mission

KTA moves Kansas forward by operating a safe, reliable and customer-valued turnpike system in a fiscally responsible, business-like manner.

vision

KTA is committed to advancing transportation in Kansas through leadership, innovation and partnerships.
Traffic Impact due to COVID (2020)

March 1 – May 27 Traffic

- Year 2019
- Year 2020

Data points for traffic from March 1 to May 27, showing a comparison between the years 2019 and 2020.
May 2021 - Traffic

### PLAZA TRAFFIC BY CLASS
May 2021

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>2021</th>
<th>2020</th>
<th>Change</th>
<th>2021</th>
<th>2020</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>Southern Terminal</td>
<td>232,113</td>
<td>159,626</td>
<td>72,487</td>
<td>69,907</td>
<td>59,651</td>
<td>10,256</td>
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<tr>
<td>19</td>
<td>Wellington: US-160</td>
<td>61,347</td>
<td>45,772</td>
<td>15,575</td>
<td>1,163</td>
<td>3,843</td>
<td>2,680</td>
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<tr>
<td>32</td>
<td>Mulvane: K-53 (Casino)</td>
<td>62,430</td>
<td>26,411</td>
<td>36,019</td>
<td>1,005</td>
<td>417</td>
<td>588</td>
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<tr>
<td>33</td>
<td>Mulvane: K-53</td>
<td>28,681</td>
<td>23,296</td>
<td>5,385</td>
<td>541</td>
<td>470</td>
<td>71</td>
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<tr>
<td>39</td>
<td>Haysville, Derby: 71st St</td>
<td>57,477</td>
<td>44,469</td>
<td>13,008</td>
<td>927</td>
<td>687</td>
<td>240</td>
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<tr>
<td>42</td>
<td>Wichita: I-135, I-235, 47th St</td>
<td>259,707</td>
<td>187,692</td>
<td>72,015</td>
<td>43,299</td>
<td>37,830</td>
<td>5,469</td>
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<tr>
<td>45</td>
<td>Wichita: K-15</td>
<td>59,083</td>
<td>47,077</td>
<td>12,006</td>
<td>1,843</td>
<td>1,999</td>
<td>-156</td>
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<tr>
<td>50</td>
<td>Wichita: US-54/400, Kellogg</td>
<td>69,088</td>
<td>69,762</td>
<td>-704</td>
<td>5,196</td>
<td>8,185</td>
<td>-2,990</td>
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<tr>
<td>53</td>
<td>Wichita: K-96</td>
<td>127,098</td>
<td>62,711</td>
<td>64,387</td>
<td>9,241</td>
<td>2,738</td>
<td>6,503</td>
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<tr>
<td>57</td>
<td>Andover: 21st St</td>
<td>42,213</td>
<td>32,036</td>
<td>10,177</td>
<td>637</td>
<td>584</td>
<td>53</td>
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<tr>
<td>71</td>
<td>El Dorado: K-254</td>
<td>87,234</td>
<td>59,793</td>
<td>27,441</td>
<td>8,016</td>
<td>7,140</td>
<td>876</td>
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<td>92</td>
<td>Cassoday: K-177</td>
<td>9,981</td>
<td>8,761</td>
<td>1,220</td>
<td>486</td>
<td>447</td>
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<tr>
<td>127</td>
<td>Emporia: I-35N</td>
<td>143,985</td>
<td>96,654</td>
<td>48,331</td>
<td>36,135</td>
<td>30,197</td>
<td>5,938</td>
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<tr>
<td>147</td>
<td>Council Grove, Osage City: US-55</td>
<td>11,337</td>
<td>9,040</td>
<td>2,297</td>
<td>775</td>
<td>837</td>
<td>-62</td>
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<tr>
<td>177</td>
<td>Topeka: I-470W, US-75, Top Blvd</td>
<td>214,779</td>
<td>147,468</td>
<td>67,311</td>
<td>24,021</td>
<td>19,968</td>
<td>4,053</td>
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<tr>
<td>182</td>
<td>Topeka: K-4, I-70W</td>
<td>31,845</td>
<td>27,138</td>
<td>4,707</td>
<td>3,362</td>
<td>2,954</td>
<td>408</td>
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<tr>
<td>183</td>
<td>Topeka: I-70</td>
<td>405,274</td>
<td>266,739</td>
<td>138,535</td>
<td>53,809</td>
<td>47,835</td>
<td>5,974</td>
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<tr>
<td>197</td>
<td>Lecompton, Lawrence: K-10</td>
<td>244,188</td>
<td>164,681</td>
<td>79,507</td>
<td>12,120</td>
<td>11,316</td>
<td>804</td>
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<tr>
<td>204</td>
<td>Lawrence: US-59, US-40</td>
<td>83,344</td>
<td>58,887</td>
<td>24,457</td>
<td>2,228</td>
<td>2,039</td>
<td>189</td>
</tr>
<tr>
<td>212</td>
<td>Tonganooche, Eudora: 222nd St</td>
<td>36,484</td>
<td>27,081</td>
<td>9,403</td>
<td>867</td>
<td>573</td>
<td>94</td>
</tr>
<tr>
<td>217</td>
<td>Eastern Terminal</td>
<td>432,103</td>
<td>267,537</td>
<td>164,566</td>
<td>72,041</td>
<td>60,414</td>
<td>11,627</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2021 Total</th>
<th>2020 Total</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>1,588,042</td>
<td>1,940,189</td>
<td>-352,147</td>
</tr>
</tbody>
</table>

