume were very small in most cases. Those routes, however, yield the only rate data available in terms of accidents per 100 million vehicle-miles (160 million vehicle-kilometers).

Population -- Classifications given in the statewide mileage tape enabled accident rates to be calculated by several population categories. Rates by federal-aid urban area showed again that rural areas had the lowest rate, but it also was found that urban areas had higher rates than urbanized areas (Table 14). An urban

**Table 14. Statewide Accident Rates by Federal-Aid, Urban Area (1978 Data).**

FEDERAL-AID URBAN AREA	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
RURAL	1,750	23,401	236
URBAN	6,200	846	772
URBANIZED	19,260	750	536

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

area has a population of 5,000 or higher and is not within an urbanized area. An urbanized area is an area having a population of 50,000 or more.

Rates were also calculated by population group (Table 15). The highest rates were for cities between 5,000 and 50,000 population. The lowest rate was in rural areas (under 2,500 population). Rates by census category showed that the highest rate was for urban, incorporated areas outside the urbanized area (Table 16).

Highway System -- Rates by federal-aid system showed federal-aid urban routes had the highest rates while interstates had the lowest rates (Table 17). Federal-aid primary, secondary, and non-federal aid routes have similar accident rates. Rates by travel route category showed that U. S. routes had slightly higher rates than Kentucky routes (Table 18). This may be related to the higher volumes on U. S. routes.

Other Variables -- A comparison of daylight and darkness rates also was made (Table 19). Total vehicle miles driven

were divided into daylight and darkness (5). In all cases, the rate during darkness was higher than during daylight. For interstates and parkways, the rate during darkness was more than double than that during daylight.

Statewide accident rates by pavement surface condition were also calculated. Data from weather stations across the state were used to determine the percentage of time rain or snow fell in 1978. These percentages were then used to divide the total vehicle-miles driven into the vehicle-miles driven on a dry, wet, and snowy or icy pavement. The results are cited in Table 20. The accident rate on snowy or iced pavements was the highest for all highways. The largest increase from wet to snowy or icy conditions occurred on interstates and parkways. Another method of comparing accidents by pavement surface conditions for various highway classifications is given in Table 21. In this analysis, the ratio of wet-to-dry-pavement accidents and the percent of snow- and ice-related accidents are used. The most obvious statistic here is the high percentage of snow- and ice-related accidents on interstates and parkways.

Accident rates by access control illustrated the lower accident rate for full control of access compared to no control (Table 22). Roads with partial control had the highest rate.

Accident rates by median type were calculated for roads with four or more

**Table 15. Statewide Accident Rates by Population Group (1978 Data).**

POPULATION GROUP	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
RURAL AREA	1,820	23,377	227
UNDER 2,500	2,500	353	694
2,500-4,999	3,940	161	1085
5,000-24,999	5,840	325	1203
25,000-49,999	11,400	34	1397
50,000-99,999	9,770	53	892
100,000-199,999	16,240	169	618
200,000-499,999**			
500,000-1,999,999	21,330	524	499

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

\*\* THERE ARE NO CITIES IN THIS POPULATION RANGE IN KENTUCKY.



Table 16. Statewide Accident Rates by Census Category (1978 Data).

CENSUS CATEGORY	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
RURAL OR UNINCORPORATED- OUTSIDE URBANIZED AREA	1,820	23,377	227
RURAL INCORPORATED- OUTSIDE URBANIZED AREA	2,500	354	705
URBAN INCORPORATED- OUTSIDE URBANIZED AREA	5,620	519	1201
URBANIZED AREA-URBAN FRINGE	15,370	437	493
URBAN UNINCORPORATED-WITHIN URBANIZED AREA FRINGE	6,960	4	659
URBAN INCORPORATED-WITHIN URBANIZED AREA FRINGE	18,550	100	837
URBANIZED AREA CENTRAL CITY	28,370	206	488

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

Table 17. Statewide Accident Rates by Federal-Aid System (1978 Data).

FEDERAL AID SYSTEM	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
INTERSTATE	22,380	683	126
FEDERAL-AID PRIMARY	5,070	3,661	376
FEDERAL-AID URBAN	8,770	938	786
FEDERAL AID SECONDARY	1,610	7,258	331
NON-FEDERAL AID	560	12,461	320

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

Table 18. Statewide Accident Rates by Travel Route Category (1978 Data).

TRAVEL ROUTE CATEGORY	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
INTERSTATE	22,300	684	126
U.S.	5,350	3,532	484
STATE	1,280	20,779	391

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

Table 19. Comparison of Daylight and Darkness Accident Rates (1978 Data).

RURAL OR URBAN	HIGHWAY TYPE	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATES (ACCIDENTS PER 100 MVM)	
				DAYLIGHT	DARKNESS
RURAL	ONE-LANE	260	384	343	362
	TWO-LANE	1,240	21,648	282	417
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	9,430	145	168	240
	FOUR-LANE, UNDIVIDED	9,710	55	324	446
	INTERSTATE	17,600	552	50	135
	PARKWAY	3,630	604	62	158
	ALL	1,750	23,402	211	330
URBAN	TWO-LANE	6,710	1,038	682	1029
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	18,720	193	804	1217
	FOUR-LANE, UNDIVIDED	17,580	176	849	1172
	INTERSTATE	42,480	131	194	359
	PARKWAY	4,780	43	70	233
	ALL	12,330	1,594	332	503

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

lanes (Table 23). The higher rate for undivided compared to divided highways is illustrated here. Also, the reduction in accident rate resulting when the median width is increased to 30 feet (9.1 m) or more is shown.

ACCIDENT SUMMARIES

All Accidents -- The preceding accident rate analysis was limited to highways which had an AADT and route and mileposts on the statewide mileage file. This meant that only slightly over one-

Table 20. Statewide Accident Rates by Pavement Surface Conditions by Highway Type Classification (1978 Data).

RURAL OR URBAN	HIGHWAY TYPE	ACCIDENT RATES (ACCIDENTS PER 100 MVM)		
		DRY SURFACE	WET SURFACE	SNOWY OR ICY SURFACE
RURAL	ONE-LANE	280	604	793
	TWO-LANE	259	483	814
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	151	251	654
	FOUR-LANE, UNDIVIDED	278	667	950
	INTERSTATE	48	80	436
	PARKWAY	64	94	429
	ALL	195	360	700
URBAN	TWO-LANE	616	1280	1,812
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	530	1200	1,583
	FOUR-LANE, UNDIVIDED	755	1594	1,966
	INTERSTATE	169	372	962
	PARKWAY	83	92	502
	ALL	428	914	1,342

NOTE: IN 1978, 84.3 PERCENT OF TIME PAVEMENTS WERE DRY, 11.5 PERCENT OF TIME PAVEMENTS WERE WET, AND 4.2 PERCENT OF TIME PAVEMENTS WERE COVERED WITH SNOW OR ICE.

Table 21. Statewide Accident Rates by Pavement Surface Conditions by Highway Type Classification (1978 Data).\*

RURAL OR URBAN	HIGHWAY TYPE	RATIO OF WET- TO DRY- PAVEMENT ACCIDENTS	PERCENT OF SNOW AND ICE RELATED ACCIDENTS
RURAL	ONE-LANE	.29	9.6
	TWO-LANE	.25	11.0
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	.23	14.9
	FOUR-LANE, UNDIVIDED	.33	11.2
	INTERSTATE	.23	26.7
	PARKWAY	.20	21.6
	ALL	.25	12.4
URBAN	TWO-LANE	.28	10.1
	FOUR-LANE, DIVIDED (NO ACCESS CONTROL)	.31	10.1
	FOUR-LANE, UNDIVIDED	.29	9.1
	INTERSTATE	.30	17.8
	PARKWAY	.15	20.8
	ALL**	.29	10.7

\* DATA FOR STREETS AND HIGHWAYS WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

\*\* INCLUDES SMALL AMOUNT OF DATA ON OTHER ROAD TYPES.

Table 22. Statewide Accident Rates by Access Control (1978 Data).

ACCESS CONTROL	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
FULL CONTROL	13,478	1,360	122
PARTIAL CONTROL	12,512	25	730
NO CONTROL	1,780	23,608	452

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

Table 23. Statewide Accident Rates by Median Type for Roads with Four or More Lanes (1978 Data).

MEDIAN TYPE	RURAL			URBAN		
	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ALL PER 100-MVM)	AADT (VEHICLES PER DAY)	TOTAL MILEAGE (STATEWIDE)*	ACCIDENT RATE (ALL PER 100 MVM)
UNDIVIDED, NO MEDIAN	9,810	77	287	14,590	184	1,096
ONE-WAY**	DNA	DNA	DNA	17,070	75	784
DIVIDED, MEDIAN LESS THAN 30 FEET (9.1M), NO BARRIER	12,860	169	132	26,100	176	527
DIVIDED MEDIAN 30 FEET (9.1M) OR MORE, NO BARRIER	10,430	1,011	74	23,650	161	190
DIVIDED HIGHWAY, MEDIAN LESS THAN 30 FEET (9.1M), BARRIER	11,490	7	240	90,680	17	221

\* TOTAL MILEAGE FOR WHICH AADT WAS AVAILABLE ON A HIGHWAY WHICH HAD A ROUTE NUMBER AND MILEPOSTS.

\*\* NOT LIMITED TO FOUR OR MORE LANES.

half of all accidents were included in the analysis. To obtain an analysis of the complete accident file, a series of summaries using the RAPID computer package were prepared. The summaries were made by highway type using the following classifications:

- (1) rural interstate and parkways,
- (2) other rural roads,
- (3) all rural roads,
- (4) urban interstate and parkways,
- (5) other urban roads,
- (6) all urban, and
- (7) total accidents.

Accidents were placed into the appropriate category using the federal-aid system code established for each accident. A total of 18 tables and three figures were prepared and are given in APPENDIX G.

Comparisons may be made between the various highway types to determine where significant differences occur. Also, data from a particular location may be compared to the statewide totals for a highway type to determine in what respect it differs from the norms.

Percentage fatal and injury accidents is given in Table G-1. Accidents in rural areas were more severe than in urban areas; the highest severity occurred on rural interstates and parkways. The summary by directional analysis and highway type in Table G-2 showed the highest percentage of fixed-object and single-vehicle accidents occurred on rural highways. The highest percentage of rear-end and angle-type accidents occurred on urban highways.

The percentage of accidents during darkness or on wet pavements may be compared to the statewide norms given in Tables G-3 through G-5 to determine if an abnormally high percentage of accidents had occurred during darkness or on a wet pavement for the highway section under study.

As shown in Tables G-6 and G-10, a higher percentage of interstate and parkway accidents are run-off-road types. A particularly high percentage of interstate and parkway accidents involved a collision with a guardrail (Table G-6). Also, almost all urban accidents involved a collision with another vehicle. For accidents involving more than one vehicle, the rear-end collision was the most common

for each highway type (Table G-7). A relatively high percentage of accidents are hit-and-run, and the highest percentage was in urban areas (Table G-8). Most accidents occurred on straight and level highway sections (Table G-9). The highest percentage of accidents on curves occurred in the "other roads" rural category.

Factors contributing to accidents are presented in Tables G-11 and G-12. In Table G-11, the percentage of accidents in which the factor was listed as contributing to the accident are given. Contributing factors were divided into human, vehicular, and environmental, and the percentage of accidents in which any one of these contributed is given in Table G-12. Human factors contributed to the largest percentage of accidents, and vehicle factors were involved the least. The percentage of accidents involving environmental or vehicular factors was higher in rural areas than in urban areas. Considering all accidents, driver inattention was cited most often as a contributing factor, followed by failure to yield right of way, slippery surface, and unsafe speed. The most frequently stated environmental factor was a slippery surface. Defective brakes were the most common vehicular factor. The leading contributing factors on rural interstates and parkways were slippery surface followed by unsafe speed. On urban interstates and parkways, the leading factors were slippery surface and following too closely. Unsafe speed was listed much more often for rural than for urban highways.

A summary of various driver information is given in Table G-13. The information includes age and sex of driver, injury severity and location, ejection from vehicle, safety equipment used, driver residence, state in which operator's license was granted, and license restrictions. Distribution of accidents by driver age was very similar for each highway type, and the highest percentage of accidents was for drivers in the 25-to-34-year age range. The percentage of accidents involving males was much higher than for females in each case; the largest difference occurred on rural highways. The most severe accidents

were again shown to be on rural highways. A very low percentage of drivers wearing safety equipment was indicated; this percentage was higher for urban than rural highways and highest on interstates and parkways. The large percentage of out-of-state drivers involved in accidents on interstates and parkways (particularly rural) was shown. The largest percentage of out-of-state drivers involved Ohio residents. Only about 12 percent of all accidents involved a driver with restrictions on driving; this compares to about 16 percent of all licensed drivers who are restricted (4).

A summary of vehicular information is given in Table G-14. This information includes type of vehicle, vehicle year, state in which the vehicle is registered, and total vehicle occupants. A high percentage of combination truck accidents was found on interstates and parkways compared to other roads. The pre-accident vehicle action by highway type is given in Table G-15.

Information on injured passengers is given in Table G-16. The information includes age and sex of the injured passenger, injury severity and location, percentage ejected from vehicle, percentage using safety equipment, and seating position. The percentage of passengers using safety equipment was lower than for drivers.

Information on injured pedestrians and bicyclists is given in Tables G-17 and G-18. The information includes age and sex of the pedestrian or bicyclist and the severity and location of injury.

The number of accidents by county and highway type is given in Table G-19. Several counties had either no accidents or a very few occurring on an urban highway.

The percentages of accidents by time of day, day of week, and month are given in Figures G-1, G-2, and G-3, respectively. The highest percentage of accidents occurred during the afternoon rush hours (3-6 p.m.) and on Friday and Saturday. The largest fluctuation by month occurred on interstates and parkways where the percentage during the winter months was the highest.

Fatal Accidents -- Summaries of all fatal accidents by several variables were

compared to all accidents. This type of analysis allows the determination of areas in which fatal accidents differ significantly from "all" accidents. Summary tables and figures are given in APPENDIX H.

A summary of fatal accidents by type of accident is given in Table H-1. Comparison by directional analysis showed that the largest percentage of fatal accidents involved fixed objects; rear-end accidents comprised the largest percentage of all accidents. Fatal accidents also had larger percentages of pedestrian, head-on, and single-vehicle accidents. Fatal accidents had a lower percentage of angle-type and rear-end accidents. The largest percentage of fatal, fixed-object accidents involved a collision with a tree.

A summary of fatal accidents by location is given in Table H-2. The variables studied included population, aid system, highway type, land use, and roadway character. A much higher percentage of fatal accidents occurred in rural areas. The percentage of fatal accidents on a curve was much higher than the corresponding percentage for all accidents.

The percentage of accidents during wet-weather and wet-pavement conditions was lower for fatal compared to all accidents (Table H-3). There was a much lower percentage of fatal accidents involving snow or ice conditions compared to all accidents. A comparison of accidents by light conditions indicated there was a much higher percentage of fatal accidents during darkness with no roadway lighting compared to all accidents (Table H-4).

A summary of driver information for fatal accidents is given in Table H-5. The variables studied included driver age and sex, safety equipment worn, ejection from vehicle, residence, license restrictions, and state of operator's license. The age distributions of drivers involved in fatal and all accidents were similar. There was a higher percentage of male drivers involved in fatal accidents. Safety equipment usage was much lower in fatal accidents which is a factor related to the severity of the accidents. This factor would also be related to the high

percentage of ejection from the vehicle in fatal accidents. There was a higher percentage of non-local drivers involved in fatal accidents. The percentage of drivers with a license restriction was very similar for both groups.

A summary of vehicular information in fatal accidents is given in Table H-6. It was evident that truck combinations and motorcycles were involved in a disproportionately high percentage of fatal accidents. The percentage of fatal accidents involving a farm tractor and railroad train were also higher than for all accidents. As before, pedestrians are involved in a high percentage of fatal accidents. Distribution by vehicle year was similar; however, there is a higher percentage of older (pre-1970) cars involved in fatal accidents.

A summary of contributing factors for fatal accidents is given in Table H-7. The major differences between fatal and all accidents is the much higher percentage of fatal accidents involving unsafe speed and alcohol. There were other smaller differences. A slightly higher percentage of fatal accidents involved the driver falling asleep, defective tires, and defective shoulders.

The number of fatal accidents in 1978, by county, is given in Table H-8. The percentages of fatal and total accidents in a county are cited as a percentage of all fatal and all accidents. The overall trend for rural counties was a higher percentage of fatal accidents. The highest population counties (Jefferson and Fayette) had a much lower percentage of fatal accidents compared to all accidents.

Summaries of fatal accidents by time of day, day of week, and month are given in Figures H-1, H-2, H-3, respectively. There was a higher percentage of fatal accidents during darkness. The highest percentage of fatal accidents occurred between 11 p.m. and 1 a.m.; the highest

percentage of all accidents occurred during the evening rush hour. The percentage of fatal accidents during the weekend was higher than the corresponding percentage for all accidents. The percentage of fatal accidents by month was lower than for all accidents during winter months and higher during the summer months. The lower percentage during winter months appears to be related to lower speeds resulting from inclement weather conditions (snow and ice).

Mileage Summary -- The 1978 statewide mileage file contains information for almost 70,000 miles (113,000 km) of streets and highways. The accident analysis was limited to roadways with traffic volume counts, route numbers, and mileposts, about 25,000 miles (40,000 km). Summaries of mileage for certain variables are given in APPENDIX I. For each variable, a listing of total mileage is given as well as the number of miles having a route number and the number of miles with an AADT assigned. For the AADT mileage, the total vehicle miles driven and the average AADT are given. The AADT mileage and average volumes would not be the same as that used in the accident analysis because all highways used in the accident analysis had to have a route number. Summaries were made for the following variables:

- (1) number of lanes,
- (2) functional classification,
- (3) administrative classification,
- (4) federal-aid urban area,
- (5) population category,
- (6) federal-aid system,
- (7) access control,
- (8) median type,
- (9) census category,
- (10) travel route category,
- (11) pavement type,
- (12) shoulder type,
- (13) county, and
- (14) city.

## Summary

Average accident rates, in terms of accidents per 100 million vehicle-miles (160 million vehicle-kilometers), were calculated for various classifications of rural and urban highways. When functional classification was considered, the highest rates were for urban arterials; the lowest rates were for rural interstates. The highest fatal accident rates were for rural collectors.

When highway type was used as the classification, four-lane, undivided highways had the highest total accident rate for both rural and urban highways; interstates and parkways had the lowest rates. The urban accident rates were much higher than the rural rates for every highway classification type. The urban accident rate was over twice that for rural highways; however, the urban and rural injury rates were much closer, and the rural fatal accident rate was twice the urban fatal accident rate. Rates calculated for 0.3-mile (0.48-km) spots resulted in relationships between rates for the various rural and urban highway which were very similar to those found for highway sections.

Using the calculated average accident rates, critical accident rates for sections were determined as a function of volume and section length, and critical rates for spots were calculated as a

function of volume. The average and critical number of total accidents and EPDO accidents were calculated for each highway type. The critical number of total accidents can be used to determine the initial cutoff used in the high-accident location program and the critical number of EPDO accidents can be used in the EPDO-method of identifying high-accident locations. The severity of rural accidents was much higher than urban accidents.

Rates were found to be higher in the regions with higher populations. Rates were calculated by highway district, area development district, state police post, and emergency service region.

Accident rate analyses by several other variables were performed. The rate during darkness was higher than that during daylight for all highway types; the largest increase was on interstates and parkways. Also, accident rates on a snowy or icy pavement were highest for all highway types followed by the rates on a wet pavement.

Detailed summaries of 1978 accidents were presented. These summaries included approximately 150,000 accidents compared to the rate calculations which utilized only one-half of the accidents. Separate summaries of fatal accidents were also presented.

## References

1. Agent, K. R.; "Relationships between Roadway Geometrics and Accidents (An Analysis of Kentucky Records)," Research Report 387, Division of Research, Kentucky Department of Transportation, April 1974.
2. Zegeer, C. V.; "Identification of Hazardous Locations on Rural Highways in Kentucky," Research Report 392, Division of Research, Kentucky Department of Transportation, June 1974.
3. Zegeer, C. V.; "Identification of Hazardous Locations on City Streets," Research Report 436, Division of Research, Kentucky Department of Transportation, November 1975.
4. Pigman, J. G.; and Agent, K. R.; "Problem Identification for Highway Safety Plan," Research Report 521, Division of Research, Kentucky Department of Transportation, May 1979.
5. Herd, D. R.; Agent, K. R.; and Rizenbergs, R. L.; "Traffic Accidents: Day Versus Night," Research Report 471, Division of Research, Kentucky Department of Transportation, May 1977.

## APPENDIX A

### Critical Accident Rate Curves For Sections

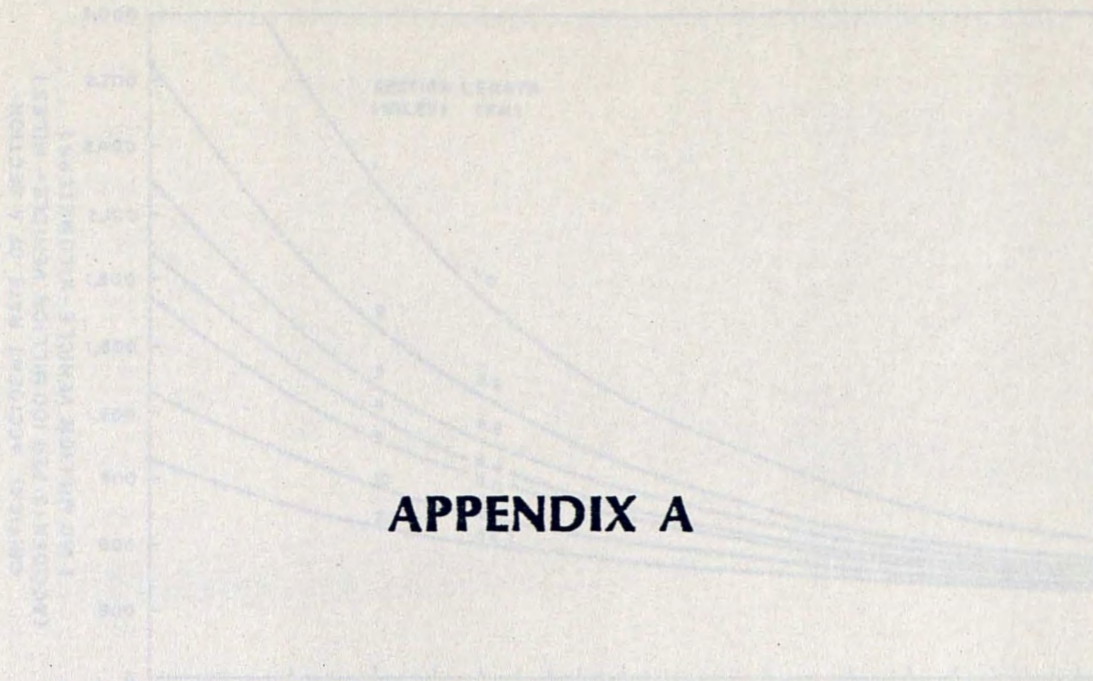


Figure A.1. Critical accident rate curves for a rural, one-lane section for one year ( $P = 0.2$ ).

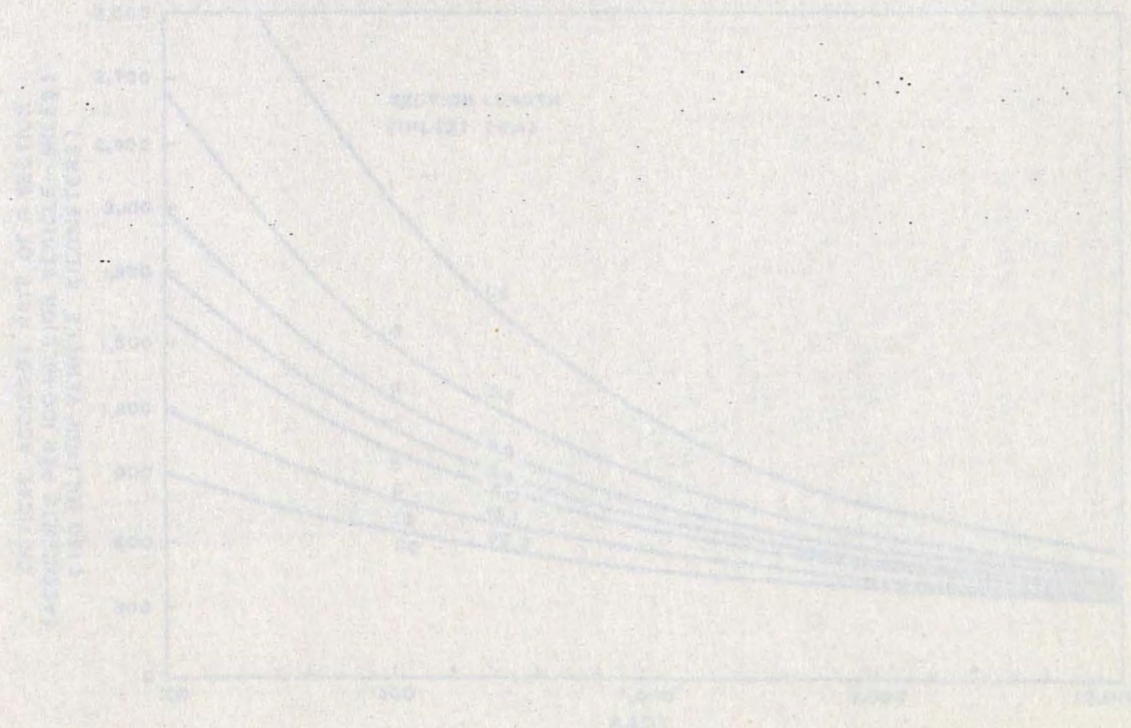


Figure A.2. Critical accident rate curves for a rural, one-lane section for one year ( $P = 0.2$ ).



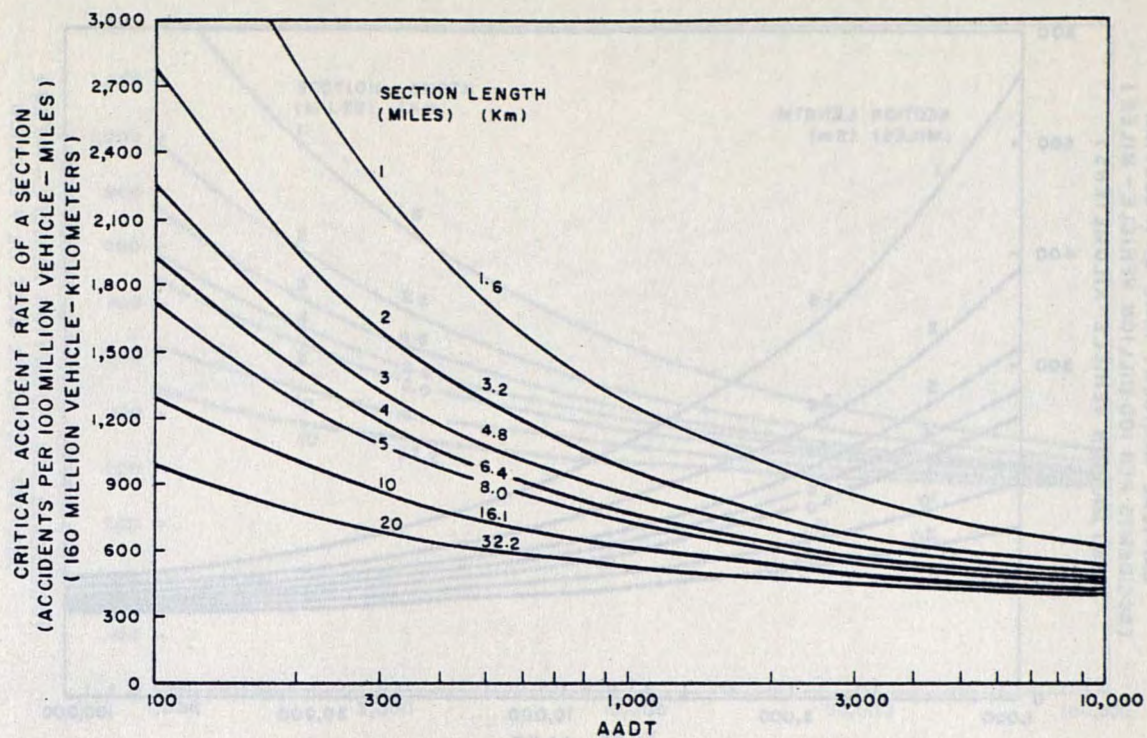


Figure A-1. Critical accident rate curves for a rural, one-lane section for one year (P = 99.5).

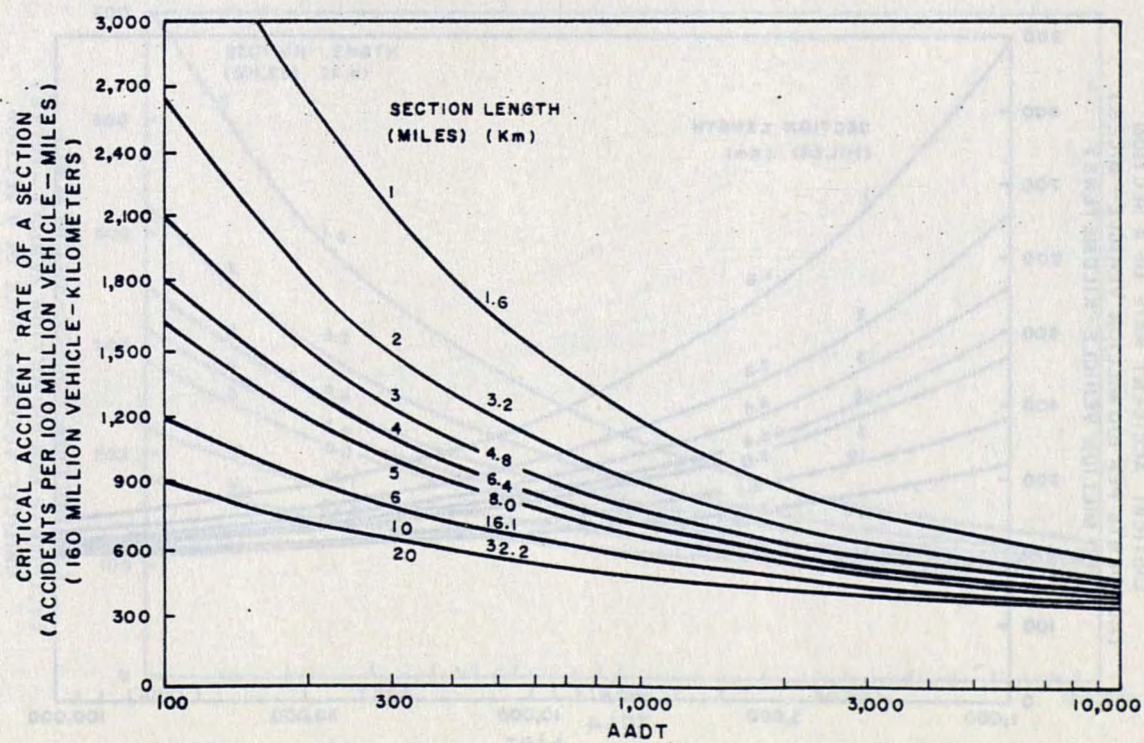


Figure A-2. Critical accident rate curves for a rural, two-lane section for one year (P = 99.5).

