January 2002

Kansas Department of Transportation
ANNUAL REPORT

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Part A

Executive Summary

A Letter From...

Secretary E. Dean Carlson

The Kansas Department of Transportation (KDOT) is pleased to present this report of its activities, accomplishments, programs, and planned projects. July 1, 2001, marked the start of the state's fiscal year (FY) 2002 and the beginning of the third year of the ten-year Comprehensive Transportation Program (CTP).

In FY 2001, KDOT let to contract 147 projects in the Major Modification and Priority Bridge category, performed Substantial Maintenance activities on more than 1,200 miles of roadway and bridges, and began work on the first of the System Enhancement projects. In FY 2002, KDOT expects to let to contract 140 Major Modification and Priority Bridge projects, has Substantial Maintenance work planned for more than 1,200 miles of roadway and bridges, and anticipates letting to contract two more System Enhancement projects.

The past year also saw these accomplishments:

- the completion of the East Topeka Interchange, which was a joint project of KDOT, the Kansas Turnpike Authority, the City of Topeka, and Shawnee County;
- the use of the rail assistance component of the CTP to provide funding guarantees to help Watco Companies, Inc. of Pittsburg purchase the assets of Central Kansas Railway and help preserve and improve rail service to grain shippers in central and Southeast Kansas; and
- the start of KDOT's new driver safety education campaign, "Kansas Driving: Safe. Not Sorry" that is aimed at reducing the number of crashes on our roadways.

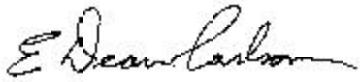
These are just a few of the noteworthy activities of the Department in 2001; many more are detailed in this report.

Finally, the terrorist attacks of September 11, 2001, have affected our nation in many ways and our transportation infrastructure is no exception. Fewer people are flying, which means more people are driving. The increased traffic will mean more wear and tear on our highways, which will lead to increased maintenance and, in some cases, the need to improve capacity. Fortunately, Governor Bill Graves and the Kansas Legislature have already set the state on a course that will help us to meet these challenges. The passage in 1999 of the CTP made funds available for maintenance and construction of our transportation infrastructure.

Preserving this commitment to transportation will be no easy feat in the face of diminishing revenues and a softening economy, but it is vital to the continued health of our state's trade and industry. A recent report from the United States Department of Transportation (USDOT) showed that, in 2001, every dollar spent on highway improvements yielded an average benefit of $5.70. Add to that the fact that the cost of construction only increases over time, and it is clear that maintaining a consistent investment in the transportation infrastructure is a strategy that pays high returns over a long period.

KDOT looks forward to working with Governor Graves, legislators, and the traveling public in preserving this investment and continuing our mission to provide a statewide transportation system to meet the needs of Kansas.

Sincerely,



E. Dean Carlson
Secretary of Transportation

Part B

Who We Are, What We Do

WHO WE ARE ...

The Secretary of the Kansas Department of Transportation (KDOT) is responsible for coordinating the planning, development, and operation of the various modes and systems of transportation within the state. KDOT is divided into six geographical transportation districts throughout the state and has its headquarters in Topeka. The Headquarters offices are divided into divisions, bureaus, and offices. Each division oversees various bureaus/offices. The Division of Operations also oversees the district offices.

