

= Kansas Turnpike =

The Kansas Turnpike is a 236 @-@ mile @-@ long (380 km) , freeway @-@ standard toll road that lies entirely within the U.S. state of Kansas . It runs in a general southwest @-@ northeast direction from the Oklahoma border to Kansas City . It passes through several major Kansas cities , including Wichita , Topeka , and Lawrence . The turnpike is owned and maintained by the Kansas Turnpike Authority (KTA) , which is headquartered in Wichita .

The Kansas Turnpike was built from 1954 to 1956 , predating the Interstate Highway System . While not part of the system 's early plans , the turnpike was eventually incorporated into the Interstate system in late 1956 , and is designated today as four different Interstate Highway routes : I @-@ 35 , I @-@ 335 , I @-@ 470 , and I @-@ 70 . The turnpike also carries a piece of U.S. Routes 24 and 40 in Kansas City .

Because it predates the Interstate Highway System , the road is not engineered to current Interstate Highway standards , and notably lacks a regulation @-@ width median . To reduce the risk of head @-@ on collisions , the Kansas Turnpike now has a continuous , permanent Jersey barrier in the median over its entire length . On opening , there was no fixed speed limit on the highway ; drivers were merely asked to keep to a " reasonable and proper " limit , although shortly afterward signs were erected in certain stretches indicating a maximum speed of 80 miles per hour (130 km / h) . From 1970 to 1974 and again since 2011 , the turnpike 's speed limit has been set at 75 mph (120 km / h) ; that limit during the earlier period applied only during daytime hours .

Around 120 @,@ 000 drivers use the turnpike daily . The road features numerous services , including a travel radio station and six service areas . One of these service areas is notable for the presence of a memorial to University of Notre Dame football coach Knute Rockne , who died near the current highway 's route . The turnpike is self @-@ sustaining ; it derives its entire revenue from the tolls collected and requires no tax money for maintenance or administration .

= = History = =

= = = Early history = = =

Early federal plans for a nationwide system of interregional highways did not include a route along or near the present turnpike , instead connecting Oklahoma City and Kansas City via southeastern Kansas and U.S. Route 69 . By the mid @-@ 1940s , this route had shifted to roughly the present Interstate 35 alignment , serving Wichita . The only major difference from the present route was between Wichita and Emporia , where the highway ran north to Newton before turning northeast along U.S. Route 50 .

In the early 1950s , toll roads were gaining in popularity as a mechanism for funding new superhighways . This trend started with the Pennsylvania Turnpike in 1940 , which was mimicked by other toll roads in New York , New Jersey , several New England states , Ohio , and Colorado . In October 1951 , the Highway Council of the Kansas Chamber of Commerce researched the possibility of integrating the state into a potential cross @-@ country turnpike system . Eastern Kansas was also included in an interstate turnpike system stretching from Galveston , Texas to Saint Louis , Missouri , via Kansas City , that was proposed by Oklahoma governor Johnston Murray . Many firms from construction industries , as well as those concerned about the state 's economic development , worked to have legislation passed to allow the turnpike to be constructed . Governor Ed Arn and Gale Moss , the State Highway Director , were two major proponents of the turnpike concept .

The turnpike idea was an attractive one because initial construction was to be financed by the private sector via sales of revenue bonds , allowing state highway funds to be used for other important projects . The new toll road would also reduce traffic , and thus maintenance costs , on existing roads . There was also a concern that if Kansas lagged behind in turnpike construction , it might be bypassed by toll roads in other states , leaving it at an economic disadvantage . The toll

concept also had the benefit of ultimately putting the financial burden on the drivers who actually used the road , instead of using tax revenue that had been collected from residents statewide . There was a some opposition to the plan , from both government officials and citizens , due to concerns that the toll revenue might not cover the repayments to investors , bankrupting the turnpike authority and burdening the state government with the remaining debt . There were also worries about the possibility of the turnpike requiring maintenance before the bonds had been repaid . Some critics also felt that the high speeds typical of turnpike driving were unsafe . As right @-@ of @-@ way for the project was obtained , the turnpike drew opposition from farmers and ranchers , who objected to the turnpike bisecting their property , making it difficult to access disjointed parcels of land .

