

**TRANSFORMING THE CUSTOMER EXPERIENCE**



The 2015 Long Term Needs Study (LTNS) is a guide for leadership in addressing the preservation, modernization and enhancement needs of the Turnpike system over a 10-year period. The study also serves as a resource for customers and stakeholders to better understand why projects are selected by the Kansas Turnpike Authority (KTA). KTA's last LTNS was conducted in 2010. Since that time, KTA's leadership philosophy has evolved with changing trends, customer expectations and partnership opportunities.

**New Partnerships**

In 2013, KTA and the Kansas Department of Transportation (KDOT) formalized their working partnership. Legislation gave the agencies the ability to work more closely to deliver transportation solutions more efficiently.

**Changing Trends**

Economic conditions have improved and customer usage has increased on the Turnpike since the 2010 LTNS. These trends allow KTA to undertake new initiatives for enhancing and modernizing the Turnpike.

**Technology Advances**

New and emerging technology has played a key role since the 2010 LTNS. KTA can now offer enhanced electronic toll collection (ETC) services through its own K-TAG program and Oklahoma's PIKEPASS program, as well as through interoperability partnerships still being explored with other tolling agencies. The ultimate goal is to provide a more seamless experience for customers who travel across state lines.

**While this study will guide KTA for the next ten years, projects and timelines may vary to accommodate customer and organizational needs as determined by leadership. Individual project schedules will be communicated separately.**

**KTA's STUDY GOALS**

KTA has established five goals for the projects included in the LTNS. These goals serve as guidelines for KTA leadership and staff, giving them a framework for making daily operational decisions and delivering longer-term capital improvement projects.



**IMPROVE**  
safety and efficiency



**MAINTAIN & PRESERVE**  
the Turnpike system



**MODERNIZE**  
the Turnpike system



**ENHANCE**  
customer experience



**BE GOOD PARTNERS**  
to deliver Kansas transportation solutions

**Process**

The LTNS was developed through a three-phase planning process (illustrated below). Through this process, KTA identified existing and future needs along the system, prioritized those needs using a dozen criteria (page 2) and reviewed those projects against known resources to determine funding strategies.



## Prioritization

The LTNS team developed criteria to determine which projects should be considered priorities over the next 10 years. During this prioritization, some projects were eliminated or deferred until after the 10-year window.

## CRITERIA USED TO PRIORITIZE PROJECTS

- Improved System Condition:** Does it improve or preserve the Turnpike's roadways, bridges & other facilities?
- Safety Benefits:** Does it improve safety along the Turnpike system?
- Customer Mobility Benefits:** Does it improve the efficiency of customer travel?
- Freight Mobility Benefits:** Does it improve the efficiency of commercial truck movement?
- Economic Benefits:** Does it provide potential economic opportunities for the state/region?
- Project Support:** Does it have stakeholder support or acceptance?
- Project Readiness:** How quickly can the project be completed?
- Consistency with State/Regional Initiatives:** Is it consistent with other state/regional improvement plans?
- Multi-State Partnerships & Collaboration:** Does it allow for partnership opportunities with other states?
- Local/Private Partnership Potential:** Does it allow for cost share opportunities with partners?
- Toll Revenue Growth Potential:** Does it provide additional toll revenue to make needed improvements?
- Toll Financial Feasibility Potential:** Do recommended projects have feasibility to be completed as toll projects?

## Focus Areas

Projects in the LTNS are categorized into three focus areas:

### Preservation:

Maintaining, and where needed, replacing, the pavement, bridges, drainage structures and toll facilities to improve safety, condition and performance of the Kansas Turnpike system.

### Modernization:

Providing new efficiencies, technologies and amenities to elevate the customer travel experience on the Kansas Turnpike system.

### Enhancement:

Exploring the feasibility of new roadways, lanes or interchanges that could be added to the Kansas Turnpike system – many in partnerships with KDOT or the communities served.