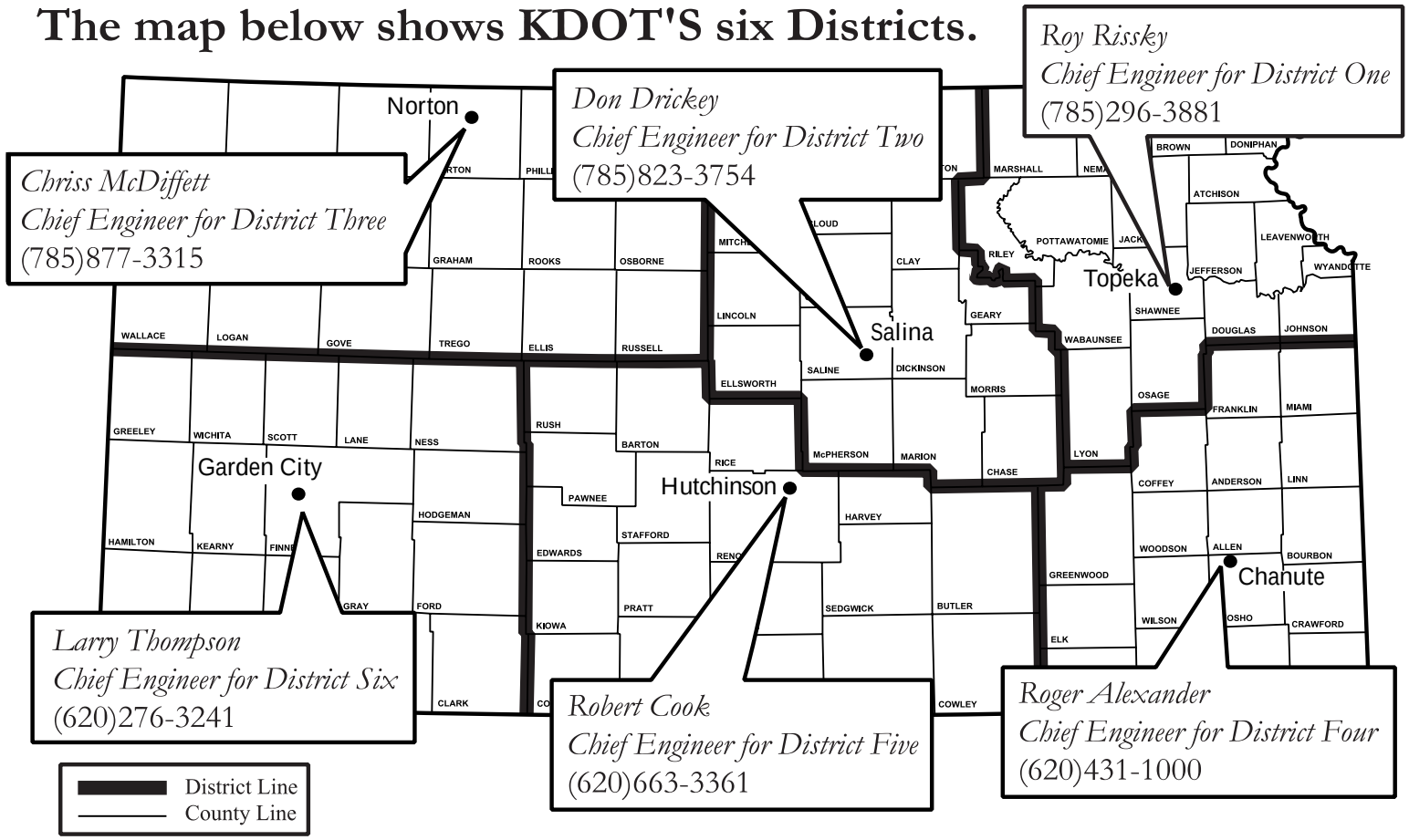
KDOT Executive Staff

- E. Dean Carlson,
  Secretary of Transportation
- Warren Sick,
  Assistant Secretary/State Transportation Engineer
- Mike Armour,
  Director of Aviation
- Nancy Bogina,
  Special Assistant/Director of Public Affairs
- G. David Comstock,
  Director of Engineering and Design
- Bob Haley,
  Director of Administration
- Terry Heidner,
  Director of Planning and Development
- Mike Rees
  Chief Counsel
- Gene Robben
  Inspector General
- Bill Watts,
  Chief of Management and Budget
- Steve Woolington,
  Director of Operations

All Division Directors can be reached at (785) 296-3566. The mailing address is KDOT, 915 Harrison, Topeka, KS, 66612-1568.