The Kansas Chamber of Commerce held " turnpike clinics " in several locations across Kansas in 1952 , reporting an overwhelmingly positive reception from the public . The Kansas Turnpike Act , defining a turnpike from Oklahoma to Kansas City , became effective April 7 , 1953 . It created the Kansas Turnpike Authority , with Gale Moss selected as its first chairman . With a budget of only \$ 25 @,@ 000 (about \$ 570 @,@ 000 in 2015) , KTA 's first office was a former barbershop in the Kansas State Capitol .

Given Oklahoma 's plans to build a turnpike north from Oklahoma City to the Kansas state line , and taking into account traffic flow maps prepared by the highway department , a preliminary route was chosen connecting the proposed Oklahoma turnpike to Kansas City via Wichita and Topeka . A second route extending from Topeka to Salina , and further west to the Colorado state line (the modern @-@ day I @-@ 70 corridor) was also studied . Over 173 @,@ 000 drivers were surveyed to determine how many of them would be willing to use the two proposed routes in order to establish their profitability . While the western Kansas route was determined not to be feasible , the Oklahoma ? Kansas City route was projected to generate a total revenue of \$ 9 million in 1957 (about \$ 181 million in 2015 dollars) . After considering a number of different alignments , including one bypassing Topeka via the present route of I @-@ 35 , the state decided on an " airline " route between Wichita and Topeka . From Wichita south , the turnpike was to parallel U.S. Route 81 , continuing into Oklahoma ; the interchange with U.S. Route 166 at South Haven was included to provide an outlet if Oklahoma lagged in its construction . The turnpike was to parallel U.S. Route 40 from Topeka to Kansas City . The Kansas City end was set at 18th Street and Muncie Boulevard , which was to be extended and upgraded to a freeway (the Muncie Expressway) to the Intercity Viaduct by the state .

After a ruling from the Kansas Supreme Court that found that the KTA could issue bonds and oversee the construction and administration of the turnpike , the turnpike authority sold \$ 160 million (around \$ 3 @.@ 22 billion in 2015 dollars) in revenue bonds in September 1954 . KTA bonds were quickly bought by investors , who were attracted by the Kansas Turnpike 's low construction costs ? only one @-@ third of that of turnpikes in other states ? and projections showing that enough tolls would be collected to pay off investors after nineteen years .

Ground was broken on December 31 , 1954 at the Kansas River bridge near Lawrence . Construction of the entire length of the turnpike was scheduled to take place all at once , with the turnpike partitioned into 14 parts , and the overall length also divided into 43 smaller portions . The Turnpike Authority sent out letters en masse to the affected landowners , offering a price and referring appeals to the local district court , which typically valued the land at a lesser amount ; this methodology was not without criticism . During the construction period , the state highway department suffered a " brain drain " as many staffers resigned to take up KTA jobs , which paid better salaries (Chairman Moss 's KTA salary was three times that of his salary as director of highways) and offered more exciting challenges .

After almost 22 months of construction , the road was opened for a day of free travel on October 20 , 1956 between 6 a.m. and 2 p.m. An estimated 12 @,@ 000 to 15 @,@ 000 cars traveled on the turnpike . Many of those motorists traveled to Lawrence for a football game between the University of Kansas and University of Oklahoma . Official opening ceremonies were held at interchanges in each of the three major cities on October 25 . The Kansas City celebration included Gene Autry jumping his horse through a large paper map of the turnpike . John Masefield , the British Poet

Laureate , wrote a tribute to commemorate the occasion . On the first day after the official opening , 7 @, @ 197 vehicles traveled the turnpike , with 81 toll collectors and 50 maintenance workers on duty . The turnpike originally had 14 interchanges ; by 2012 , there were 22 .

= = = The southern terminus = = =

Despite Oklahoma 's role in instigating the construction of the Kansas Turnpike , its plans for a connecting turnpike fell through . The Oklahoma Turnpike Authority (OTA) had not performed a traffic study , as KTA had , to prove that the proposed Oklahoma turnpike would be profitable . Oklahoma also suffered from a poorer credit rating than did Kansas . Additionally , by this time many states ' turnpike authorities were competing in the bond markets for investor dollars . All of these issues combined made it difficult for OTA to issue bonds for its toll road . When funding had been obtained , political issues stalled the proposed toll road further .

