

Our mission



To provide safe, high-quality highway transportation service to our customers for the lowest reasonable cost.

A message from Turnpike leadership

Throughout 2006, the Kansas Turnpike Authority worked diligently to meet motorists' current and future needs while reflecting on the past 50 years of the challenging, successful Turnpike history.

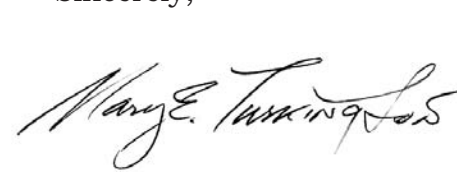
Major projects such as the Topeka to Lecompton widening and the reconstruction of the Emporia Interchange occurred in tandem with smaller-scale projects at the South Wichita and Lecompton Interchanges. The widening, scheduled for completion in 2007, will be followed by replacement of the half-century-old Kansas River Bridge and widening between the East and West Lawrence exits. The Emporia work will improve the vital Turnpike-Interstate 35 link, where traffic volume has outgrown the plaza's capacity.

The goal is to ensure the Turnpike safely and effectively continues to build its reputation as a high quality, modern highway serving the economic needs of Kansas. That reputation was born a half-century ago, when the Turnpike opened on Oct. 25, 1956. We commemorated the anniversary with events at toll

plazas and maintenance facilities along the Pike's length. On October 25 at our headquarters, a gathering of Turnpike and transportation dignitaries, including former employees who were present on opening day, and a panorama of historic displays celebrated the Turnpike and the people who developed it. To share that story, a team of writers and editors produced a booklet, "Driven by Vision: The Story of the Kansas Turnpike."

Within this report's pages, you will find details about how, in 2006 and years ahead, we strive to perpetuate the vision behind the road built to "Save Lives, Time and Money."

Sincerely,



Mary E. Turkington
Board Chairman



Michael L. Johnston
President/CEO

“Mary Turkington said there are two things you should never do: never get angry, because you never know who you might need to be your friend tomorrow, and never lie, because the lie will always catch up with you.”

Phil Johnson
Retired Purchasing Manager

Mary E. Turkington is serving her third term through April 2009. She retired as Executive Director of the Kansas Motor Carriers Association, a position she held for 28 years. She represented the highway transportation industry before the Kansas Legislature and worked with state and federal agencies on transportation issues during her 50-year tenure with KMCA. She serves on other boards and is active in the highway safety field.



Michael L. Johnston joined the KTA at the start of 1995. Prior to this position, he served the state of Kansas as the Secretary of the Department of Transportation from 1991 through 1994. He is a former state senator and served 14 years in the Kansas Legislature. He also served as a former member and chairman of the Kansas Public Employees Retirement System. Johnston has served on numerous boards and commissions including the state's Pooled Money Investment Board.



Kansas Turnpike Authority

Authority Board

The Authority consists of a five-member board of directors. The Governor appoints two members, each serving a four-year term. Two members serve by reason of their legislative positions: one is chairman of the Kansas Senate Transportation Committee and one is a member of the House Transportation Committee, appointed by the Speaker of the House. The fifth member is the Secretary of the Kansas Department of Transportation. Together, the board elects one of their members as chairman.



Mary E. Turkington (1)
Chairman
Retired Executive Director of KMCA

Rep. Gary K. Hayzlett (2)
Rep. Hayzlett serves as Vice-Chairman of the Authority. He has been a member since 1997 and is Chairman of the House Transportation Committee. He has served in the Kansas Legislature since 1990 in various leadership capacities and on many committees. Rep. Hayzlett is a businessman and has financial interests in Lakin, Kan.

Sen. Les Donovan (3)
Sen. Donovan, the Authority's Secretary-Treasurer, was appointed to the board in January 2001 due to his capacity as Chairman of the Senate Transportation Committee. Sen. Donovan has been a member of the Kansas Senate since 1997, and formerly served in the Kansas House of Representatives. He is a Wichita, Kan., businessman and is active in the transportation industry.

Paul V. Dugan, Sr. (4)
Mr. Dugan was appointed a member of the Authority in May 2004. He is a former Lieutenant Governor under Governor John Carlin, and former member of the Kansas House of Representatives. Dugan received his law degree from Washburn School of Law in Topeka and has practiced law in Wichita, Kan., since 1964. He also served the KTA as General Counsel from 1993 to 1996.