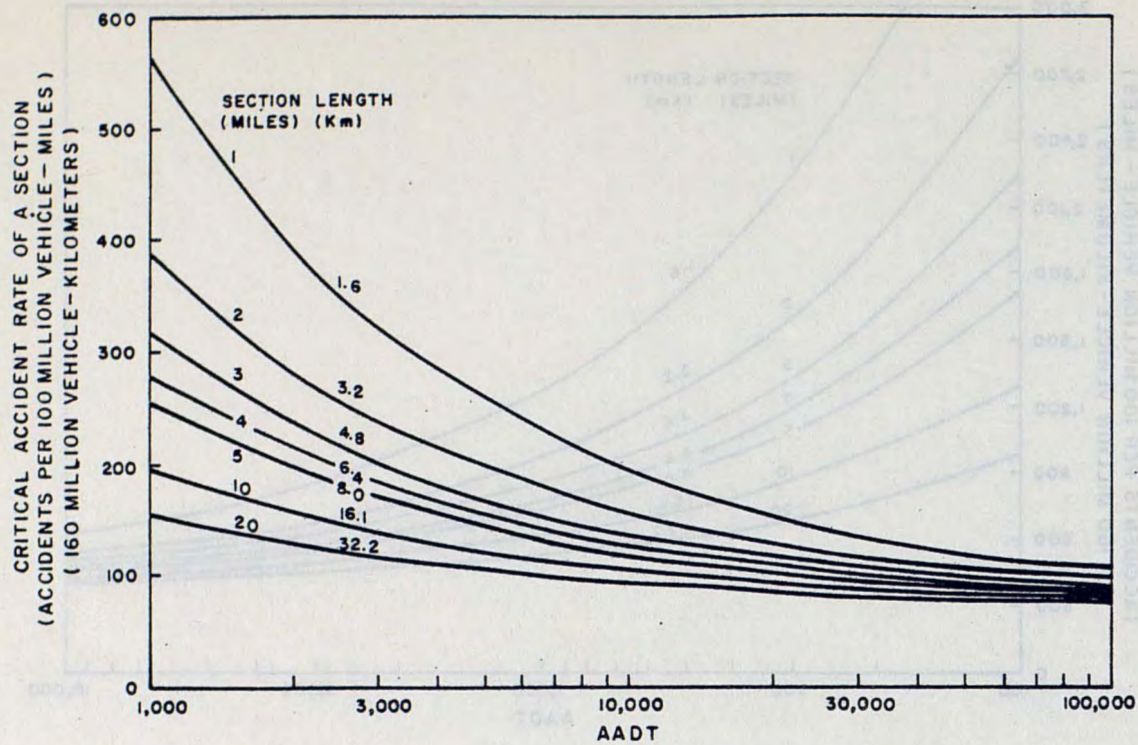


Figure A-3. Critical accident rate curves for a rural interstate section for one year (P = 99.5).

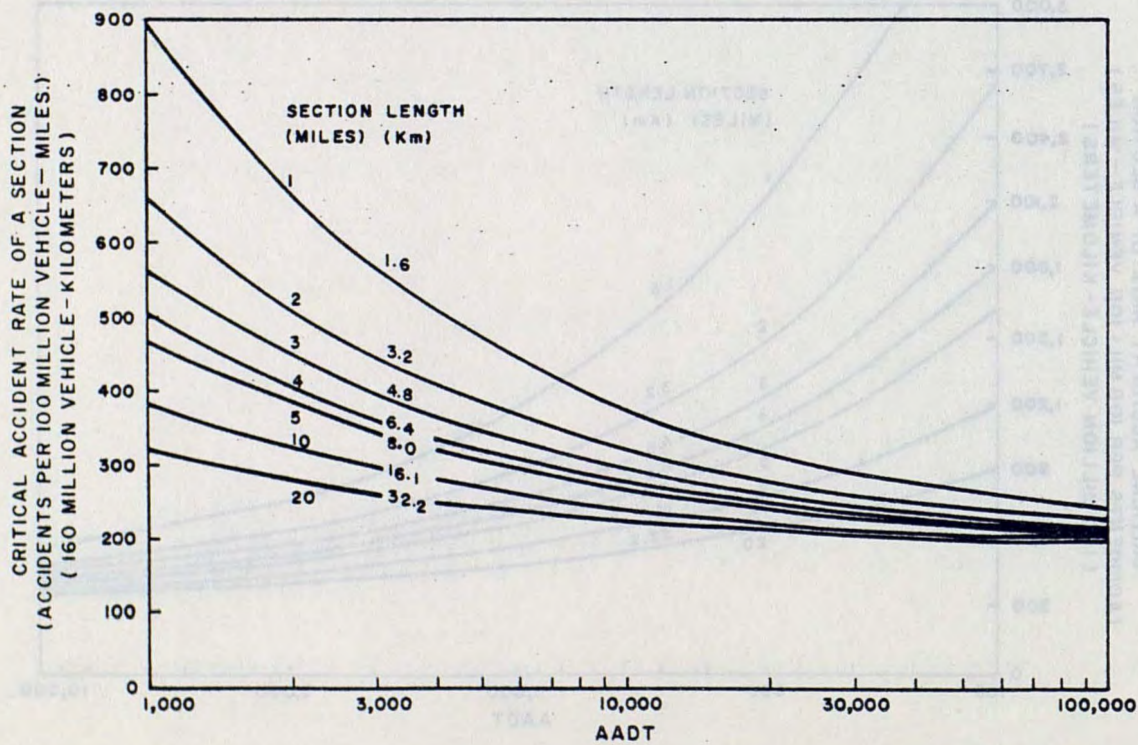


Figure A-4. Critical accident rate curves for a rural, four-lane, divided (no access control) highway section for one year (P = 99.5).

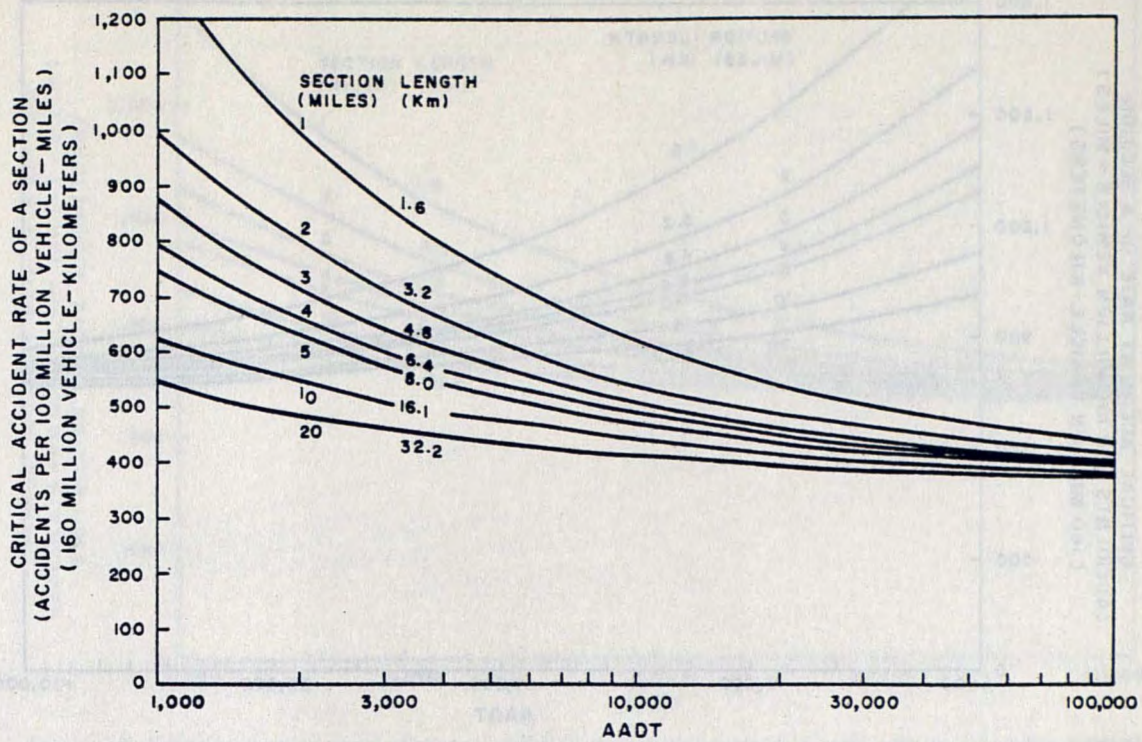


Figure A-5. Critical accident rate curves for a rural, four-lane, undivided highway section for one year (P = 99.5).

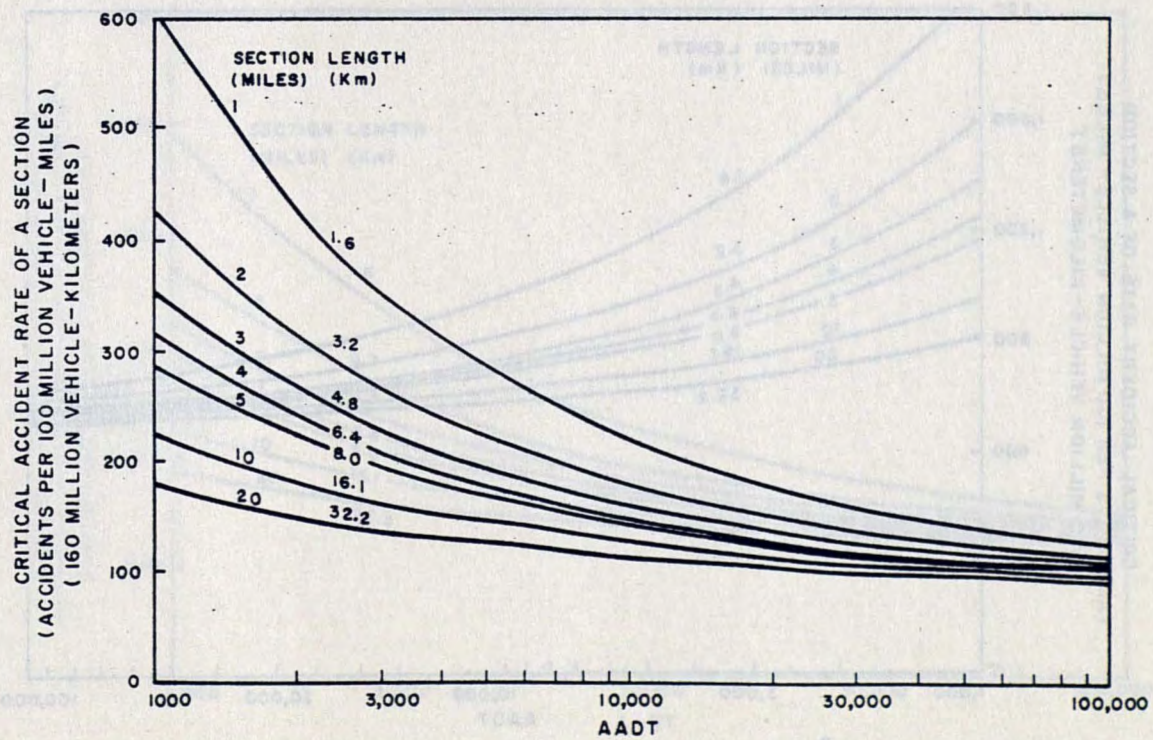


Figure A-6. Critical accident rate curves for a rural parkway section for one year (P = 99.5).

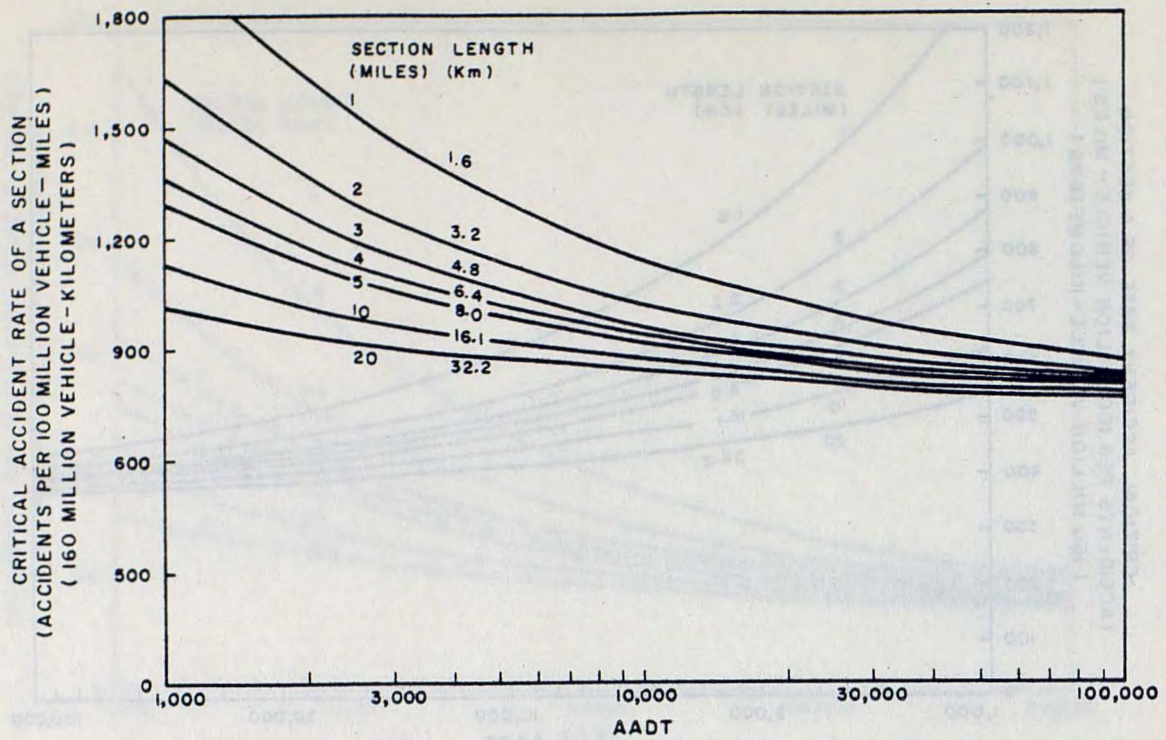


Figure A-7. Critical accident rate curves for an urban, two-lane section for one year (P = 99.5).

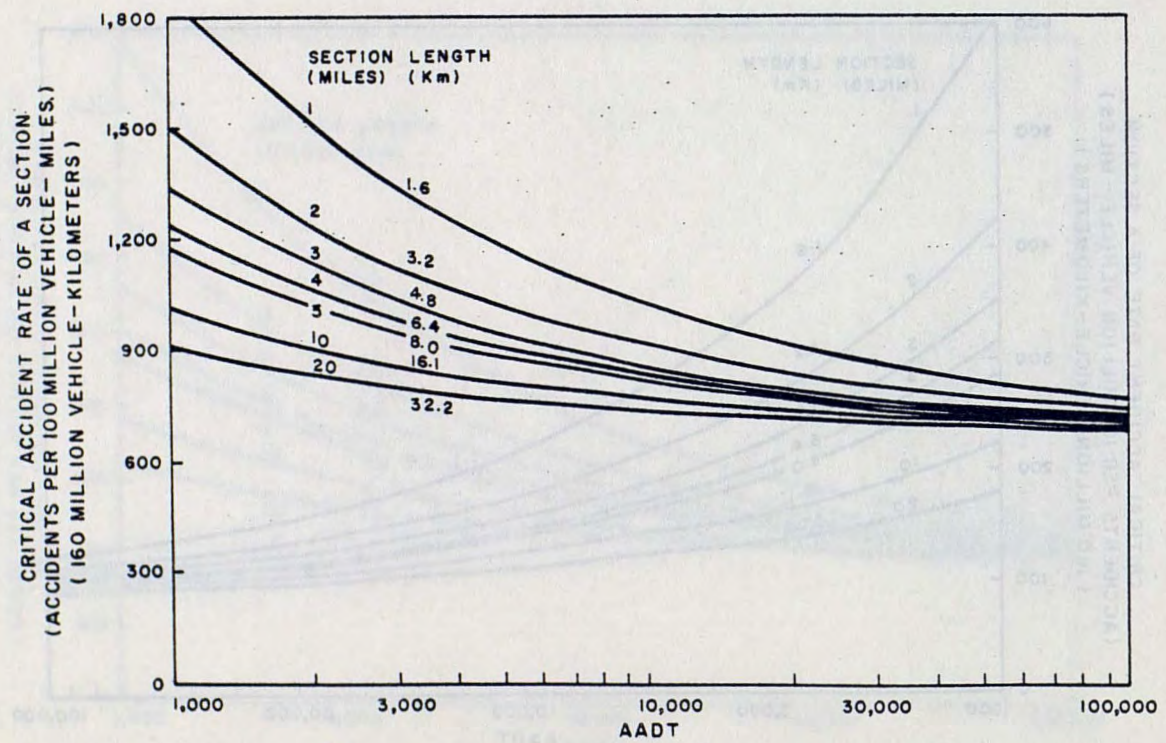


Figure A-8. Critical accident rate curves for an urban, four-lane, divided (no access control) section for one year (P = 99.5).

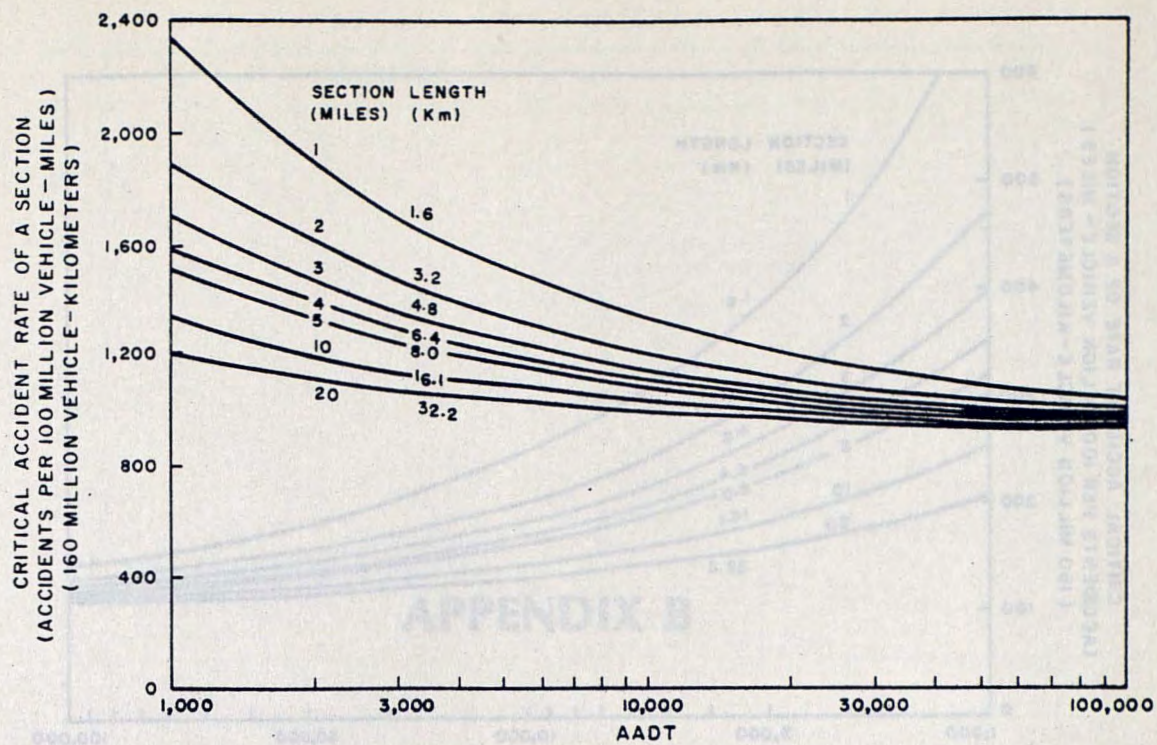


Figure A-9. Critical accident rate curves for an urban, four-lane, undivided section for one year (P = 99.5).

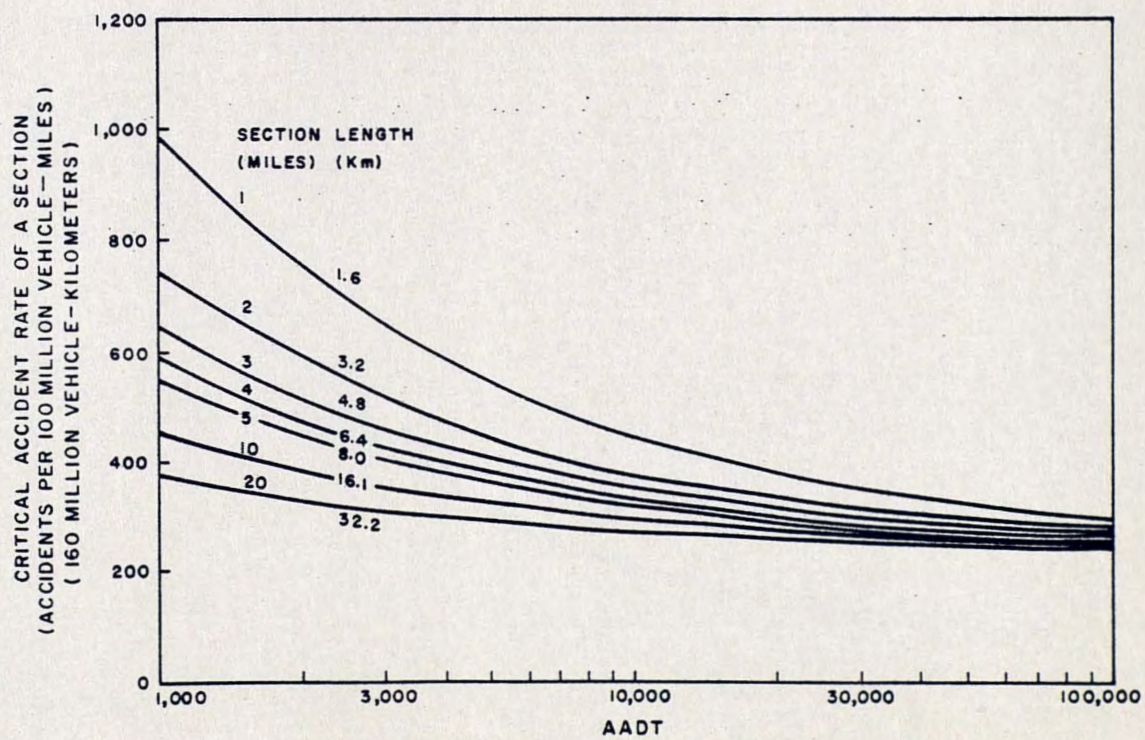


Figure A-10. Critical accident rate curves for an urban interstate section for one year (P = 99.5).

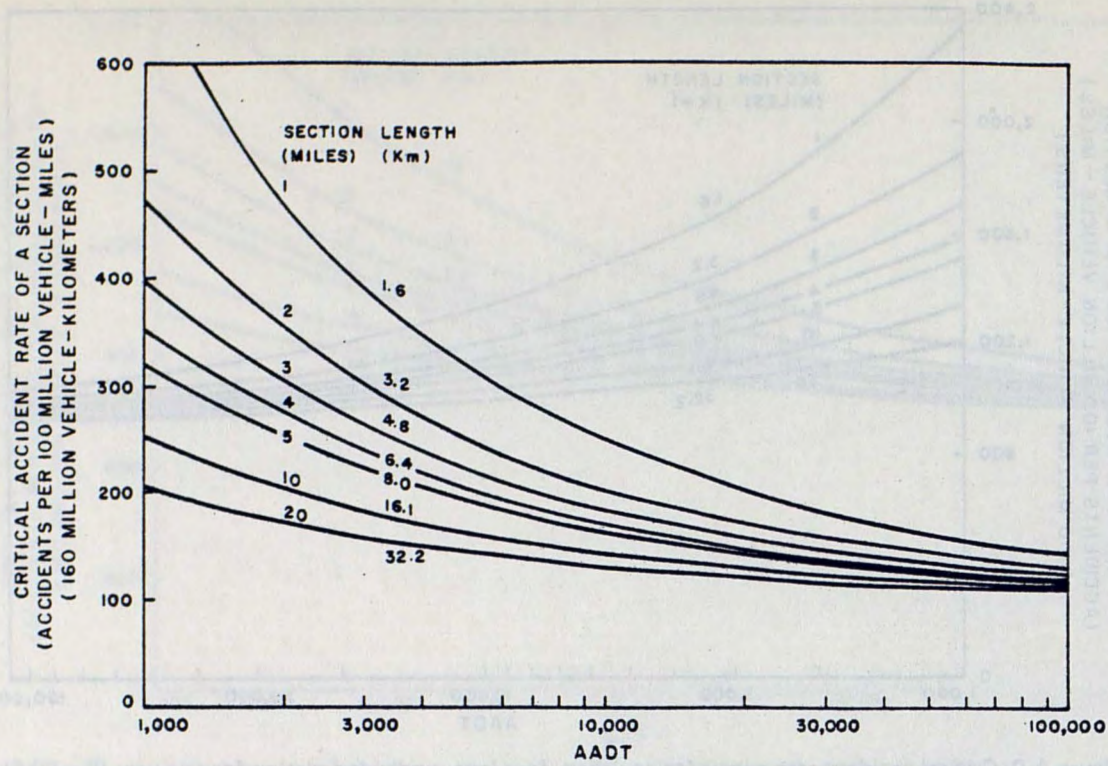


Figure A-11. Critical accident rate curves for an urban parkway section for one year (P = 99.5).

## APPENDIX B

### Critical Accident Rate Curves For Spots

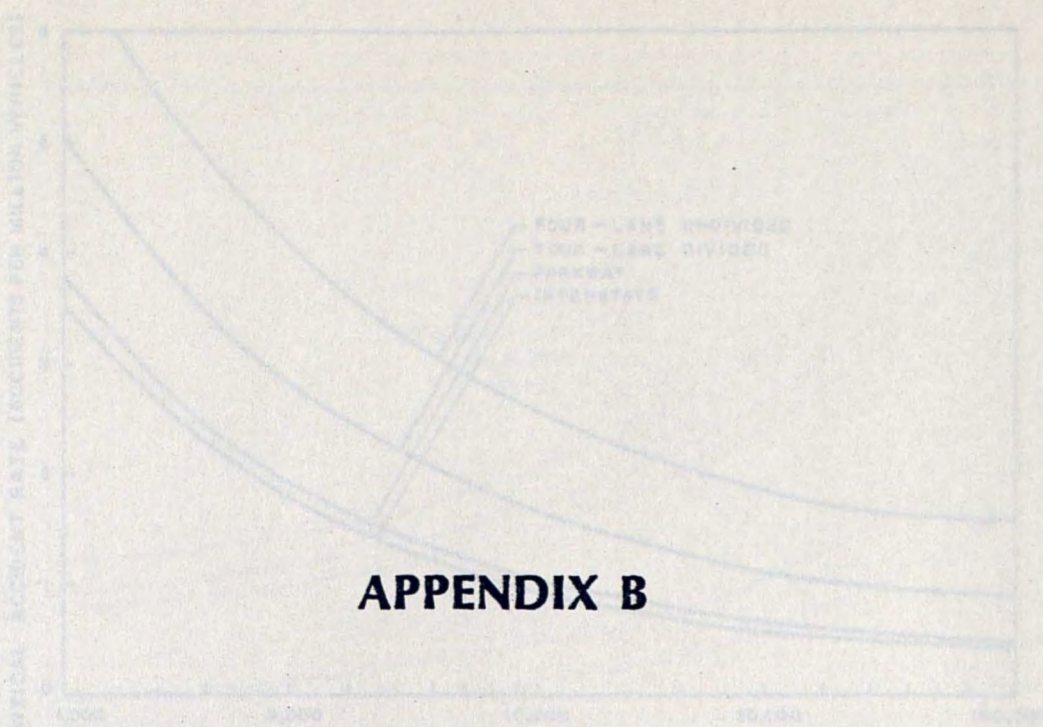


Figure B-1. Critical accident rate curves for 2.3-mile (3.7 km) spots on rural roads for one year (for two-lane highway classification) (P = 95%).

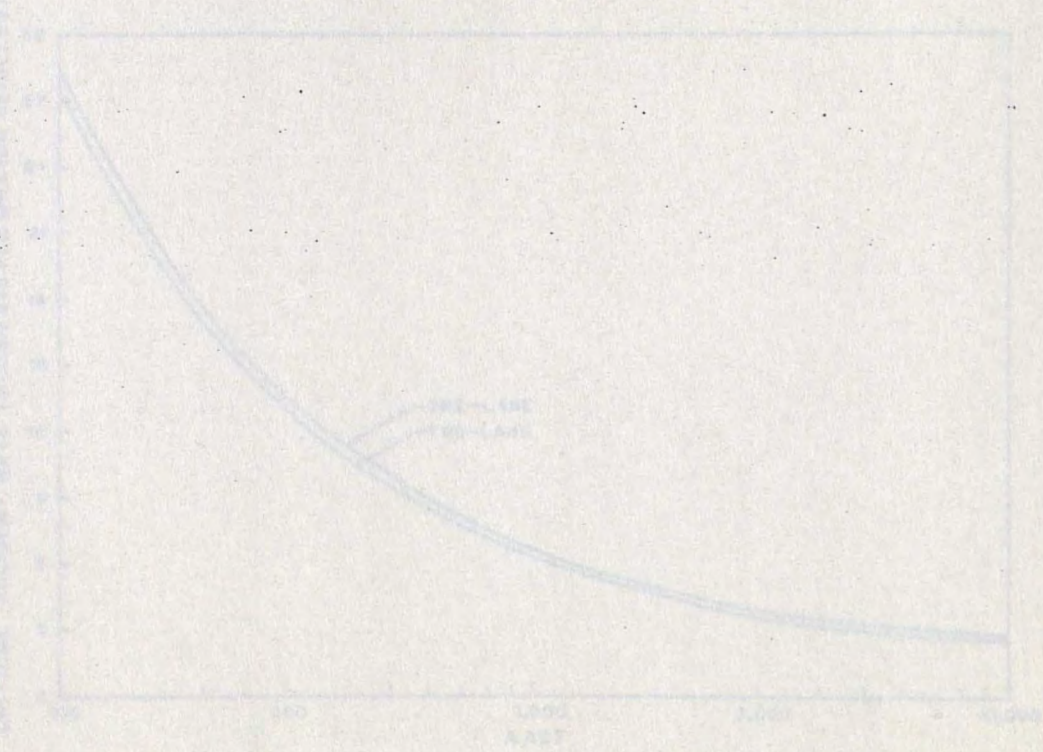


Figure B-2. Critical accident rate curves for 1.3-mile (2.1 km) spots on rural roads for one year (for two-lane highway classification) (P = 95%).