With no counterpart to the south , the Kansas Turnpike ended at the state line , at an at @-@ grade intersection with E0010 Road . Just across the state line was an oat field , into which many inattentive motorists crashed . This abrupt end became nationally famous after Wyoming governor Milward L. Simpson and his wife crashed in mid @-@ 1957 . The oat farmer plowed the field to provide a safer landing , and the KTA was persuaded to install a huge wooden barrier at the end of the highway . However , within a day , three more drivers had crashed and destroyed the barrier , so the KTA closed the turnpike south of the South Haven interchange . KTA provided the state of Oklahoma with financial aid to construct its portion of a temporary road leading to the interchange . The lack of continuity in the highway was one of the primary reasons that the road did not generate much revenue in the years following the opening ; another reason was a lack of education on the part of motorists as to the concept of a toll road .

Although Oklahoma 's plans to construct a toll road from the southern end of the Kansas Turnpike at the state line to Oklahoma City did not materialize , a year and a half after the opening of the turnpike , a 5 @-@ mile (8 @.@ 0 km) connection to US 177 was put into service . Eventually I @-@ 35 was completed south to Oklahoma City .

= = = Recent history = = =

While the initial turnpike was still being built , the KTA authorized four feasibility studies in October 1954 . Three of them ? a spur to Leavenworth and Saint Joseph , Missouri , a spur from Wichita to Hutchinson , Great Bend and Hays , and a new Intercity Viaduct to Kansas City , Missouri ? did not go anywhere . But the fourth proposal , a toll bridge on 18th Street in Kansas City , was pushed through , and the KTA agreed to build the turnpike in early 1956 . The 18th Street Expressway , running south from the turnpike 's east end over the Kansas River , opened in 1959 , improving access to northeast Johnson County .

As the turnpike did not use any state tax revenue for maintenance , the pavement began to deteriorate rapidly , and crews faced difficulty keeping up with the snow in winter conditions in a winter storm during 1960 . In the early 1960s , many senior positions in the Kansas Turnpike Authority were cut , and thanks to this and other austerity measures such as targeting maintenance to save costs in the future , the turnpike slowly became profitable . By 1966 , it was clear that the turnpike had not been built to the higher standards of the Interstate Highway system ; the roadway had developed ruts and other issues due to deferred maintenance . To temporarily fix the problem , a layer of asphalt oil and a layer of sand and asphalt was used to fill in the ruts , and graded rock coated with asphalt was used to seal the road . Since the road had been originally constructed at the same time , and not built in segments over a period of time , similar maintenance issues appeared along the whole length of the road at the same time . Bridges and pavement were repaired on a rotating basis , to stagger the cost of needed repairs . The bridge over the Kansas River was widened and replaced after 1973 . As economic conditions improved for the Authority , equipment was slowly replaced , and workers were given pay increases , both of which were badly needed .

In June 1956 , the Federal Aid Highway Act of 1956 was signed into law , granting funding to the nationwide Interstate Highway System . Without its Oklahoma link , the Kansas Turnpike was in danger of being bypassed by the Interstate System entirely . However , at the end of 1956 , the Bureau of Public Roads and the state of Kansas agreed to route I @-@ 35 along the turnpike south of Emporia and I @-@ 70 along the piece east of Topeka . The state insisted on a separate Emporia ? Kansas City alignment , and the mileage that would have been used to build I @-@ 35 from Wichita to Emporia via Newton was instead used for Interstate 35W (now Interstate 135) from Wichita via Newton to Salina . Oklahoma 's first piece of Interstate 35 , from the state line to U.S. Highway 177 at Braman , opened April 22 , 1958 .

The East Topeka interchange was completely rebuilt in the late 1990s , with a goal of rerouting I @-@ 70 and improving access to the turnpike . The design was completed in 1997 , and the project was finished in 2001 at a cost of \$ 98 @.@ 6 million in 1999 dollars .

On the evening of April 6 , 2002 , a grease fire broke out in the Hardee 's restaurant at the Belle Plaine service plaza . Exacerbated by heavy winds , the fire destroyed the building , which also contained a travel information center . Four fire departments responded to the scene . The assistant fire chief and fire chief of the Wellington Fire Department gave conflicting statements on whether the unavailability of the Wellington water tower , which had been emptied while it was being repainted , had hampered efforts to extinguish the blaze . The fire burned for three hours , with hot spots still smoldering the following day . No injuries were reported . The fire caused \$ 2 million in damages . The service plaza was rebuilt , with a reopening celebration occurring on July 24 , 2003 .

