

US 60

Lexington Road / Versailles Road

Roadway Improvements

Woodford County
KYTC Item No. 7-117

Introduction

This brief presentation will give an overview of the US 60 Design Project.

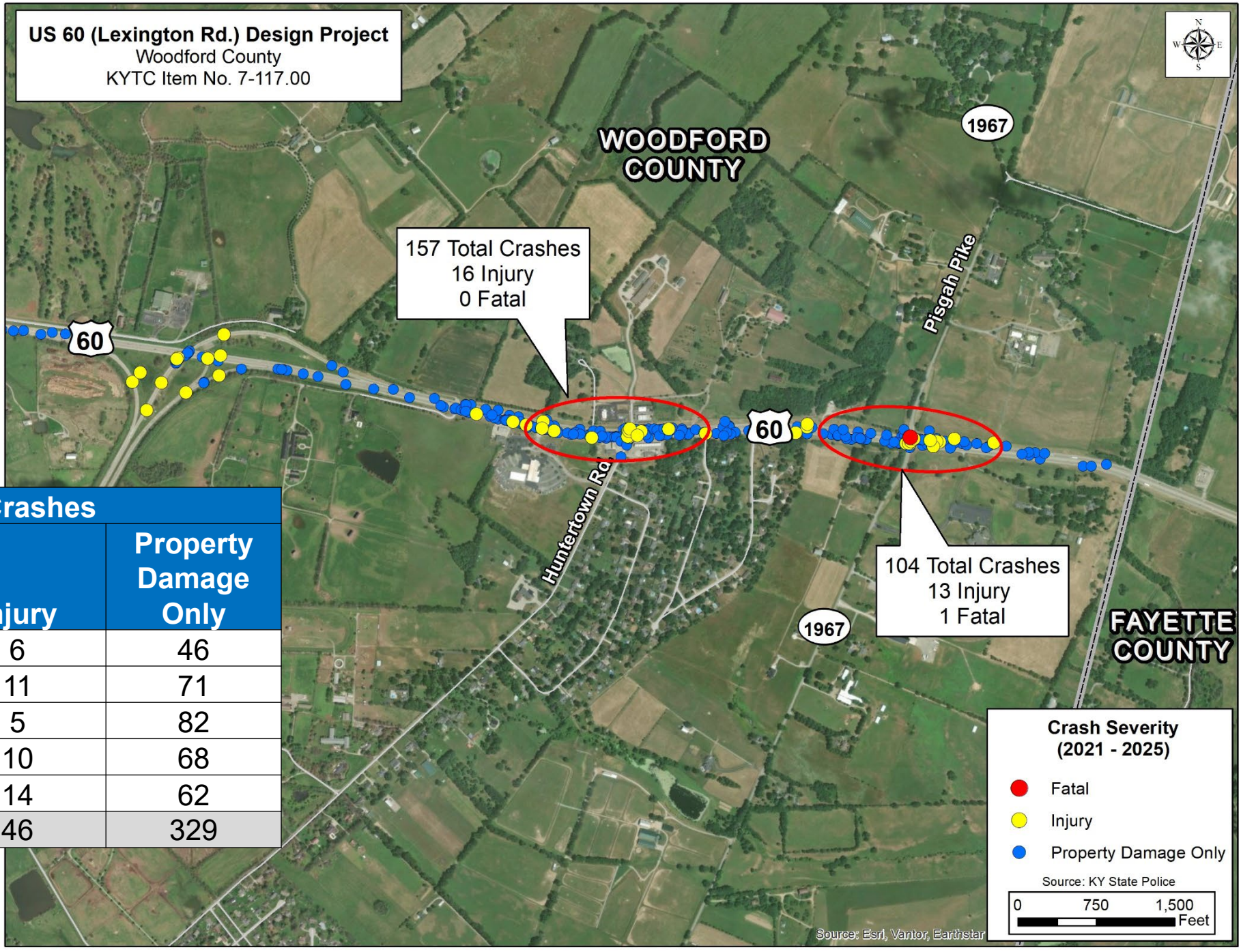
The purpose of the project is to improve safety, increase roadway capacity, and enhance traffic operations along this important regional corridor.