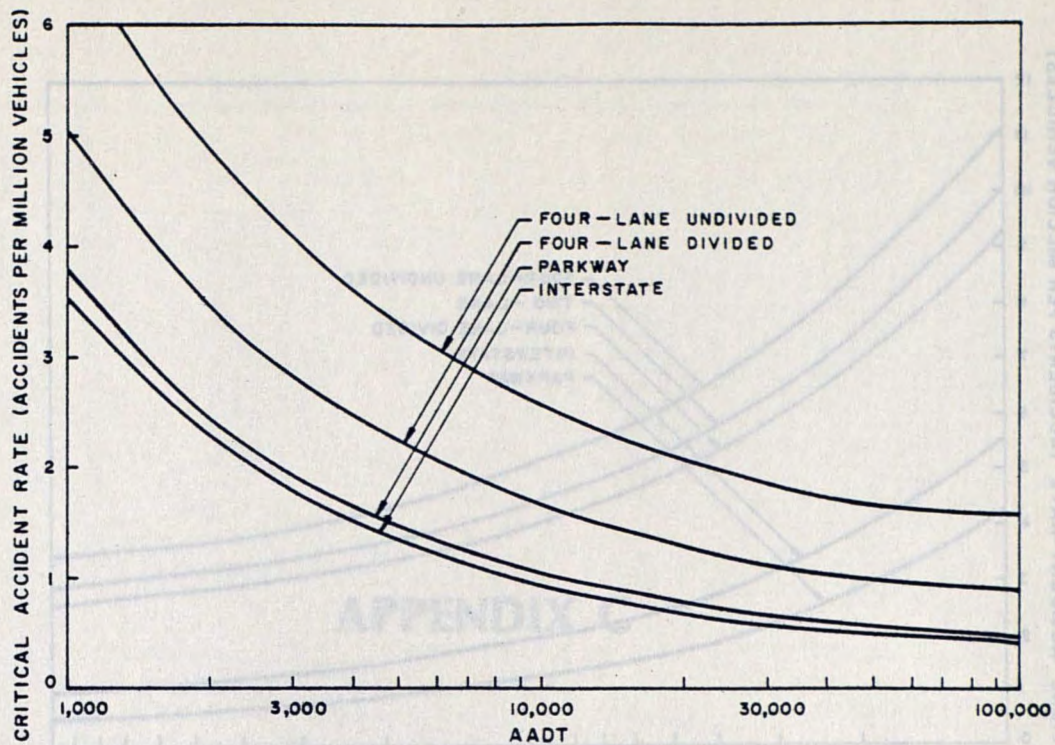


Figure B-1. Critical accident rate curves for 0.3-mile (0.48-km) spots on rural roads for one year (for four highway classifications) (P = 99.5).

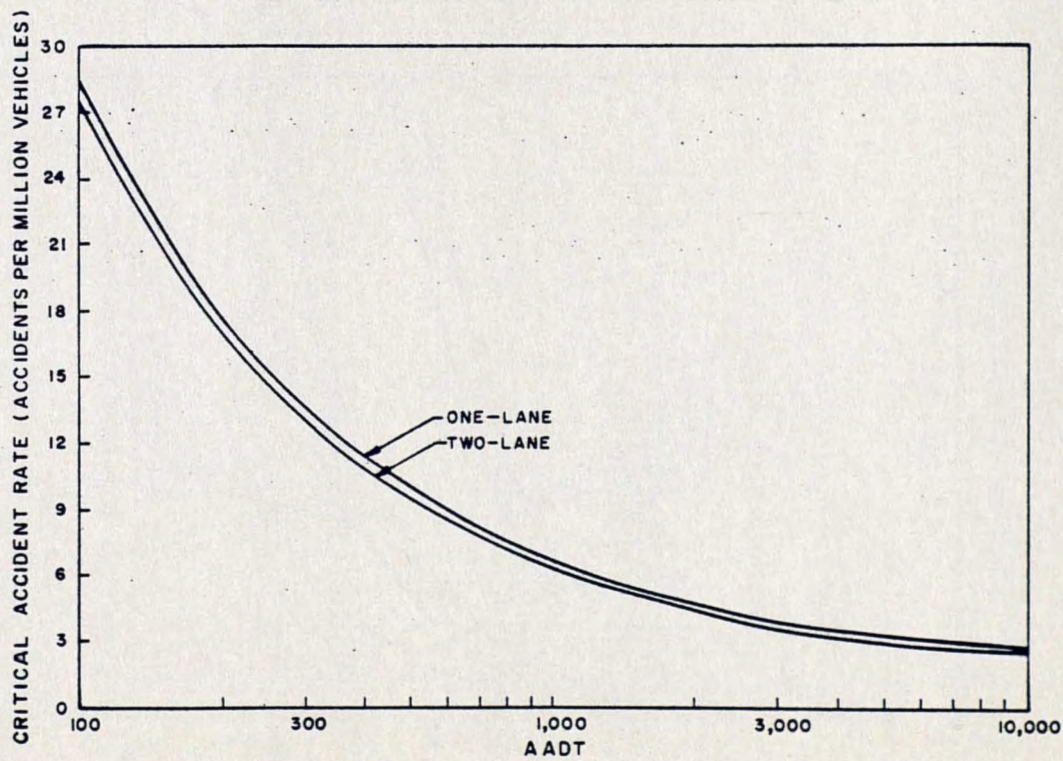


Figure B-2. Critical accident rate curves for 0.3-mile (0.48-km) spots on rural roads for one year (for two highway classifications) (P = 99.5).



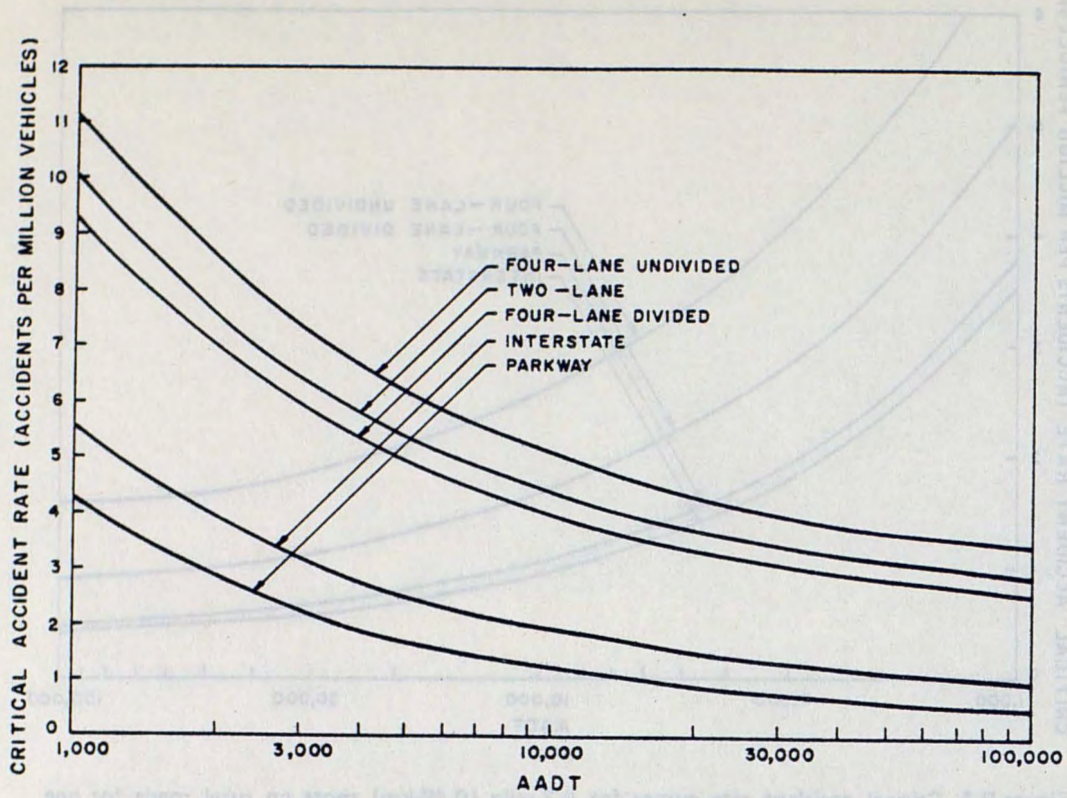


Figure B-3. Critical accident rate curves for highway classifications for 0.3-mile (0.48 km) spots on urban roads for one year (by highway classification) (P = 99.5).

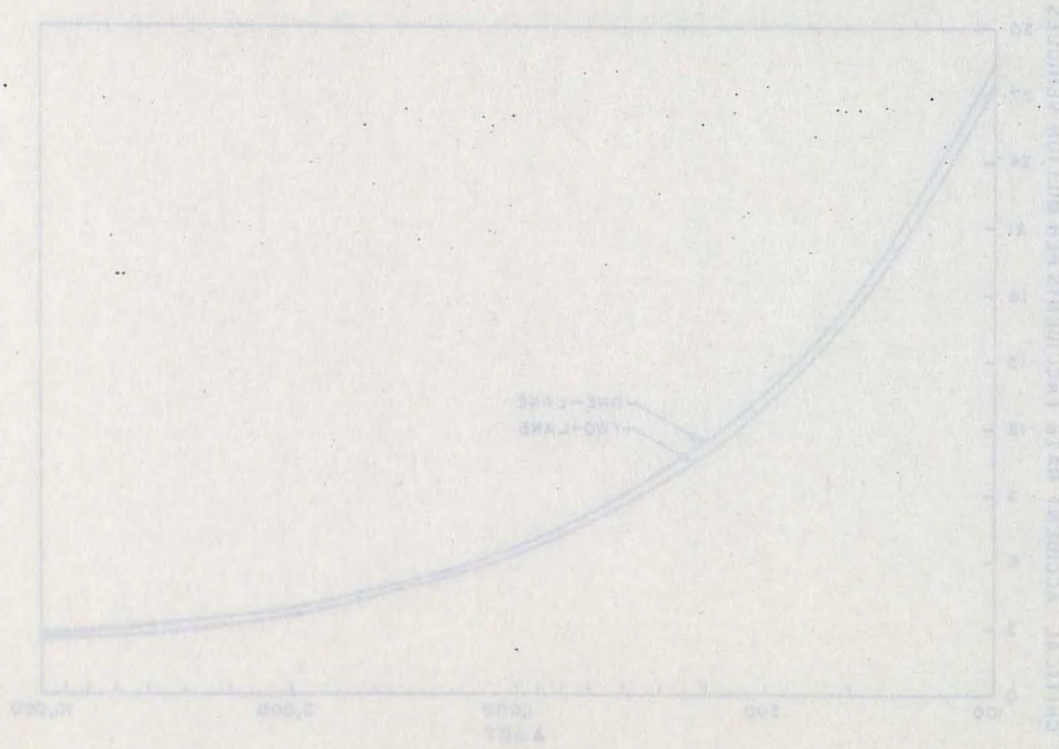


Figure B-2. Critical accident rate curves for two highway classifications (P = 99.5).

## APPENDIX C

### Critical Number of Total and EPDO Accidents

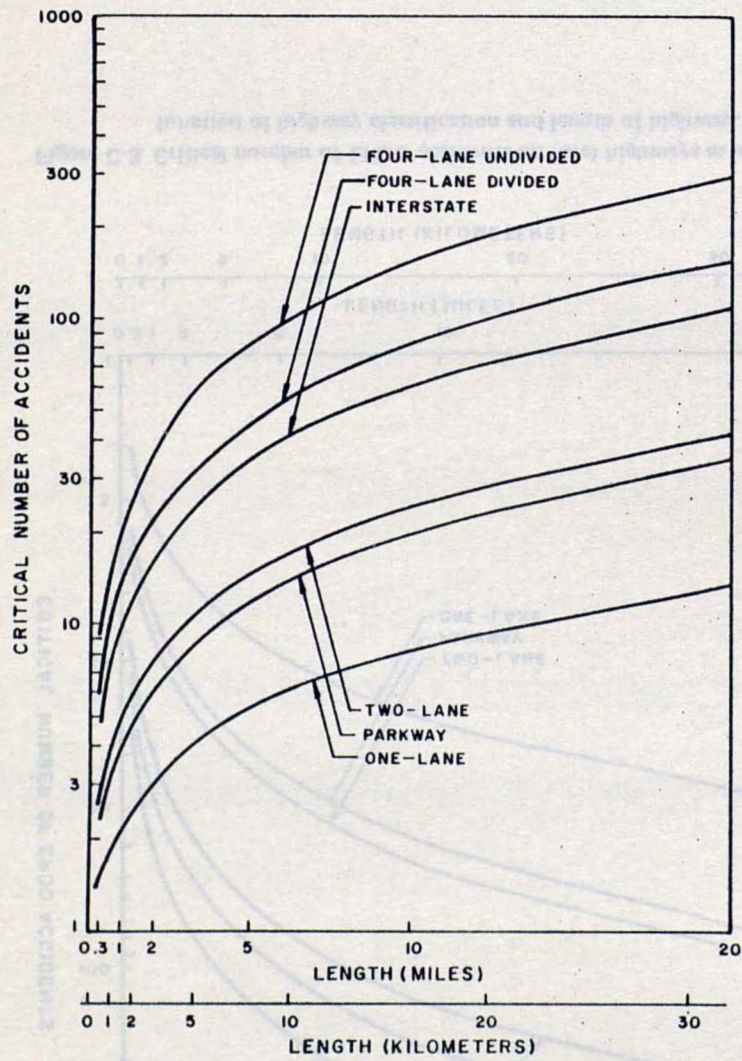


Figure C-1. Critical number of accidents on rural highways as a function of highway classification and length of highway.

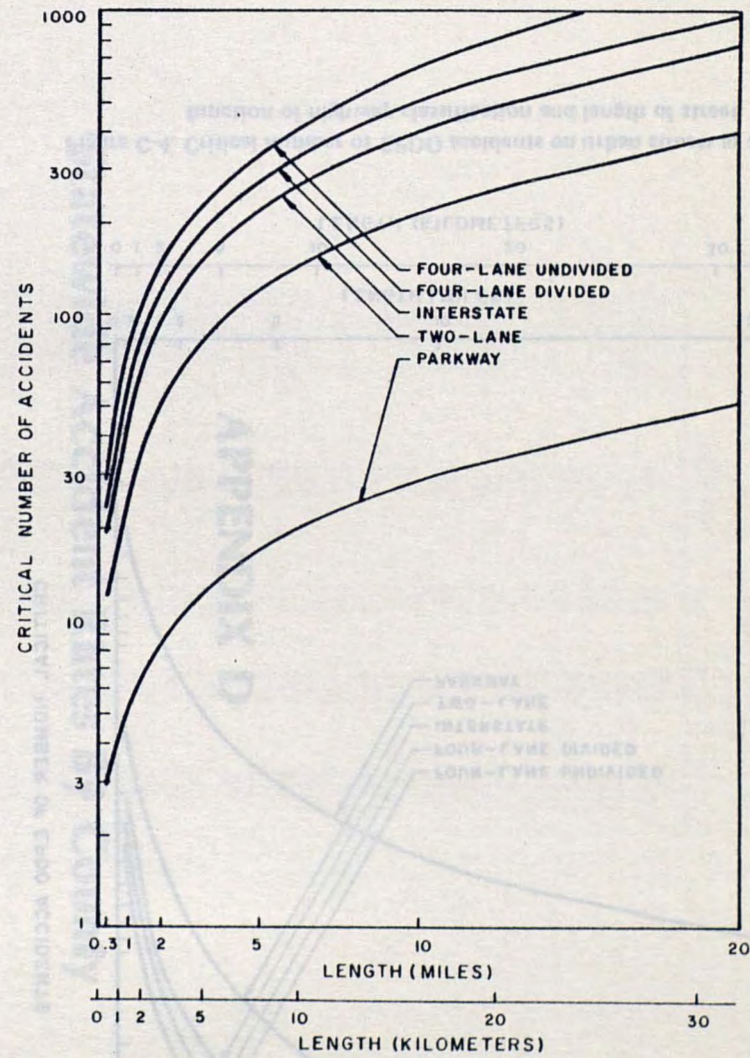


Figure C-2. Critical number of accidents on urban streets as a function of highway classification and length of street.

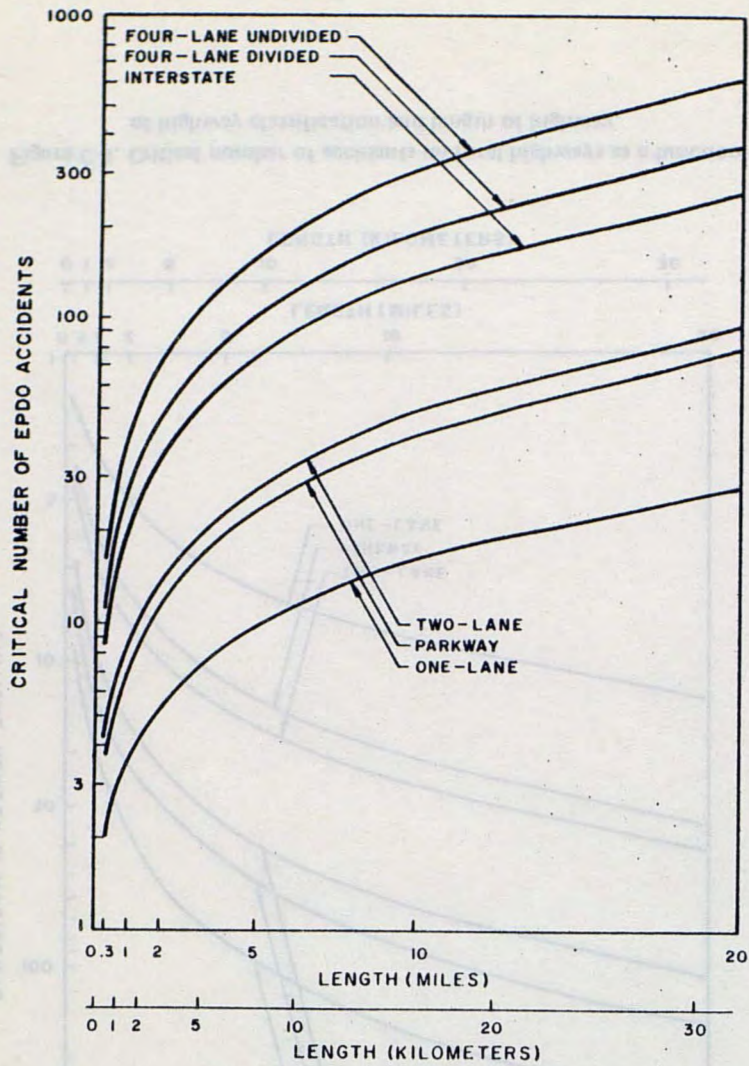


Figure C-3. Critical number of EPDO accidents on rural highways as a function of highway classification and length of highway.

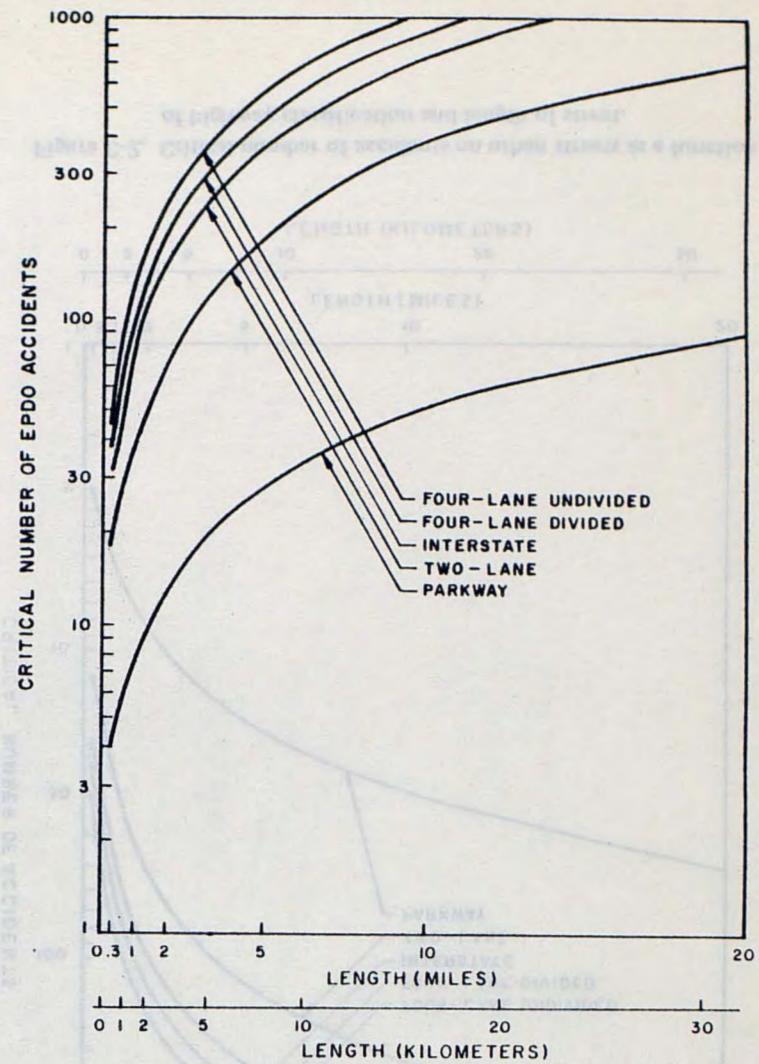


Figure C-4. Critical number of EPDO accidents on urban streets as a function of highway classification and length of street.



Table D-1. Statewide Accident Rates By County.

	ACCIDENT RATE (ACCIDENTS PER 100MVM)			
	ACCIDENTS ON HIGHWAYS WITH VOLUME, ROUTE AND MILEPOST			
	ALL ACCIDENTS	ALL	RURAL	URBAN
ADAIR	307	223	223	DNA
ALLEN	350	339	339	DNA
ANDERSON	449	326	326	DNA
BALLARD	312	287	287	DNA
BARREN	453	316	196	986
BATH	189	143	143	DNA
BELL	391	274	204	506
BOONE	534	486	219	601
BOURBON	576	462	323	796
BOYD	730	464	225	674
BOYLE	663	424	259	764
BRACKEN	221	110	110	DNA
BREATHITT	274	246	246	DNA
BRECKINRIDGE	373	320	320	DNA
BULLITT	287	202	202	DNA
BUTLER	272	224	224	DNA
CALDWELL	379	258	162	760
CALLOWAY	582	521	273	1228
CAMPBELL	1250	946	450	1220
CARRISLE	188	171	171	DNA
CARROLL	433	260	260	DNA
CARTER	290	203	203	DNA
CASEY	345	289	289	DNA
CHRISTIAN	483	363	169	563
CLARK	674	367	183	1200
CLAY	320	255	255	DNA
CLINTON	273	232	232	DNA
CRITTENDEN	346	276	276	DNA
CUMBERLAND	325	195	194	DNA
DAVISS	908	583	281	893
EDMONSON	256	238	236	DNA
ELLIOT	286	248	248	DNA
ESTILL	417	392	392	DNA
FAYETTE	741	453	183	612
FLEMING	340	310	310	DNA
FLOYD	409	293	293	DNA
FRANKLIN	777	582	254	1431
FULTON	140	171	155	202
GALLATIN	146	106	106	DNA
GARRARD	418	306	306	DNA
GRANT	232	170	170	DNA
GRAVES	492	380	238	980
GRAYSON	433	283	283	DNA
GREEN	373	267	267	DNA
GREENUP	508	352	232	542
HANCOCK	341	266	266	DNA
HARDIN	319	300	193	508
HARLAN	826	464	464	DNA
HARRISON	665	432	249	1538
HART	177	146	146	DNA
HENDERSON	794	512	286	877
HENRY	225	235	235	DNA
HICKMAN	239	166	166	DNA
HOPKINS	487	317	217	709
JACKSON	257	188	187	DNA
JEFFERSON	788	448	153	467
JESSAMINE	529	338	219	1032
JOHNSON	442	325	325	DNA
KENTON	826	467	475	464
KNOTT	287	297	297	DNA
KNOX	316	245	246	532
LARUE	297	233	233	DNA
LAUREL	325	234	235	207
LAWRENCE	282	211	211	DNA
LEE	319	225	225	DNA
LESLIE	238	220	220	DNA
LETCHER	203	192	192	DNA
LEWIS	406	349	349	DNA
LINCOLN	263	187	187	DNA
LIVINGSTON	259	243	243	DNA
LOGAN	465	400	279	1449
LYON	174	123	123	DNA
MC CRACKEN	620	361	173	497
MC CREARY	285	248	248	DNA
MC LEAN	283	270	270	DNA
MADISON	544	302	170	571
MAGOFFIN	294	260	260	DNA
MARION	732	600	374	1791
MARSHALL	281	249	249	DNA
MARTIN	244	266	266	DNA
MASON	863	628	322	1566
MEADE	411	420	420	246
MEMIFEE	224	210	210	DNA
MERCER	490	389	222	1336
METCALFE	195	169	169	DNA
MONROE	315	281	280	DNA
MONTGOMERY	461	324	180	1024
MORGAN	419	371	371	DNA
MURKENSBERG	431	339	292	870
NELSON	482	343	247	1132
NICHOLAS	211	163	163	DNA
OHIO	260	214	214	DNA
OLDHAM	376	317	317	DNA
OWEN	275	210	210	DNA
OSLEY	276	199	199	DNA
PENDLETON	464	378	355	5490
PERRY	606	520	358	2091
PIKE	402	357	356	384
POWELL	285	219	219	DNA
PULASKI	471	385	254	788
ROBERTSON	162	144	144	DNA
ROCKCASTLE	139	108	108	DNA
ROWAN	574	355	243	789
RUSSELL	203	193	172	DNA
SCOTT	335	216	142	1100
SHELBY	330	250	250	DNA
SIMPSON	298	223	140	992
SPENCER	363	371	371	DNA
TAYLOR	597	491	257	1524
TODD	288	273	273	DNA
TRIGG	416	327	327	DNA
TRIMBLE	271	234	234	DNA
UNION	536	418	418	DNA
WARREN	749	461	166	978
WASHINGTON	360	310	309	DNA
WAYNE	491	329	428	DNA
WEBSTER	388	286	286	DNA
WHITLEY	306	190	151	432
WOLFE	182	153	153	DNA
WOODFORD	372	319	249	640



Table E-1. County Accident Rates By Various Methods Of Exposure (1978 Data).