A 390 @-@ year flood event took place on the night of August 30 , 2003 , at the Kansas Turnpike 's crossing of Jacobs Creek , a tributary of the Cottonwood River 11 miles (18 km) southwest of Emporia (turnpike milepost 116) . A thunderstorm that evening dropped large amounts of rain in the area , with a gauge at Plymouth reporting 7 @.@ 1 inches (18 cm) of rainfall in a 24 @-@ hour period . The culvert carrying Jacobs Creek under the turnpike quickly exceeded its capacity , and water rose onto the turnpike . A pool of water four feet (1 @.@ 2 m) deep formed on the northbound lanes ; the concrete median barrier initially prevented most of the water from crossing to the southbound lanes . Seven cars , all headed northbound , stalled in the floodwater . The median barrier then gave way , sweeping the stalled cars across the southbound lanes and down the creek as far as 1 1 ? 2 miles (2 @.@ 4 km) from the highway . Six people died in the flood .

= = Tolls = =

As of 2014 , the passenger or passengers of two @-@ axle vehicles (such as cars and motorcycles) pay a total of \$ 12 @.@ 00 to travel the entire length of the turnpike . Tolls are calculated based on the length of the route traveled , and the toll is as little as 30 ¢ for motorists driving only a short distance (3 miles (4 @.@ 8 km) , for example) on the turnpike . Drivers in vehicles with more than two axles , such as truckers , pay higher tolls .

The turnpike runs on a ticket @-@ based collection system . When entering the turnpike , either at one of the termini or at an interchange , a driver is issued a ticket which indicates the toll plaza at which they entered . When leaving the turnpike , this ticket is used to determine the amount of the toll . If a motorist presents a ticket at the same toll plaza it was issued from , the KTA charges a " per @-@ minute " fare if the trip was more than fifteen minutes . Should the ticket be lost , or should the trip take over eighteen hours to complete , the driver must pay the highest possible toll for that exit .

As an alternative to using tickets , motorists can order a transponder , known as a K @-@ TAG . K @-@ TAG customers can proceed slowly through the toll plaza without stopping to collect a ticket or pay toll . The toll is instead paid through one of two payment plans . K @-@ TAG Classic , intended for frequent turnpike users , requires the customer to maintain a prepaid account , from which funds are drawn as needed . The plan intended for intermittent users , My K @-@ TAG , requires an active credit card . My K @-@ TAG keeps track of the tolls accrued by the customer , and automatically charges the user 's credit card monthly . K @-@ TAG Classic accounts are subject to a \$ 1 monthly fee per tag , while My K @-@ TAG account holders can get up to five tags for free . Tolls for K @-@ TAG users are lower than for cash customers , so a two @-@ axle vehicle with a K

K TAG is charged only \$ 10 @. @ 20 to travel the entire length of the turnpike . K @-@ TAG Classic users also receive an additional 10 @-@ percent discount on tolls . K @-@ TAGs are available for purchase at select Walgreens , Dillons , and AAA locations . K @-@ TAG is compatible with PikePass in neighboring Oklahoma . However , K @-@ TAG is not compatible with any other systems , including the E @-@ ZPass system in the Eastern United States .

K @-@ TAG was introduced in 1995 ; the system was internally designed and is internally run , instead of being contracted to another company , saving additional overhead costs . The Kansas Turnpike is completely self @-@ sustaining . All costs are paid for by the tolls collected ; no tax money is used for construction , maintenance , or administration . KTA estimates that 120 @, @ 000 drivers use the turnpike each day .

= = Route description = =

The Kansas Turnpike is 236 miles (380 km) long . As of 2014 the Kansas Turnpike has 22 interchanges and two barrier toll plazas . Many of the interchanges are designed as trumpet interchanges with a connector road to the crossroad , for easy placement of a single toll plaza on the connector .

Exit numbers were originally sequential but are assigned today by mileage from south to east , the same numbering system used by the majority of U.S. states for their Interstate Highways as well . After passing the Bonner Springs interchange , exit numbers change to match the mileage of Interstate 70 (I @-@ 70) east from the Colorado border , which is also used on I @-@ 70 west of the turnpike . This results in discontinuous exit numbers on I @-@ 70 .

= = Oklahoma state line to Emporia = =

The first 127 miles (204 km) of the highway , between its southern terminus at the Oklahoma border and Emporia , Kansas , are designated as Interstate 35 (I @-@ 35) . The Kansas Turnpike is the only tolled section on this Interstate . The turnpike runs due north and south between its southern terminus and Wichita . This stretch of the highway runs parallel to U.S. Route 81 (US @-@ 81) , which lies to the west of the turnpike .

