



TRANSPORTATION CABINET

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DESIGN MEMORANDUM

HIGHWAY DESIGN MEMORANDUM NO. 04-26

TO: Chief District Engineers
Design Engineers
Traffic Engineers
Planners
Active Consultants

FROM: Jason Siwula, P.E., Acting Director
Division of Highway Design *Jason Siwula*

DATE: September 1, 2026

SUBJECT: KYTC Reduced Conflict U-turn (RCUT) Design Guidance

The Cabinet encourages the use of alternative intersection designs, including reduced conflict U-turn (RCUT) intersections, to improve safety and traffic operations.

RCUT intersections consistently outperform conventional intersections on safety metrics and can be adapted to accommodate a wide range of traffic volumes, roadway contexts, functional classifications, construction types, and travel modes. They also reduce travel times and move traffic more efficiently along corridors than a comparable series of conventional signalized intersections.

The Cabinet has published *Reduced Conflict U-turn (RCUT) Design Guidance*, Effective September 3, 2026, this guidance may be used on any roadway project and shall be applied on new projects and projects with RCUT alternatives that have not progressed past Preliminary Line and Grade (PL&G). The guidance can be downloaded at the following link:

https://transportation.ky.gov/Highway-Design/Documents/Kentucky%20RCUT%20Guidance_2026-08-21.pdf

When used in conjunction with the Cabinet's *Intersection Control Evaluation (ICE) Guidance*, this guidance gives project teams the information they need to make sound decisions when selecting and designing intersections.

Additionally, for new construction or reconstruction projects involving rural four-lane divided highways with wide medians, RCUT intersections are recommended as the baseline intersection type within the project area. RCUT intersections can also be incorporated into Resurfacing and Restoration (2R) or Resurfacing, Restoration, and Rehabilitation (3R) projects.

If a project team determines that an RCUT intersection will provide value but there are insufficient project funds for construction, the Project Manager should coordinate with KYTC leadership to identify alternative funding sources. If alternative funding sources are not available, the Project Manager should request that District Planning staff create a Continuous Highway Analysis Framework (CHAF) entry to document the need and establish a mechanism for pursuing future funding opportunities.

Direct questions regarding this memorandum can be directed to the Division of Highway Design (502) 564-3280.

Attachment:

RCUT Design Guidance