COUNTY	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1000 POPULATION	VEHICLE MILES (100 MILLION)	ACCIDENTS PER 100 MILLION VEHICLE MILES	NUMBER OF LICENSED DRIVERS	ACCIDENTS PER 1000 LICENSED DRIVERS	NUMBER OF REGISTERED VEHICLES	ACCIDENTS PER 1000 REGISTERED VEHICLES	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES
ADAIR	306	14,959	20.4	.9951	307	8,250	37.1	10,281	29.8	1	1.00
ALLEN	292	14,030	20.8	.8351	350	8,550	34.2	10,734	27.2	6	9.60
ANDERSON	422	11,569	36.5	.9403	449	7,684	54.9	9,844	42.9	2	2.13
BALLAD	275	8,511	32.3	.8305	312	6,703	41.0	7,931	34.7	2	2.27
BARREN	1295	31,750	40.8	2.8597	453	20,791	62.3	25,137	51.5	12	4.20
BATH	162	9,240	17.5	.8552	199	5,692	28.5	7,482	21.6	0	0.00
BELL	937	33,684	27.8	2.3934	391	19,390	48.3	21,109	44.4	9	3.75
BOONE	3018	39,638	76.0	5.6493	534	29,369	102.8	36,467	82.8	17	3.01
BOURBON	764	19,129	39.9	1.3270	575	12,028	63.5	14,713	51.9	9	6.70
BOYD	3246	52,079	62.3	4.4490	730	39,213	82.8	46,166	75.2	12	2.70
BOYLE	1104	23,701	46.6	1.6644	663	16,570	66.6	19,065	57.9	3	1.80
BRACKEN	97	7,470	13.0	.4383	221	4,726	20.5	5,340	18.2	1	2.29
BREATHITT	324	16,417	19.7	1.1832	274	8,036	40.3	9,706	33.4	5	4.23
BRECKENRIDGE	419	15,291	27.4	1.1231	373	10,065	41.6	12,185	34.4	0	0.00
BULLITT	1182	38,727	30.5	4.1176	297	22,033	53.6	29,354	40.3	11	2.67
BUTLER	268	10,283	26.0	.9540	272	6,226	43.0	8,886	30.1	6	6.10
CALDWELL	501	13,613	36.8	1.3226	379	9,617	52.1	12,281	40.8	1	0.76
CALLOWAY	1095	29,509	37.1	1.8810	582	20,329	53.9	32,347	33.6	9	4.78
CAMPBELL	4429	83,352	53.1	3.5472	1250	55,253	80.2	58,178	76.1	10	2.82
CARLISLE	105	5,715	18.4	.5585	183	3,965	26.5	5,052	20.8	2	3.57
CARROLL	539	8,663	62.2	1.2449	433	6,181	87.2	8,362	64.5	6	4.82
CARTER	637	22,524	28.2	2.1923	291	13,149	48.4	17,435	36.5	8	3.65
CASEY	204	14,636	19.4	.8219	345	8,605	33.0	10,872	26.1	2	2.43
CHRISTIAN	2506	77,894	32.2	5.1889	493	40,536	61.8	40,703	61.6	13	2.51
CLARK	1446	27,499	52.6	2.1462	674	18,224	79.3	23,020	62.8	5	2.33
CLAY	469	22,305	21.0	1.4169	330	10,270	45.6	13,847	33.8	6	4.23
CLINTON	160	8,789	18.2	.5861	273	5,137	31.1	6,442	24.8	3	5.12
CRITTENDEN	235	9,317	25.2	.6787	346	6,358	37.0	7,851	29.9	2	2.95
CUMBERLAND	151	6,739	22.4	.4639	385	4,178	36.1	4,981	30.4	1	2.16
DAVIESS	5045	81,829	61.7	5.5531	908	58,022	86.9	70,065	72.0	16	2.88
EDMONSON	299	9,918	21.1	.8156	256	6,122	34.1	7,139	29.3	3	3.63
ELLIOTT	109	5,655	19.3	.3815	285	3,443	31.7	3,960	27.5	1	2.62
ESTILL	288	13,569	21.2	.6908	417	8,199	35.1	10,277	28.0	4	5.79
FAYETTE	12,051	197,916	60.9	16.2623	741	145,824	82.6	149,287	80.7	24	1.48
FLEMING	290	12,270	23.6	.8533	340	7,114	40.8	11,009	26.3	8	9.30
FLOYD	1097	42,730	25.7	2.6813	409	24,025	45.7	26,686	38.2	10	3.73
FOWLER	2108	39,075	53.9	2.7127	777	28,240	74.6	32,442	65.0	7	2.58
FULTON	291	9,247	31.5	2.0740	140	6,770	43.0	7,539	35.6	0	0.00
GALLATIN	160	4,586	35.8	1.1491	146	2,932	57.3	8,734	13.2	4	3.48
GARRARD	327	10,250	31.9	.7823	418	6,814	48.0	7,750	42.2	4	5.11
GRANT	620	12,721	43.7	2.6750	232	8,313	74.3	11,508	53.9	3	1.12
GRAVES	1310	32,912	33.6	2.6623	492	23,781	55.1	28,674	45.7	15	5.63
GRAYSON	670	19,316	34.7	1.5466	433	11,730	57.1	15,277	43.9	2	1.29
GREEN	283	10,943	25.9	.7593	373	6,400	43.7	7,661	35.9	4	5.27
GREENUP	1137	33,951	33.5	2.2370	508	24,939	45.6	30,730	37.0	6	2.68
HANCOCK	169	7,603	24.8	.5540	341	5,098	37.1	6,001	31.5	1	1.91
HARDIN	2745	71,731	38.3	8.5951	319	49,738	55.2	56,427	48.6	17	1.98



Table E-1. County Accident Rates By Various Methods Of Exposure (1978 Data) *continued.*

COUNTY	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1000 POPULATION	VEHICLE MILES (100 MILLION)	ACCIDENTS PER 100 MILLION VEHICLE MILES	NUMBER OF LICENSED DRIVERS	ACCIDENTS PER 1000 LICENSED DRIVERS	NUMBER OF REGISTERED VEHICLES	ACCIDENTS PER 1000 REGISTERED VEHICLES	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES
HAPLAN	1081	41,351	26.1	2.0552	526	24,309	44.3	25,821	41.9	12	5.64
HARRISON	595	14,827	40.1	.8951	565	10,128	58.7	12,145	49.0	3	3.35
HART	393	15,113	25.3	2.1628	177	9,220	41.5	11,085	34.6	7	3.24
HENDERSON	2478	37,184	66.6	3.1204	794	29,001	85.4	35,003	70.8	6	1.92
HENRY	350	11,700	29.9	1.5548	225	7,938	43.8	9,859	35.5	4	2.57
HICKMAN	143	6,608	21.6	.5989	239	4,523	31.6	5,421	26.4	1	1.67
HOPKINS	1946	45,994	42.3	3.9988	487	29,959	65.0	36,068	53.9	7	1.75
JACKSON	167	10,736	15.5	.6494	257	5,892	28.3	7,475	22.3	3	4.62
JEFFERSON	39,738	697,904	56.9	50.4227	788	496,503	80.0	510,123	77.9	68	1.75
JESSAMINE	815	25,063	32.5	1.5407	529	15,485	52.6	17,732	46.0	6	3.89
JOHNSON	725	22,211	32.7	1.7184	422	13,547	53.6	17,200	42.2	4	2.33
KENTON	8163	130,231	62.7	9.8936	826	88,600	91.9	90,219	90.5	12	1.21
KNOTT	292	18,058	16.2	1.0188	237	8,850	32.8	11,026	26.5	8	7.85
KNOX	645	27,614	23.4	2.0382	316	17,471	36.9	16,094	40.1	11	5.40
LAPUE	340	12,182	28.0	1.1453	237	7,703	44.1	10,156	33.5	4	3.49
LAUREL	1358	33,545	40.5	4.1791	325	20,794	65.3	25,590	53.1	11	2.63
LAWRENCE	403	12,926	31.5	1.4454	282	7,311	55.8	8,538	47.8	2	1.33
LEE	131	7,245	18.1	.4107	319	4,182	31.3	5,262	24.9	3	7.30
LESLIE	202	12,909	15.6	.8488	238	6,309	31.6	5,955	33.9	8	9.43
LETCHER	370	28,579	12.9	1.8195	203	16,597	22.3	18,253	20.3	11	6.05
LEWIS	312	12,898	24.2	.7607	405	7,630	40.9	9,690	32.2	4	5.20
LINCOLN	401	18,052	22.2	1.5216	263	11,043	35.3	13,367	30.0	5	3.29
LIVINGSTON	227	9,363	24.2	.8760	259	6,074	37.4	7,471	30.4	3	3.42
LOGAN	807	22,182	36.4	1.7343	465	15,048	53.6	19,015	42.4	6	3.46
LYON	132	6,163	21.4	.7603	174	3,910	33.8	4,336	30.4	0	0.00
MCCRACKEN	3110	61,271	50.8	5.0156	620	47,945	64.9	54,585	57.0	10	1.97
MCCREARY	263	15,322	17.2	.9228	235	7,785	33.8	8,833	29.6	5	5.42
MCLEAN	221	10,820	20.4	.7797	283	7,031	31.6	9,169	24.1	1	1.23
MADISON	2509	49,795	50.4	4.6142	544	29,931	83.5	33,951	73.9	13	2.82
MAGOFFIN	245	11,834	20.6	.8341	294	6,314	38.8	6,760	36.2	4	4.80
MARTIN	620	16,433	37.7	.8474	732	9,905	62.1	11,213	55.3	5	5.99
MARSHALL	856	23,013	37.2	3.0649	281	18,026	47.5	26,541	32.2	8	2.63
MARTIN	212	11,757	18.0	.8689	244	6,558	32.3	8,295	25.6	0	0.00
MASON	1095	16,528	66.3	1.2581	663	11,501	95.2	13,517	81.0	5	3.94
MEADE	642	17,474	36.7	1.4198	452	10,000	64.2	14,182	45.3	4	2.62
MENIFEE	68	4,511	15.1	.3034	224	2,738	24.8	3,831	17.7	1	3.30
MERCER	693	18,567	37.3	1.4144	490	12,461	55.6	15,904	43.6	6	4.24
METCALFE	113	8,352	13.5	.5303	195	5,044	22.4	6,446	17.5	3	5.17
MENROE	221	12,134	18.4	.7010	315	7,093	31.2	9,077	24.3	4	5.71
MONTGOMERY	659	18,161	36.3	1.4289	461	11,441	57.6	15,221	43.3	2	1.40
MORGAN	349	10,728	32.5	.8325	419	6,224	56.1	9,321	36.3	4	4.89
MULLENBURG	1013	32,136	31.5	2.3483	431	20,117	50.4	24,761	40.9	5	2.13
NELSON	1020	24,764	41.2	2.1144	932	16,281	62.6	19,669	51.9	8	3.78
NICHOLAS	91	6,919	13.2	.4301	211	4,258	21.4	5,662	15.1	1	2.33
OHIO	544	20,811	26.1	2.0995	260	13,736	39.6	15,365	35.4	11	5.26
OLDHAM	696	20,723	33.6	1.8494	376	13,674	50.9	18,762	37.1	5	2.70
OWEN	170	8,094	21.0	.6179	275	5,054	33.6	6,689	25.4	1	1.62
OSLEY	78	5,246	14.9	.2824	276	2,843	27.4	2,959	26.4	2	7.08
PENDLETON	287	10,596	27.1	.6180	464	6,640	43.2	8,483	33.8	2	3.24
PERRY	1153	29,416	39.5	1.9175	606	17,535	66.3	21,337	54.5	14	7.30
PIKE	2019	73,455	27.5	5.0267	402	42,648	47.3	54,901	36.8	15	2.98
POWELL	299	8,937	33.3	1.0481	285	6,021	49.7	7,472	40.0	3	2.86
FULASKI	1444	42,951	33.6	3.0531	471	26,848	53.8	37,042	39.0	14	4.57
ROBERTSON	25	2,347	10.7	.1542	162	1,422	17.6	1,767	14.1	0	0.00
ROCKCASTLE	359	13,138	27.3	2.5747	139	7,697	45.5	9,260	38.8	3	1.17

Table E-1. County Accident Rates By Various Methods Of Exposure (1978 Data) *continued.*

COUNTY	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1000 POPULATION	VEHICLE MILES (100 MILLION)	ACCIDENTS PER 100 MILLION VEHICLE MILES	NUMBER OF LICENSED DRIVERS	ACCIDENTS PER 1000 LICENSED DRIVERS	NUMBER OF REGISTERED VEHICLES	ACCIDENTS PER 1000 REGISTERED VEHICLES	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES
BOYD	814	17,077	47.7	1.4187	574	10,453	77.9	11,739	69.3	4	2.82
RUSSELL	177	11,819	15.0	.8703	203	7,915	22.4	10,363	17.1	5	5.75
SCOTT	974	19,585	49.7	2.9032	335	13,414	72.6	15,393	63.5	3	1.03
SHELBY	940	19,949	47.1	2.6465	330	14,154	66.4	17,881	52.6	7	2.46
SIMPSON	489	14,545	33.6	1.6383	298	9,814	49.8	11,641	42.0	4	2.44
SPENCER	159	5,774	27.5	.4379	363	3,995	39.8	4,676	34.0	4	9.13
TAYLOR	677	18,731	36.1	1.1332	597	12,554	53.9	15,535	43.6	6	5.29
TODD	234	11,077	21.1	.8116	208	6,991	33.5	9,655	24.2	4	4.93
TRIGG	421	9,181	45.9	1.0130	416	6,594	63.8	8,406	50.1	2	1.97
TRIMBLE	109	5,842	18.7	.4024	271	3,809	28.6	4,760	22.9	1	2.49
UNION	653	16,605	39.3	1.2179	536	16,427	39.8	12,541	52.1	7	5.75
WARREN	4433	64,829	68.4	5.9184	749	44,996	98.5	49,817	89.0	25	4.22
WASHINGTON	283	10,103	28.0	.7849	360	6,545	43.2	8,310	34.1	2	2.55
WAYNE	441	16,239	27.2	.8934	491	9,044	48.8	12,009	36.7	2	2.23
WEBSTER	516	14,671	35.2	1.3285	303	9,815	52.6	13,209	39.1	4	3.01
WHITLEY	1227	31,001	39.6	4.0095	306	16,434	74.7	26,052	47.1	10	2.49
WOLFE	160	6,293	25.4	.8790	182	3,663	43.7	4,297	37.2	9	10.24
WOODFORD	698	17,664	39.1	1.8780	372	11,624	59.0	12,668	54.2	3	1.60

APPENDIX F  
Rates For Cities With  
Pop Over 1,000



Table F-1. Accident Rates For Cities With Populations Over 1,000 (1978 Data).

CITY	POPULATION	NUMBER OF ACCIDENTS	STREETS WITH ROUTE AND MILEPOSTS AND KNOWN ADT			VEHICLE MILES (X 1,000)	AVERAGE ADT	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACC/100VM)
			ACCIDENTS PER 1,000 POPULATION	MILES	ACCIDENTS				
LOUISVILLE	516,856	37,507	72.6	166.3	1,873,157	30,860	7,251	337	
LEXINGTON	197,916	11,786	59.6	43.0	311,313	19,850	3,010	967	
OWENSBORO	53,288	3,830	71.8	0.7	76,177	13,340	973	1,277	
COVINGTON	44,467	4,001	89.9	28.3	306,199	29,610	1,731	565	
BOWLING GREEN	36,032	3,696	102.3	0.9	95,148	13,120	1,203	1,264	
PADUCAH	35,183	2,197	62.4	47.4	104,180	6,200	948	834	
ASHLAND	32,956	2,357	71.5	15.6	103,887	18,250	913	379	
HOPKINSVILLE	26,288	1,806	68.6	77.5	114,824	4,060	739	687	
FRANKFORT	22,858	1,490	65.0	23.6	68,408	4,460	630	1,640	
HENDERSON	22,832	1,871	82.0	6.1	11,950	5,340	311	2,603	
NEWPORT	22,606	1,868	82.6	19.8	75,605	10,450	1,181	1,562	
RICHMOND	19,157	1,466	76.3	6.3	19,605	8,470	296	1,510	
MADISONVILLE	17,169	993	57.7	41.0	25,294	1,690	289	1,142	
FT THOMAS	16,315	531	32.5	5.1	7,687	4,160	66	859	
WINCHESTER	15,922	1,016	63.8	8.9	14,037	4,320	277	1,673	
FLORENCE	14,664	1,763	120.2	6.6	28,975	12,020	482	1,664	
ELIZABETHTOWN	14,152	927	65.2	30.7	100,933	9,020	745	733	
MURRAY	13,669	785	57.2	9.9	22,523	6,250	356	1,581	
ERLANGER	13,485	1,204	89.1	4.2	47,716	31,050	409	857	
DANVILLE	12,033	710	59.1	7.0	16,398	6,420	235	1,433	
RADCLIFF	11,890	741	62.2	8.5	23,639	7,660	164	694	
MIDDLESBORO	11,811	462	39.1	21.6	45,779	5,810	235	513	
GLASCO	11,615	770	66.3	18.5	29,659	4,410	343	1,156	
SOMESET	11,492	776	67.4	11.7	25,000	5,870	263	1,132	
MAYFIELD	10,033	779	77.9	7.8	21,165	7,420	328	1,550	
FLATWOODS	9,220	266	31.0	0.6	697	3,350	0	0	
GEORGETOWN	8,892	521	58.5	4.4	7,592	4,750	172	2,266	
COREIN	8,296	513	61.8	12.4	27,133	5,350	182	671	
BELLEVUE	8,077	437	53.9	0.0	DNA	DNA	DNA	DNA	
FRANKLIN	7,871	293	37.7	7.8	8,585	3,020	103	1,200	
DAYTON	7,833	231	29.6	0.0	DNA	DNA	DNA	DNA	
BEREA	7,673	306	39.7	8.3	10,440	3,460	143	1,370	
NICHOLASVILLE	7,565	399	52.5	4.3	12,313	7,830	133	1,080	
CAMPBELLSVILLE	7,503	482	64.2	9.4	9,620	2,800	194	2,017	
PARIS	7,293	322	44.1	5.3	11,645	6,050	113	970	
MAYSVILLE	7,104	736	103.6	8.0	15,449	5,310	344	2,227	
FT MITCHELL	7,097	374	52.6	0.3	600	5,180	9	1,500	
VERSAILLES	7,040	338	43.2	7.8	19,073	6,700	135	703	
MOREHEAD	6,977	484	69.1	4.4	8,687	5,420	102	1,174	
HARRODSBURG	6,749	448	66.8	15.1	12,319	2,240	176	1,429	
BARDESTOWN	6,671	469	70.0	4.4	9,892	6,110	161	1,623	
ELSMERE	6,534	225	34.6	0.0	DNA	DNA	DNA	DNA	
RUSSELLVILLE	6,330	441	70.0	43.9	22,048	1,390	223	1,011	
PRINCETON	6,202	364	58.7	7.0	10,756	4,030	112	1,041	
CYNTHIANA	6,083	358	59.7	4.2	5,347	3,500	104	1,945	
TAYLOR MILL	6,060	121	19.8	0.0	DNA	DNA	DNA	DNA	
EDGEWOOD	6,020	256	42.6	0.0	DNA	DNA	DNA	DNA	
MT STERLING	5,737	441	77.3	4.6	6,133	3,660	138	2,250	
PIKEVILLE	5,641	519	92.7	8.3	25,199	8,230	192	762	
HAZARD	5,631	499	89.1	8.7	11,838	3,710	260	2,196	
LEBANON	5,538	361	64.5	5.9	7,473	3,470	153	2,047	
CENTRAL CITY	5,376	284	52.6	5.3	8,058	4,200	113	5,376	
INDEPENDANCE	5,235	284	54.6	1.1	1,294	3,220	13	5,235	
FT WRIGHT	4,958	394	73.8	0.0	DNA	DNA	DNA	DNA	
LUDLOW	4,764	208	43.3	0.7	1,266	4,950	12	4,764	

Table F-1. Accident Rates For Cities With Populations Over 1,000 (1978 Data) Continued.

CITY	POPULATION	NUMBER OF ACCIDENTS	STREETS WITH ROUTE AND MILEPOSTS AND KNOWN ADT				ACCIDENT RATE (ACC/100VM)	
			ACCIDENTS PER 1,000 POPULATION	MILES	VEHICLE MILES (X 1,000)	AVERAGE ADT		NUMBER OF ACCIDENTS
ALEXANDRIA	4,339	199	46.2	2.7	4,304	4,340	63	4,339
HIGHLAND HEIGHTS	4,325	175	40.6	2.4	9,735	11,350	120	1,233
PROVIDENCE	4,311	206	47.9	4.9	3,445	1,920	59	1,041
PAINTSVILLE	4,267	349	81.1	4.8	9,376	5,330	107	1,141
LONDON	4,228	433	103.1	6.1	13,991	5,280	171	1,222
GREENVILLE	4,223	203	48.3	4.1	2,675	1,770	64	3,140
LAWRENCEBURG	4,184	214	50.9	3.1	2,307	11,500	41	1,777
SHELBYVILLE	4,176	403	95.9	3.7	13,203	9,670	172	1,303
WILLIAMSBURG	3,982	260	63.4	6.1	8,584	3,860	59	687
CARROLLTON	3,936	265	66.2	3.1	4,087	3,670	49	1,199
PARK HILLS	3,920	136	34.8	0.0	DNA	DNA	DNA	DNA
LEITCHFIELD	3,894	336	86.1	6.2	8,114	3,570	120	1,479
PRESTONEBURG	3,859	286	73.3	4.1	9,397	6,340	50	532
MONTICELLO	3,778	322	84.7	10.0	5,130	1,400	124	2,417
CATTLETSBURG	3,776	214	56.3	6.0	29,099	13,730	136	461
CUMBERLAND	3,725	8	2.1	2.2	2,348	2,870	1	43
BARBORVILLE	3,674	188	50.8	6.9	9,114	3,650	73	801
COLUMBIA	3,673	169	45.7	6.4	5,994	2,590	53	884
WILMORE	3,670	29	7.8	2.3	4,500	540	7	355
SCOTTSVILLE	3,624	134	37.2	5.4	4,137	2,110	59	1,426
MORGANFIELD	3,570	208	57.7	3.9	4,475	3,170	105	2,346
BENTON	3,549	203	58.0	12.4	14,713	3,260	144	979
HARLAN	3,351	263	77.3	3.2	3,751	3,190	55	2,531
VILLA HILLS	3,348	44	13.3	0.0	DNA	DNA	DNA	DNA
SHEPARDSVILLE	3,301	355	104.5	3.0	5,596	5,130	127	2,269
VINE GROVE	3,189	87	27.1	4.6	5,918	3,530	40	676
JENKINS	3,169	16	5.0	6.2	8,462	3,740	17	201
LANCASTER	3,159	140	43.7	2.9	3,509	3,340	54	1,539
SOUTH GATE	3,154	143	44.6	0.0	DNA	DNA	DNA	DNA
DAWSON SPRINGS	3,056	142	45.8	6.3	5,016	2,180	32	628
LAKE SIDE PK	2,973	90	29.0	1.5	3,374	6,160	76	2,253
FULTON	2,933	153	52.7	5.2	11,944	6,300	28	234
RUSSELL	2,920	344	118.6	2.0	3,861	5,310	11	285
MARION	2,893	134	46.2	3.8	3,464	2,530	44	1,270
BEAVER DAM	2,802	151	53.9	2.9	3,590	3,350	56	1,560
SPRINGFIELD	2,780	144	51.4	4.4	4,858	3,030	67	1,379
IRVINE	2,729	170	62.9	5.1	3,092	1,560	36	1,164
PIKEVILLE	2,700	128	47.4	3.9	9,409	6,560	36	383
HICKMAN	2,684	78	28.8	6.2	3,331	1,470	14	590
FLEMINGSBURG	2,599	121	46.5	5.7	6,115	2,960	48	785
FALMOUTH	2,587	94	36.1	2.2	1,379	1,700	37	2,683
OAK GROVE	2,578	153	59.3	0.0	DNA	DNA	DNA	DNA
HODGENVILLE	2,539	115	46.0	3.5	6,675	5,210	51	764
WILLIAMSTOWN	2,356	88	36.6	2.5	4,708	5,100	26	552
GRAYSON	2,342	202	87.8	2.2	2,917	3,600	42	1,440
LAGRANGE	2,311	120	52.1	2.2	2,688	3,300	46	1,771
CRESENT SPRINGS	2,307	236	102.6	0.4	16	110	0	0
STANFORD	2,255	133	57.8	7.5	12,157	4,440	47	367
EMINENCE	2,225	41	18.6	2.2	1,513	1,910	22	1,454
STANTON	2,224	107	48.6	2.4	1,623	2,080	34	1,855
TOMKINSVILLE	2,203	130	59.0	5.6	13,662	6,700	62	454
EARLINGTON	2,136	25	11.9	2.4	2,993	3,490	9	301
STURGIS	2,134	103	49.0	2.4	2,604	2,970	31	1,190
CALVERT CITY	2,120	69	32.8	4.9	4,722	2,660	15	313
HORSE CAVE	2,115	39	18.5	4.0	2,159	1,500	16	3,970

Table F-1. Accident Rates For Cities With Populations Over 1,000 (1978 Data) *continued.*

STREETS WITH ROUTE AND MILEPOSTS AND KNOWN ADT								
CITY	POPULATION	NUMBER OF ACCIDENTS	ACCIDENTS PER 1,000 POPULATION	MILES	VEHICLE MILES (X 1,000)	AVERAGE ADT	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACC/100VMH)
GREENSBURG	2,103	123	58.5	1.8	1,759	2,770	30	1,697
CAVE CITY	2,094	88	41.9	2.8	2,453	2,450	18	729
JACKSON	2,067	39	18.5	3.4	2,803	2,230	0	0
OLIVE HILL	2,044	72	36.0	3.7	3,580	2,650	21	587
EDDYVILLE	2,018	36	18.0	2.7	1,216	1,250	2	164
MT WASHINGTON	1,989	92	46.0	1.7	2,540	4,160	37	1,457
HARTFORD	1,969	35	17.5	2.4	4,741	5,500	9	190
WALTON	1,969	109	54.4	2.1	1,837	2,370	44	2,395
WEST POINT	1,964	44	22.0	1.0	1,218	3,270	5	411
CADIZ	1,953	173	86.5	2.9	5,113	4,850	75	1,467
ALBANY	1,914	84	44.2	5.1	6,366	3,420	39	611
LOUISA	1,902	148	77.8	2.0	4,631	6,440	58	1,252
RACELAND	1,901	48	25.2	0.3	420	4,550	0	0
JUNCTION CITY	1,879	68	35.7	1.6	1,325	2,230	12	906
LIBERTY	1,872	121	63.6	9.0	6,292	1,920	51	811
MANCHESTER	1,863	97	51.0	3.7	4,347	3,250	14	322
BURKESVILLE	1,717	80	46.6	3.6	3,079	2,315	21	692
VANCEBURG	1,698	59	34.7	3.5	2,205	1,710	29	1,315
RUSSELL SPRINGS	1,686	47	27.6	5.0	4,434	2,430	17	583
MT VERNON	1,657	101	59.4	4.7	7,245	4,200	44	607
WORTHINGTON	1,654	33	19.4	1.3	1,433	2,970	0	0
LEWIS PORT	1,652	17	10.0	1.1	1,445	3,730	0	0
LIVERMORE	1,650	16	9.4	1.6	1,473	2,550	7	475
LEBAMON JUNCTION	1,647	41	25.6	1.9	1,508	2,170	4	265
CARLISLE	1,629	24	15.0	1.7	1,777	1,340	5	281
BURKESVILLE	1,597	60	50.0	3.6	3,035	2,230	21	692
BRANDENBURG	1,549	141	94.0	3.3	2,417	2,010	30	1,241
SOUTH SHORE	1,536	32	21.3	19.6	56,881	7,950	270	475
MIDWAY	1,527	30	20.0	0.6	474	2,030	9	1,899
AUGUSTA	1,473	55	36.6	1.3	544	1,160	7	1,264
ELKTON	1,460	79	52.6	3.7	2,438	1,820	38	1,559
COLD SPRINGS	1,452	104	69.3	1.2	5,940	13,560	67	1,128
CLAY	1,424	37	26.4	2.8	2,117	2,090	18	850
HARDINSBURG	1,424	137	97.8	2.7	2,974	3,020	39	1,311
CLINTON	1,423	66	47.1	4.9	2,586	1,460	20	773
EVARTS	1,410	33	23.5	1.4	1,110	2,110	12	1,081
MORGANTOWN	1,406	51	36.4	3.0	3,561	3,230	9	253
LYNCH	1,387	7	5.0	0.0	DNA	DNA	DNA	DNA
WEST LIBERTY	1,372	109	77.8	2.5	3,304	3,660	44	1,332
WHITESBURG	1,355	48	34.2	2.2	4,526	5,660	30	663
OWINGSVILLE	1,346	44	33.8	2.3	1,645	1,990	16	973
SIBREE	1,332	40	30.7	2.8	2,250	2,200	24	1,057
MUNFORDVILLE	1,306	79	60.7	2.9	1,659	1,550	20	1,206
WARSAW	1,304	36	27.6	2.5	1,690	1,840	11	651
MULDRAUGH	1,303	132	101.5	1.0	879	2,410	10	1,138
SALYERSVILLE	1,299	76	58.4	2.9	3,032	2,830	31	1,022
DRY RIDGE	1,266	113	86.9	2.0	4,597	3,200	41	832
CLOVER PORT	1,264	29	22.3	2.5	1,212	1,330	20	1,650
OWENTON	1,257	44	33.8	3.3	4,042	3,320	18	445
GREENUP	1,242	73	60.8	0.0	DNA	DNA	DNA	DNA
CRESTVIEW	1,220	64	53.3	0.0	DNA	DNA	DNA	DNA
WURLAND	1,199	26	21.6	1.8	1,124	1,730	0	0
GUTHRIE	1,199	1	0.9	0.0	DNA	DNA	DNA	DNA
UNIONTOWN	1,185	23	19.1	2.3	1,458	1,730	9	1,025
LOYALLA	1,182	12	10.0	0.0	DNA	DNA	DNA	DNA
IRVINGTON	1,180	19	15.8	0.9	738	2,130	8	1,164

Table F-1. Accident Rates For Cities With Populations Over 1,000 (1978 Data) *continued.*

CITY	POPULATION	NUMBER OF ACCIDENTS	ACCIDENTS PER 1,000 POPULATION	STREETS WITH ROUTE AND MILEPOSTS AND KNOWN ADT				
				MILES	VEHICLE MILES (X 1,000)	AVERAGE ADT	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACC/100MVH)
SILVER GROVE	1,177	49	40.8	0.0	DNA	DNA	DNA	DNA
HAWESVILLE	1,174	89	74.1	2.4	2,176	2,520	30	1,379
WHITLEY CITY	1,166	27	22.5	0.0	DNA	DNA	DNA	DNA
MORTONS GAP	1,144	18	16.3	2.2	1,726	2,170	8	463
ELKHORN CITY	1,107	33	30.0	2.6	2,249	2,390	24	1,067
PENEE VALLEY	1,094	39	35.4	2.6	348	370	16	4,593
BENHAM	1,079	22	20.0	0.0	DNA	DNA	DNA	DNA
BLOOMFIELD	1,072	37	33.6	2.5	1,243	1,340	18	1,448
WICKLIFFE	1,044	48	48.0	2.1	3,189	4,160	25	734
MCROBERTS	1,037	10	10.0	0.0	DNA	DNA	DNA	DNA
VANLEAR	1,033	26	26.0	3.6	2,102	1,600	15	714
BEATTYVILLE	1,033	49	49.0	0.0	DNA	DNA	DNA	DNA
BROMLEY	1,033	21	21.0	0.3	753	6,250	3	398
AUBURN	1,033	4	4.0	3.7	2,574	1,910	3	117
JAMESTOWN	1,027	7	7.0	1.7	1,358	2,150	0	0
BARDWELL	1,011	40	40.0	2.0	2,621	3,630	12	458
CLAY CITY	1,005	38	38.0	2.6	3,700	1,900	21	568
BURGIN	1,005	35	35.0	0.7	2,039	2,080	20	981

Table G.1. Summary of Accidents By Highway Type

CATEGORY	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND STATE HIGHWAYS	OTHER ROADS	ALL	INTERSTATE AND STATE HIGHWAYS	OTHER ROADS	ALL	
NUMBER OF ACCIDENTS	12,345	18,824	31,169	11,874	37,211	49,085	180,254
NUMBER OF FATAL ACCIDENTS	53	641	694	32	454	486	1,180
NUMBER OF SERIOUSLY INJURED	48	617	665	25	374	399	1,064
NUMBER OF LIGHTLY INJURED	1,124	17,566	18,690	1,117	36,383	37,500	156,189
NUMBER OF PROPERTY DAMAGE	1,124	17,566	18,690	1,117	36,383	37,500	156,189
PERCENT OF ALL ACCIDENTS	6.8	10.4	17.2	6.0	19.5	25.5	26.7
PERCENT OF FATAL ACCIDENTS	4.5	5.5	5.9	2.7	3.8	4.0	4.2
PERCENT OF SERIOUSLY INJURED	4.5	5.5	5.9	2.7	3.8	4.0	4.2
PERCENT OF LIGHTLY INJURED	6.8	10.4	17.2	6.0	19.5	25.5	26.7
PERCENT OF PROPERTY DAMAGE	6.8	10.4	17.2	6.0	19.5	25.5	26.7

## APPENDIX G

### Statewide Accident Summaries

Table G.2. Summary of Accidents By Accident Type and County Type

CATEGORY	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND STATE HIGHWAYS	OTHER ROADS	ALL	INTERSTATE AND STATE HIGHWAYS	OTHER ROADS	ALL	
PERCENT OF ALL ACCIDENTS BY COUNTY TYPE	6.8	10.4	17.2	6.0	19.5	25.5	26.7
PERCENT OF FATAL ACCIDENTS BY COUNTY TYPE	4.5	5.5	5.9	2.7	3.8	4.0	4.2
PERCENT OF SERIOUSLY INJURED BY COUNTY TYPE	4.5	5.5	5.9	2.7	3.8	4.0	4.2
PERCENT OF LIGHTLY INJURED BY COUNTY TYPE	6.8	10.4	17.2	6.0	19.5	25.5	26.7
PERCENT OF PROPERTY DAMAGE BY COUNTY TYPE	6.8	10.4	17.2	6.0	19.5	25.5	26.7
PERCENT OF ALL ACCIDENTS BY COUNTY TYPE	6.8	10.4	17.2	6.0	19.5	25.5	26.7
PERCENT OF FATAL ACCIDENTS BY COUNTY TYPE	4.5	5.5	5.9	2.7	3.8	4.0	4.2
PERCENT OF SERIOUSLY INJURED BY COUNTY TYPE	4.5	5.5	5.9	2.7	3.8	4.0	4.2
PERCENT OF LIGHTLY INJURED BY COUNTY TYPE	6.8	10.4	17.2	6.0	19.5	25.5	26.7
PERCENT OF PROPERTY DAMAGE BY COUNTY TYPE	6.8	10.4	17.2	6.0	19.5	25.5	26.7



Table G-1. Summary Of Accident By Highway Type.