The Kansas Turnpike begins at the Oklahoma state line north of Braman , Oklahoma . This is also the point at which I @-@ 35 crosses from Kay County to Sumner County . The turnpike proceeds due north from the state line , with no interchanges for its first four miles (6 @. @ 4 km) in Kansas . The southernmost interchange on the turnpike is Exit 4 (South Haven) , which serves US @-@ 166 . US @-@ 166 heads east to Arkansas City and west to US @-@ 81 at South Haven . This interchange is a four @-@ ramp folded diamond with ramps in the southeast and northwest quadrants . It has no toll plazas , as it lies south of the southern barrier toll . Northbound traffic must exit at US @-@ 166 to avoid paying a toll . Initially , the interchange provided only a southbound exit and northbound entrance , forcing drivers who did not wish to pay a toll to leave I @-@ 35 in Oklahoma . By 1976 the other two ramps had been added .

From Exit 4 , the turnpike continues on a due north course , crossing Slate Creek , before coming to the Southern Terminal barrier toll plaza , where tickets are issued for all northbound traffic and fares are collected from southbound traffic . The next interchange north of the toll plaza is Exit 19 (Wellington) , serving US @-@ 160 , which heads west to Wellington , the county seat of Sumner County , and east to Winfield , the seat of adjoining Cowley County . It is the first of many trumpet interchanges , serving the surface road via a connector road with a toll plaza . When the turnpike first opened , the US @-@ 160 interchange was a reversed diamond with four loop ramps , so that all traffic using the interchange had to pass under the bridge and thus through the toll plaza . The new configuration was built c . 1988 .

The freeway takes a brief jog to the northeast before crossing over a Burlington Northern Santa Fe rail line southeast of Riverdale . In the median at mile 26 is the Belle Plaine Service Area . North of the service plaza , the highway bridges the Ninnescah River and then K @-@ 55 . No interchange is present to allow turnpike travelers to connect to the K @-@ 55 .

The turnpike's next interchange is Exit 33 (Mulvane), which connects to K @-@ 53 via a trumpet ramp , just east of the west end of K @-@ 53 at US @-@ 81 . The interchange was built c . 1985 . It was reconstructed in 2011 to serve the Kansas Star Casino with roundabouts on each side of the flyover . The east roundabout directs traffic to K @-@ 53 . The west roundabout directs traffic to the casino . There is now a toll booth on the casino side of the intersection as well as the one on the entrance to K @-@ 53 . This interchange straddles the Sumner ? Sedgwick county line .

In southern Sedgwick County , the Kansas Turnpike enters the Wichita metropolitan area . Exit 39 (Haysville) serves two of Wichita 's southern suburbs . This exit is a diamond interchange with a connector road to Grand Avenue , which runs west to U.S. Route 81 and Haysville and east to Derby . It was built c . 1989 . Now in Wichita proper , the highway reaches exit 42 (South Wichita) , which is the south end of Interstate 135 . I @-@ 135 heads north through Wichita , the largest city in Kansas , toward Salina ; US @-@ 81 joins at the first interchange and I @-@ 235 begins at the second . The interchange is a simple trumpet with I @-@ 135 , and opened in 1956 with the turnpike , but the connector ended at 47th Street (now US @-@ 81) until c . 1961 .

After passing exit 42 , the turnpike curves away from US @-@ 81 , turning northeast toward El Dorado and Emporia . It crosses the Arkansas River between Exits 42 and 45 . Exit 45 (Wichita , K @-@ 15)) is a trumpet connection to K @-@ 15 in southern Wichita . It opened in 1956 as one of the original interchanges . As the highway continues northeast through Wichita , it comes to Exit 50 (East Wichita) , a double @-@ trumpet connection to the parallel Kellogg Avenue , which carries US @-@ 54 and US @-@ 400 . It is one of the original 1956 interchanges . Exit 53 , the final Wichita exit , is a trumpet connection to the K @-@ 96 freeway . The connector road junctions K @-@ 96 at a four @-@ ramp partial cloverleaf interchange and ends at 127th Street East . The interchange opened c . 1994 along with the nearby piece of K @-@ 96 .