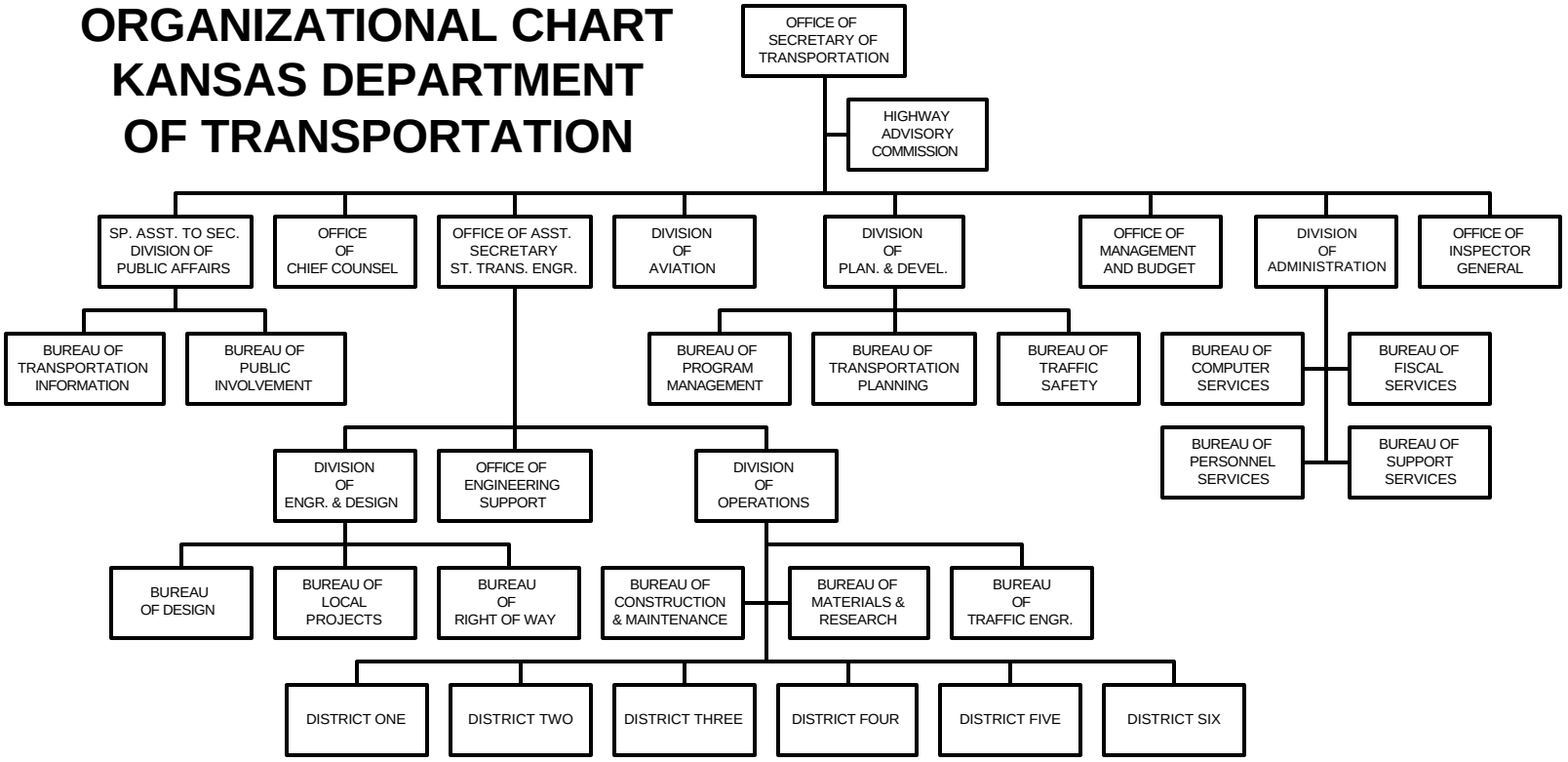
KDOT's experienced workforce has a diverse background. From civil engineers to equipment operators to office assistants to application programmers to engineering technicians, Department employees strive to provide the many quality services necessary for a safe and efficient transportation system in Kansas.

The map below shows KDOT'S six Districts.



The six KDOT Districts throughout Kansas are each headed by its own District (Chief) Engineer. District Engineers are delegated the responsibility and authority to supervise administration, construction, maintenance, and materials throughout that District. Each District is further divided into several area offices that are headed by Area Engineers. Within each Area are Subarea offices that primarily perform various roadway maintenance activities including snow/ice removal.

ORGANIZATIONAL CHART
KANSAS DEPARTMENT OF TRANSPORTATION



INTERNAL EEO IS LOCATED WITHIN THE BUREAU OF PERSONNEL SERVICES.
EXTERNAL EEO IS LOCATED WITHIN THE OFFICE OF ENGINEERING SUPPORT.

What we do ...

KDOT's mission is to provide a statewide transportation system to meet the needs of Kansas. We work to achieve that goal each and every day in many different ways. Some of the agency's responsibilities are to:

- ◆determine project scope, design, and let to construction between 450 to 600 state and local improvement projects a year;
- ◆identify and study future highway traffic needs through data collection and evaluations across the state;
- ◆perform necessary road and bridge maintenance activities;
- ◆administer federal funding, contract compliance, and inspection of material and labor;
- ◆develop innovative materials through extensive research to lengthen the life span of roadways;
- ◆provide resources to assist aviation, public transit, local partnership, and rail crossing and service improvement activities.