CATEGORY	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
NUMBER OF ACCIDENTS	3,257	46,434	49,691	4,814	80,711	85,525	152,303
NUMBER OF FATAL ACCIDENTS	53	541	594	32	156	188	785
NUMBER OF FATALITIES	64	617	681	35	174	209	893
NUMBER OF INJURY ACCIDENTS	1,026	12,957	13,983	979	13,469	14,448	29,019
NUMBER OF INJURIES	1,713	21,175	22,888	1,456	19,418	20,874	44,480
PERCENT FATAL ACCIDENTS	1.6	1.2	1.2	0.7	0.2	0.2	0.5
PERCENT INJURY ACCIDENTS	31.5	27.9	28.1	20.3	16.7	16.9	19.1

Table G-2. Percent Of Accidents By Directional Analysis And Highway Type.

DIRECTIONAL ANALYSIS	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
PEDESTRIAN	0.4	0.8	0.8	0.4	1.3	1.3	1.1
ANGLE	0.6	16.5	15.5	1.7	27.9	26.5	20.8
REAR-END OR SAME DIRECTION SIDESWIPE	37.2	26.2	26.9	60.0	44.4	45.2	41.9
HEAD-ON OR OPPOSITE DIRECTION SIDESWIPE	2.0	19.3	18.2	1.3	6.6	6.4	9.8
FIXED OBJECT	41.0	25.8	26.8	19.4	18.2	9.6	14.9
SINGLE VEHICLE	11.3	3.5	4.0	1.5	0.3	0.4	1.5
OTHER OR NOT STATED	7.6	7.7	7.7	15.5	10.4	10.7	10.2

Table G-3. Percent Of Accidents By Light Conditions And Highway Type.

LIGHT CONDITIONS	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
DAYLIGHT	57.4	69.3	68.5	68.1	70.6	70.5	70.0
DAWN	3.0	1.5	1.6	2.5	1.2	1.2	1.3
DUSK	2.4	2.9	2.9	2.1	2.8	2.8	2.8
DARK- LIGHTS ON	2.6	3.5	3.4	19.7	18.6	18.7	13.7
DARK- LIGHTS OFF	1.0	0.5	0.6	1.3	0.9	1.0	0.9
DARK- NO LIGHTS	33.7	22.2	23.0	5.9	5.8	5.8	11.3

Table G-4. Percent Of Accidents By Weather Condition And Highway Type.

WEATHER CONDITION	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
CLEAR	53.9	63.7	63.0	56.8	63.5	63.1	63.6
RAINING	12.9	13.3	13.3	16.0	14.4	14.5	13.9
SNOWING	11.9	4.1	4.7	8.5	4.1	4.3	4.3
FOG-SMOKE-SMOG	2.7	2.2	2.3	1.2	0.7	0.7	1.2
SLEET-HAIL	2.2	0.4	0.5	1.1	0.3	0.4	0.4
CLOUDY	16.4	16.2	16.3	16.5	17.0	17.0	16.7

Table G-5. Percent Of Accidents By Pavement Condition And Highway Type.

PAVEMENT CONDITION	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
DRY	59.4	68.3	67.7	62.6	67.1	66.8	67.9
WET	13.6	17.4	17.1	18.9	19.3	19.3	18.4
SNOW-ICE	26.6	13.7	14.5	18.1	13.1	13.4	13.3
SLUSH	0.3	0.3	0.3	0.3	0.4	0.4	0.4
MUDDY	0.0	0.3	0.3	0.0	0.1	0.1	0.2

Table G-6. Percent Of Accidents By Type Of Accident And Highway Type.

TYPE OF ACCIDENT	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						ALL ACCIDENTS
	RURAL			URBAN			
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
COLLISION WITH:							
OTHER VEHICLE	45.3	68.7	67.5	77.1	68.7	88.3	81.6
PEDESTRIAN	0.3	0.9	0.8	0.4	1.4	1.3	1.1
BICYCLIST	0.0	0.3	0.3	0.0	0.7	0.6	0.5
ANIMAL	4.2	1.9	2.0	0.1	0.1	0.1	0.7
RAILROAD TRAIN	0.0	0.3	0.3	0.0	0.1	0.1	0.2
NON-FIXED OBJECT	2.3	1.0	1.1	1.5	0.5	0.5	0.7
UTILITY POLE	0.6	2.0	1.8	2.1	2.1	2.1	1.9
GUARD RAIL	11.9	1.1	1.8	6.7	0.4	0.8	1.0
CRASH CUSHION	0.3	0.0	0.1	0.4	0.0	0.0	0.0
SIGN POST	1.3	0.7	0.7	0.8	0.4	0.4	0.5
TREE	0.2	3.7	3.4	0.2	0.9	0.9	1.7
BUILDING OR WALL	0.2	0.5	0.4	0.4	0.4	0.4	0.6
CURBING	0.2	0.1	0.1	0.2	0.3	0.3	0.2
FENCE	0.6	3.3	3.1	0.3	0.6	0.6	1.4
BRIDGE	1.9	0.7	0.8	1.3	0.2	0.3	0.4
CULVERT-HEAD WALL	0.3	1.2	1.1	0.3	0.3	0.3	0.5
MEDIAN BARRIER	3.8	0.1	0.4	2.8	0.1	0.3	0.3
SNOW BANK	1.6	0.2	0.3	0.3	0.1	0.1	0.2
CUT-FILL BANK	10.4	7.1	7.2	1.6	0.8	0.9	2.9
FIRE HYDRANT	0.0	0.1	0.1	0.0	0.2	0.2	0.2
COLLISION WITH OTHER FIXED OBJECT	1.0	1.2	1.2	0.4	0.6	0.6	0.9
NON-COLLISIONS:							
OVERTURNED	5.5	2.1	2.3	1.2	0.3	0.3	1.0
FIRE/EXPLOSION	2.2	0.2	0.4	0.1	0.0	0.0	0.1
SUBMERSION	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RAN OFF ROADWAY	2.2	1.7	1.7	0.6	0.3	0.3	0.8
OTHER NON-COLLISION	3.7	0.8	0.9	1.1	0.4	0.1	0.6

Table G-7. Percent Of Accidents By Accident Description And Highway Type.

ACCIDENT DESCRIPTION	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
REAR END	13.4	9.5	9.7	26.7	18.2	18.7	14.4
OVERTAKING	5.8	2.9	3.1	8.3	4.3	4.5	3.7
LEFT TURN	0.1	1.9	1.8	0.1	4.7	4.4	3.2
INTERSECTION (RIGHT ANGLE)	0.3	3.9	3.7	0.4	9.9	9.3	6.8
RIGHT TURN FROM VEHICLE	0.2	0.5	0.5	0.1	1.1	1.1	0.8
RIGHT TURN INTO VEHICLE	0.1	0.5	0.5	0.0	0.6	0.6	0.5
HEAD ON	1.0	4.4	4.2	1.2	2.4	2.3	2.8
SIDE SWIPE	1.5	8.9	8.4	3.0	6.3	6.1	6.9
NOT STATED	77.7	67.4	68.1	60.1	52.5	52.9	60.9

Table G-8. Percent Of Hit And Run Accidents By Highway Type.

HIGHWAY TYPES		PERCENT OF HIT AND RUN ACCIDENTS
	INTERSTATE AND PARKWAYS	3.2
RURAL	OTHER ROADS	4.2
	ALL	4.1
	INTERSTATE AND PARKWAYS	7.4
URBAN	OTHER ROADS	9.5
	ALL	9.4
ALL ACCIDENTS		8.5

Table G-9. Percent of Accidents By Roadway Character And Highway Type.

ROADWAY CHARACTER	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
STRAIGHT-LEVEL	48.8	43.0	43.4	55.6	71.3	70.4	62.5
STRAIGHT-GRADE	35.8	19.5	20.6	18.2	16.5	16.6	17.8
STRAIGHT-HILLCREST	2.5	5.3	5.1	3.7	2.5	2.6	3.3
CURVE-LEVEL	4.0	14.5	13.8	7.6	4.7	4.9	7.5
CURVE-GRADE	8.2	15.5	15.0	13.7	4.4	4.9	7.8
CURVE-HILLCREST	0.7	2.2	2.1	1.2	0.6	0.7	1.1

Table G-10. Percent of Accidents By Number Of Units Involved By Highway Type.

NUMBER OF UNITS INVOLVED	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
1	53.8	30.8	32.3	21.7	11.0	11.6	17.9
2	42.1	65.9	64.3	65.9	83.1	82.2	77.2
>2	4.3	3.3	3.4	12.4	5.9	6.3	4.8

Table G-11. Percent Of Accidents In Which The Given Factor Was Listed As Contributing To The Accident.

CONTRIBUTING FACTOR	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
UNSAFE SPEED	17.2	13.0	13.3	12.1	4.6	4.9	8.9
FAILURE TO YIELD	5.9	14.9	14.3	11.0	17.7	16.7	16.9
RIGHT OF WAY							
FOLLOWING TOO CLOSELY	4.5	3.0	3.1	18.8	5.8	6.3	5.1
IMPROPER PASSING	0.9	1.8	1.7	1.0	1.1	1.1	1.4
DISREGARDED TRAFFIC CONTROLS	0.4	1.0	1.0	0.4	3.5	3.2	2.3
IMPROPER TURN	0.8	1.6	1.5	0.4	3.4	3.1	2.6
ALCOHOL	5.0	6.3	6.2	3.4	5.3	5.0	6.0
DRUGS	0.3	0.2	0.2	0.1	0.3	0.2	0.3
SICKNESS	0.1	0.1	0.1	0.2	0.1	0.1	0.1
SLEEP	5.1	1.0	1.3	1.3	0.5	0.6	0.9
LOST CONSCIOUSNESS	0.2	0.2	0.2	0.2	0.2	0.2	0.2
DRIVER INATTENTION	11.9	14.4	14.2	15.3	20.4	19.5	21.9
DISTRACTION	1.2	1.2	1.2	1.1	1.5	1.4	1.5
PHYSICAL DISABILITY	0.1	0.2	0.2	0.0	0.2	0.2	0.2
OTHER HUMAN	7.4	8.3	8.3	13.5	12.3	12.2	11.9
BRAKES	0.3	1.9	1.8	1.7	2.0	1.9	2.1
HEAD LIGHTS	0.1	0.1	0.1	0.0	0.1	0.1	0.1
OTHER LIGHTS	0.1	0.5	0.5	0.2	0.2	0.2	0.3
STEERING FAILURE	0.7	0.5	0.5	0.5	0.3	0.3	0.4
TIRE FAILURE	3.3	1.3	1.5	1.3	0.4	0.5	0.9
(INADEQUATE)							
DEFECTIVE TOW HITCH	0.7	0.1	0.1	0.4	0.1	0.1	0.1
OVERLOADED OR IMPROPERLY LOADED	0.4	0.2	0.2	0.4	0.1	0.1	0.1
OVERSIZED LOAD	0.4	0.2	0.2	0.1	0.1	0.1	0.1
OTHER VEHICULAR	4.1	2.9	3.0	2.2	1.8	1.8	2.7
ANIMAL ACTION	2.9	1.7	1.8	0.2	0.2	0.2	0.9
GLARE	0.1	0.7	0.6	0.2	0.7	0.6	0.7
VIEW OBSTRUCTED (LIMITED)	1.0	3.7	3.5	0.6	2.3	2.1	3.2
DEBRIS IN ROADWAY	1.2	0.5	0.5	0.9	0.3	0.3	0.4
IMPROPER (NON-WORK) TRAFFIC CONTROL	0.0	0.1	0.1	0.0	0.2	0.2	0.2
SHOULDERS DEFECTIVE HOLES-DEEP RUTS-BUMPS	0.1	0.9	0.9	0.0	0.1	0.1	0.5
ROAD UNDER CONSTRUCTION	0.3	0.6	0.6	0.4	0.3	0.3	0.5
IMPROPERLY PARKED VEHICLES	1.2	0.4	0.4	2.1	0.3	0.4	0.4
FIXED OBJECT	0.3	0.7	0.6	0.2	0.5	0.5	0.6
SLIPPERY SURFACE	0.1	0.3	0.3	0.2	0.3	0.3	0.4
WATER POOLING	18.1	12.5	12.9	19.9	13.6	13.7	14.3
OTHER ENVIRONMENTAL	0.9	0.6	0.6	1.2	0.4	0.4	0.5
	1.9	2.6	2.5	1.2	1.4	1.3	2.1

Table G-12. Percent Of Accidents In Which Given Type Of Contributing Factor Was Listed As Contributing To The Accident.

CONTRIBUTING FACTOR	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
HUMAN	61.0	68.7	68.2	77.9	83.6	83.5	77.8
VEHICULAR	11.4	7.9	8.1	4.8	4.8	4.8	6.2
ENVIRONMENTAL	35.7	25.9	26.6	21.2	14.1	14.5	18.2

Table G-13. Driver Information.

		PERCENT OF ACCIDENTS BY HIGHWAY TYPE							
		RURAL			URBAN				
VARIABLE	CATEGORY	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	ALL ACCIDENTS	
AGE OF DRIVER	UNDER 16	0.2	0.3	0.3	0.0	0.1	0.1	0.2	
	16-19	8.0	20.2	19.5	10.7	17.5	17.1	18.1	
	20-24	17.6	20.0	19.9	20.4	20.8	20.8	20.3	
	25-34	29.0	24.3	25.0	28.9	25.1	25.4	25.0	
	35-44	18.5	13.3	13.6	16.4	13.2	13.4	13.4	
	45-54	13.4	9.3	9.6	11.9	10.3	10.4	10.1	
	55-64	8.2	6.7	6.8	8.0	7.5	7.5	7.3	
	65-74	4.3	3.3	3.9	2.9	4.0	4.0	4.0	
	OVER 75	1.0	1.5	1.4	0.6	1.6	1.5	1.5	
SEX OF DRIVER	MALE	80.2	74.0	74.4	73.1	67.1	67.4	69.2	
	FEMALE	19.3	26.0	25.6	26.9	32.9	32.6	30.8	
INJURY SEVERITY	FATAL	0.9	0.5	0.5	0.3	0.1	0.1	0.2	
	INCAPACITATING	4.9	3.8	3.8	2.1	1.3	1.4	2.1	
	NON-INCAPA- CITATING	9.0	6.9	7.0	3.9	2.9	3.0	4.0	
	POSSIBLE INJURY	6.0	5.9	5.9	4.4	4.0	4.0	4.3	
	NONE DETECTED	79.1	82.9	82.7	89.4	91.8	91.5	89.4	
PRIMARY INJURY LOCATION	HEAD-FACE	28.6	7.5	7.9	4.7	3.8	3.8	4.8	
	NECK	6.4	1.2	1.3	1.3	0.9	1.0	1.0	
	CHEST	4.5	1.1	1.2	0.6	0.4	0.4	0.6	
	BACK	7.6	1.3	1.5	0.8	0.5	0.5	0.8	
	ABDOMEN/ PELVIS	0.9	0.4	0.4	0.2	0.2	0.2	0.3	
	ARMS-HANDS	8.7	1.8	1.9	0.9	0.8	0.8	1.1	
	LEGS-FEET	8.7	2.0	2.1	1.0	1.0	1.0	1.3	
	MULTI INJURIES	7.0	1.6	1.7	1.1	0.6	0.6	0.9	
	NONE DETECTED	27.7	82.6	82.0	69.4	91.8	91.7	69.3	
	EJECTION FROM VEHICLE	NOT EJECTED	97.9	98.2	98.1	99.3	99.3	99.3	98.9
PARTIALLY EJECTED		0.3	0.3	0.3	0.2	0.1	0.1	0.2	
EJECTED		1.7	1.5	1.5	0.6	0.6	0.6	0.9	
EJECTED									
SAFETY EQUIPMENT USED	NONE USED	85.6	95.8	95.3	87.0	92.2	91.8	93.2	
	LAP BELT	10.6	2.7	3.2	10.4	6.2	6.5	5.1	
	HARNESSES	3.0	1.0	1.0	2.4	1.2	1.3	1.2	
	HELMET	0.7	0.6	0.6	0.3	0.4	0.4	0.4	
DRIVER RESIDENCE	LOCAL	30.7	83.4	80.4	65.0	82.0	81.0	78.4	
	ELSEWHERE	16.7	4.1	4.8	4.2	2.4	2.5	3.2	
	IN STATE								
	NON-RESIDENT DRIVER	49.4	6.5	9.0	29.1	6.1	7.3	7.6	
	UNKNOWN	3.3	6.0	5.9	1.8	9.6	9.2	10.8	
STATE OPERATORS LICENSE	KENTUCKY	47.7	90.8	88.3	67.9	90.6	89.2	88.9	
	INDIANA	6.5	1.4	1.7	10.0	2.3	2.8	2.4	
	ILLINOIS	2.4	0.6	0.7	1.0	0.5	0.5	0.5	
	MISSOURI	0.6	0.2	0.2	0.2	0.2	0.2	0.2	
	TENNESSEE	5.0	1.3	1.6	1.9	0.9	0.9	1.2	
	VIRGINIA	0.7	0.3	0.4	0.3	0.2	0.2	0.3	
	WEST VIRGINIA	1.2	0.6	0.6	0.3	0.2	0.2	0.4	
	OHIO	13.1	2.1	2.7	9.7	2.4	2.8	2.8	
	MICHIGAN	5.0	0.4	0.7	2.0	0.3	0.4	0.5	
	OTHER	17.7	2.2	3.1	6.7	2.4	2.7	2.8	
	OPERATOR LICENSE RESTRICTION CODE	CORRECTIVE LENSES	18.2	9.3	9.6	15.6	13.2	13.3	12.1
LEFT OUTSIDE MIRROR		0.6	0.4	0.4	0.6	0.3	0.3	0.4	
AUTOMATIC TRANSMISSION		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
DAYLIGHT DRIVING ONLY		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AUTOMATIC TURN INDICATOR		0.2	0.0	0.0	0.0	0.0	0.0	0.0	
OTHER		0.0	0.0	0.0	0.0	0.1	0.0	0.0	
NONE		30.8	90.3	90.0	83.7	86.4	86.2	87.5	

Table G-14. Vehicular Information.

		PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
		RURAL			URBAN			ALL ACCIDENTS
VARIABLE	CATEGORY	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
TYPE OF VEHICLE	PASSENGER CAR	70.4	88.1	87.0	32.8	91.0	90.6	89.8
	PASSENGER CAR AND TRAILER	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	TRUCK OR TRACTOR-TRAILER	6.6	5.9	6.0	9.6	4.7	5.0	5.1
	TRACTOR-TRAILER AND SEMI-TRAILER	19.2	2.1	3.1	5.6	1.0	1.2	5.1
	OTHER TRUCK COMBINATION	0.6	0.5	0.5	0.3	0.2	0.2	1.9
	FARM TRACTOR	0.1	0.3	0.3	0.1	0.0	0.0	0.3
	TAXI CAB	0.0	0.0	0.0	0.1	0.1	0.1	0.1
	BUS	0.2	0.1	0.2	0.2	0.4	0.4	0.1
	SCHOOL BUS	0.0	0.4	0.4	0.1	0.2	0.2	0.1
	MOTORCYCLE	1.0	0.9	0.9	0.5	0.6	0.6	0.3
	MOTOR BICYCLE	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	OTHER	0.7	0.2	0.2	0.2	0.1	0.1	0.7
	EMERGENCY VEHICLES	0.6	0.3	0.3	0.2	0.2	0.2	0.0
	MILITARY VEHICLE	0.0	0.0	0.1	0.0	0.0	0.0	0.1
	PUBLIC VEHICLE	0.3	0.2	0.2	0.1	0.2	0.2	0.2
	GO-CART	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	BICYCLIST	0.0	0.2	0.2	0.0	0.4	0.3	0.3
	PEDESTRIAN	0.2	0.5	0.5	0.2	0.7	0.7	0.6
	RAILROAD TRAIN	0.0	0.2	0.2	0.0	0.1	0.1	0.1
ANIMAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
VEHICLE YEAR	1979-1978	12.2	9.0	9.2	11.8	8.5	8.6	8.9
	1977	16.8	11.5	11.8	14.1	10.8	11.0	11.4
	1976	12.5	9.8	10.0	11.1	9.4	9.5	9.7
	1975	8.9	7.4	7.5	7.7	7.1	7.2	7.3
	1974	9.3	9.2	9.2	9.6	9.3	9.3	9.3
	1973	10.5	10.1	10.1	10.5	10.2	10.3	10.2
	1972	7.3	8.4	8.4	8.2	9.3	9.2	8.9
	1971	4.6	6.8	6.6	6.1	7.1	7.0	6.9
	1970	4.7	6.4	6.3	5.5	6.8	6.7	6.6
	1969-1965	10.5	17.7	17.3	13.5	18.4	18.1	17.6
1964-1960	1.3	2.9	2.8	1.5	2.7	2.7	2.6	
BEFORE 1960	0.3	0.7	0.7	0.4	0.5	0.5	0.5	
STATE VEHICLE REGISTERED	KENTUCKY	39.0	91.5	88.9	68.4	91.2	90.0	89.6
	INDIANA	6.0	1.3	1.7	10.1	2.2	2.6	2.2
	ILLINOIS	2.3	0.5	0.7	1.2	0.5	0.5	0.6
	MISSOURI	0.6	0.2	0.2	0.2	0.1	0.1	0.2
	TENNESSEE	4.2	1.4	1.6	1.8	0.9	1.0	1.2
	VIRGINIA	0.6	0.4	0.4	0.2	0.1	0.2	0.2
	WEST VIRGINIA	0.8	0.5	0.5	0.1	0.2	0.2	0.3
	OHIO	10.5	1.9	2.6	9.7	2.6	3.0	2.9
	MICHIGAN	4.4	0.4	0.6	2.0	0.2	0.3	0.4
	OTHER	15.8	1.9	2.9	6.3	1.8	2.1	2.4
TOTAL	ONE	48.5	58.9	58.3	64.1	63.4	63.5	61.8
	TWO	27.7	24.7	24.9	22.3	24.0	23.6	24.0
	THREE	14.7	9.1	9.4	6.6	7.4	7.3	8.0
	FOUR	4.7	4.3	4.3	4.5	3.4	3.5	3.8
	MORE THAN FOUR	4.3	2.9	3.0	2.4	2.1	2.2	2.4



Table G-15. Pre-Accident Vehicle Action By Highway Type.

PRE-ACCIDENT VEHICLE ACTION	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
GOING STRAIGHT AHEAD	74.6	62.8	65.8	53.0	48.5	49.0	50.0
MAKING RIGHT TURN	0.5	3.2	3.1	1.0	4.6	4.6	3.9
MAKING LEFT TURN	1.0	8.2	8.1	0.5	10.5	10.0	8.5
MAKING U-TURN	0.3	0.1	0.2	0.1	0.1	0.1	0.1
START FROM PARK	0.0	0.7	0.7	0.1	0.3	0.8	0.9
START IN TRAFFIC	0.5	1.5	1.5	0.9	1.3	1.3	1.3
SLOW STOPPING	4.9	3.0	3.2	13.2	4.9	5.3	4.2
STOPPED IN TRAFFIC	2.9	4.1	4.2	11.0	8.1	8.3	6.4
ENTER PARKED POSITION	0.0	0.2	0.2	0.0	0.3	0.3	0.5
PARKED	2.9	5.5	5.5	1.3	8.8	8.4	9.6
AVOIDING DEBRIS	0.5	0.3	0.3	0.2	0.2	0.2	0.2
CHANGING LANES	3.6	0.5	0.7	6.4	2.1	2.3	1.6
OVERTAKING	4.8	2.9	3.1	0.9	0.7	0.7	1.3
MERGING	0.8	0.3	0.3	2.8	0.4	0.5	0.4
BACKING	0.8	4.1	0.4	0.3	4.0	3.8	5.5
OTHER	1.5	1.9	1.9	3.2	3.3	3.3	3.4
MISCELLANEOUS	0.2	0.9	0.9	0.2	1.1	1.1	1.0

Table G-16. Information On Injured Passengers.

VARIABLE	CATEGORY	PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
		RURAL			URBAN			ALL ACCIDENTS
		INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
AGE	0-4	0.1	1.7	1.6	1.0	1.2	1.8	1.8
	5-9	10.9	7.4	7.7	6.3	7.7	7.6	7.8
	10-15	7.8	13.9	13.4	9.2	12.3	12.0	13.6
	16-19	12.2	24.5	23.5	15.5	20.4	20.0	17.2
	20-24	17.0	15.5	15.6	18.6	15.8	15.3	16.8
	25-34	13.4	12.6	13.1	16.1	14.5	14.6	14.7
	35-44	9.4	7.4	7.5	11.0	7.7	7.7	8.1
	45-54	8.0	6.0	6.2	9.4	7.3	7.4	7.7
	55-64	7.2	5.5	5.9	7.3	6.3	6.4	6.9
	65-74	7.6	5.5	5.7	5.3	6.6	6.7	6.5
SEX	MALE	43.1	44.1	44.0	37.4	36.7	36.8	40.8
	FEMALE	56.9	55.9	56.0	62.6	63.3	63.2	59.2
INJURY	FATAL	2.2	2.1	2.1	1.3	0.6	0.6	1.4
	INCAPACITATING	21.1	18.5	19.8	18.1	14.7	15.0	17.1
	NON-INCAPACITATING	43.7	40.8	40.5	35.3	33.2	33.3	37.3
	POSSIBLE INJURY	33.1	38.6	37.6	45.3	51.4	50.7	43.8
LOCATION OF PRIMARY INJURY	HEAD-FACE	40.5	46.0	45.5	43.5	46.4	45.2	46.5
	NECK	8.7	8.8	7.0	12.9	9.9	10.1	9.6
	CHEST	4.5	4.6	4.6	3.7	3.9	3.9	4.0
	BACK	11.7	7.8	8.1	9.0	6.9	6.9	7.1
	ABDOMEN-PELVIS	3.0	2.4	2.5	1.6	2.5	2.5	2.5
	ARMS-HANDS	9.7	10.0	9.9	7.2	7.9	7.1	8.1
	LEGS-FEET	13.1	13.4	13.3	11.1	12.7	12.7	13.3
	MULTIPLE INJURIES	8.6	8.7	8.7	11.1	6.7	7.1	8.8
	NONE DETECTED	0.1	0.4	0.4	0.0	0.4	0.4	0.4
EJECTION	NOT EJECTED	93.6	93.3	93.3	94.2	95.4	95.3	94.2
	PARTIALLY EJECTED	1.5	1.0	1.1	1.2	0.6	0.9	1.0
	EJECTED	4.9	5.7	5.6	4.6	3.3	3.8	4.8
SAFETY EQUIPMENT USED	NONE USED	93.5	96.3	96.5	92.4	94.7	94.5	95.6
	LAP BELTS	3.8	1.4	1.6	5.0	2.9	3.0	3.1
	HARNESSES	1.7	0.5	0.6	0.4	0.6	0.6	0.6
	CHILD RESTRAINT	0.0	0.2	0.2	0.0	0.2	0.4	0.1
	HELMET	1.2	1.2	1.2	1.2	1.5	1.5	1.4
SEATING POSITION	MIDDLE FRONT	9.7	17.2	16.6	11.5	15.0	14.3	15.8
	RIGHT FRONT	55.2	60.5	60.1	56.8	61.0	63.5	61.3
	LEFT FRONT/REAR MOTORCYCLE	11.4	8.2	8.5	12.1	7.2	8.2	8.6
	MIDDLE REAR	8.5	3.9	4.2	5.5	3.4	3.5	3.7
	RIGHT REAR	6.8	7.7	7.7	10.4	7.5	7.7	7.9
	BED OF TRUCK	5.8	1.8	2.1	3.7	1.5	1.7	2.0
	RIDING OUTSIDE	0.6	0.8	0.8	0.0	0.8	0.6	0.7

Table G-17. Information On Pedestrians.

		PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
		RURAL			URBAN			ALL ACCIDENTS
VARIABLE	CATEGORY	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
		AGE	0-4	0.0	3.0	3.0	0.0	
	5-9	0.0	22.6	22.0	0.0	26.6	26.1	23.8
	10-14	0.0	18.3	17.8	10.5	13.9	13.8	14.5
	15-24	18.2	17.5	17.5	28.3	21.9	21.9	21.4
	25-34	45.5	9.9	10.9	36.3	10.1	10.6	11.5
	35-44	13.2	5.6	5.9	5.3	6.3	6.3	6.5
	45-54	9.1	8.4	8.4	15.8	5.7	5.9	6.4
	55-64	9.1	5.6	5.7	5.3	5.7	5.7	5.8
	65-74	0.0	4.6	4.4	0.0	4.4	4.4	4.2
	75 & OLDER	0.0	4.6	4.4	0.0	3.1	3.1	3.4
SEX	MALE	33.3	65.0	65.5	76.2	61.3	61.6	61.7
	FEMALE	16.7	35.0	34.5	23.8	38.7	38.4	38.3
SEVERITY OF INJURY	FATAL	25.0	11.9	12.2	25.0	3.6	3.9	5.7
	INCAPACITATING	33.3	40.0	39.9	35.0	29.3	29.4	31.4
	NON-INCAPACITATING	3.3	25.9	25.4	40.0	23.9	23.1	23.0
	POSSIBLE INJURY	33.3	19.5	19.8	0.0	33.2	33.6	30.5
	NONE DETECTED	0.0	2.7	2.7	0.0	5.1	5.0	4.3
LOCATION OF PRIMARY INJURY	HEAD-FACE	16.7	27.1	25.8	20.0	17.9	18.0	24.3
	NECK	0.0	1.9	1.8	0.0	2.6	2.5	1.1
	CHEST	16.7	3.0	3.4	0.0	1.7	1.6	2.3
	BACK	0.0	5.6	5.4	0.0	4.3	4.1	5.0
	ABDOMEN-PELVIS	0.0	4.4	4.3	0.0	2.2	2.2	4.5
	ARMS-HANDS	8.3	10.0	9.9	15.0	10.4	10.6	9.4
	LEGS-FEET	33.3	22.2	22.5	30.0	30.4	30.4	30.6
	MULTIPLE INJURIES	25.0	22.9	23.0	35.0	11.9	12.8	18.1
	NONE DETECTED	0.0	3.0	2.9	0.0	18.5	17.8	4.6

Table G-18. Information On Bicyclists.

		PERCENT OF ACCIDENTS BY HIGHWAY TYPE						
		RURAL			URBAN			ALL ACCIDENTS
VARIABLE	CATEGORY	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
		AGE	0-4	0.0	1.3	1.3	0.0	
	5-9	0.0	25.3	25.3	0.0	22.7	22.7	22.7
	10-11	0.0	19.3	19.3	0.0	12.3	12.8	14.2
	12-13	0.0	22.0	22.0	0.0	17.2	17.2	19.4
	14-15	0.0	14.7	14.7	100.0	20.0	20.0	18.9
	16-19	0.0	11.3	11.3	0.0	12.2	12.2	11.9
	20-22	0.0	1.3	1.3	0.0	4.3	4.3	3.4
	23-24	0.0	0.7	0.7	0.0	2.3	2.3	1.8
	25-34	0.0	2.7	2.7	0.0	6.4	6.4	5.2
	35-44	0.0	0.0	0.0	0.0	0.5	0.6	0.7
	45-54	0.0	0.0	0.0	0.0	1.2	1.2	0.9
	55-64	0.0	0.7	0.7	0.0	0.2	0.2	0.3
	65-74	0.0	0.0	0.0	0.0	0.2	0.2	0.1
	75 & OLDER	0.0	0.7	0.7	0.0	0.0	0.0	0.1
SEX	MALE	0.0	78.6	78.6	100.0	74.4	74.4	75.7
	FEMALE	0.0	21.4	21.4	0.0	25.6	25.6	24.3
SEVERITY OF INJURY	FATAL	0.0	5.3	5.3	0.0	1.0	1.0	2.0
	INCAPACITATING	0.0	38.7	38.7	100.0	19.2	19.2	22.9
	NON-INCAPACITATING	0.0	23.3	23.3	0.0	29.7	29.7	27.9
	POSSIBLE INJURY	0.0	20.7	20.7	0.0	31.8	31.8	28.9
	NONE DETECTED	0.0	12.0	12.0	0.0	18.5	18.5	18.3
LOCATION OF PRIMARY INJURY	HEAD-FACE	0.0	18.2	18.2	100.0	17.9	13.1	17.6
	NECK	0.0	1.9	1.9	0.0	2.6	2.6	2.3
	CHEST	0.0	2.6	2.6	0.0	1.7	1.7	1.9
	BACK	0.0	4.5	4.5	0.0	4.3	4.3	4.1
	ABDOMEN-PELVIS	0.0	3.2	3.2	0.0	2.2	2.2	2.3
	ARMS-HANDS	0.0	11.0	11.0	0.0	10.4	10.4	10.3
	LEGS-FEET	0.0	31.2	31.2	0.0	30.4	30.4	30.6
	MULTIPLE INJURIES	0.0	14.3	14.3	0.0	11.9	11.9	12.2
	NONE DETECTED	0.0	13.0	13.0	0.0	18.5	18.5	18.5

Table G-19. Number of Accidents by County and Highway Type.

COUNTY	NUMBER OF ACCIDENTS BY HIGHWAY TYPE						
	RURAL			URBAN			ALL ACCIDENTS
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
ADAIR	6	253	259	0	0	0	306
ALLEN	0	285	285	0	0	0	292
ANDERSON	722	330	352	0	1	1	422
BALLARD	0	252	262	0	0	0	275
BARREN	45	454	499	0	626	626	1,295
BATH	27	122	149	0	1	1	152
BELL	2	407	409	0	423	423	937
BOCNE	209	793	1,002	255	1,220	1,475	3,016
BOURBON	0	403	403	0	313	313	754
BOYD	26	464	490	0	2,350	2,350	3,246
BOYLE	0	322	322	0	555	555	1,104
BRACKEN	0	91	91	0	0	0	97
BREATHITT	0	317	317	0	0	0	324
BRECKINRIDGE	0	362	362	0	0	0	419
BULLITT	176	836	1,062	0	5	5	1,182
BUTLER	20	231	251	1	0	1	268
CALDWELL	14	135	149	0	270	270	501
CALLOWAY	0	304	304	0	655	655	1,095
CAMPBELL	0	529	529	13	3,440	3,453	4,429
CARLISLE	0	99	99	0	0	0	105
CARROLL	67	373	440	0	4	4	539
CARTER	50	498	548	0	0	0	637
CASEY	0	249	249	0	4	4	284
CHRISTIAN	48	440	488	11	1,514	1,625	2,506
CLARK	58	397	455	5	723	0	1,446
CLAY	25	323	413	1	0	1	463
CLINTON	0	152	152	0	0	0	160
CRITTENDEN	0	201	201	0	0	0	235
CUMBERLAND	0	118	118	0	0	0	151
DAVISS	17	835	825	0	3,463	3,463	5,045
EDMONSON	3	135	138	0	0	0	209
ELLIOTT	0	105	105	0	0	0	109
ESTILL	0	261	261	0	0	0	288
FAYETTE	144	741	885	153	9,372	9,530	12,051
FLEMING	0	265	265	0	1	1	290
FLOYD	0	1,005	1,008	0	5	5	1,097
FRANKLIN	92	331	473	2	1,214	1,216	2,108
FULTON	1	121	122	0	104	104	291
GALLATIN	46	100	146	0	0	0	168
GARRARD	0	286	286	0	1	1	327
GRAMT	154	387	541	0	4	4	620
GRAVES	10	480	490	0	638	638	1,310
GRAYSON	36	500	536	0	6	6	670
GREEN	0	248	248	0	2	2	233
GREENUP	0	371	371	0	612	612	1,137
HANCOCK	0	175	175	0	0	0	198
HARDIN	201	762	983	78	1,345	1,423	2,745
HARLAN	0	986	986	0	2	2	1,081
HARRISON	0	221	221	0	291	291	595
HART	94	271	365	0	0	0	383
HENDERSON	29	509	538	4	1,551	1,555	2,478
HENRY	62	270	332	0	1	1	350
HICKMAN	0	125	125	0	2	2	143
HOPKINS	87	702	789	1	854	855	1,946
JACKSON	0	147	147	0	1	1	167
JEFFERSON	157	3,133	3,290	3148	30,742	33,390	39,738
JESSAMINE	0	416	416	0	319	319	815
JOHNSON	0	662	662	0	2	2	726
KENTON	27	590	617	971	5,639	6,610	8,163
KNOTT	0	286	286	0	1	1	292
KNOX	0	518	518	0	66	66	645
LARUE	24	297	321	0	0	0	340
LAUREL	155	968	1,123	8	35	43	1,358
LAWRENCE	0	375	375	0	3	3	408
LEE	0	115	115	0	0	0	131
LESLIE	11	180	191	0	1	1	202
LETCHER	0	339	339	0	5	5	370
LEWIS	0	290	290	0	4	4	312
LINCOLN	0	361	361	0	2	2	401

Table G-19. Number Of Accidents By County And Highway Type (continued).

COUNTY	NUMBER OF ACCIDENTS BY HIGHWAY TYPE						ALL ACCIDENTS
	RURAL			URBAN			
	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	INTERSTATE AND PARKWAYS	OTHER ROADS	ALL	
LIVINGSTON	0	210	210	0	1	1	227
LOGAN	0	352	352	0	352	352	807
LYON	1	115	116	0	1	1	132
MCCRACKEN	8	414	422	15	2,489	2,504	3,110
MCCREARY	0	245	245	0	0	0	263
MCLEAN	0	202	202	0	0	0	221
MADISON	122	522	644	55	1,282	1,337	2,509
MAGOFFIN	15	217	232	0	3	3	245
MARION	0	239	239	0	292	292	620
MARSHALL	27	759	786	0	2	2	856
MARTIN	0	205	205	0	0	0	212
MASON	0	339	339	0	598	598	1,095
MEADE	0	549	549	0	9	9	642
MENIFEE	0	60	60	0	0	0	68
MERCER	1	247	248	0	343	343	693
METCALFE	2	108	110	0	0	0	113
MONROE	0	202	202	0	3	3	221
MONTGOMERY	20	234	254	0	313	313	659
MORGAN	3	312	320	0	0	0	349
MUHLENBERG	24	647	671	0	204	204	1,013
MFLSON	31	487	518	0	335	335	1,010
NICHOLAS	0	36	36	0	0	0	91
OHIO	43	440	483	0	4	4	544
OLDHAM	81	550	631	0	2	2	696
OWEN	0	161	161	0	0	0	170
OWSLEY	0	68	68	0	0	0	78
PENDLETON	0	262	262	0	1	1	287
PERRI	9	592	601	0	415	415	1,163
PIKE	0	1,816	1,816	0	31	31	2,019
POWELL	43	216	264	1	1	2	299
PULASKI	3	604	607	8	646	654	1,444
ROBERTSON	0	24	24	0	0	0	25
ROCKCASTLE	84	247	331	0	1	1	359
ROMAN	25	270	295	6	373	379	814
RUSSELL	4	154	158	0	2	2	177
SCOTT	136	302	438	11	373	384	974
SHELBY	90	756	846	0	4	4	940
SIMPSON	53	163	216	0	206	206	489
SPENCER	0	153	153	0	1	1	159
TAYLOR	1	205	206	0	395	395	677
TODD	0	211	211	0	0	0	234
TRIGG	4	354	358	0	6	6	421
TRIMBLE	0	101	101	0	1	1	109
UNION	0	558	558	1	1	2	653
WARREN	102	513	615	42	2,875	2,917	4,433
WASHINGTON	2	247	249	0	2	2	283
WAYNE	0	339	339	0	1	1	441
WEBSTER	20	454	474	0	2	2	516
WHITLEY	107	531	638	14	385	399	1,227
WOLFE	16	130	146	0	0	0	160
WOODFORD	20	330	350	0	265	265	698

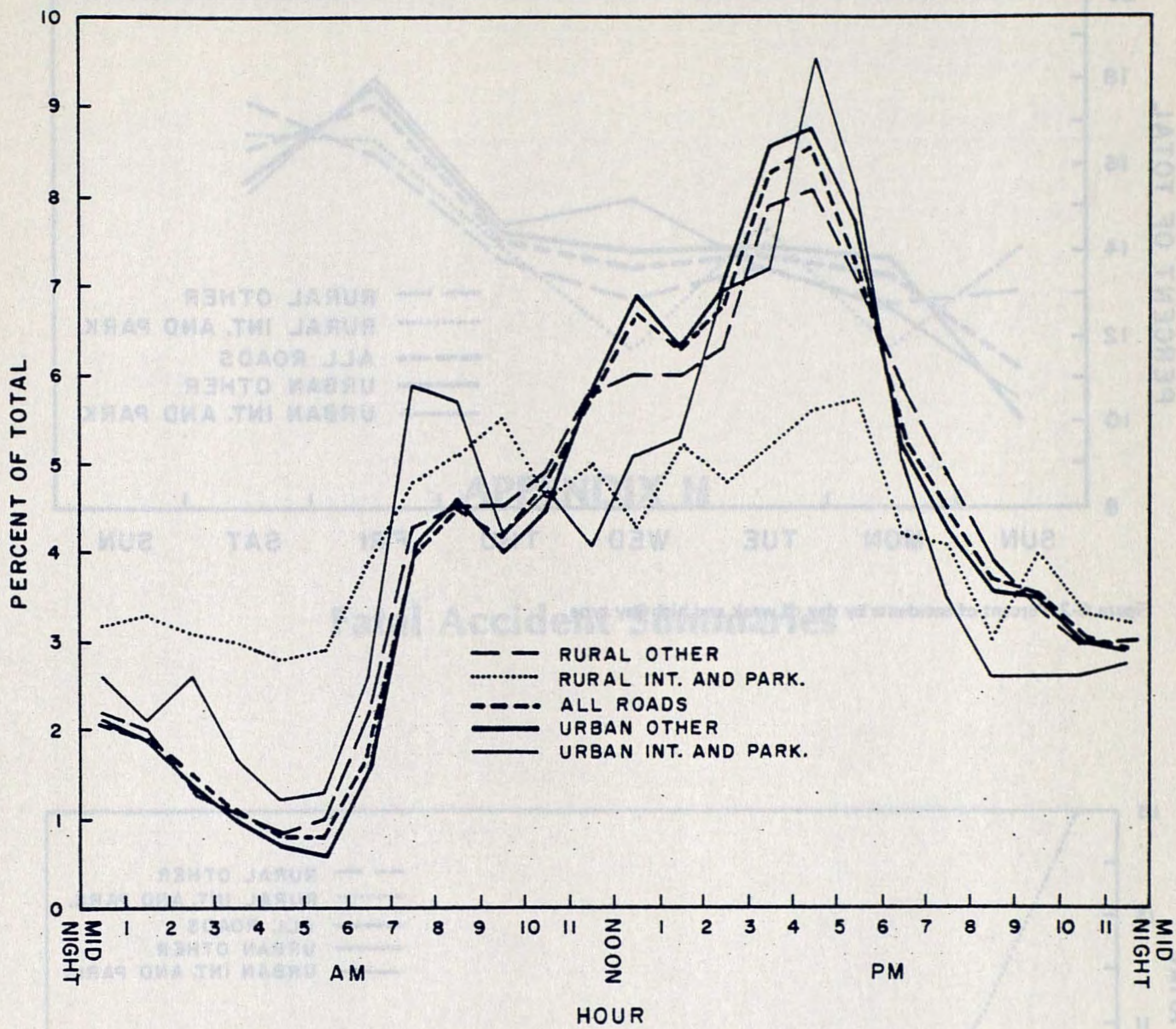


Figure G-1. Percent of accidents by time of day and highway type.

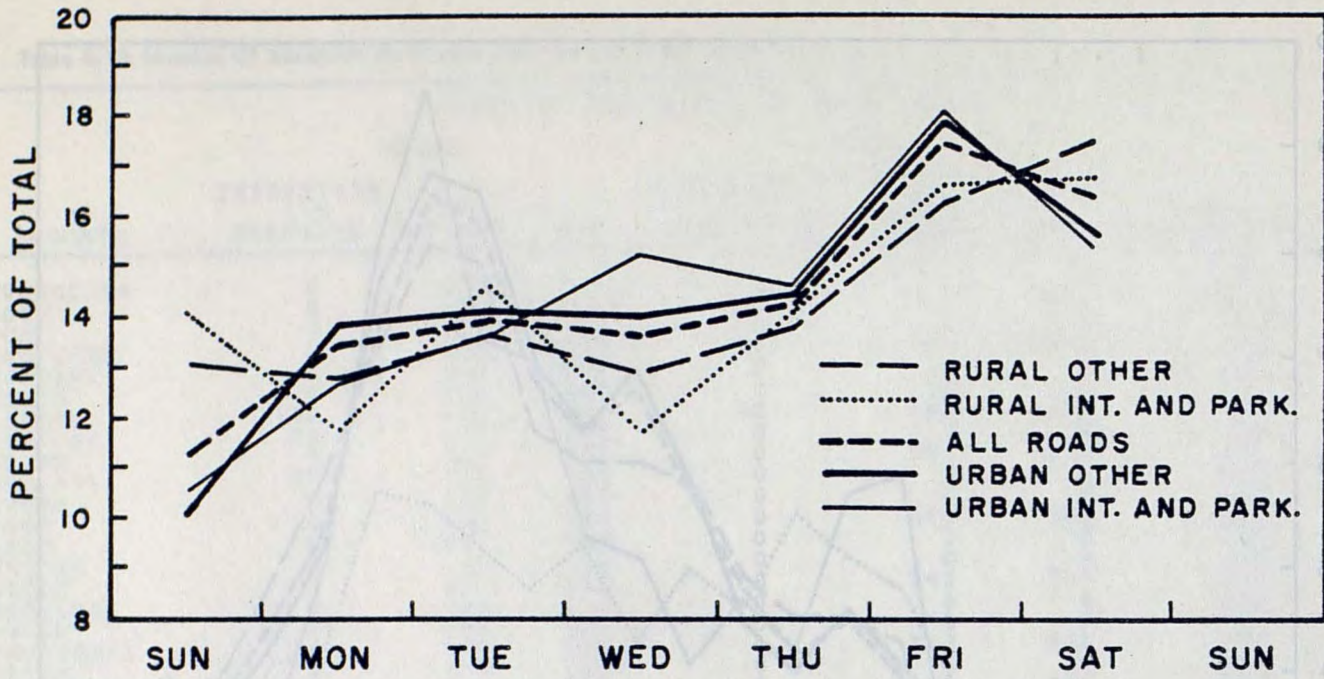


Figure G-2. Percent of accidents by day of week and highway type.

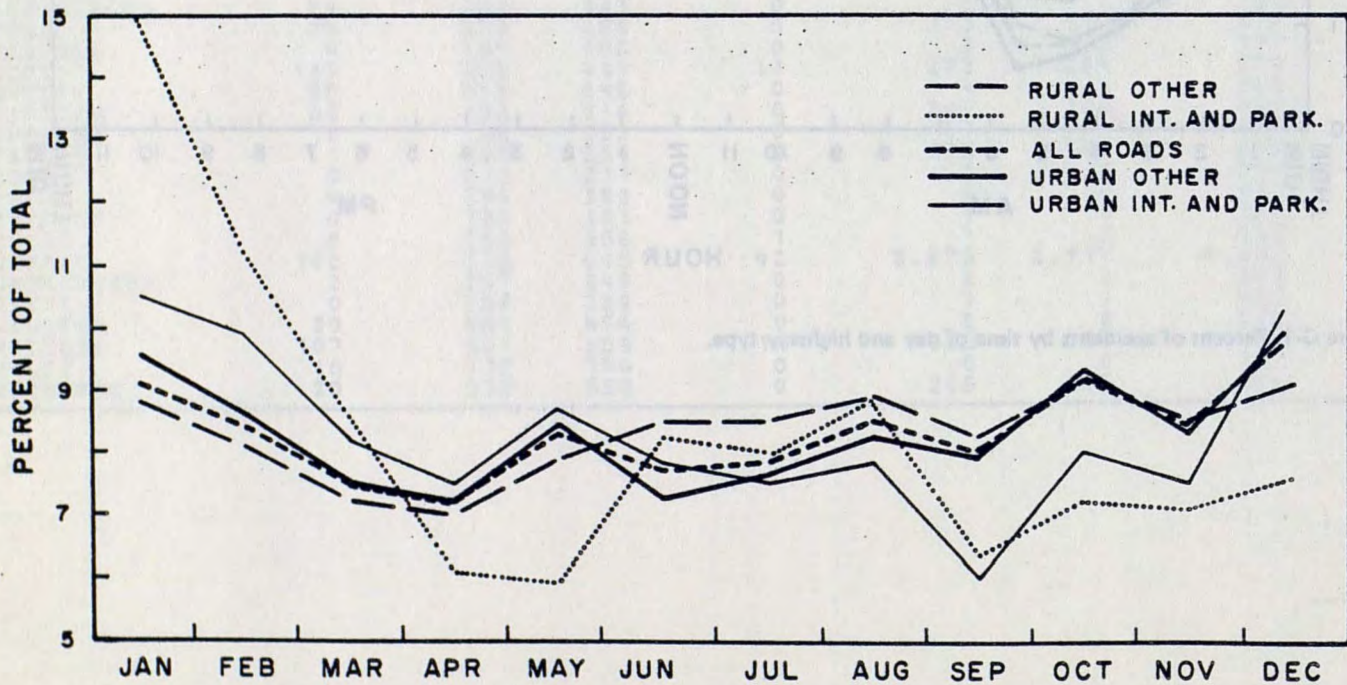


Figure G-3. Percent of accidents by month and highway type.



Table H-1. Fatal Accidents By Type Of Accident.

VARIABLE	CATEGORY	PERCENT OF ACCIDENTS IN A GIVEN CATEGORY		
		FATAL ACCIDENTS	ALL ACCIDENTS	
DIRECTIONAL ANALYSIS	PEDESTRIAN	13.0	1.1	
	ANGLE	5.4	20.8	
	REAR-END OR SAME DIRECTION SIDESWIPE	6.6	41.9	
	HEAD-ON OR OPPOSITE DIRECTION SIDESWIPE	22.4	9.8	
	FIXED OBJECT	33.6	14.9	
	SINGLE VEHICLE	4.7	1.5	
	OTHER OR NOT STATED	8.8	10.2	
TYPE OF ACCIDENT	COLLISION WITH:			
	OTHER VEHICLE	41.5	81.6	
	PEDESTRIAN	13.0	1.1	
	BICYCLIST	1.5	0.5	
	ANIMAL	0.1	0.7	
	RAILROAD TRAIN	1.1	0.2	
	NON-FIXED OBJECT	0.8	0.7	
	UTILITY POLE	1.8	1.9	
	GUARD RAIL	4.1	1.0	
	CRASH CUSHION	*	0.0	
	SIGN POST	0.6	0.5	
	TREE	9.4	1.7	
	BUILDING OR WALL	0.5	0.6	
	CURBING	0.5	0.2	
	FENCE	1.7	1.4	
	BRIDGE	2.9	0.4	
	CULVERT OR HEAD WALL	1.9	0.5	
	MEDIAN-BARRIER	0.1	0.3	
	SNOW BANK	*	0.2	
	CUT-FILL-BANK	3.9	2.9	
	FIRE HYDRANT	*	0.2	
	OTHER FIXED OBJECT	1.7	0.9	
		OVERTURNED	5.2	1.0
		FIRE-EXPLOSION	*	0.1
		SUBMERSION	0.3	0.0
		RAN OFF ROAD	0.5	0.8
	OTHER	1.8	0.6	
PRE-ACCIDENT VEHICLE ACTION	GOING STRAIGHT	74.4	49.0	
	MAKING RIGHT TURN	0.4	4.6	
	MAKING LEFT TURN	3.3	10.0	
	MAKING U-TURN	0.2	0.1	
	START FROM PARK	0.2	0.8	
	START IN TRAFFIC	0.7	1.3	
	SLOW STOPPING	0.8	5.3	
	STOPPED IN TRAFFIC	1.3	8.3	
	ENTER PARKED POSITION	*	0.3	
	PARKED	2.0	8.4	
	AVOIDING DEBRIS	0.1	0.2	
	CHANGING LANES	0.8	2.3	
	OVERTAKING	2.7	0.7	
	MERGING	0.2	0.5	
	BACKING	0.6	3.8	
	OTHER	1.9	3.3	
	MISCELLANEOUS	9.8	1.1	
ACCIDENT DESCRIPTION	REAR END	3.1	14.4	
	OVERTAKING	1.3	3.7	
	LEFT TURN	0.4	3.2	
	INTERSECTION	4.3	6.8	
	RIGHT TURN FROM VEHICLE	0.1	0.8	
	RIGHT TURN INTO VEHICLE	0.3	0.5	
	HEAD ON	11.5	2.8	
	SIDE SWIPE	1.7	6.9	
	NOT STATED	77.5	60.9	

\* NO ACCIDENTS



Table H-2. Fatal Accidents By Location.

VARIABLE	CATEGORY	PERCENT OF ACCIDENTS IN A GIVEN CATEGORY	
		FATAL ACCIDENTS	ALL ACCIDENTS
POPULATION	2500-10,000	2.5	7.2
	10,000-25,000	3.1	12.3
	25,000-50,000	1.3	6.5
	50,000-100,000	1.1	5.1
	100,000-250,000	3.1	7.9
	250,000 AND OVER	5.1	13.8
	RURAL	83.3	47.3
AID SYSTEM	FAI-RURAL	5.0	1.9
	FAI-URBAN	4.3	3.4
	FAP-RURAL	21.3	7.9
	FAP-URBAN	5.9	10.0
	FAS-RURAL	27.9	9.6
	FEDERAL AID URBAN	9.0	23.1
	FEDERAL AID COLLECTOR	2.2	6.6
	RURAL COLLECTOR	11.0	4.5
	URBAN COLLECTOR	0.1	0.6
	OTHER STATE RURAL	1.3	0.6
	OTHER STATE URBAN	0.3	0.4
	TOLL RURAL	1.9	0.4
	TOLL URBAN	*	0.0
	LOCAL RURAL	6.9	7.6
LOCAL URBAN	2.2	11.9	
	PARKING LOT, OTHER	0.4	11.2
HIGHWAY TYPE	STATE	46.2	27.5
	FEDERAL	30.3	24.7
	LOCAL ROAD	5.4	5.3
	INTERSTATE	8.9	4.8
	PARKWAY	1.9	0.5
	LOCAL STREET	7.3	37.2
LAND USE LOCALITY	RURAL	73.6	28.8
	BUSINESS	10.5	39.4
	INDUSTRIAL	1.2	1.3
	RESIDENTIAL	13.3	24.6
	SCHOOL	1.1	2.4
	PARK	0.1	0.5
	PRIVATE PROPERTY	0.3	3.0
ROADWAY CHARACTER	STRAIGHT-LEVEL	37.7	62.5
	STRAIGHT-GRADE	19.2	17.8
	STRAIGHT-HILLCREST	3.2	3.3
	CURVE-LEVEL	18.3	7.5
	CURVE-GRADE	20.1	7.8
	CURVE-HILLCREST	1.5	1.1

\* NO ACCIDENTS

Table H-3. Fatal Accidents By Pavement And Weather Conditions.

VARIABLE	CATEGORY	PERCENT OF ACCIDENTS IN A GIVEN CATEGORY	
		FATAL ACCIDENTS	ALL ACCIDENTS
PAVEMENT CONDITION	DRY	81.7	67.9
	WET	15.2	18.4
	SNOW AND ICE	2.7	13.3
	SLUSH	0.3	0.4
	MUDDY	0.1	0.2
WEATHER CONDITIONS	CLEAR	67.2	63.6
	RAINING	11.7	13.9
	SNOWING	0.4	4.3
	FOG-SMOKE-SMOG	3.2	1.2
	SLEET-HAIL	0.3	0.4
	CLOUDY	17.3	16.7

Table H-4. Fatal Accidents By Light Condition.

LIGHT CONDITION	PERCENT OF ACCIDENTS IN A GIVEN CATEGORY	
	FATAL ACCIDENTS	ALL ACCIDENTS
DAYLIGHT	48.3	70.0
DAWN	2.3	1.3
DUSK	2.7	2.3
DARK-LIGHTS ON	7.1	13.7
DARK-LIGHTS OFF	0.8	0.9
DARK-NO LIGHTS	38.8	11.3

Table H-5. Driver Information For Fatal Accidents.

VARIABLE	CATEGORY	PERCENT OF ACCIDENTS IN A GIVEN CATEGORY	
		FATAL ACCIDENTS	ALL ACCIDENTS
AGE OF DRIVER	UNDER 16	0.4	0.2
	16-19	18.1	18.1
	20-24	19.1	20.3
	25-34	28.4	25.0
	35-44	13.7	13.4
	45-54	9.1	10.1
	55-64	5.8	7.3
	65-74 OVER 74	3.5 1.9	4.0 1.5
SEX OF DRIVER	MALE	83.3	69.2
	FEMALE	16.7	30.8
SAFETY EQUIPMENT USED	NONE USED	94.9	93.2
	LAP BELT	1.1	5.1
	HARNESS	1.0	1.2
	HELMET	3.0	0.4
EJECTION FROM VEHICLE	NOT EJECTED	80.0	98.9
	PARTIALLY EJECTED	3.8	0.2
	EJECTED	16.2	0.9
DRIVER'S RESIDENCE	LOCAL	80.6	78.4
	ELSEWHERE IN KENTUCKY	5.0	3.2
	NON-RESIDENT	11.8	7.6
	RESIDENCE UNKNOWN	2.6	10.8
OPERATOR'S LISCENSE RESTRICTION CODE	CORRECTIVE LENSES	10.5	12.1
	LEFT OUTSIDE MIRROR	0.3	0.4
	AUTOMATIC TRANSMISSION	0.2	0.0
	DAYLIGHT DRIVING ONLY	*	0.0
	AUTOMATIC TURN INDICATOR	*	0.0
	OTHER	*	0.0
	NONE	89.0	87.5
STATE OF OPERATOR'S LISCENSE	KENTUCKY	84.2	88.9
	INDIANA	2.5	2.4
	ILLINOIS	1.4	0.6
	MISSOURI	0.4	0.2
	TENNESSEE	1.9	1.2
	VIRGINIA	0.5	0.3
	WEST VIRGINIA	0.3	0.4
	OHIO	3.7	2.8
	MICHIGAN	1.0	0.5
OTHER	4.2	2.8	

\* NO ACCIDENTS

Table H-6. Vehicular Information For Fatal Accidents.