Deb Miller, KDOT Secretary (5)
Secretary Miller became a member of the Authority in January 2003 and will serve as a member for the duration of her term as KDOT Secretary. She has more than 18 years of experience in the field of transportation, most recently having served for four years as chief planner for HNTB, a national firm of architects, engineers and planners.

Executive Staff

Michael L. Johnston
President/CEO

Alan D. Bakaitis (1)
Toll Operations Director

Eric J. Becker (2)
Maintenance Director

Lisa C. Callahan (3)
Director of Public & Employee Relations

Judy L. Eskridge (4)
Executive Assistant

Jon A. Glaser (5)
Chief Financial Officer & Asst. Sec.-Treas.

David E. Jacobson, P.E. (6)
Chief Engineer

Capt. John Walters (7)
Commander, Troop G

Marty R. Wiltse (8)
Chief Information Officer

KTA Associates

General Counsel
Gates, Biles, Shields & Ryan PA
Dan Biles

Consulting Engineers
HNTB Corporation
Scott N. Smith, P.E., Senior Vice President

Traffic Engineers
Vollmer Associates LLP
Gerald V. Nielsten, P.E., Partner

Co-Trustee
BNY Trust of Missouri
Cheryl Rain, Assistant Vice President

Trustee
Security Bank of Kansas City
Raymond J. Hintz, Vice President & Trust Officer

“I never worked with anybody out there I didn't like.”

Larry Carpenter
Retired Maintenance Supt.



(1)



(2)



(3)



(4)



(5)



(6)



(7)



(8)

“There's just something about the Turnpike that has attracted some of the best people in the state over and over again.”

Senator Richard Rock
Former General Counsel
and Board Member



Creating a wider ride. Sections of six-lane traffic opened in the construction area in the fall of 2006. By the end of the year, work on the project was 94 percent complete while only 82 percent of the estimated construction time had passed.

A Wider Ride

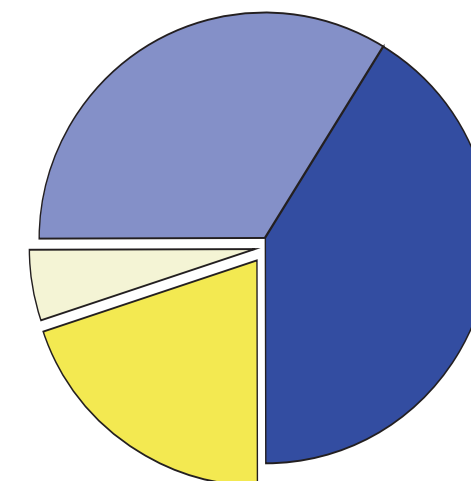
The widening project between East Topeka and Lecompton progressed as scheduled in 2006. Eight of the project's 13 miles were completed and opened to traffic in the past year. As part of the project, six bridges on the Turnpike and five overhead bridges have been reconstructed.

The next and final phase of this project will extend east to include the three-mile stretch of roadway from the East to West Lawrence

Interchanges. Also in this phase will be the task of reconstructing the Kansas River Bridges — the Turnpike's longest bridges at more than 2,300 feet.

When the project is complete, the additional lanes and improved infrastructure will allow the Kansas Turnpike Authority to continue to provide the level of service customers expect, even in the densely traveled commuter corridor between Topeka and Lecompton.

Payment Methods of Turnpike Traffic



Traffic is heaviest through the Wider Ride corridor but methods of payment are similar throughout the Turnpike.



Left: Concrete work begins on the maintenance tunnel for the new Emporia plaza.

added and traffic shifted one lane to the west, allowing the new lane to serve exiting customers.

During peak travel times, this plaza experienced backups that extended onto the exit ramps and sometimes onto the Turnpike's roadway.

Work for this project was completed by staff from the KTA Maintenance and Engineering Departments.

Safety

The Turnpike furthered its commitment to safety in 2006 through continued interaction with the public and special projects aimed at enhancing safe travel.

On the Friday prior to Memorial Day, KTA and Highway Patrol staff demonstrated the KHP's rollover simulator. This annual event takes place at a different service area every year and reaches those driving for vacation or work. Also available on that day are free child safety seat inspections. In 2006, 85 percent of the seats checked were improperly installed. Those drivers were instructed in the correct placement and installation of child safety seats.