A LOOK AT THE COMPREHENSIVE TRANSPORTATION PROGRAM

The following information describes how the Comprehensive Transportation Program (CTP) is designed and some of the programs, administrative issues, and federal transportation issues that involve the department.

COMPONENTS OF THE CTP

- **State Highway Program**
- **Local Transportation Program**
- **Other Modal Programs**

STATE HIGHWAY PROGRAM

Highways - KDOT is responsible for maintaining the State Highway System. Kansas has the fourth largest number of public road miles of any state in the nation. The majority of the state's public roads are not maintained by KDOT. Only about 9,565 miles, or 7.1 percent of the total number of public road miles, comprise the State Highway System. However, the State Highway System and its 820 miles of City Connecting Links (city streets which connect rural portions of the State Highway System) carry 52.4 percent of the state's total travel. The chart on page B-5 outlines highway jurisdictional responsibilities and fund

Our employees are our most valuable resource.

sources for highway improvements.

The CTP requires the Department to spend a minimum of $3 million per county on highway construction improvements over the life of the program.

The State Highway Program portion is divided into four main project categories: Major Modification, Priority Bridge, Substantial Maintenance, and System Enhancement. For more details about the projects and project selection, turn to Parts C and D. (Please note that all Major Modification and Priority Bridge projects for the CTP are listed as part of the Legislative record in the debate over HB 2071. KDOT therefore considers these projects to be a commitment to the people of Kansas.)

A description of each category follows.

Substantial Maintenance

The Substantial Maintenance program provides funding to preserve the "as-built" condition of Kansas highways to the best extent possible. Funds are set aside each year for pavement resurfacing programs; bridge and culvert repairs and bridge painting; and safety, signing, lighting, pavement markings, and emergency work. These projects are selected one year at a time.

Major Modification

Major Modification projects are designed to preserve and improve the service and safety of the existing highway system. Examples of work in this category are reconstruction and rehabilitation of pavement, widening traffic lanes, adding or

HIGHWAY JURISDICTION AND RESOURCES

Road Category	Jurisdictional Authority	Fund Sources
State Highway System 10,385 miles* 52.4% of total travel	**KDOT**	♦State Highway Fund ♦Federal funds ♦Local funds
Nonstate highway system 123,339 miles 42.5% of total travel**	**Cities and Counties**	♦Special City and County Highway Fund ♦Local Funds ♦State allocated federal funds

**Includes City Connecting Links.*
***The remaining 5.1% of total travel is on the 238-mile Kansas Turnpike.*

widening shoulders, and eliminating steep hills or sharp curves. Associated bridge work includes widening narrow bridges, replacing obsolete bridges, and modernizing bridge rails and guard fences. In addition to major roadway and associated bridge projects, a number of projects are financed with Major Modification funds set aside each year to address specific concerns such as railroad crossings, corridor managment, and other spot location improvements.

Priority Bridge

The Priority Bridge program provides funding to replace or rehabilitate bridges that are in a deteriorated condition or are deficient in load-carrying capacity, width, or traffic service.

System Enhancement

The System Enhancement Program consists of projects that substantially improve safety, relieve congestion, improve access or enhance economic development. Projects must be on the State Highway System or be a logical addition to the State Highway System.

CTP authorizing legislation, House Bill 2071, specifies that $1.05 billion of state funds are to be expended or committed to be expended for the period July 1, 1999, through June 30, 2009, for System Enhancement projects. The bill also states that KDOT "shall utilize the selection methodology developed by the Department to select System Enhancement projects."

Local governments submitted projects for funding in one of six categories: Rural Corridor, Rural Bypass, Rural Interchange, Urban Corridor, Urban Bypass, and Urban Interchange. KDOT received about $5 billion in project requests. Projects were compared only to other projects in their category.

The Economic Development Review Panel, appointed by Governor Bill Graves and chaired by Lt. Governor Gary Sherrer, reviewed and scored each project based on potential economic impact. Each project was also carefully reviewed by KDOT and given a score based on objective engineering factors such as traffic volume, safey, and design. The 29 projects selected to receive System Enhancement funding were announced August 4, 2000.

Construction of these projects is contingent upon funding as provided in HB 2071, the legislation creating the CTP. For a list of projects and details about project selection, turn to Part C.