East of Exit 53 , the turnpike passes into Butler County . Exit 57 (Andover) connects to 21st Street northeast of downtown Andover , an eastern suburb of Wichita . (This is the same " 21st Street " that runs through Wichita .) The turnpike uses a diamond interchange with the connector road to 70th Street . This interchange opened c . 1985 . It crosses the Whitewater River southwest of the Towanda Service Area , located in the median at mile 65 . From the service area , the highway proceeds north east to Exit 71 (El Dorado) , a trumpet connection to K @-@ 254 just east of its junction with K @-@ 196 . The connector originally directly intersected K @-@ 254 , but it now ends between K @-@ 254 and West 6th Avenue , just north of K @-@ 254 . Exit 71 opened with the original turnpike in 1956 . North of El Dorado , Exit 76 (El Dorado) connects the Kansas Turnpike to U.S. Route 77 via a trumpet ramp . It opened c . 1986 .

After passing through El Dorado , the Kansas Turnpike crosses the northernmost arms of El Dorado Lake . This marks the turnpike 's entry into the Flint Hills , a band of hills in eastern Kansas . The turnpike does not leave this region completely until it reaches Topeka . As the highway continues northeast past El Dorado Lake , it runs roughly parallel to the Walnut River to the west , which feeds the reservoir , and K @-@ 177 to the east . Northwest of the town of Cassoday , K @-@ 177 finally crosses the turnpike , with Exit 92 (Cassoday) , a diamond interchange , providing a connector to the state highway . The interchange was not present when the turnpike opened in 1956 , but was built soon after as an east @-@ facing folded diamond with two separate toll plazas . The present configuration was built c . 1995 . Near this interchange , the turnpike crosses the Walnut River .

Northeast of the Cassoday interchange , the Kansas Turnpike enters Chase County . In the median at mile 97 , just north of the county line , is the Matfield Green Service Area . Approximately 13 @. @ 7 miles (22 @. @ 0 km) northeast of the service area , an interchange provides access to a set of cattle pens southeast of Bazaar . Other than these two service exits , there are no interchanges within Chase County ; upon leaving it , the turnpike passes into Lyon County .

The next interchange along the turnpike is Exit 127 (Emporia) . At this trumpet interchange , Interstate 35 leaves the turnpike to head east through Emporia , the county seat of Lyon County , on its way northeast to Kansas City via Ottawa . Interstate 35 and U.S. Route 50 . The interchange , as opened in 1956 with the original turnpike , connected directly to US @-@ 50 at Overlander Street ; a different configuration opened c . 1966 along with the connecting piece of I @-@ 35 . In 2005 , KTA approved reconstruction of the Emporia interchange to improve connections to US @-@ 50 , I @-@

35 , and the city of Emporia , resulting in the present configuration . This project , funded by the Turnpike Authority , the Kansas Department of Transportation , and the city of Emporia , was completed in 2008 .

= = = Emporia to Topeka = = =

After the split with I @-@ 35 , the Kansas Turnpike continues northeast as I @-@ 335 . However , its exits are numbered as if I @-@ 35 had continued along it . This highway exists entirely as a part of the Kansas Turnpike . In fact , until 1987 , this stretch of the turnpike was designated solely as the Kansas Turnpike without an Interstate number . It was only after a change in the National Maximum Speed Law , when state legislators were given the authority to raise the speed limits on rural Interstate Highways to 65 mph (105 km / h) , that this segment of the Kansas Turnpike was given the I @-@ 335 designation so that it could fall under the new law .

Northeast of Emporia , the Emporia service area is located in the median at mile 132 . The turnpike continues northeast through the northern reaches of the Flint Hills , coming to an interchange with US @-@ 56 near Admire . This interchange , Exit 147 , is the only interchange along the I @-@ 335 section of the turnpike other than the two end junctions . It is a trumpet connection to US @-@ 56 , which heads west to Council Grove and east to Osage City , and was one of the original 1956 interchanges .

From the Admire exit , the Kansas Turnpike continues northeast , passing through the southeast corner of Wabaunsee County and the northwestern part of Osage County . The turnpike enters Shawnee County and continues through rural land before it heads into the Topeka area . Here , the roadway has an interchange that serves I @-@ 470 and US @-@ 75 . At this point , I @-@ 335 ends and I @-@ 470 joins the turnpike as it passes through suburban development in the southeastern part of Topeka . In the eastern portion of the city , the highway reaches an interchange with I @-@ 70 , US @-@ 40 , and K @-@ 4 .

= = = Topeka to Kansas City = = =

The remainder of the turnpike runs on I @-@ 70 from Topeka to the turnpike 's eastern terminus in Kansas City . This is one of only two tolled sections of I @-@ 70 ; the other is on the Pennsylvania Turnpike with I @-@ 76 .

