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Subject: KDOT announces measures to address K-10 safety concerns - news release
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From: Kimberly Stich [mailto:Kimberly@ksdot.org]
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Kansas Department of Transportation News Release

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KDOT Announces Measures To Address K-10 Safety Concerns

The Kansas Department of Transportation today announced five actions, including installation of two 2-mile sections of cable median barrier, the agency will take on the K-10 corridor between Lawrence and K-7 in Johnson County.

The actions are based on the efforts and input of a committee of citizens and leaders from Douglas and Johnson counties, as well as two KDOT representatives. The committee, which has been meeting since May, was formed at the behest of Gov. Sam Brownback following the death of a 5-year-old Cainan Shutt of Eudora in a crossover median traffic crash in April. The actions, some of which are already in the process of being implemented, include:

- Installation of cable median barrier on two sections of K-10 that have experienced a high number of crossover median crashes. KDOT will begin immediately to design and implement the cable installation, which is estimated to cost \$800,000. The funds will come from KDOT safety funds. The cable barriers will be installed between the Church Street and East 2300 Road interchanges in Eudora and on either side of K-7 in Johnson County.
- Continued study by KDOT of crossover median crashes on the state highway

system with the intended purpose of developing a policy that best balances the safety, engineering and social factors considered in determining the appropriate locations for cable median barrier. KDOT is in the process of reviewing thousands of crash reports. Dr. Dean Sicking of the University of Nebraska, who developed KDOT's cable median barrier policy several years ago, has been asked to create a method of using actual crash data to look for logical locations for installation of barrier.

- Designation of K-10 as a highway safety corridor to provide for more enforcement and increased fines. A designated highway safety corridor is a segment of a state highway that's been identified as having a higher than average incidence of fatal and serious injury crashes. This designation requires legislative action.
- Since the highway safety corridor will take time to implement, staff from KDOT's Highway Safety Unit is exploring ways to add extra law enforcement to K-10, possibly by providing funding to local law enforcement agencies.
- Paving the shoulders and installation of rumble strips on the Douglas County portion of K-10. These improvements are under way and expected to be completed this month. The Johnson County stretch of K-10 already has these features.

"It was important that the committee help identify the engineering and social factors that should be considered by KDOT as we make the most appropriate decisions for barrier placement on K-10 and elsewhere in the state. I appreciate the work they've done and their input will be important as we move forward," said Deputy Secretary and State Transportation Engineer Jerry Younger.

Clay Adams, KDOT's Northeast Kansas District Engineer, and Eudora Mayor Scott Hobson are co-chairs of the committee. The committee is scheduled to have one final meeting to review study findings and provide input on KDOT's cable median barrier policy.

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