Existing Conditions

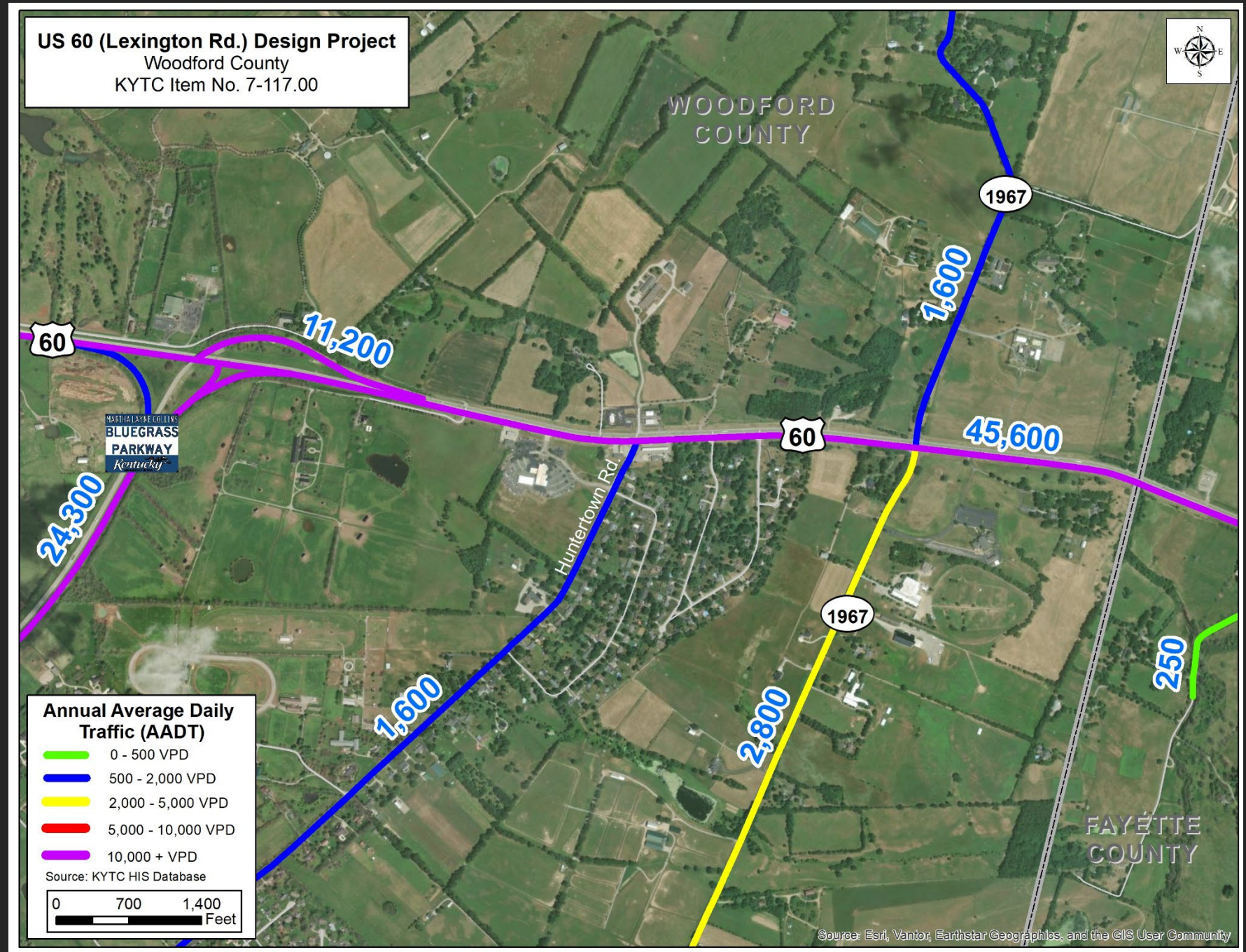
The first step in a roadway project is to take inventory of the existing conditions. Recent crash and traffic data were analyzed and are presented on the following slides.