VARIABLE	CATEGORY	PERCENT OF ACCIDENTS IN A GIVEN CATEGORY	
		FATAL ACCIDENTS	ALL ACCIDENTS
TYPE OF VEHICLE	PASSENGER CAR	71.0	89.8
	PASSENGER CAR AND TRAILER	*	0.0
	TRUCK OR TRACTOR TRAILER	6.8	5.1
	TRACTOR TRAILER AND SEMI-TRAILER	6.3	1.9
	OTHER TRUCK COMBINATIONS	0.4	0.3
	FARM TRACTOR	0.7	0.1
	TAXICAB	*	0.1
	BUS	0.2	0.3
	SCHOOL BUS	*	0.3
	MOTORCYCLE	4.6	0.7
	MOTOR BICYCLE	*	0.0
	EMERGENCY VEHICLE	0.1	0.2
	MILITARY VEHICLE	0.1	0.0
	PUBLIC VEHICLE	*	0.2
	GO CART	0.1	0.0
	BICYCLIST	0.9	0.3
	PEDESTRIAN	8.3	0.6
	RAILROAD TRAIN	0.7	0.1
ANIMAL	*	0.0	
OTHER	0.2	0.1	
VEHICLE YEAR	78-79	8.2	8.9
	77	11.9	11.4
	76	6.7	9.7
	75	7.0	7.3
	74	9.6	9.3
	73	10.4	10.2
	72	9.9	8.9
	71	6.3	6.9
	70	6.9	6.6
	65-69	19.0	17.6
60-64	3.2	2.6	
BEFORE 1960	0.9	0.5	
STATE OF VEHICLE REGISTRATION	KENTUCKY	83.7	90.0
	INDIANA	2.3	2.6
	ILLINOIS	1.2	0.5
	MISSOURI	0.5	0.1
	TENNESSEE	2.5	1.0
	VIRGINIA	0.5	0.2
	WEST VIRGINIA	0.5	0.2
	OHIO	3.7	3.0
	MICHIGAN	1.0	0.3
OTHER	4.2	2.1	

\* NO ACCIDENTS

Table H-7. Contributing Factors In Fatal Accidents.

CONTRIBUTING FACTOR	PERCENT OF ACCIDENTS IN A GIVEN CATEGORY	
	FATAL ACCIDENTS	ALL ACCIDENTS
UNSAFE SPEED	37.3	8.9
FAILURE TO YIELD RIGHT OF WAY	15.7	15.9
FOLLOWING TOO CLOSELY	0.6	5.1
IMPROPER PASSING	2.2	1.4
TRAFFIC CONTROLS	3.3	2.3
IMPROPER TURN	0.5	2.6
ALCOHOL	24.2	6.0
DRUGS	0.6	0.3
SICKNESS	0.6	0.1
FELL ASLEEP	2.7	0.9
LOST CONSCIOUSNESS	0.4	0.2
DRIVER INATTENTION	9.7	21.9
DISTRACTION	1.3	1.5
PHYSICAL DISABILITY	0.3	0.2
OTHER HUMAN	12.5	11.9
BRAKES	1.4	2.1
HEADLIGHTS	*	0.1
OTHER HEADLIGHTS	0.3	0.3
STEERING FAILURE	0.1	0.4
INADEQUATE TIRE-FAILURE	3.6	0.9
TOW HITCH-DEFECTIVE	0.1	0.1
IMPROPER LOAD	0.4	0.1
OVERSIZED LOAD	0.4	0.1
OTHER VEHICULAR	3.6	2.7
ANIMAL ACTION	0.3	0.9
GLARE	1.0	0.7
VIEW OBSTRUCTED-LIMITED	2.3	3.2
DEBRIS IN ROADWAY	0.3	0.4
IMPROPER, NON-FUNCTIONAL TRAFFIC CONTROL	0.1	0.2
SHOULDERS DEFECTIVE	1.4	0.5
DEEP HOLES, RUTS, BUMPS	1.0	0.5
ROAD UNDER CONSTRUCTION	0.5	0.4
IMPROPERLY PARKED VEHICLES	0.5	0.6
FIXED OBJECT	*	0.4
SLIPPERY SURFACE	7.0	14.3
WATER POOLING	0.9	0.5
OTHER ENVIRONMENTAL	2.8	2.1
ALL VEHICULAR FACTORS	8.0	6.2
ALL ENVIRONMENTAL FACTORS	14.6	18.2
* NO ACCIDENTS		

Table H-8. Fatal Accident Summary By County.

COUNTY	NUMBER OF FATAL ACCIDENTS	PERCENT OF ALL FATAL ACCIDENTS	ALL ACCIDENTS IN A COUNTY AS A PERCENTAGE OF ALL ACCIDENTS
ADAIR	1	0.1	0.2
ALLEN	8	1.0	0.2
ANDERSON	2	0.3	0.3
BALLARD	2	0.3	0.2
BARREN	12	1.5	0.9
BATH	0	0.0	0.1
BELL	9	1.1	0.6
BOONE	17	2.2	2.0
BOURBON	9	1.1	0.5
BOYD	12	1.5	2.1
BOYLE	3	0.4	0.7
BRACKEN	1	0.1	0.1
BREATHITT	5	0.6	0.2
BRECKINRIDGE	0	0.0	0.3
BULLITT	11	1.4	0.8
BUTLER	6	0.8	0.2
CALDWELL	1	0.1	0.3
CALLOWAY	9	1.1	0.7
CAMPBELL	10	1.3	2.9
CARLISLE	2	0.3	0.1
CARROLL	6	0.8	0.4
CARTER	8	1.0	0.4
CASEY	2	0.3	0.2
CHRISTIAN	13	1.7	1.6
CLARK	5	0.6	0.9
CLAY	6	0.8	0.3
CLINTON	3	0.4	0.1
CRITTENDEN	2	0.3	0.2
CUMBERLAND	1	0.1	0.1
DAVISS	16	2.0	3.3
EDMONSON	3	0.4	0.1
ELLIOT	1	0.1	0.1
ESTILL	4	0.5	0.2
FAYETTE	24	3.1	7.9
FLEMING	8	1.0	0.2
FLOYD	10	1.3	0.7
FRANKLIN	7	0.9	1.4
FULTON	0	0.0	0.2
GALLATIN	4	0.5	0.1
GARRARD	4	0.5	0.2
GRANT	3	0.4	0.4
GRAVES	15	1.9	0.9
GRAYSON	2	0.3	0.4
GREEN	4	0.5	0.2
GREENUP	6	0.8	0.7
HANCOCK	1	0.1	0.1
HARDIN	17	2.2	1.8
HARLAN	12	1.5	0.7
HARRISON	3	0.4	0.4
HART	7	0.9	0.3
HENDERSON	6	0.8	1.6
HENRY	4	0.5	0.2
HICKMAN	1	0.1	0.1
HOPKINS	7	0.9	1.3
JACKSON	3	0.4	0.1
JEFFERSON	88	11.2	26.1
JESSAMINE	6	0.8	0.5
JOHNSON	4	0.5	0.5
KENTON	12	1.5	5.4
KNOTT	8	1.0	0.2
KNOX	11	1.4	0.4
LARUE	4	0.5	0.2
LAUREL	11	1.4	0.9
LAWRENCE	2	0.3	0.3
LEE	3	0.4	0.1
LESLIE	8	1.0	0.1
LETCHER	11	1.4	0.2
LEWIS	4	0.5	0.2

Table H-8. Fatal Accident Summary By County (continued).

COUNTY	NUMBER OF FATAL ACCIDENTS	PERCENT OF ALL FATAL ACCIDENTS	ALL ACCIDENTS IN A COUNTY AS A PERCENTAGE OF ALL ACCIDENTS
LINCOLN	5	0.6	0.3
LIVINGSTON	3	0.4	0.1
LOGAN	6	0.8	0.5
LYON	0	0.0	0.1
MC CRACKEN	10	1.3	2.0
MC CREARY	5	0.6	0.2
MC LEAN	1	0.1	0.1
MADISON	13	1.7	1.6
MAGOFFIN	4	0.5	0.2
MARION	5	0.6	0.4
MARSHALL	8	1.0	0.6
MARTIN	0	0.0	0.1
MASON	5	0.6	0.7
MEADE	4	0.5	0.4
MENIFEE	1	0.1	0.0
MERCER	6	0.8	0.5
METCALFE	3	0.4	0.1
MONROE	4	0.5	0.1
MONTGOMERY	2	0.3	0.4
MORGAN	4	0.5	0.2
MUHLENBERG	5	0.6	0.7
NELSON	8	1.0	0.7
NICHOLAS	1	0.1	0.1
OHIO	11	1.4	0.4
OLDHAM	5	0.6	0.5
OWEN	1	0.1	0.1
OWSLEY	2	0.3	0.1
PENDELTON	2	0.3	0.2
PERRY	14	1.8	0.8
PIKE	15	1.9	1.3
POWELL	3	0.4	0.2
PULASKI	14	1.8	0.9
ROBERTSON	0	0.0	0.0
ROCKCASTLE	3	0.4	0.2
ROWAN	4	0.5	0.5
RUSSELL	5	0.6	0.1
SCOTT	3	0.4	0.6
SHELBY	7	0.9	0.6
SIMPSON	4	0.5	0.3
SPENCER	4	0.5	0.1
TAYLOR	6	0.8	0.4
TODD	4	0.5	0.2
TRIGG	2	0.3	0.3
TRIMBLE	1	0.1	0.1
UNION	7	0.9	0.4
WARREN	25	3.2	2.9
WASHINGTON	2	0.3	0.2
WAYNE	2	0.3	0.3
WEBSTER	4	0.5	0.3
WHITLEY	10	1.3	0.8
WOLFE	9	1.1	0.1
WOODFORD	3	0.4	0.5

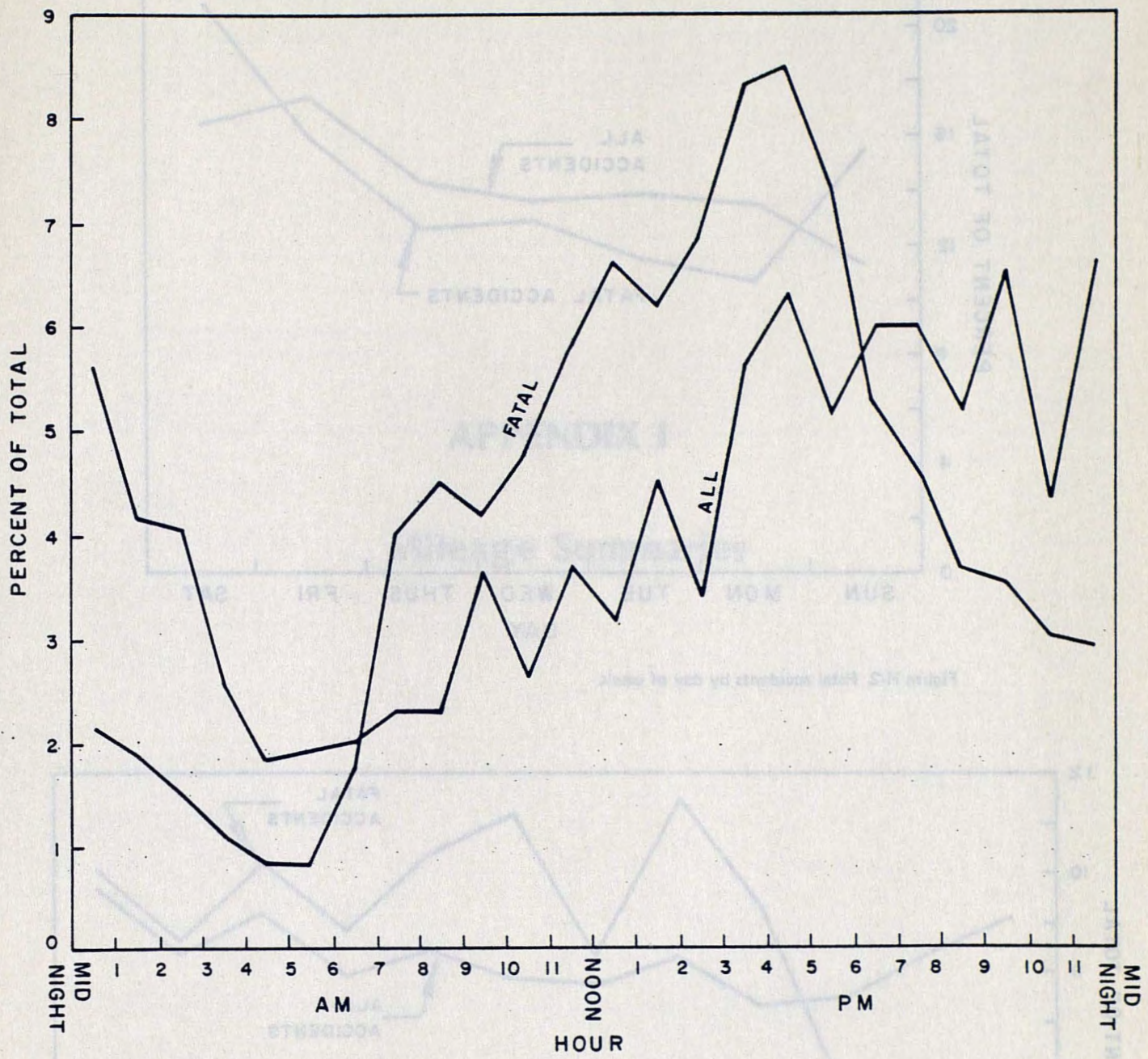


Figure H-1. Fatal accidents by time of day.



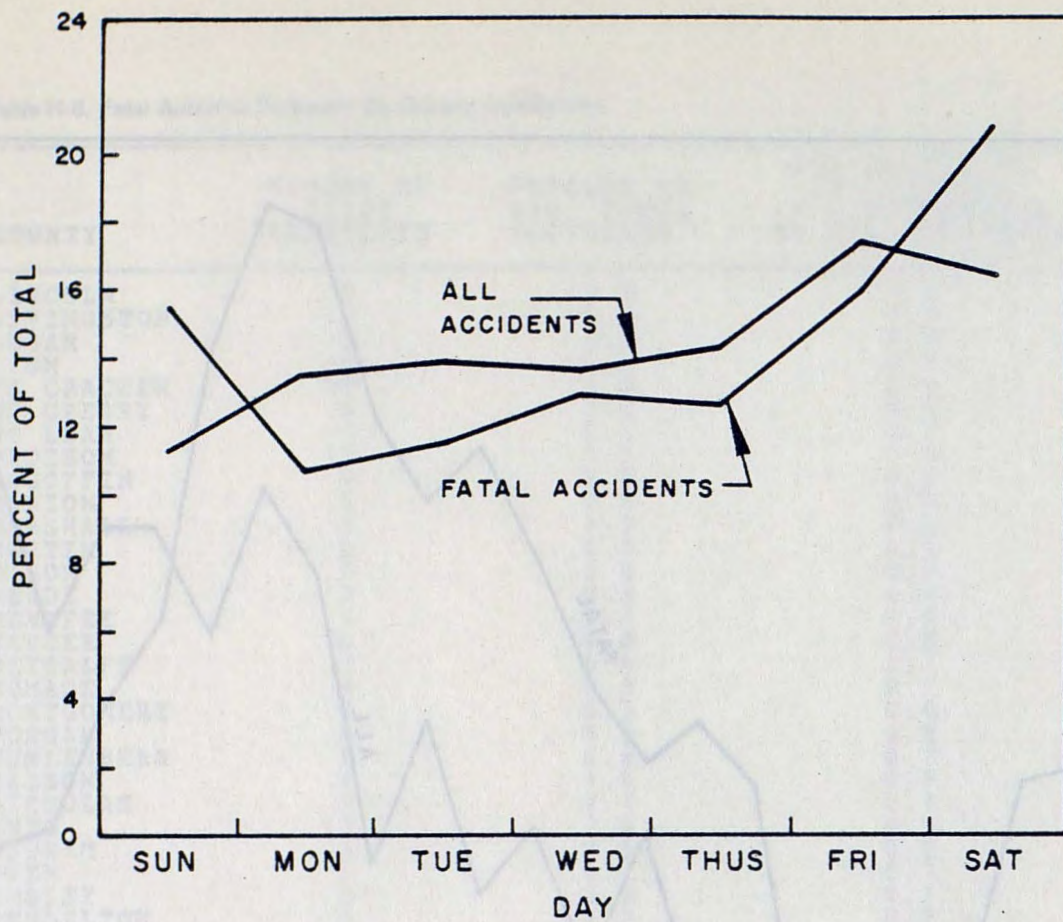


Figure H-2. Fatal accidents by day of week.

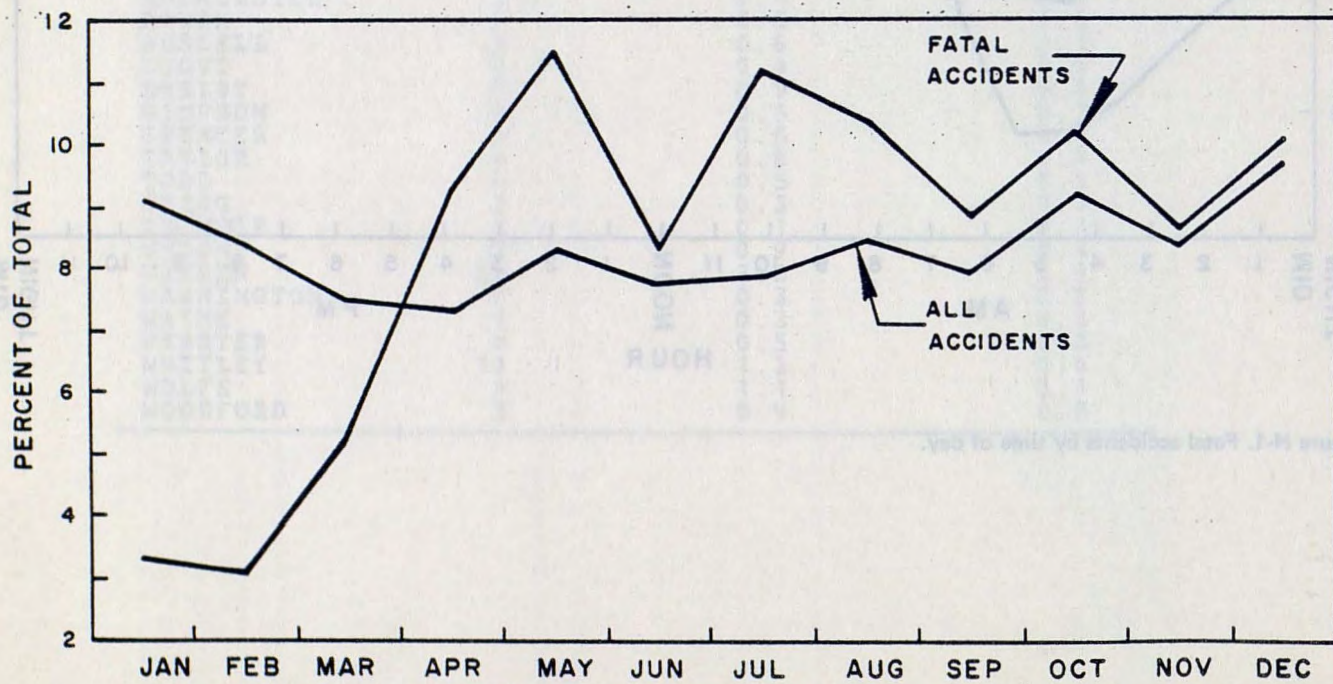


Figure H-3. Fatal accidents by month.

Table 1. Mileage by Number of Seats

NUMBER OF SEATS	TOTAL MILES	VEHICLES WITH SEATS	VEHICLES WITH SEATS	VEHICLES MILES	AVERAGE MILES
ONE	27,205	308	308	88	88
TWO	48,207	11,211	11,211	4,281	380
THREE	40	20	20	40	2,000
FOUR	1,761	1,731	1,731	8,773	5,068
FIVE	81	81	81	798	9,840

Table 2. Mileage by Functional Classification

FUNCTIONAL CLASSIFICATION	TOTAL MILES	VEHICLES WITH SEATS	VEHICLES WITH SEATS	VEHICLES MILES	AVERAGE MILES
FORWARD					
TECHNICAL SERVICES	598	501	501	3,828	7,670
GENERAL SERVICES	2,073	2,073	2,073	8,729	4,212
BUSINESS SERVICES	1,840	1,735	1,735	8,078	4,656
GENERAL SERVICES	7,104	6,319	6,319	4,284	6,780
GENERAL SERVICES	1,443	1,394	1,394	1,535	1,100
GENERAL SERVICES	1,025	1,027	1,027	372	363
REAR					
TECHNICAL SERVICES	731	731	731	2,861	3,920
GENERAL SERVICES	11	11	11	228	20,727
GENERAL SERVICES	418	393	393	2,124	5,403
GENERAL SERVICES	215	204	204	2,139	10,460
GENERAL SERVICES	215	173	173	1,928	11,170
GENERAL SERVICES	3,700	3,681	3,681	1,881	5,110

Table 3. Mileage by Administrative Classification

ADMINISTRATIVE CLASSIFICATION	TOTAL MILES	VEHICLES WITH SEATS	VEHICLES WITH SEATS	VEHICLES MILES	AVERAGE MILES
PRIMARY	62,704	6,406	6,406	15,580	2,430
SECONDARY	7,624	7,624	7,624	28,715	3,766
STATE PROPERTY OR SERVICE VEHICLES	184	184	184	53	290
GENERAL SECONDARY	1,807	1,807	1,807	3,070	1,700
UNCLASSIFIED	1,700	1,700	1,700	655	385

## APPENDIX I

### Mileage Summaries

Table I-1. Mileage By Number Of Lanes.

NUMBER OF LANES	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X 1,000,000)	AVERAGE AADT
ONE	21,225	388	403	39	260
TWO	42,307	22,311	23,879	14,751	1,690
THREE	20	20	20	60	8,060
FOUR	1,763	1,731	1,763	8,723	13,560
SIX	61	61	61	968	43,410

Table I-2. Mileage By Functional Classification.

FUNCTIONAL CLASSIFICATION	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X 1,000,000)	AVERAGE AADT
RURAL					
PRINCIPAL ARTERIAL -INTERSTATE	590	561	590	3,638	16,900
PRINCIPAL ARTERIAL -OTHER	1,552	1,452	1,552	2,673	4,720
MINOR ARTERIAL	1,940	1,736	1,940	2,070	2,920
MAJOR COLLECTOR	7,304	6,910	7,304	4,264	1,600
MINOR COLLECTOR	9,448	9,308	9,443	1,898	550
LOCAL SYSTEMS	41,826	3,007	3,049	572	510
URBAN					
PRINCIPAL ARTERIAL -INTERSTATE	137	131	137	2,062	41,160
PRINCIPAL ARTERIAL -OTHER FREEWAYS	79	65	79	334	11,580
PRINCIPAL ARTERIAL -OTHER	414	385	414	2,323	15,450
MINOR ARTERIAL	995	634	995	3,212	8,840
COLLECTOR	340	173	840	1,428	4,660
LOCAL SYSTEM	3,989	103	108	87	2,210

Table I-3. Mileage By Administrative Classification.

ADMINISTRATIVE CLASSIFICATION	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X 1,000,000)	AVERAGE AADT
PRIMARY	48,704	4,472	6,048	15,560	7,050
SECONDARY	7,624	7,301	7,624	5,715	2,050
STATE PROPERTY OR SERVICE ROAD	198	198	198	53	740
RURAL SECONDARY	9,887	9,345	9,886	2,572	710
UNCLASSIFIED	2,700	2,700	2,700	656	680

Table I-4. Mileage By Federal-Aid Urban Area.

FEDERAL-AID URBAN CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X 1,000,000)	AVERAGE AADT
OUTSIDE URBAN/ URBANIZED AREA	62,657	22,971	23,880	15,120	1,730
URBAN	5,002	846	1,187	2,404	5,550
URBANIZED	1,455	700	1,388	7,043	13,900

Table I-5. Mileage By Population Group.

POPULATION CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X 1,000,000)	AVERAGE AADT
RURAL	65,534	22,954	23,915	15,728	1,800
UNDER 2,500	866	347	358	325	2,480
2,500-4,999	377	160	168	232	3,800
5,000-24,999	873	325	551	955	4,750
25,000-49,000	109	34	109	353	8,900
50,000-99,999	80	53	80	258	8,800
100,000-149,999	288	148	288	1,318	12,530
500,000-1,999,999	986	496	986	5,399	15,000

Table I-6. Mileage By Federal-Aid System.

FEDERAL-AID SYSTEM CODE	MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
INTERSTATE	743	691	743	5,696	21,000
FEDERAL-AID PRIMARY	3,879	3,547	3,879	6,770	4,780
FEDERAL-AID URBAN	1,777	911	1,777	5,018	7,730
FEDERAL-AID SECONDARY	7,290	6,931	7,290	4,283	1,610
NON- FEDERAL-AID	55,424	12,436	12,766	2,798	600

Table I-7. Mileage By Access Control.

ACCESS CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
FULL CONTROL OF ACCESS	1,377	1,354	1,374	6,800	13,560
PARTIAL CONTROL OF ACCESS	25.2	25.2	25.2	110	11,970
NO CONTROL OF ACCESS	67,711	23,137	25,056	17,656	1,930

Table I-8. Mileage By Median Type.

MEDIAN TYPE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
UNDIVIDED, NO MEDIAN	63,735	22,887	24,469	15,865	1,780
ONE-WAY STREET OR COUPLET	75.8	72.9	75.7	477	17,430
DIVIDED, MEDIAN LESS THAN 30 FT. (9.1M) NO BARRIER	367	349	367	2,558	19,090
DIVIDED, MEDIAN 30 FT. (9.1M) OR GREATER, NO BARRIER	1,194	1,182	1,194	5,273	12,090
DIVIDED, WIDTH UNKNOWN, NO BARRIER	5.6	5.6	5.6	14.2	6,980
DIVIDED, JERSEY-TYPE BARRIER	11.9	11.9	11.9	237	54,590
DIVIDED GUARDRAIL BARRIER	6.6	6.6	6.6	141	53,900
UNKNOWN	3,717	0	325	0	0

Table I-9. Mileage By Census Category.

CENSUS CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
RURAL OR UNINCORPORATED --OUTSIDE URBANIZED AREA	40,454	22,954	23,910	15,722	1,800
RURAL INCORPORATED --OUTSIDE URBANIZED AREA	869	347	355	324	2,500
URBAN UNINCORPORATED --OUTSIDE URBANIZED AREA	28.5	.3	28.5	118	11,350
URBAN INCORPORATED --OUTSIDE URBANIZED AREA	1,280	518	799	1,422	4,870
URBANIZED AREA--URBAN FRINGE	648	408	6489	2,840	11,990
URBAN UNINCORPORATED --WITHIN URBANIZED AREA FRINGE	18.4	4.0	10.2	25.4	6,810
URBAN INCORPORATED --WITHIN URBANIZED AREA FRINGE	248	87.1	181	907	13,700
URBANIZED AREA CENTRAL CITY	521	193	521	3,209	16,870
UNKNOWN	25,046	0	0	0	0

Table I-10. Mileage By Travel Route Category.

TRAVEL ROUTE CATEGORY	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
INTERSTATE	691	691	691	5,682	22,520
U.S.	3,533	3,533	3,533	6,903	5,350
STATE	20,798	20,292	20,798	9,729	1,280
NON-NUMBERED	43,762	0.0	1,104	2,253	5,590
DESIGNATED ONLY	329	DNA	DNA	DNA	DNA

Table I-11. Mileage By Pavement Type.

PAVEMENT TYPE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
PRIMITIVE	796	.2	.2	.008	150
UNIMPROVED	3,534	44.2	45.2	9.6	580
GRAVEL OR STONE	21,107	751	797	81.8	280
BITUMINOUS SURFACE --TREATED ROAD	304	296	304	54.9	495
MIXED BITUMINOUS	20,343	2,501	3,147	1,868	1,630
BITUMINOUS PENETRATION ROAD	47.2	47.2	47.2	12.3	720
BITUMINOUS CONCRETE, SHEET ASPHALT, OR ROCK ASPHALT	20,963	19,628	20,488	16,196	2,170
PORTLAND CEMENT CONCRETE	1,638	1,210	1,256	6,326	13,800
BRICK	22.6	1.0	1.8	4.2	6,610
OTHER	36.5	36.5	36.5	13.3	1,010

Table I-12. Mileage By Shoulder Type.

SHOULDER CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
UNUSABLE SHOULDER	42,842	28	373	407	2,290
USABLE SHOULDER	281	67	139	441	8,700
CURB AND GUTTER	626	2	626	1,577	6,900
UNKNOWN	25,361	24,419	25,317	22,141	2,400

Table I-13. Mileage By County.

