

2012 Kansas Statutes

68-20,119. Feasibility study of additional interchanges on turnpike. (a) The Kansas turnpike authority is hereby directed to study the feasibility of constructing one or more turnpike projects consisting of interchanges for access to the existing turnpike. The interchanges which are to have feasibility determined shall be in the general vicinity of each of the following locations: (1) The turnpike intersection with the Lecompton-Perry road west of Lawrence, (2) the turnpike intersection with highway 77 near El Dorado reservoir, (3) in the area of the turnpike intersection with highway 53 near Mulvane, and (4) the turnpike intersection with Andover Road near Andover. Such study shall determine feasibility of each interchange location separately, and also jointly or collectively if two or more interchanges appear feasible.

(b) The feasibility study shall be based upon the use of existing right-of-way where possible, and in addition shall include, but not be limited to:

(1) An estimate of the total cost of such project or projects, including those items defined as cost by K.S.A. 68-2093;

(2) a determination of the extent to which the project or projects can be financed by the investment of nonstate funds in revenue bonds issued for the construction of such project or projects;

(3) the interest rate at which any revenue bonds authorized could be issued;

(4) a projection of the potential traffic volume on the project or projects;

(5) an estimate of the amount of tolls and other revenues to be derived from the project or projects which would be required to finance or guarantee the financing of the project or projects solely from such tolls and revenues; and

(6) such other data deemed necessary by the authority for a determination of feasibility.

(c) For the purpose of conducting such study, the Kansas turnpike authority may employ consulting engineers, traffic engineers, legal and financial experts and other employees and agents as necessary.

(d) There is hereby appropriated to the Kansas turnpike authority from the state general fund the sum of \$90,000 from which to pay the cost of the feasibility study provided for in this act. Notwithstanding the other provisions of this act, the authority shall not study any specified interchange, unless one or more adjoining cities or counties contribute 20% of the cost of the study allocated to such interchange. The entire amount of each such contribution shall be remitted by the authority to the state treasurer and the state treasurer shall deposit all of such contribution in the state treasury and credit the same to the state general fund. Every such contribution shall be paid to the authority by the interested city or county from any fund available for construction or repair of roads or bridges. Expenditures for such purpose from such appropriation may be made during the period from the effective date of this act until December 31, 1981.

(e) The study shall be completed by December 31, 1981, and the authority shall submit a report of the findings and recommendations thereon to the governor and the 1982 regular session of the legislature.

(f) If the Kansas turnpike authority shall find that the construction of such project or projects are feasible and shall recommend that one or more of such interchanges be constructed, the expenditures made by the authority in conducting the feasibility study required herein shall be regarded as a part of the cost of the project and shall be reimbursed to the state treasurer, for credit to the state general fund, out of the proceeds of the revenue bonds issued to pay the cost of the project. Further, for any interchange determined feasible, any city, county or person that has contributed to the cost of the feasibility study shall be reimbursed such cost from proceeds from revenue bonds issued to pay the cost of the project and such reimbursements shall be regarded as a part of the cost of the project.

History: L. 1981, ch. 261, § 1; April 25.