Crash History (2021-2025)

Year	Annual Crashes			
	Total	Fatal	Injury	Property Damage Only
2021	52	0	6	46
2022	82	0	11	71
2023	87	0	5	82
2024	79	1	10	68
2025	76	0	14	62
Total	376	1	46	329



Average Daily Traffic



AM Peak



Traffic during the AM peak backs up from Huntertown Rd. onto the Bluegrass Parkway

PM Peak

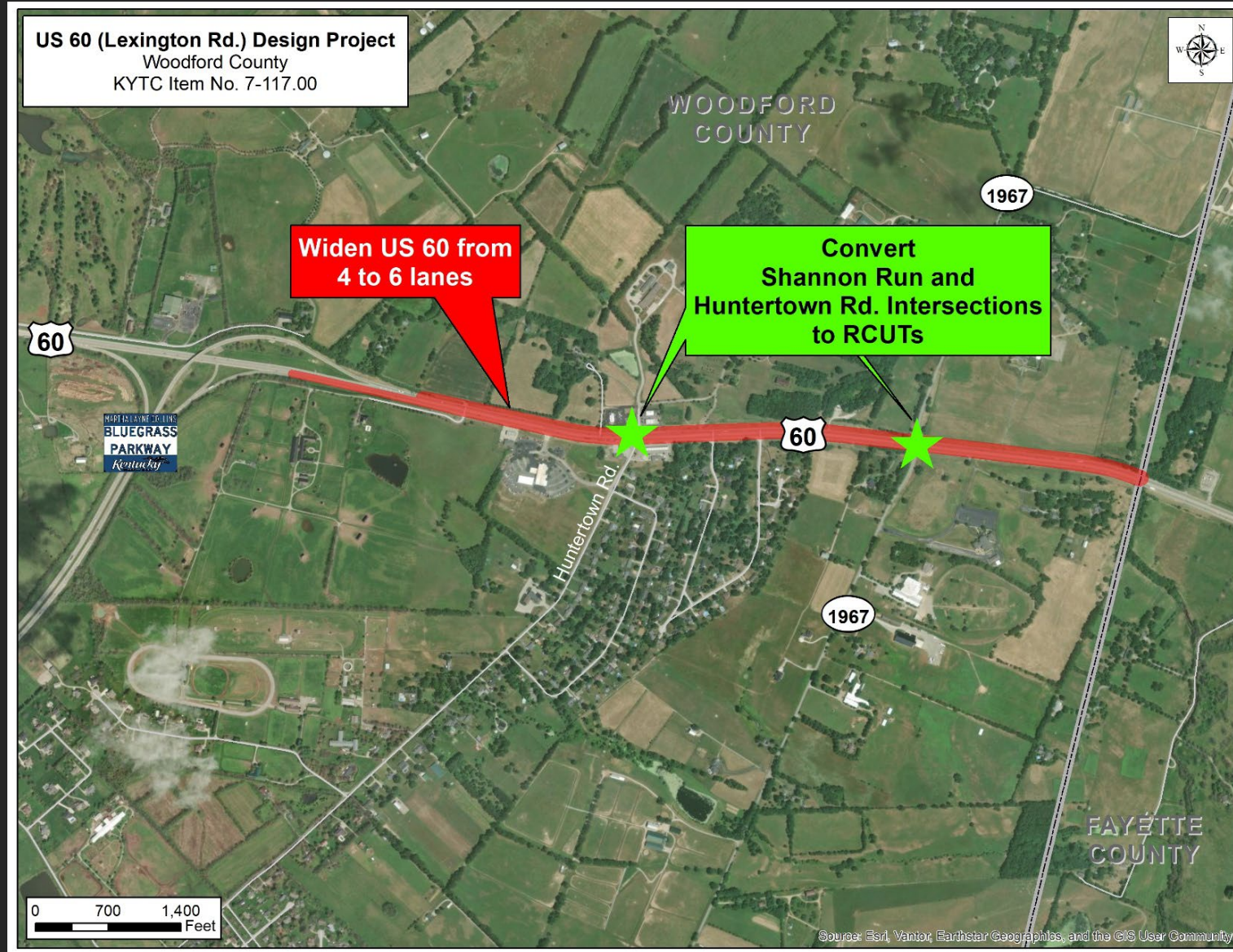


Traffic during the PM peak backs up from Shannon Run to Westmorland Road, with queues occasionally stretching past Rosalie Road.