STATE HIGHWAY PROGRAM COMPONENTS of the CTP

- ***M**ajor Modification*
- ***P**riority Bridge*
- ***S**ubstantial Maintenance*
- ***S**ystem Enhancement*

LOCAL TRANSPORTATION PROGRAM

The Local Transportation Program portion of the CTP includes five categories: Special City and County Highway Fund; Local Federal-Aid Projects; Local Partnership Program; City Connecting Link Payments; and Transportation Enhancement. A description of each category follows:

Special City and County Highway Fund

State motor fuels tax revenue received through the Special City and County Highway Fund (SCCHF) is one source of transportation funds for local units of government. Annual funding for the SCCHF under the CTP has been increased 37 percent compared to funding in the previous transportation program. It will now provide $160 million per year to local units of government. The SCCHF is distributed directly to cities and counties quarterly by the State Treasurer.

Local Federal Aid Projects

Local units of government as well as the state are provided federal aid through the Transportation Equity Act for the 21st Century (TEA-21) through Federal Fiscal Year (FFY) 2003. KDOT will continue its policy of sharing federal aid with local units of government. TEA-21 provided a 45 percent increase to cities and counties resulting in about $17 million per year additional funding for FFY 1998-2003. Local units of government are responsible for programming these projects.

LOCAL TRANSPORTATION PROGRAM COMPONENTS of the CTP

- ***Special City and County Highway Fund***
- ***Local Federal Aid Projects***
- ***Local Partnership Program***
- ***City Connecting Link Payments***
- ***Transportation Enhancement***

Local Partnership Program

The Local Partnership Program includes three categories: City Connecting Link (KLINK) Resurfacing, Geometric Improvement, and Economic Development. Project applications are solicited from cities and counties each June.

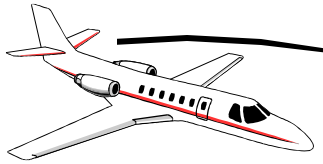
The KLINK Resurfacing Set-aside Program provides funding for resurfacing projects on City Connecting Links. KDOT funds these projects on a 75 percent state/25 percent local match basis for cities with less than 10,000 population. For cities greater than 10,000 population, KDOT funds resurfacing projects on a 50/50 basis. The maximum state participation is $200,000 per project.

Geometric Improvement projects help cities widen pavements and add needed turning, acceleration, and deceleration lanes on City Connecting Links. KDOT funds these projects on a 75 to 100 percent state share depending on the size of the city.

Highway and bridge construction projects that enhance area economic development in Kansas are classified as Economic Development projects. KDOT funds these on a maximum of 75 percent state/25 percent local match basis.

City Connecting Link Payments

Cities receive payments from KDOT to maintain their City Connecting Links. As a part of the CTP, payments have been increased for maintenance of City Connecting Links from $2,000 per year per lane-mile to $3,000 per year per lane-mile.



$3 million in state funds will be appropriated to airport improvements across Kansas each year under the CTP.

Transportation Enhancement

Federal statute requires that a minimum of 10 percent of the state's Federal Surface Transportation Program funding be set aside for Transportation Enhancement projects. These projects fall into three categories: historic, scenic and environmental, and pedestrian and bicycle facilities and must be directly related to a surface transportation system. This program is funded based on an 80 percent federal/20 percent local match. Applications are solicited from cities, counties, and other public entities and evaluated based on intent of the program. In 2000, KDOT's TE program won an Award of Excellence from the American Association of State Highway and Transportation Officials.

Other Modal Programs

Kansas Airport Improvement Program

When time is of the essence, no other means of travel can fulfill time-sensitive requirements the way that air transportation does. Airports serve an important role in the state transportation system. The foremost role is the economic activity generated by existing organizations that rely on airports to enhance their business and serve new customers, as well as new firms that may be considering locating in Kansas.