Increase / Decrease Over Prior Year  
- Total: 47.31%  
- Class 2-4: 43.16%  
- Class 5+: 16.85%  

May 2021 vs. May 2019

<table>
<thead>
<tr>
<th></th>
<th>May 2021</th>
<th>May 2019</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>-7.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 2-4</td>
<td>-9.2%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 5+</td>
<td>+5%</td>
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<td></td>
</tr>
</tbody>
</table>
Nationwide Compatibility

Using a HUB approach to increase compatibility and minimize peer-to-peer agreements.

Discussions continue with:
- Colorado
- Florida/Georgia
- California
- EZ-Pass
Video Enforcement (VE)

May 2021

Violations = 120,187 (3.74% of Traffic)
Unpursuable = 20,432 (0.64% of Traffic - 17% of Violations)

Kansas Plates = 27% of Video Violations
Out of State Plates = 73% of Video Violations
Video Enforcement - “Unpursuable”
“Unpursuable – Maybe?/Maybe Not?”
Video Enforcement - “Pursuable”
LONG TERM NEEDS STUDY

2016 - 2025
Open Road Tolling (ORT)
2019
Southern Terminal (MM 16)
Pavement Preservation

- Lane miles full extent Good (80.6%)
- Lane miles full extent Fair (19.4%)
- Lane miles full extent Poor (0.0%)
Bridge Preservation

KTA Bridge Condition Summary (2020 Inspection Data)

Total Deck Area (sq ft) = 2,774,588

<table>
<thead>
<tr>
<th>Condition</th>
<th>Area</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poor</td>
<td>13,814</td>
<td>0.5%</td>
</tr>
<tr>
<td>Fair</td>
<td>492,441</td>
<td>17.7%</td>
</tr>
<tr>
<td>Good</td>
<td>2,260,333</td>
<td>81.8%</td>
</tr>
</tbody>
</table>

2020 KTA Bridge Condition
All KTA Bridges
Drainage Improvements
Ramp Improvements
Bridge Raising
Truck Parking
Guardrail/Pier Protection Upgrades
KTA PHILOSOPHY

MISSION
KTA moves Kansas forward by operating a safe, reliable, and customer-valued turnpike system in a fiscally responsible, businesslike manner.

VISION
KTA is committed to advancing transportation in Kansas through leadership, innovation and partnerships.

GOALS
- Preserve the turnpike system
- Sustain financial integrity and stability
- Improve safety and reliability
- Partner to deliver Kansas transportation solutions
- Modernize the turnpike system

CORE VALUES
- Be Safe - We prioritize safety in everything we do.
- Be Professional - We act courteously in all interactions with customers, coworkers and other stakeholders by treating each person with respect, being responsive and valuing each interaction.
- Be Accountable - We each take personal responsibility for completing quality work and delivering high value service to our customers, partners and investors.
- Be Business Minded - We work to make sound, fiscally responsible decisions in all areas of KTA's business and protect our assets and investments.
- Be Collaborative - We foster a collaborative and inclusive working environment across business units and with our partners to develop the best solutions to advance transportation in Kansas.
- Be Innovative - We challenge ourselves to find the best solutions through technology and innovations to enhance the value of our services, the customer experience and our fiscal results.
- Be One Team - We work together to help KTA and our coworkers be successful by creating a safe and reliable turnpike system, a dedicated workforce and a great place to work.
- Be More - We strive to advance transportation in Kansas every day through our leadership, our innovation and our partnerships.
I-70 Turner Diagonal Interchange
Kellogg Avenue (US-54) / KTA (I-35) Ramps