The Turnpike experienced a decline in fatalities in 2006 with nine fatality accidents resulting in 10 fatalities.

An acceleration lane was added for southbound drivers entering K-10 at the Lecompton Interchange. Prior to this construction, the length of the lane caused slow-moving traffic to merge into faster moving traffic. The new lane allows for safer merging and a more continuous flow of right-hand turns onto southbound K-10 from the Lecompton Interchange.

Emporia Interchange

From final design to full-swing construction, the Emporia Interchange project progressed throughout 2006. The current facility is serving capacity traffic and regularly faces safety and backup issues due to the length of the ramps leading to the plaza.

The new interchange will have an expanded ability to serve current and future traffic needs, as well as a new connection between the Turnpike, I-35 North and US 50 through Emporia. Two roundabouts, one of the newest industry standards in the continuous movement of traffic, will also be added to assist with traffic flow in that area.

Roadway surface

In 2006, inlay and overlay projects took place on approximately 12 percent of the Turnpike's lane miles. These projects improve the driving surface of the roadway and speak to the commitment of the Authority's mission.

South Wichita

In an effort to relieve congestion at the Wichita 47th Street toll plaza, an additional lane was

50th Anniversary

This year marked a half century since the Turnpike opened for travel. Opening day, October 25, 1956, concluded a remarkable feat: 236 miles of four-lane roadway built in just 22 months, an achievement difficult to imagine today. A commemorative booklet, "Driven by Vision: The Story of the Kansas Turnpike," tells of the driving forces behind the project, how the Authority and its highway survived difficult financial performance in the early years and of the Turnpike's steady development into the safe, modern road it is today.

The booklet documents the people, from engineers to toll collectors to maintenance staff, who have proven a central asset of the Turnpike through the years. Events at multiple locations, including a grand October 25 ceremony at headquarters involving dignitaries and displays, paid tribute to those five decades of perseverance, dedication and success.



Top: "Driven by Vision: The Story of the Kansas Turnpike"; Above left: KTA President/CEO Michael L. Johnston, Chairman Mary Turkington, and retired Maintenance Superintendent Larry Carpenter prepare the Turnpike's 50th anniversary time capsule; Above right: KTA Public Relations Assistant Judy Gilchrist visits with retired Structures Superintendent Dean Kitzenberger and wife Mary Lou during the 50th anniversary's self-paced tour.

Driven by Vision

Today, the notion of 236 miles of four-lane divided highway being built in only 22 months is nothing short of unbelievable. But that's how quickly the Kansas Turnpike was constructed between Kansas City, Kan., and South Haven on the Oklahoma border. The Turnpike overcame early naysayers who were convinced it would never pay for itself. It survived lean early years, with both traffic and money in short supply. Ultimately, it thrived; a public road that is one of the smoothest and safest in America. As it keeps evolving, the Turnpike remains supported not by tax dollars but only by those who use it. Whether you're driving to grandma's or hauling a load in your big rig, the Turnpike still lives up to one of its early advertising pitches: "Save Lives, Time, Money."



The images and logos of the Kansas Turnpike may have changed over the years, but not its mission: Safe, high-quality highway transportation that helps drive the economy of Kansas.



The Turnpike required 236 miles of four-lane pavement, with 55 miles between Kansas City and the South Topeka Interchange being 10-inch reinforced concrete. The other 181 miles were surfaced with four inches of asphalt.



KTA builds 236 miles of modern highway and where does it end? In an Oklahoma farmer's field. Early Turnpike motorists often overshot the last exit at South Haven and plowed to a muddy stop at the Oklahoma border.



TURNPIKE BY THE NUMBERS

Miles236
 Interchanges to start.....14
 Interchanges now21
 Service areas6

Traffic
 32,755,932 vehicles (2006)

Toll revenue
 \$76,624,575 (2006)

Avg. passenger-car trip
 43 miles

Avg. commercial trip
 62 miles

Busiest section
 LeCompton to Topeka corridor
 over 34,400 vehicles daily

Earth excavated to build
 39.7 million cubic yards

Rock excavated to build
 6.3 million cubic yards

Concrete pavement to build
 1.9 million square yards

Asphalt used to build
 20 million gallons

1951

The Birth of the Pike

Americans fell in love with the automobile. As travel by car grew, so did talk of a network of toll roads which eventually led to the Interstate System. Some Kansans were concerned that the state might be bypassed. In 1951, the Highway Council of the Kansas Chamber of Commerce began to study how Kansas might fit within the potential nationwide network. A toll road committee built a compelling case for a Kansas turnpike. Rural legislators insisted that no tax money of any kind be used. The conditions sealed the deal and the Kansas Turnpike Act was passed by the Legislature on April 7, 1953.