Roadway Improvements

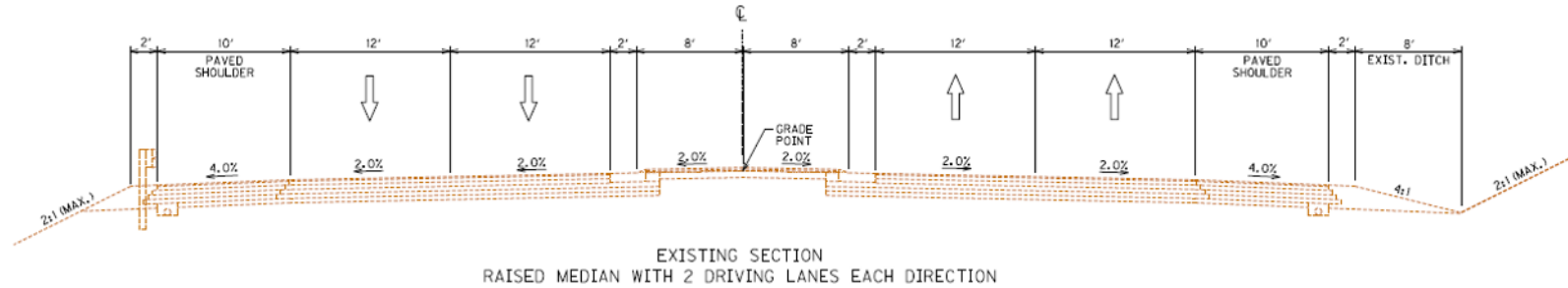
After reviewing the existing conditions, improvement concepts were developed to improve safety and reduce congestion.