COUNTY	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
ADAIR	734	253	257	83.2	880
ALLEN	565	179	190	65.8	950
ANDERSON	373	132	138	78.5	1,560
BALLARD	420	149	149	75.3	1,380
BARREN	940	319	327	246.2	2,060
BATH	338	145	146	73.7	1,470
BELL	512	227	231	203.9	2,480
BOONE	465	210	226	525.1	6,340
BOURBON	353	157	164	109.2	1,810
BOYD	493	123	171	372.7	5,950
BOYLE	347	141	153	135.2	2,410
BRACKEN	303	113	132	34.6	710
BREATHITT	520	255	259	104.0	1,100
BRECKINRIDGE	775	311	311	91.0	800
BULLITT	444	168	168	375.9	6,140
BUTLER	685	225	229	84.7	1,010
CALDWELL	587	220	228	113.0	1,350
CALLOWAY	992	234	243	137.7	1,550
CAMPBELL	469	113	136	264.3	3,880
CARLISLE	314	138	133	48.1	950
CARROLL	264	131	131	116.5	2,420
CARTER	772	213	276	196.6	1,950
CASEY	711	221	221	53.7	790
CHRISTIAN	1,153	444	482	459.8	2,610
CLARK	409	169	187	181.3	2,650
CLAY	747	243	243	119.7	1,350
CLINTON	346	149	153	49.0	830
CRITTENDON	648	169	175	54.9	860
CUMBERLAND	420	151	151	38.1	690
DAVIESS	1,061	315	347	460.4	3,630
EDMONSON	419	141	159	71.3	1,230
ELLIOT	371	124	144	31.6	600
ESTILL	399	139	139	52.3	1,030
FAYETTE	856	268	395	1,490.0	10,310
FLEMING	501	224	225	56.9	810
FLOYD	553	242	270	223.2	2,350
FRANKLIN	460	138	214	221.9	2,830
FULTON	352	170	190	60.4	870
GALLATIN	183	102	102	106.0	2,320
GARRARD	344	127	127	65.0	1,420
GRANT	482	173	174	230.0	4,070
GRAVES	1,137	433	456	220.2	1,320
GRAYSON	906	309	309	131.2	1,160
GREEN	531	171	176	82.9	980
GREENUP	716	141	201	174.7	2,370
HANCOCK	311	121	125	46.0	1,010
HARDIN	1,010	399	441	796.6	4,940
HARLAN	539	276	300	160.6	1,450
HARRISON	542	157	161	69.0	1,170
HART	754	277	277	204.9	2,020
HENDERSON	790	282	309	284.2	2,520
HENRY	462	208	208	115.6	1,520
HICKMAN	403	197	206	51.1	680
HOPKINS	1,032	374	386	355.9	2,520
JACKSON	655	167	167	53.4	370
JEFFERSON	2,470	439	846	4,480.7	14,500
JESSAMINE	289	107	113	126.6	3,060
JOHNSON	536	201	212	146.1	1,890
KENTON	584	197	232	854.2	10,070
KNOTT	455	161	177	87.7	1,360
KNOX	615	187	203	182.1	2,450
LARUE	442	162	162	99.3	1,630
LAUREL	970	311	319	375.3	3,210
LAWRENCE	551	169	217	133.2	1,630
LEE	376	109	109	32.5	820
LESLIE	447	167	172	74.7	1,190
LETCHER	517	216	251	151.6	1,650
LEWIS	569	176	197	60.9	840
LINCOLN	593	218	221	131.0	1,630
LIVINGSTON	526	189	193	76.1	1,080
LOGAN	827	334	342	142.7	1,140
LYON	426	112	140	84.1	1,640
MCCRACKEN	676	272	312	528.7	4,640
MCCREARY	661	186	186	78.3	1,150
MCLEAN	427	197	197	62.9	870
MADISON	669	259	280	419.6	4,100

Table I-13. Mileage By County (continued).

COUNTY	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
MAGOFFIN	456	159	190	73.1	1,050
MARION	492	178	189	65.9	950
MARSHALL	830	294	311	270.2	2,370
MARTIN	232	96	119	73.3	1,630
MASON	371	153	173	106.1	1,670
MEADE	506	225	229	121.4	1,450
MEMIFEE	223	96	99	24.0	650
MERCER	432	149	159	102.8	1,770
METCALFE	513	175	175	47.4	740
MONROE	527	180	180	54.9	830
MONTGOMERY	307	142	148	120.7	2,220
MORGAN	564	212	224	67.7	830
MUHLENBERG	810	284	235	194.0	1,860
NELSON	676	284	288	130.4	1,710
NICHOLAS	284	114	116	33.3	780
OHIO	981	312	314	182.5	1,590
OLDHAM	398	150	155	159.1	2,800
OWEN	467	223	224	50.9	620
OWSLEY	304	103	106	23.1	600
PENDLETON	454	155	160	47.9	820
PERRY	550	207	225	159.5	1,940
PIKE	1,155	409	456	411.9	2,470
POWELL	280	151	151	95.6	1,730
PULASKI	1,452	363	379	248.1	1,790
ROBERTSON	152	75	75	12.5	450
ROCKCASTLE	668	210	219	253.9	3,170
ROWAN	410	159	161	125.2	2,130
RUSSELL	545	186	186	70.3	1,030
SCOTT	472	204	210	276.7	3,600
SHELBY	533	249	251	263.9	2,870
SIMPSON	454	170	177	150.4	2,320
SPENCER	252	121	129	36.2	770
TAYLOR	542	184	193	90.2	1,280
TODD	509	185	195	65.3	960
TRIGG	721	212	245	96.1	1,070
TRIMBLE	258	93	97	32.7	920
UNION	548	266	266	102.3	1,050
WARREN	1,092	343	376	532.4	3,870
WASHINGTON	417	192	200	63.9	870
WAYNE	609	199	203	67.7	910
WEBSTER	602	241	246	110.7	1,230
WHITLEY	777	257	261	369.6	3,870
WOLFE	372	157	157	83.0	1,440
WOODFORD	311	139	146	172.2	3,220



Table I-14. Mileage By City.

CITY CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
ADAIRVILLE	6.3	2.0	2.0	1.0	1,420
ALBANY	18.5	5.1	5.1	6.4	3,440
ALEXANDRIA	9.8	2.7	5.4	8.7	4,410
ALLEN CITY	1.5	0	0	DNA	DNA
ALLENSVILLE	2.0	0.4	0.4	0.1	630
ANCHORAGE	15.5	1.4	2.9	7.8	7,230
ARLINGTON	5.9	2.8	2.8	1.6	1,530
ASHLAND	110.6	15.5	30.3	134	12,200
AUBURN	8.9	3.7	3.7	2.6	1,910
AUDOON PK.	10.3	0	0	DNA	DNA
AUGUSTA	8.8	0	1.2	0.6	1,220
BARBOURMEADE	2.5	0	0.3	0.5	3,750
BARBOURVILLE	16.9	5.5	6.8	9.4	3,750
BARDSTOWN	26.9	4.4	8.4	11.8	3,840
BARDWELL	8.2	1.9	1.9	2.6	3,830
BARLOW	6.4	1.1	1.1	1.1	2,600
BEATTYVILLE	9.9	3.5	3.5	2.1	1,600
BEAVER DAM	18.2	2.9	2.9	3.6	3,370
BEDFORD	4.1	1.8	1.8	1.2	1,840
BEECHWOOD VILLAGE	4.7	0	0	DNA	DNA
BELLEFONTE	4.0	0	0	DNA	DNA
BELLEVUE	13.7	0	0.3	1.7	13,330
BELLEWOOD	0.8	0	0	DNA	DNA
BENHAM	5.0	0	0	DNA	DNA
BENTON	31.0	12.3	12.3	14.8	3,270
BEREA	34.9	8.2	12.9	14.5	3,030
BEPRY	3.8	0.3	0.3	0.5	500
BLANDVILLE	0.3	0	0	DNA	DNA
BLOOMFIELD	7.0	2.5	2.5	1.3	1,350
BLUE RIDGE MANOR	1.5	0	0	DNA	DNA
BONNIEVILLE	9.4	1.3	1.3	0.6	1,210
BOONEVILLE	3.3	1.4	1.4	0.6	1,250
BOWLING GREEN	141.0	19.8	44.1	97.4	6,050
BRADFORDSVILLE	2.1	0	0	DNA	DNA
BRANDENBURG	8.6	3.3	3.3	2.4	2,010
BRIARWOOD	0.9	0	0	DNA	DNA
BROAD FIELDS	1.3	0	0.3	0.9	6,510
BROADHEAD	9.0	1.9	1.9	1.5	2,010
BRONLEY	2.9	0	0.3	0.8	6,240
BROOKSVILLE	3.9	1.9	1.9	0.9	1,410
BROWNSBORO	1.3	0	0	DNA	DNA
BROWNSBORO FARM	3.9	0	0	DNA	DNA
BROWNSVILLE	5.4	0.9	0.9	1.7	4,670
BUFFALO	0.7	0	0	DNA	DNA
BURGIN	8.2	2.6	2.6	2.0	2,030
BURKESVILLE	11.7	3.6	3.6	3.1	2,320
BURNSIDE	9.8	4.0	4.0	2.3	1,510
BURTON	0.2	0	0	DNA	DNA
BUTLER	2.5	0.3	0.3	0.3	2,790
CADIZ	16.1	2.8	2.8	5.1	4,860
CALHOUN	6.6	1.5	1.5	1.3	2,080
CALIFORNIA	1.0	0	1.0	1.2	2,960
CALVERT CITY	20.6	4.8	4.8	4.7	2,660
CAMBRIDGE	0.8	0	0.1	DNA	DNA
CAMPBELLSBURG	2.3	0.6	0.6	0.5	2,310
CAMPBELLSVILLE	44.7	9.3	12.6	16.3	3,540
CAMPION	3.9	0.5	0.5	0.4	2,180
CANEYVILLE	4.6	2.2	2.2	0.9	1,170
CARLISLE	8.7	1.7	1.7	0.9	1,410
CARROLLTON	23.3	3.0	3.0	4.1	3,670
CARRSVILLE	1.3	0	0	DNA	DNA
CATLETTSBURG	16.7	5.9	5.9	29.9	13,740
CAVE CITY	10.4	2.7	2.7	2.5	2,450
CENTERTOWN	5.0	0.5	0.5	0.4	2,070
CENTRAL CITY	25.5	5.2	6.4	10.7	4,530
CERULEAN SPRINGS	1.3	0	0	DNA	DNA
CHERRYWOOD VILLAGE	1.3	0	0	DNA	DNA
CLARKSON	6.3	2.4	2.4	1.8	1,960
CLAY	8.5	2.7	2.7	2.1	2,090
CLAY CITY	7.9	5.3	5.3	3.7	1,900
CLINTON	12.5	4.8	4.8	2.6	1,450
CLOVERPORT	10.0	2.5	2.5	1.2	1,330
COLD SPRING	5.4	1.2	1.2	5.9	13,570
COLUMBIA	25.8	6.3	6.3	6.0	2,600

Table I-14. Mileage By City (continued).

CITY CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
COLUMBUS	3.2	1.5	1.5	0.6	1,030
CONCORD	1.0	0	0.3	.02	210
CORBIN	51.2	12.7	15.9	30.2	5,130
CORINTH	2.6	0.9	0.9	0.2	520
CORYDON	6.4	1.5	1.5	2.4	4,090
COVINGTON	111.0	23.2	41.5	388.0	25,620
CRAB ORCHARD	7.4	2.6	2.6	1.5	1,530
CRESENT PARK	.9	0	0	DNA	DNA
CRESENT SPRINGS	5.2	0.3	0.3	0.2	1,170
CRESTVIEW	0.9	0	0	DNA	DNA
CRESTVIEW HILLS	5.2	0	0	DNA	DNA
CRITTENDEN	5.2	0.8	0.8	1.2	3,970
CROFTON	6.4	0.9	0.9	0.6	1,730
CUMBERLAND	14.4	2.2	2.2	2.3	2,370
CYNTHIANA	19.9	4.1	7.6	9.2	3,300
DANVILLE	43.3	7.0	13.6	26.9	5,400
DAWSON SPRINGS	22.0	6.2	6.2	5.0	2,180
DAYTON	14.8	0	3.2	6.8	5,840
DEVONDALE	4.4	0	0.3	0.2	1,310
DEXTER	1.6	0.2	0.2	.06	640
DIXON	4.0	2.3	2.3	1.0	1,210
DOVER	2.7	0	0	DNA	DNA
DRAKESBORO	10.8	3.0	3.0	4.8	4,260
DRUID HILLS	0.8	0	0	DNA	DNA
DRY RIDGE	8.3	2.0	2.0	4.6	6,210
DYCUSBURG	2.3	0	0	DNA	DNA
EARLINGTON	16.6	2.3	2.3	3.0	3,490
EDDYVILLE	12.8	2.6	2.6	1.2	1,250
EDGEWOOD	15.1	0	0	DNA	DNA
EDMONTON	9.5	2.5	2.5	2.3	2,440
EKRON	2.0	0	0	DNA	DNA
ELIZABETHTOWN	81.2	30.5	36.9	107	7,940
ELKHORN CITY	9.3	2.5	2.5	2.3	2,390
ELKTON	11.0	3.6	3.6	2.5	1,840
ELSMERE	13.6	0	1.5	0.5	830
EMINENCE	10.0	2.1	2.1	1.5	1,910
ERLANGER	29.4	4.2	7.3	47.9	17,930
EUBANK	2.7	1.0	1.0	0.5	1,420
EVARTS	5.3	1.4	1.4	1.1	2,110
FAIRFIELD	1.8	0.5	0.5	0.3	1,390
FAIRMEADE	1.0	0	0	DNA	DNA
FALMOUTH	12.9	2.2	2.2	1.3	1,700
FERGUSON	3.2	0.5	0.5	0.5	2,320
FLATWOODS	26.6	0.5	1.3	1.7	3,550
FLEMING	3.7	0	0	DNA	DNA
FLEMINGSBURG	16.6	5.6	5.6	6.2	2,990
FLORENCE	32.5	6.6	10.0	32.7	8,930
FORDSVILLE	4.0	1.3	1.3	0.8	1,640
FOREST HILLS	1.5	0	0	DNA	DNA
FORT CAMPBELL NORTH	20.3	0	20.3	354	4,750
FORT KNOX	28.1	0	28.1	117.2	11,390
FORT MITCHELL	18.6	0.3	0.3	0.6	5,140
FORT THOMAS	33.1	1.3	8.5	17.8	5,670
FORT WRIGHT					
--LOOKOUT HEIGHTS	11.0	0	0.7	0.7	2,620
FOSTER	0.5	0	0	DNA	DNA
FOUNTAIN RUN	0.3	0	0	DNA	DNA
FRANKFORT	101.0	23.5	35.1	52.7	4,110
FRANKLIN	42.4	7.7	13.1	12.0	2,500
FREDONIA	5.1	1.7	1.7	1.0	1,610
FRENCHBURG	33.5	1.2	1.2	0.8	1,690
FULTON	24.8	5.1	8.9	13.9	4,280
GAMALIEL	3.4	0	0	DNA	DNA
GEORGETOWN	12.0	4.3	9.8	13.0	3,620
GERMANTOWN	1.3	0.8	0.8	0.5	1,570
GHEENT	3.1	0.9	0.9	0.9	2,670
GILBERTSVILLE	3.7	0	0	DNA	DNA
GLASCOW	33.8	18.4	25.5	35.0	3,750
GRAND RIVERS	7.5	0.6	0.6	0.2	740
GRATZ	1.3	0	0	DNA	DNA
GRAYMOOR	3.7	0	0	DNA	DNA
GRAYSON	18.1	1.2	2.2	2.9	3,600
GREENSBURG	13.6	1.7	1.7	1.8	2,750
GREENUP	6.8	0	0	DNA	DNA
GREENVILLE	23.9	4.1	4.1	2.6	1,710

Table I-14. Mileage By City (continued).

CITY CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
GUTHRIE	11.6	1.7	1.7	1.1	1,730
HANSON	4.3	1.2	1.2	1.4	2,990
HARDIN	4.6	0	0	DNA	DNA
HARDINSBURG	3.8	2.7	2.7	3.0	3,020
HARLAM	14.1	3.2	4.0	3.8	2,600
HARRODSBURG	41.4	15.0	21.3	21.7	2,780
HARTFORD	15.9	2.3	2.3	4.7	5,510
HAWESVILLE	9.5	2.3	4.1	2.7	1,760
HAZARD	27.8	8.7	9.4	12.5	3,640
HAZEL	5.0	1.4	1.4	1.2	2,240
HENDERSON	93.6	6.1	1.5	40.1	3,490
HICKMAN	18.8	6.2	6.2	1.9	820
HICKORY GROVE	1.7	0	0	DNA	DNA
HIGHLAND HEIGHTS	12.7	2.3	3.1	11.1	9,630
HINDMAN	7.6	2.3	2.3	4.0	4,650
HISEVILLE	4.5	0	0	DNA	DNA
HODGENVILLE	14.0	3.5	3.5	6.7	5,220
HOLLYVILLE	0.9	0	0	DNA	DNA
HOPEVILLE HEIGHTS	2.0	0	0	DNA	DNA
HOPKINSVILLE	166.7	77.4	92.5	128.7	3,810
HORSE CAVE	18.2	3.9	3.9	2.2	1,500
HOUSTON ACRES	2.4	0	0	DNA	DNA
HURSTBOURNE ACRES	1.3	0	0	DNA	DNA
HUSTONVILLE	3.2	1.7	1.7	1.6	2,540
HYDEN	3.8	1.3	1.3	1.7	3,420
INDEPENDENCE	3.8	1.1	1.1	1.3	3,220
INDIAN HILLS	7.5	0	1.5	1.9	3,300
INDIAN HILLS					
--CHEROKEE SECTION	0.7	0	0.7	1.1	4,030
INEZ	2.4	0.5	0.8	1.7	5,700
IRVINE	13.6	5.1	5.0	3.1	1,670
IRVINGTON	10.7	0.9	0.9	0.7	2,130
ISLAND	4.4	0.9	0.9	0.6	1,760
JACKSON	10.8	3.4	3.4	2.8	2,230
JAMESTOWN	3.4	1.7	1.7	1.4	2,150
JEFFERSONTOWN	39.3	1.3	5.5	22.1	10,900
JENKINS	24.6	6.1	7.1	8.5	3,230
JUNCTION CITY	11.4	1.6	1.6	1.3	2,230
KEENELAND	1.3	0	0	DNA	DNA
KENTON VALE	0.3	0	0	DNA	DNA
KEVIL	3.2	0.7	0.7	0.3	1,040
KINGSLEY	1.2	0	0	DNA	DNA
KUTTAWA	11.5	2.3	2.8	0.5	520
LA CENTER	7.3	1.3	1.3	0.9	1,910
LACKEY	0.9	0	0	DNA	DNA
LAFAYETTE	2.0	0.9	0.9	0.2	630
LA GRANGE	15.0	2.2	2.2	2.7	3,310
LAKESIDE PARK	8.9	1.5	1.5	3.4	6,200
LAKEVIEW	0.7	0	0.7	0.7	2,620
LANCASTER	12.7	2.8	2.8	3.5	3,340
LATOMIA LAKES	2.8	0	0	DNA	DNA
LAWRENCEBURG	17.4	3.0	3.0	2.3	2,020
LEBANON	22.8	5.9	10.0	10.8	2,930
LEBANON JUNCTION	7.0	1.9	1.9	1.5	2,210
LEITCHFIELD	32.0	6.2	6.2	3.3	3,640
LEWISBURG	6.7	4.0	4.0	1.0	650
LEWISPORT	4.2	1.0	1.0	1.4	3,740
LEXINGTON	411.0	355.0	131.0	582.0	12,090
LIBERTY	16.7	8.9	8.9	5.3	1,910
LINCOLNSHIRE	0.5	0	0	DNA	DNA
LIVERMORE	9.4	1.5	1.5	1.4	2,550
LIVINGSTON	2.6	1.3	1.3	0.3	650
LOCKPORT	0.3	0	0	DNA	DNA
LONDON	22.2	6.1	6.1	14.6	6,540
LORETTO	1.9	0	0	DNA	DNA
LOUISA	11.7	1.5	1.9	4.6	6,440
LOUISVILLE	876.1	156.9	362.0	2,597	19,660
LOYALL	4.9	1.2	1.2	0.9	1,890
LUDLOW	11.0	0.7	0.7	1.3	4,960
LYNDON	1.8	0	0.3	0.7	5,290
LYNNVIEW	3.1	0	0	DNA	DNA
MCHENRY	5.8	0	0	DNA	DNA
MCKEE	3.4	0.9	0.9	0.7	2,070
MADISONVILLE	104.0	40.9	53.1	46.9	2,410
MANCHESTER	4.5	3.6	3.6	4.3	3,250

Table I-14. Mileage By City (continued).

CITY CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
MARION	24.1	3.7	4.5	3.7	2,230
MARTIN	2.9	0	0	DNA	DNA
MARYHILL ESTATES	0.6	0	0	DNA	DNA
MAYFIELD	54.4	7.8	17.2	23.9	4,610
MAYSVILLE	27.4	7.9	9.5	17.0	4,870
MEADOW VALE	2.0	0	0	DNA	DNA
MEADOWVIEW ESTATES	0.8	0	0	DNA	DNA
MIDDLESBOROUGH	76.1	21.5	25.6	49.1	5,240
MIDWAY	6.1	0.6	0.6	0.5	2,040
MILLERSBURG	8.8	0.9	0.9	1.7	4,990
MILTON	3.5	0	0	DNA	DNA
MINOR LANE HEIGHTS	3.8	0	0	DNA	DNA
MOCKINGBIRD VALLEY	1.6	0	0.6	0.2	330
MONTICELLO	29.3	10.0	10.0	5.1	1,400
MOORLAND	1.4	0	0	DNA	DNA
MOREHEAD	19.3	4.3	6.0	11.3	5,090
MORGANFIELD	20.2	3.8	3.8	4.5	3,170
MORGANTOWN	10.0	3.0	3.0	3.6	3,230
MORTON, S GAP	8.3	2.1	2.1	1.7	2,170
MOUNT OLIVET	2.1	1.2	1.2	0.5	1,120
MOUNT STERLING	19.8	4.5	7.3	11.1	3,880
MOUNT VERMONT	16.0	4.7	4.7	7.2	4,200
MOUNT WASHINGTON	10.0	1.6	1.6	2.5	4,160
MULDRAUGH	5.6	1.0	1.0	0.9	2,410
MUNFORDVILLE	14.8	2.9	2.9	1.7	1,550
MURRAY	62.1	9.6	19.2	34.1	4,350
NEBO	2.0	0.9	0.9	0.9	2,460
NEON	4.2	1.4	1.4	1.8	3,370
NEW CASTLE	3.7	1.3	1.3	1.0	2,170
NEW HAVEN	5.7	2.0	2.0	1.6	2,160
NEWPORT	47.8	15.1	21.8	83.4	10,440
NICHOLASVILLE	20.4	4.3	10.2	16.8	4,500
NORBOURNE ESTATES	0.8	0	0	DNA	DNA
NORTHFIELD	3.9	0	0	DNA	DNA
NORTH MIDDLETOWN	12.4	11.1	11.1	5.3	1,320
MORTONVILLE	5.7	2.5	2.5	3.8	4,090
OAKLAND	1.9	0	0	DNA	DNA
OLIVE HILL	11.3	3.3	3.6	3.7	2,710
OWENSBORO	170.0	15.6	42.8	145.0	9,240
OWENTON	7.2	3.3	3.3	2.6	2,110
OWINGSVILLE	6.9	2.2	2.2	1.6	2,000
PADUCAH	180.0	47.3	69.7	159.0	6,260
PAINTSVILLE	16.0	4.8	4.8	9.4	5,330
PARIS	24.6	5.2	10.3	16.5	4,360
PARK CITY	2.2	2.2	2.2	0.8	1,020
PARK HILLS	8.7	0	1.5	3.9	7,260
PARKWAY VILLAGE	2.3	0	0	DNA	DNA
PEMBROKE	4.1	1.6	1.6	1.4	2,420
PERRYVILLE	6.6	2.4	2.4	1.3	1,480
PETERSBURG	2.5	0	0	DNA	DNA
PEWEE VALLEY	8.2	2.5	2.5	3.4	3,670
PHELPS	2.1	2.1	2.1	2.4	2,950
PIKEVILLE	24.3	8.3	8.3	25.3	8,300
PINEVILLE	16.3	3.9	3.9	9.4	6,560
PLANTATION	2.9	0	0	DNA	DNA
PLEASUREVILLE	4.3	2.1	2.1	1.0	1,290
PLUM SPRINGS	1.7	0	0	DNA	DNA
PLYMOUTH VILLAGE	0.8	0	0	DNA	DNA
POWDERLY	5.3	0	0	DNA	DNA
PRESTONSBURG	14.7	4.0	4.0	9.4	6,350
PRESTONVILLE	0.4	0.4	0.4	0.5	2,670
PRINCETON	34.9	7.3	12.6	15.8	3,440
PROVIDENCE	35.9	4.9	4.9	3.4	1,920
RACELAND	7.2	0.2	1.0	1.0	2,750
RADCLIFF	30.4	8.4	14.7	30.9	5,750
RAVENNA	4.3	1.1	1.1	0.6	1,330
RICHLAWN	2.0	0	0.4	1.6	10,510
RICHMOND	44.0	6.3	13.0	30.3	6,370
ROCHESTER	4.5	1.0	1.0	0.3	940
ROCKPORT	4.5	0.7	0.7	1.0	3,630
ROLLING HILLS	2.5	0	0	DNA	DNA
ROYVILLE	1.4	0	0	DNA	DNA
RUSSELL	16.6	1.9	2.5	4.1	4,320
RUSSELL SPRINGS	14.3	5.0	5.0	4.4	2,430
RUSSELLVILLE	82.6	43.9	52.3	29.3	1,530

Table I-14. Mileage By City (continued).

CITY CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
SACRAMENTO	3.7	0.9	0.9	0.5	1,480
SADIEVILLE	2.3	0.8	0.8	0.3	820
ST. CHARLES	5.0	1.4	1.4	0.9	1,620
ST. MATHEWS	33.5	2.6	6.9	15.5	6,100
ST. REGIS PARK	2.7	0	0	DNA	DNA
SALT LICK	2.7	0.8	0.8	0.3	960
SALYERSVILLE	7.6	1.3	2.9	3.1	2,930
SANDERS	2.2	1.3	1.3	0.4	770
SANDY HOOK	4.1	0	0	DNA	DNA
SCIENCE HILL	4.2	4.2	4.2	7.8	5,060
SCOTTSDALE	25.7	5.3	5.3	4.1	2,120
SEBREE	7.9	2.7	2.7	2.2	2,220
SECO	3.3	0	0	DNA	DNA
SEDALIA	3.3	0	0	DNA	DNA
SENECA GARDENS	2.4	0	0	DNA	DNA
SHARPSBURG	1.5	0	0	DNA	DNA
SHELBYVILLE	17.3	3.7	3.7	13.4	9,850
SHEPHERDSDALE	16.1	2.9	2.9	5.6	5,140
SHIVELY	53.6	4.8	8.1	44.9	15,100
SILVER GROVE	4.3	0	4.3	5.7	3,660
SIMPSONVILLE	4.0	0.6	0.6	0.5	2,210
SLAUGHTERSVILLE	3.2	1.0	1.0	0.3	810
SMITHFIELD	0.5	0	0	DNA	DNA
SMITHLAND	5.4	1.7	1.7	1.3	1,990
SMITHS GROVE	6.4	0.7	0.7	0.1	470
SOMERSET	64.6	11.6	17.0	30.5	4,900
SONORA	3.0	0.8	0.8	0.4	1,390
SOUTH CARROLLTON	2.3	0.9	0.9	1.4	4,190
SOUTHGATE	3.9	0	0	DNA	DNA
SOUTH PARK VIEW	0.6	0	0	DNA	DNA
SOUTH SHORE	26.6	18.5	19.5	56.9	7,960
SPARTA	1.4	1.0	1.0	0.1	360
SPRINGFIELD	14.0	4.3	4.3	3.4	2,150
SPRINGLEE	1.6	0	0	DNA	DNA
STAMPING GROUND	2.7	0.7	0.7	0.4	1,680
STANFORD	17.1	7.5	7.5	12.2	4,440
STANTON	11.4	2.8	2.8	2.0	1,940
STRATHMOOR GARDENS	0.8	0	0	DNA	DNA
STRATHMOOR MANOR	1.2	0	0	DNA	DNA
STRATHMOOR VILLAGE	1.3	0	0	DNA	DNA
STURGIS	18.9	2.4	2.4	2.6	2,960
TAYLOR MILL	14.6	0	0	DNA	2,300
TAYLORSVILLE	5.4	0.8	0.8	0.6	2,800
TOMPKINSVILLE	14.7	5.5	5.5	5.7	1,930
TRENTON	3.4	1.3	1.3	1.0	1,780
UNIONTOWN	11.1	2.2	2.2	1.5	2,580
UPTON	7.1	1.5	1.5	1.5	1,710
VANCEBURG	12.1	3.5	3.5	2.2	DNA
VAN LEAR	9.7	0	0	DNA	DNA
VERSAILLES	26.1	7.8	10.5	21.0	5,430
VICCO	2.1	0.3	0.3	0.2	2,600
VILLA HILLS	6.0	0	0	DNA	DNA
VINE GROVE	15.2	4.6	4.6	5.9	3,530
WALLINS CREEK	3.4	0.3	0.3	DNA	210
WALTON	7.9	2.1	2.1	1.8	2,380
WARFIELD	0.5	0	0	DNA	DNA
WARSAW	9.3	2.5	2.5	2.0	2,170
WASHINGTON	2.9	1.0	1.0	0.4	1,060
WATER VALLEY	3.1	1.7	1.7	0.8	U,260
WAVERLY	4.0	1.7	1.7	1.7	850
WAYLAND	4.4	1.1	1.5	1.0	1,860
WELLINGTON	2.4	0	0	DNA	DNA
WEST BUECHEL	2.1	0	0.2	1.1	17,240
WEST LIBERTY	11.2	2.0	2.5	3.3	3,670
WEST POINT	8.1	1.0	1.0	1.2	3,270
WESTWOOD	1.9	0	0	DNA	DNA
WHEATCROFT	3.8	0.7	0.7	0.5	2,380
WHEELWRIGHT	5.5	1.9	1.9	1.8	2,520
WHITE PLAINS	2.9	1.2	1.2	0.2	450
WHITESBURG	8.1	2.2	2.2	4.5	5,680
WHITESVILLE	4.5	1.8	1.8	1.4	2,240
WICKLIFFE	6.2	2.1	2.1	3.2	4,160

Table I-14. Mileage By City (continued).

CITY CODE	TOTAL MILES	ROADS WITH ROUTE NUMBERS (MILES)	ROADS WITH AADT (MILES)	VEHICLE MILES (X1,000,000)	AVERAGE AADT
WILDERS	6.5	0	3.1	12.5	10,970
WILDWOOD	1.2	0	0	DNA	DNA
WILLIAMSBURG	18.4	6.1	6.1	8.6	3,870
WILLIAMSTOWN	16.2	2.5	2.5	4.7	5,100
WILMORE	10.2	2.3	2.3	1.6	1,370
WINCHESTER	47.5	8.9	15.1	18.6	3,170
WINDY HILLS	4.9	0	1.1	4.0	9,600
WINGO	5.5	1.2	1.2	0.6	1,340
WINSTON PARK	1.2	0	0.5	0.7	3,730
WOODBURN	2.8	0.6	0.6	0.4	1,880
WOODBURY	0.3	0.3	0.3	0.1	1,140
WOODLAND HILLS	2.9	0	0	DNA	DNA
WOODLAWN	0.7	0	0	DNA	DNA
WOODLAWN PARK	3.7	0	0	DNA	DNA
WORTHINGTON	13.1	1.3	2.4	2.9	3,270
WORTHVILLE	2.3	0.4	0.4	0.3	2,020