# PRESERVATION

PROJECT	COST (2015 \$ in Millions)	TIME FRAME (Calendar Year)
<b>TOLL PLAZAS AND INTERCHANGES</b>		
<i>Plaza 177 South Topeka Toll Facility Improvements</i>	\$4	2017
<i>Plaza 42 South Wichita Toll Facility Improvements</i>	\$5	2018
<b>PAVEMENT</b>		
<i>Pavement Preservation and Maintenance</i>	\$14/year	2016-2026
<i>General Commuter Parking Improvements</i>	\$1.4	2016-2026
<b>BRIDGES</b>		
<i>Vertical Clearance Improvements (Bridge height raisings)</i>	\$2/year	2016-2026
<i>Condition Improvements</i>	\$47.8	2016-2026
<i>Maintenance Improvements (Painting, polymer overlays, etc.)</i>	\$2/year	2016-2026
<b>DRAINAGE</b>		
<i>Flood Risk Mitigation Improvements (Initial 6 crossings)</i>	\$8	2016
<i>Flood Risk Mitigation Improvements (Additional crossings selected annually)</i>	\$3-5/year	2017-2026
<b>EQUIPMENT AND TECHNOLOGY</b>		
<i>K-TAG ETC Transponders</i>	\$1/year	2016-2026
<i>Information Technology (Communications, IT, Toll maintenance)</i>	\$2.5/year	2016-2026
<i>Equipment (Replacements: Vehicles, parts, tools)</i>	\$2.5/year	2016-2026
<b>MAINTENANCE &amp; OTHER PRESERVATION</b>		
<i>Building Maintenance</i>	\$0.6/year	2016-2026
<i>Guardrail and Slope Grading Improvements</i>	\$1.5/year	2016-2026
<i>Safety Awareness Zones</i>	\$0.2	To be determined

# MODERNIZATION

PROJECT	COST (2015 \$ in Millions)	TIME FRAME (Calendar Year)
<b>TOLL PLAZAS &amp; INTERCHANGES</b>		
<i>Local Interchange Geometric Upgrades (System wide)</i>	\$8.1	2017-2026
<i>Open Road Tolling - Eastern Terminal</i>	\$16.5	2017
<i>Open Road Tolling -Southern Terminal (Phase 1: Bridges Only)</i>	\$3.2	2017
<i>Open Road Tolling - East Topeka</i>	\$17.6	2018
<i>Open Road Tolling - Southern Terminal (Phase 2: Plaza)</i>	\$12.4	2019
<i>Plaza 177 South Topeka Near Term Ramp/Bridge Improvements</i>	\$16.9	2017-2018
<b>SERVICE AREAS</b>		
<i>Service Area Renovations (Matfield Green &amp; Towanda)</i>	\$4-\$5	2016
<i>Emporia Service Area</i>	\$2-\$10	2022
<i>Truck Parking Improvements</i>	\$3.6	2019-2020
<i>Service Area Ramp Geometric Improvements</i>	\$2	2017-2026
<b>OTHER FACILITIES</b>		
<i>KTA Engineering-Maintenance Facility (Topeka)</i>	\$10-\$12	2022-2024
<b>TRANSPONDER INTEROPERABILITY WITH OTHER AGENCIES</b>		
<i>Central Hub Interoperability (Texas and Oklahoma)</i>	\$0.1 initial deployment; \$.025/year	2016-2026
<i>BestPass/PrePass (Commercial Trucks)</i>	\$0	2016-2026
<i>Central and Southeast Hub-to-Hub Interoperability (Southern States)</i>	To be determined	2016-2026
<i>EZ-Pass Interoperability (Illinois and Northeastern States)</i>	\$0.075/year	2017-2026
<i>E-470 Interoperability (Colorado)</i>	\$1	2018
<b>ENHANCED PAYMENT TOOLS</b>		
<i>Mobile Application for K-TAG Account Management</i>	\$.05/year	2016-2026
<i>Automatic Payment Machines (5 machines)</i>	\$1	2016-2026
<i>K-TAG/Payment Kiosks (7 machines)</i>	\$0.2	2016-2019
<b>ENHANCED TOLL SYSTEMS</b>		
<i>Video Enforcement Systems (assumes select K-TAG gate removals)</i>	\$1	2016-2017

# ENHANCEMENT

PROJECT	COST (2015 \$ in Millions)	TIME FRAME (Calendar Year)
<b>NEW OR IMPROVED RAMPS AND INTERCHANGES</b>		
<i>Plaza 52 US 54/Kellogg/I-35 Interchange</i>	\$25	2016-2020
<i>Plaza 52 US 54/Kellogg Project Toll Systems</i>	\$2.5	2017
<i>K-7/I-70 Bonner Springs Interchange Improvements (Phase 4)</i>	\$2.1	2020-2022
<i>New Interchange Partnerships</i>	Cost Share	To be determined
<b>NEW OR IMPROVED ROADWAYS AND BRIDGES*</b>		
<i>K-10 Expansion*</i>	\$230	2017-2020
<i>K-92 Centennial Bridge*</i>	\$100	2020-2022
<i>I-35 Express Lanes*</i>	\$55	2025-2026
<i>I-70 Turnpike Widening (East Lawrence to Tonganoxie)</i>	\$78	2025-2026
<b>OTHER ENHANCEMENTS</b>		
<i>Flint Hills Ramp Safety Improvements and Scenic Overlook</i>	\$5.5	2016

\*The full costs for project implementation are shown. If tolling is deemed a feasible funding option for these projects, KTA, as a partner in the state's transportation system, stands prepared to assist KDOT in funding and/or operating these and other projects around the state.