Roadway Improvements

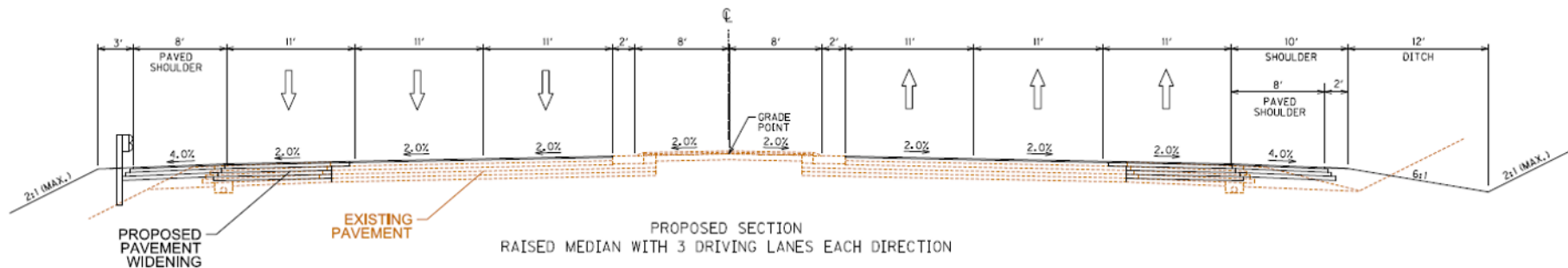


US 60 Widening to Six Lanes

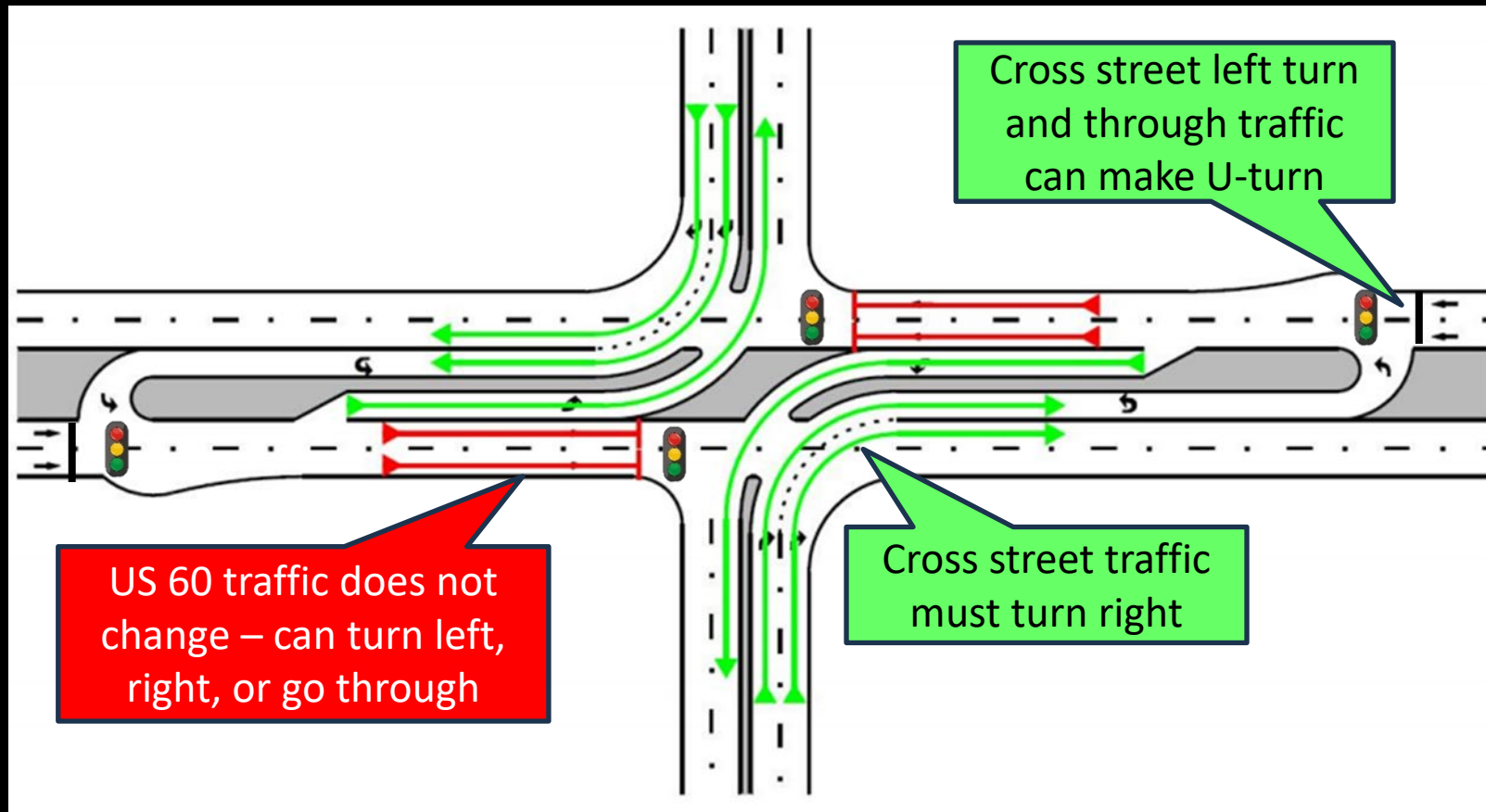
Existing 4-Lane



Proposed 6-Lane Widening



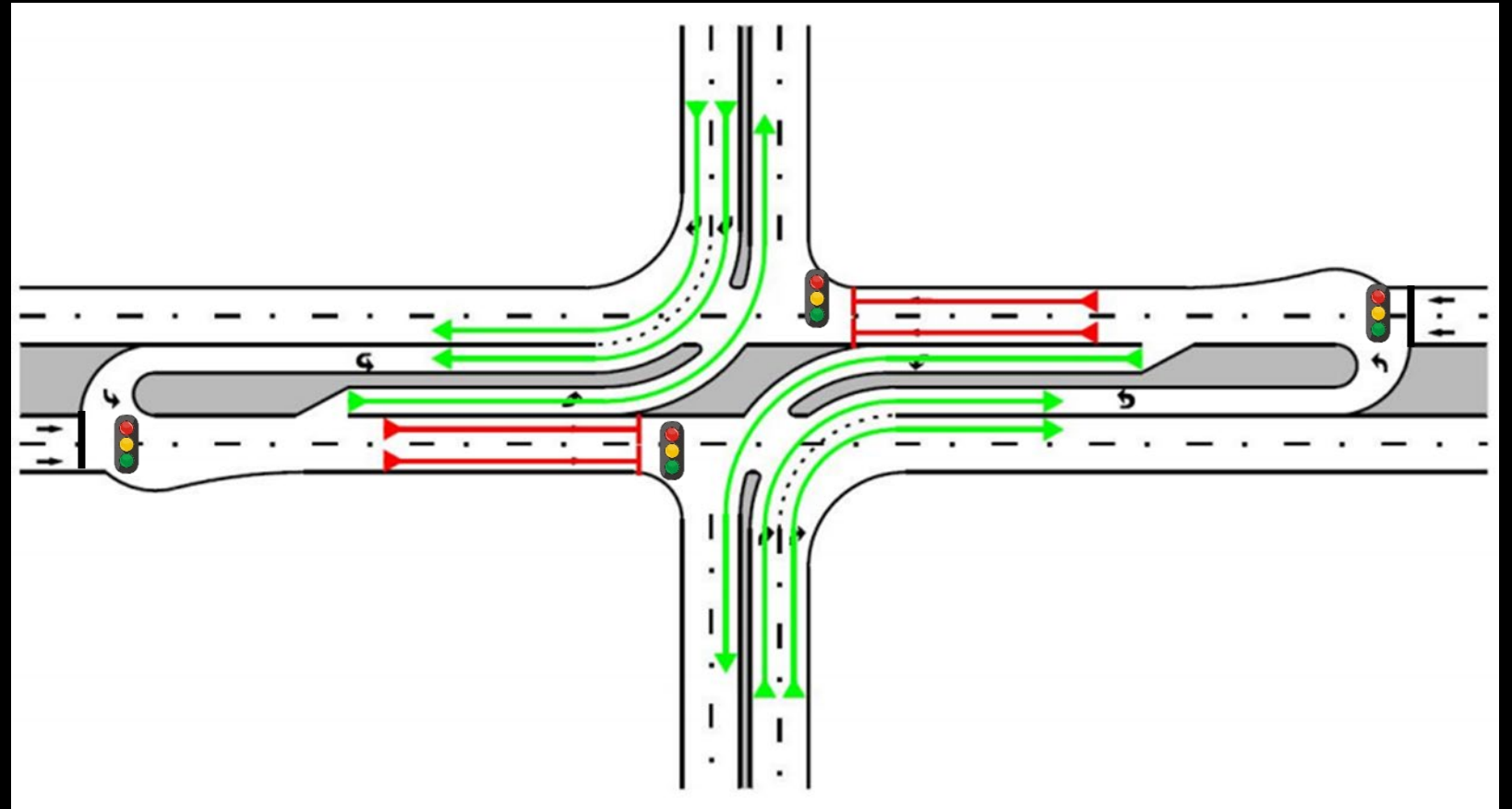
Signalized Reduced Conflict U-Turn (RCUT) Intersection



Signalized Reduced Conflict U-Turn (RCUT) Intersection

Benefits

- **Safety Benefits:**
 - All crashes reduced by 20-40%
 - 30-60% reduction of injury crashes
 - 50-100% reduction of serious injury & fatal collisions
- **Traffic Benefits:** The traffic signal at the main intersection operates more efficiently with just two signal phases.



Traffic Operations

Level of Service (LOS) is a qualitative measure to determine the traffic operations of a roadway or intersection. There are six LOS grades, from LOS A representing the best conditions to LOS F representing the worst.

What is **Level of Service (LOS)**?
A measure of traveler satisfaction.

A		Free-Flowing
B		Uncongested
C		Acceptable
D		Moderately Congested
E		Congested
F		Severely Congested

Traffic Benefits