As of May 15, 2021
Work Completed = 97%
Time Elapsed = 86%
SB KTA (I-35) Exit Ramp to WB Kellogg
Strategic Initiatives

As an outcome of the strategic planning process, KTA prioritized the following strategic initiatives over the five-year horizon to advance transportation in Kansas:

- Attain national compatibility between toll agencies.
- Increase electronic tolling transponder usage for state and regional customers.
- Modernize the turnpike system with cashless efficiencies.
- Partner with KDOT or other entities to deliver transportation services in Kansas.
All-Electronic Tolling (AET)  
“CASHLESS TOLLING”

21 Mainline Toll Zones (Each Direction)

Modify 3 Existing ORT Toll Zones

Construct 18 New Toll Zones

Contract No. 1 - 5 Toll Zones (2021)
Contract No. 2 – 5 Toll Zones (2022)
Contract No. 3 – 4 Toll Zones (2022)
Contract No. 4 – 4 Toll Zones (2023)

Go Live - 2024
New Toll Zone – NB 50
New Toll Zone – NB 50
New Topeka Administration Building
Administrative Office Relocation Site Selection Study

Submitted: October 16, 2020

Sites Considered

* Selected Site
Intersection of South Topeka Blvd. and Kansas Avenue
**Contract No. 7635 – Roadway Safety Assessment**

**Overall Scope**

<table>
<thead>
<tr>
<th>Task 1</th>
<th>Review and update safety data and trends.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task 2</td>
<td>Identify high-crash locations and focus crash types.</td>
</tr>
<tr>
<td>Task 3</td>
<td>Select applicable countermeasures.</td>
</tr>
<tr>
<td>Task 4</td>
<td>Identify potential road safety projects and programs.</td>
</tr>
<tr>
<td>Task 5</td>
<td>Calculate expected benefits and costs of recommended safety projects.</td>
</tr>
<tr>
<td>Task 6</td>
<td>Develop a five-year safety plan.</td>
</tr>
<tr>
<td>Task 7</td>
<td>Develop a safety project decision-support tool (including training)</td>
</tr>
</tbody>
</table>

- **Phase 1**: Review and update safety data and trends.
- **Phase 2**: Identify high-crash locations and focus crash types. Select applicable countermeasures.
- **Phase 3**: Identify potential road safety projects and programs. Calculate expected benefits and costs of recommended safety projects. Develop a five-year safety plan. Develop a safety project decision-support tool (including training).

- Comprehensive study covering the full KTA system
- Study will include addressing specific locations and systematic improvements that include improving crash outcomes
- Three phase approach will allow for analysis and countermeasures tailored to KTA system
Comparison to Historic Crash Data

[Bar chart showing accidents by severity and table data for years 2014 to 2019, with highlighted data for 2014 and 2015.

Crash Rate:
- 2014: 95.1
- 2015: 92.6
- 2016: 91.7
- 2017: 85.4
- 2018: 82.2
- 5-yr avg rate: 92.1

Table data for years 2014 to 2019:
- Fatal Accidents: 7, 10, 10, 7, 9, 4, 9, 6, 7, 11, 7
- PDO Accidents: 1,368, 1,272, 1,128, 1,542, 1,290, 1,191, 1,153, 978, 930, 977, 935
- Total Accidents: 1,786, 1,654, 1,441, 1,918, 1,608, 1,464, 1,384, 1,202, 1,186, 1,246, 1,116
- 2014: 7, 10, 12, 10, 11, 12
- 2015: 177, 212, 244, 210, 237, 200
- 2016: 945, 1,053, 1,046, 812, 973, 1,013
- 2017: 1,129, 1,275, 1,302, 1,032, 1,221, 1,225
- 5-yr avg rate: 82.2

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9401 E Kellogg Dr. Wichita, KS
Phase 2 Activities

▶ Targeted Data Gathering
  • Speed studies
  • Roadway profile evaluations near reports of hydroplaning
  • Pavement friction in locations with wet pavement crashes

▶ Countermeasure Identification
  • Engineering, Enforcement, Education, EMS
  • Systemic
  • High crash locations
  • Fiber backbone applications

▶ Project/Program development
  • Benefit-cost analysis
Questions?

• For more information and a FREE K-TAG, visit
  • www.myktag.com
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Cell 785.224.9106
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