Table 1:   Near-term Deployment Projects (1 to 5 years)

Program Area	KITS #	Project Name	Priority
Priority Corridor	1501-0	VMS on I-70 near Goodland	High
	1501-1	VMS on I-70 near Salina	High
	1501-2	HAR on I-70 west of Goodland and east of Salina	Medium
	1502-0	Kiosk-Based Traveler Information System, Phase I	High
	1502-1	Kiosk-Based Traveler Information System, Phase II	High
	1502-2	Kiosk-Based Traveler Information System, Phase III	Medium
CVO	3001-0	Electronic Credentialing (Renewal Processing) for KDOR	High
	3003-0	IRP Clearinghouse Participation	High
	3004-0	Electronic Screening Site Evaluations	High
	3005-0	Electronic Heavy Vehicle Use Tax (HVUT) Reporting	Medium
	3010-0	Document Scanning	Low
	3015-0	Integrated Access to CVO Information/Resources	High
Maintenance	1100-0	Install AVL and MDTs in KDOT winter maintenance fleet, Phase I, District 6	Medium
	1100-1	Expand AVL and MDT Statewide	Medium
	1102-0	Install AVL in KDOT paint trucks	Medium
	1103-0	Install Infrared Radar on Snowplows in a test District	Done
	1200-0	Integration of Weather Sensors on Maintenance Vehicles with RWIS, Phase I	Medium
	1201-0	Pagers for KDOT crews working near railroads	High
	1202-0	Automated Anti- / De-icing System on Bridge in Garden City	High
	4004-0	Conversion of 800 MHz radio system from conventional to trunked	Medium
	4005-0	Implementation of a mobile data channel	Medium
Traffic Operations	2101-0	Wichita Advanced Traffic Management System (ATMS)	High
	2102-0	Ramp Metering on US-54 (Kellogg Blvd.)	Medium
	2103-0	NASCAR ITS	High
	2801-0	Planning Study for Railroad Crossing on Johnson Drive	High
	2801-1	Deploy ITS at Railroad Crossing on Johnson Drive	Medium
	1500-0	Statewide Operations Center, Phase I	High
Rural Safety And Mobility	1001-0	Statewide Mayday System Development Plan	High
	1001-1	Statewide Mayday/ACN Response System	Medium
	1001-2	Mayday/ACN Service Provider Registration System	Medium
	1504-0	Deploy VMS or CCTV at trouble spots throughout Kansas	Medium
	4006-0	Statewide Cellular Coverage Map	High
	1400-0	Implement an AVL/MDT system for transit in North Central Kansas (NCK)	Medium
	1400-1	Implement a Computer Aided Dispatch System in NCK	Medium
	1401-0	Implement an AVL/MDT system for transit in Reno County	Medium
	1401-1	Implement a Computer Aided Dispatch System in Reno County	Medium
Other	4001-0	Last mile connection to District Offices	High
	4002-0	Last mile connection to the Area Offices	High
	4003-0	Barter KDOT's right-of-way to wireless service providers	Low
	4007-0	GIS database of KDOT telecommunications infrastructure	High

Table 2:   Medium-term Deployment Projects (6 to 10 years)

Program Area	KITS #	Project Name	Priority
Priority Corridor	1502-3	Kiosk-Based Traveler Information System, Phase IV	Medium
	1503-0	Traveler/Tourism Information Web Site	High
CVO	3012-0	Streamline Property Tax and Insurance Verifications	Medium
	3014-0	Integrated Access to CVO Information/ Resources	Medium
Maintenance	1101-0	Snow Route Design Optimization Software	Medium
	1200-1	Integration of Weather Sensors on Maintenance Vehicles with RWIS (Phase II)	Medium
Traffic Operations	1500-1	Statewide Operations Center, Phase II	Medium
Other	1505-0	Agricultural Harvesting and Migration Information Services	Low

Table 3:   Long-term Deployment Projects (more than 10 years)

Program Area	KITS #	Project Name	Priority
Rural Safety and Mobility	2300-0	Installing Cameras on the Inside of Rural Transit Vehicles	Low
Other	2104-0	Implementing Condition-based Variable Speed Limit Signs	Low

Table 1 summarizes the near-term projects segmented by the different program areas. Most of the near-term projects have been assigned either high or medium priority with only two exceptions. Tables 2 and 3 present the medium- and long-term projects, respectively. No medium and long-term projects were assigned a high priority, which would indicate the deployment horizons are consistent with their assigned priority. The KITS database and Appendix G of the Kansas Statewide ITS Plan include individual project sheets for each of the projects listed. These project sheets provide more detailed descriptions of the given projects.

CONCLUSION

The Kansas Statewide ITS Plan is intended to be a guidance document. Its role is to assist the ITS Unit in their management of the ITS Program in Kansas and to help them mainstream ITS into KDOT business. The success of the Statewide Plan depends on receiving quality input from stakeholders and the traveling public on the role ITS should play in Kansas. Furthermore, the Kansas Statewide ITS Plan is a living document. It will need to be updated on a regular basis as new projects are identified, funded and deployed. The Kansas Statewide Architecture will also need to be updated regularly as new projects are brought into the Plan. Finally, as KDOT policy changes, some of the strategies in the Plan will need to be revised to reflect those changes.