Without the proposed roadway improvements, congestion will continue to get worse as traffic grows. Widening US 60 alone will leave undesirable traffic operations (Level of Service E). Adding the RCUTs with the widening of US 60 will provide desirable traffic operations (Level of Service C) today and in the future.

Intersection	Existing	2045 No-Build	2045 with US 60 Widened	2045 with US 60 Widened & RCUTs
US 60 at Huntertown Rd.	LOS D	LOS F	LOS D	LOS C
US 60 at Shannon Run	LOS E	LOS F	LOS E	LOS C

Safety Benefits

Construction of Reduced Conflict U-Turns (RCUTs) at Huntertown Road and Shannon Run / Pisgah Pike will allow drivers to focus on one direction of oncoming traffic at a time, making the intersections safer and easier to navigate.

RCUTs are expected to reduce all crashes by 35% and reduce serious injury & fatal collisions by more than 50%.

Improvement Option:	RCUT
Huntertown Rd. Intersection	
Estimated Crash Reduction %	35%
Total # of Crashes within project limits	157 (16 injury)
Estimated Crashes Reduced	55

Improvement Option:	RCUT
Shannon Run / Pisgah Pike Intersection	
Estimated Crash Reduction %	35%
Total # of Crashes within project limits	104 (1 fatal, 13 injury)
Estimated Crashes Reduced	36