The turnpike continues east along I @-@ 70 and crosses Tecumseh Creek . The Topeka Service Area is located on the north side of the road east of here at mile 188 . It is accessed by ramps on the right side of the highway in both directions . Just east of the service area , the turnpike enters Douglas County while passing over US @-@ 40 without an interchange . The route then curves to the southeast and runs roughly parallel to US @-@ 40 . A series of curves takes the turnpike farther east as it reaches Exit 197 (Lecompton) , a folded diamond interchange with the western terminus of K @-@ 10 . After this , the highway continues farther east and enters the city of Lawrence , where it shares a diamond interchange with McDonald Drive at Exit 202 (West Lawrence) . McDonald Drive leads to US @-@ 59 south of the turnpike . East of here , the highway bends east @-@ northeasterly , crosses the Kansas River , and then intersects US @-@ 40 and US @-@ 59 , which run concurrently , at Exit 204 (East Lawrence) .

The Kansas Turnpike then leaves Lawrence and bends to the northeast before leaving Douglas County and entering Leavenworth . It overpasses Mud Creek before passing under K @-@ 32 . Northeast of here at mile 209 , the Lawrence Service Area is located in the median . Afterward , the turnpike has a diamond interchange with 222nd Street , which is signed as Leavenworth County Road 1 , at Exit 212 (Tonganoxie / Eudora) . The highway then travels northeast and passes through its eastern terminal toll booth . This is the final toll booth on the route travelling east and all vehicles must pay their final toll before continuing . The turnpike then enters Bonner Springs . It crosses Wolf Creek before leaving Leavenworth County and entering Wyandotte County . In Bonner Springs , the turnpike intersects K @-@ 7 , westbound US @-@ 24 , westbound US @-@ 40 , and the southern terminus of US @-@ 73 at Exit 224 (Bonner Springs , formerly Exit 223) with a

trumpet interchange . The mileposts on the route switch to match those of I @-@ 70 after this interchange .

US @-@ 24 and US @-@ 40 run concurrently with I @-@ 70 and the Kansas Turnpike as it heads east toward Kansas City . The first free exit on the turnpike is a diamond interchange with 110th Street at Exit 410 . This interchange is located just south of the Kansas Speedway . Just east of here , the route intersects I @-@ 435 at Exit 411 . This exit uses a cloverleaf interchange with one directional ramp and collector ? distributor roads to avoid issues with traffic exiting immediately north of the turnpike . After this interchange , the highway enters Kansas City .

The turnpike 's first exit in the city is Exit 414 , a diamond interchange with 78th Street . Next , the highway curves slightly to the northeast and intersects the Turner Diagonal at Exit 415 , an interchange consisting of a half @-@ cloverleaf for the western ramps and a Y @-@ connection for the eastern ramps that intersects the Turner Diagonal at a trumpet interchange north of the turnpike . East of here , the route has a diamond interchange with 57th Street at Exit 417 . Directly east of 57th Street , the turnpike crosses Brenner Heights Creek . After this , the turnpike continues due east to a fully directional interchange with I @-@ 635 at Exit 418 .

After this interchange , the freeway bends in a southeastern direction and reaches its final exit , Exit 420 . This exit is a cloverleaf interchange with US @-@ 69 , which is also known as the 18th Street Expressway . At this interchange , US @-@ 69 turns east to overlap I @-@ 70 , US @-@ 40 , and US @-@ 24 , and the highways continue east of Exit 420 toward Kansas City , Missouri .

= = Design = =

Because the Kansas Turnpike was built before the Interstate Highway System , it is not engineered to current Interstate Highway standards . The turnpike was originally constructed with lanes only 12 feet (3 @. @ 7 m) wide . Notably , the turnpike was built without a 36 @-@ foot (11 m) median . When it opened , the central reservation was a 20 @-@ foot (6 @. @ 1 m) depressed median . Starting in 1985 , Jersey barriers were installed along its entire length . As with all other toll roads that predated the Interstate Highway System , the highway is grandfathered from Interstate standards .

Kansas Turnpike mileposts are continuous along the entire length of the turnpike . Mile markers begin at the point where I @-@ 35 enters Kansas at the southern border . These numbers are continued along the other three Interstates that make up the turnpike , rather than numbering each Interstate individually , leading to discontinuous numbering on I @-@ 70 ? the exit numbers on tolled I @-@ 70 are much lower than those on free I @-@ 70 .