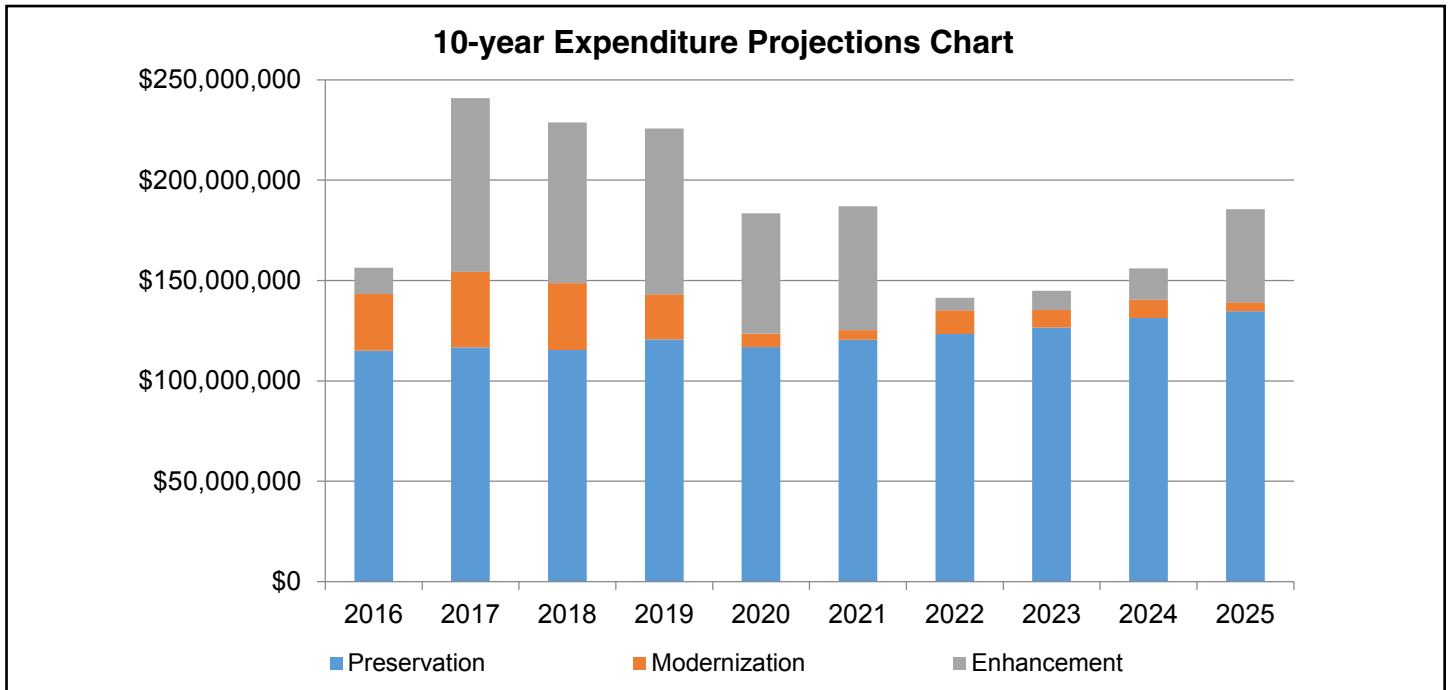


## Funding Strategy

KTA is funded by user fees and receives no tax support. KTA will utilize existing, available toll revenues to fund these projects. When applicable, KTA will also:

- Leverage cost-sharing techniques on partnership projects.
- Monitor revenue projections in comparison with anticipated expenditures.
- Assess the benefits of toll revenue bonds.

The Kansas Turnpike Authority Board has the statutory authority to set toll rates to meet revenue and expenditure projections, meet financial obligations and deliver projects.



Preservation includes operations, maintenance, debt service and replacement reserves. Payouts on some capital projects extend beyond the 10-year expenditure projections chart.

**The projects, timeline and projected expenditures listed in this document were approved by the Kansas Turnpike Authority Board in late 2015: Rep. Mark Hutton, Chairman; Transportation Secretary Mike King; Rep. Rich Proehl; Sen. Mike Petersen; and Dave Lindstrom.**

## Kansas Turnpike Resources

**Mission**

To provide safe, economical, high-quality transportation service to our customers.


**Vision**

To leverage customer-driven partnerships and technology to advance transportation in Kansas.

In addition to the tools listed below, customers can view prior years' annual reports, the 2015 Long Term Needs Study, blogs, newsletters and news releases at [www.ksturnpike.com](http://www.ksturnpike.com). Customers should also watch for KTA's annual customer satisfaction survey, which takes place during the first quarter of the year.


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