

State of Kansas



Senate Transportation Committee

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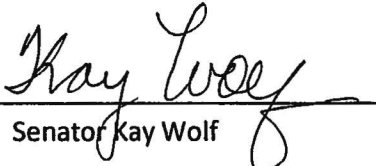

April 2, 2014

Mike King, Secretary  
Department of Transportation  
Dwight D. Eisenhower State Office Building  
700 SW Harrison Street  
Topeka, Kansas 66603

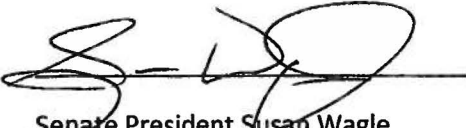
Dear Secretary King:

Having heard testimony and concerns about the need for additional traffic control at the intersection of US-50 and US-281 in Stafford County, the Senate Transportation Committee would like to respectfully request the Kansas Department of Transportation notify the Committee of their progress regarding any recommendations for possible short term safety enhancements as they work with local officials, specifically directed toward notifying traffic on US-50 of the approaching intersection, early in the 2015 session.

The Committee appreciated the information from Deputy Secretary Younger on the US-281 stop bars, signage, accident reports, and possible long-term solutions for the intersection.

 _____ Senator Mike Petersen	 _____ Senator Kay Wolf	 _____ Senator Pat Pettey
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Approval of non-policy statement or inquiry to agency of the state

  
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 Senate President Susan Wagle

US-50 & US-281











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## US-50 & US-281 Intersection

### Timeline

- 1955 West Bd. & 1964 East Bd. – Show no curb or median at the US-281 Intersection.
- 1977 and 1985 photolog showed no median of any kind.
- Pratt Office found 1991 plans that referenced some median signs.
- 1993/1994 – Two projects on US-281, One North and One South of US-50, No curb or median. Accel and Decel lanes were removed and possibly covering up a slightly raised asphalt median. It was also thought that the median signs were removed because trucks were always hitting them.
- Mid 90's Stafford County (St. John) Sub-Area was abolished. (Reason for lack of knowledge)
- 1996 – Added delineators around the radius, stop ahead pavement markings, beacons, and innovative signing of US-50 does not stop. Also, medians were removed along US-281. (Sec. Carlson)(Newspaper article claims the public wanted the median put back in and speed limit reduction for US-50, 50 MPH mentioned when speeds were 55 MPH).
- 2012 – 2014 – Kilroy signs replaced by the Pratt Office. ( Reason provided – They were not available any longer.)
- 2014 – Installed Electronic Speed Signs on US-50 and had K-State complete a research project on camouflaging of vehicles.

### Crash Rate (5.4 yr. period – 1/1/2007 to 5/31/2012)

- Statewide Average = 5
- Critical Crash Rate = 10.44
- Intersection Crash Rate = 18.23

### Future Recommendations from 1/28/2014 Traffic Study

- NB & SB stop bars on US-281
- Long Range Options – Grade separation or Round-About

### **US-50/K-150 & US-77 (Programmed for Round-About)**

### Crash Rate (4 yr. period – 2009 – 2013)

- Statewide Rate = 5
- Critical Rate = 11.29
- Intersection Crash Rate = 36.30