1954

A Vision Builds

With \$160 million in hand from revenue bond proceeds (more than \$1.6 billion in today's dollars), work on the Turnpike began. During 1955, nearly 500 engineers, inspectors and countless construction workers were at work. On Thursday, October 25, 1956, official opening ceremonies were held at a dozen interchanges along the Turnpike. That first day, 7,197 vehicles rolled onto Kansas' first toll road.



1957

The Early Years

The uniqueness of the Pike and its toll charges put the brakes on revenue. On the positive side, the 80 mph speed limit had modern timesaving appeal. The trip from Lawrence to South Haven took less than three hours, amazing for the times. Traffic grew hesitantly at first, then predictably and modestly. By 1961, the Kansas Turnpike had the best record of growth of any turnpike and was well on its way to success.

1966

The Road Grows Smoother

By 1966, the Turnpike had achieved financial stability. A significant Pike repaving program was undertaken for approximately 56 miles with an additional 68 miles scheduled for the following year. To meet changes in the road and in traffic, many bridges were raised, a complicated task involving hydraulic jacks. Other bridges received major work. No single improvement in the Turnpike's history did more to improve safety than installing concrete barriers down the middle of the road's entire length, preventing the most common and deadliest accidents: median crossovers.

1990

Rolling Toward Tomorrow

The Turnpike continues to meet the increasing demands of time and traffic. There's no greater example than the development of the K-TAG electronic toll system, which allows motorists to quickly enter and exit through special lanes at toll plazas. Improvement projects include rebuilding the East Topeka Interchange, a six-lane Kansas River Bridge near Lawrence and rebuilding both Lawrence interchanges. In its first year in operation, the Turnpike served 3.6 million customers; in 2006, more than 32.7 million vehicles hit the road.

“We have a pretty singular, well-defined objective: manage this road.”

Michael L. Johnston
President/CEO

2006 Average Daily Traffic Between Plazas

Southbound		Northbound
14,537	236	14,664
14,657	204	14,890
14,335	202	14,359
17,368	197	17,364
5,091	183	5,279
6,471	182	6,504
3,413	177	3,458
3,237	147	3,282
6,560	127	6,291
6,652	092	6,392
6,631	076	6,361
6,610	071	6,271
6,817	057	6,415
7,345	053	6,884
7,796	050	7,435
6,386	045	6,211
11,930	042	11,757
10,299	039	10,142
9,436	033	9,155
7,753	019	7,368
	004	

	All Traffic		K-TAG Traffic	
	2006	2005	2006	2005
Vehicles	32,755,932	32,200,485	12,851,109	12,250,191
Passenger	28,297,667	27,891,984	10,879,007	10,380,442
Commercial	4,458,265	4,308,501	1,972,102	1,869,749
Miles Traveled	1,415,200,141	1,386,949,597	452,695,681	426,465,466
Passenger	1,138,192,093	1,122,740,267	338,966,436	319,716,393
Commercial	277,008,048	264,209,330	113,729,245	106,749,073
Toll Revenue	\$ 76,624,575	\$ 74,432,480	\$ 27,877,277	\$ 26,216,737
Passenger	\$ 45,388,097	\$ 44,795,678	\$ 13,835,034	\$ 13,063,351
Commercial	\$ 31,236,478	\$ 29,636,802	\$ 14,042,243	\$ 13,153,386
Average Toll	\$ 2.34	\$ 2.31	\$ 2.17	\$ 2.14
Passenger	\$ 1.60	\$ 1.61	\$ 1.27	\$ 1.26
Commercial	\$ 7.01	\$ 6.88	\$ 7.12	\$ 7.03
Average Trip Miles	43	43	35	35
Passenger	40	40	31	31
Commercial	62	61	58	57