The majority of the Kansas Turnpike , from the Oklahoma state line to Topeka , was constructed with four @-@ inch (100 mm) asphalt . The 55 miles (89 km) from Topeka to Kansas City was built with Portland cement concrete . Curves along the turnpike are limited to 3 ° and grades limited to 3 % . Early reports said that curves were designed to accommodate speeds of 70 to 75 mph (115 to 120 km / h) . When built , the turnpike was designed to allow 18 @, @ 000 @-@ pound (8 @, @ 200 kg) axle loads . Minimum sight distances were kept at 725 feet (221 m) . The 300 @-@ foot (91 m) right of way featured fenced edges to prevent cattle from entering the roadway and to discourage toll evasion .

= = = Speed limits = = =

When the turnpike was originally opened , it had no posted speed limit , however " drivers [would] be ' hailed down ' if they exceed 80 miles an hour [130 km / h] . " In 1970 , the speed limit was reduced to 75 mph (120 km / h) during the day and 70 mph (115 km / h) at night ; authorities cited accidents caused by excess speed . Nationwide , the speed limit was reduced to 55 mph (90 km / h) on January 2 , 1974 ; Kansas delayed implementing the reduction until the deadline on March 2 , 1974 .

When Congress allowed states to increase their speed limits to 65 mph (105 km / h) , Kansas increased the speed limit on most of the turnpike ; the Emporia ? Topeka segment did not have an

Interstate designation to allow for an increase there . Other sections through urban areas remained at the lower limits as well . The Kansas Department of Transportation requested an Interstate designation for the Emporia ? Topeka segment of the turnpike by May 1987 , which they received on October 23 , 1987 , when that section was given the I @-@ 335 designation to allow for a 65 mph (105 km / h) speed limit . Later in November 1995 , Congress repealed the National Maximum Speed Limit ; Kansas initially left their limits alone after the repeal . Legislation that raised the speed limits to 70 mph (115 km / h) took effect on March 22 , 1996 .

On July 1 , 2011 , the speed limit on most of the Kansas Turnpike was raised once again to 75 mph (120 km / h) as part of a set of speed limit increases affecting several rural Interstates and U.S. routes throughout Kansas . The minimum speed is 40 mph (65 km / h) .

= = Services = =

The Kansas Turnpike Authority provides a number of services to help motorists and provide incentives for using the turnpike . KTA broadcasts a travel radio station at 1610 AM from Wellington , Wichita , El Dorado , Cassoday , Emporia , Admire , East Topeka , and West Lawrence . Law enforcement is provided by a separate Turnpike Division of the Kansas Highway Patrol . Motorists needing assistance can use a roadside assistance hotline by dialing * KTA (* 582) on a mobile phone . Statewide weather and traffic conditions can be accessed by dialing 511 . KTA also provides weather and traffic information on their website . The original service areas were spaced 45 miles (72 km) apart .

There are six service areas located along the highway :

The Belle Plaine service area (mile 26) opened on July 24 , 2003 , replacing a previous structure at the site that had been destroyed by a grease fire . It contains a 24 @-@ hour gas station and convenience store , a fast food restaurant , a weather kiosk , a Kansas Travel Information Center , and a gift shop .

The Towanda service area (mile 65) provides a 24 @-@ hour gas station and convenience store , a fast food restaurant , and a weather kiosk .

The Matfield Green service area (mile 97) shares the design of the Towanda service area , and also provides a 24 @-@ hour gas station and convenience store , a fast food restaurant , and a weather kiosk . The service area at Matfield Green also contains a 175 @-@ square @-@ foot (16 @. @ 3 m2) memorial to Notre Dame football coach Knute Rockne , who died in a 1931 plane crash near Bazaar , Kansas , a few miles north of the service area .

The Emporia service area (mile 132) , like the two service areas to the south , includes a 24 @-@ hour gas station and convenience store and a fast food restaurant . Additionally , the facility provides an outdoor exercise area and playground for children .

The Topeka service area (mile 188) opened in May 2002 . This service plaza features a choice of five restaurants (one of which is open 24 hours) , as well as a gift shop and a 24 @-@ hour gas station and convenience store . Prior to this plaza 's opening , a service area was located in the median between exits 182 and 183 . It closed in May 2002 when the present Topeka Service Area opened .

The Lawrence service area (mile 209) consists of a 24 @-@ hour gas station and convenience store , in addition to a 24 @-@ hour fast food restaurant .

= = Exit list = =