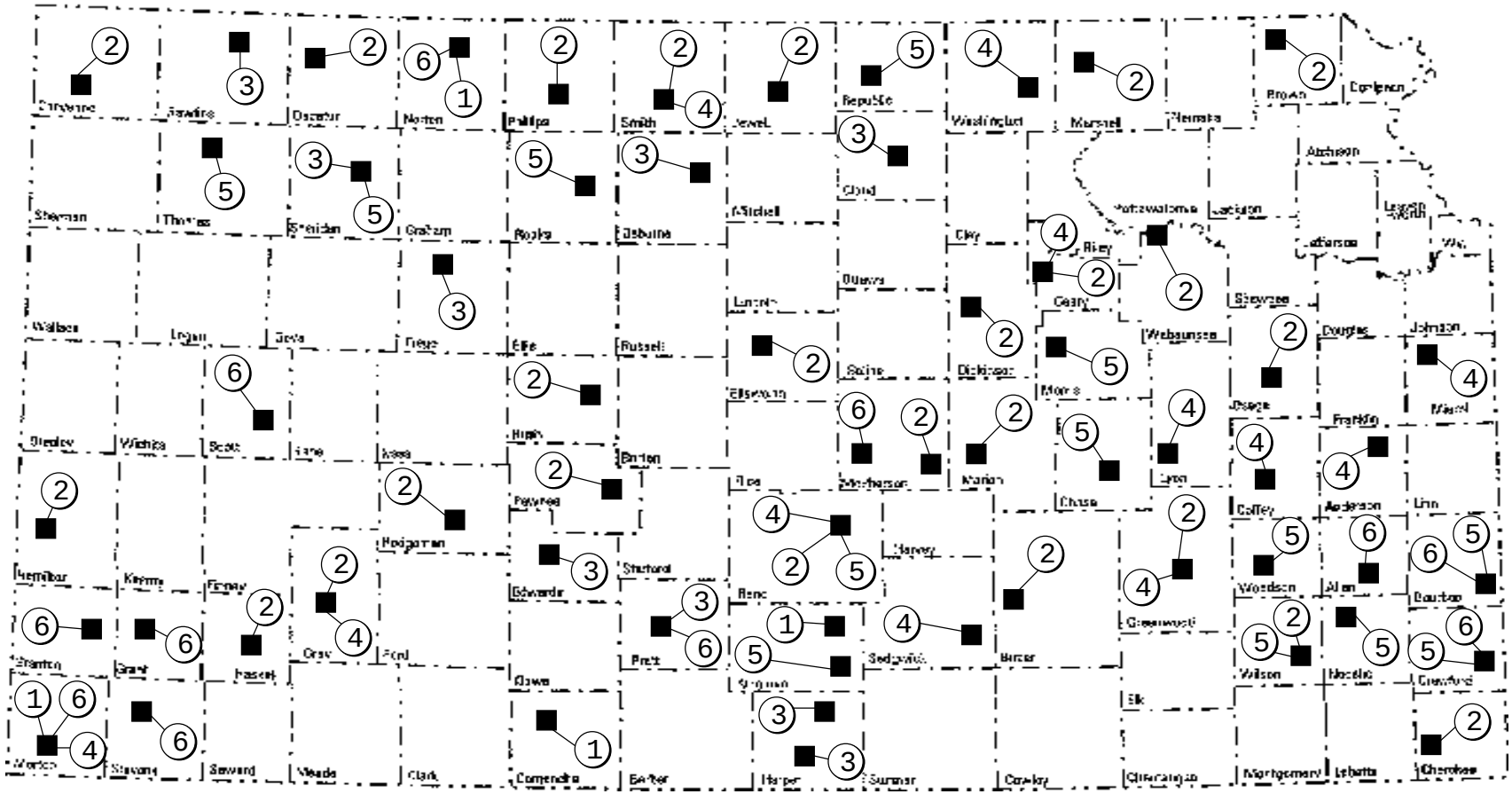
Equally important are medical services, both fly-in by professionals and emergency evacuations. In addition, agricultural application, charter, and private air travel, and the link to the national air transportation system as well as many other services are only available because of airports.

The goals of the Kansas Airport Improvement Program include:

- preserving and improving the state's airport infrastructure;
- minimizing surface travel time to air ambulance pick-up locations;
- increasing safety by improvements to taxiways, ramps, and lighting;
- enhancing community economic development appeal.

A key element of the program is a matching requirement of

Fiscal Year 2000, 2001, and 2002 Airport Improvement Locations in Kansas



TYPES OF IMPROVEMENTS

1. New runway
2. Runway rehabilitation
3. Crack sealing or slurry coat
4. Taxiway and ramp improvement
5. Marking, lighting, Navigation/Communication projects
6. Automated weather reporting

between 10 to 50 percent, which is determined by community population. The program's $3 million a year in state funds, combined with local matching funds, results in $4 to $4.5 million in improvements per year. Over the course of the program, the average runway pavement condition in Kansas is expected to improve from a "fair" rating in 1999 to a "very good" rating by 2008.

To date, the program has provided assistance to 69 public-use airports. These projects are illustrated on page B-9.

KDOT vision: To be the best in everything we do.

Rail Service Improvement Fund

Many areas of the state no longer have service from Class I railroads. Shortline railroads provide rail service to such areas and provide an alternative to trucks for freight (primarily grain) shippers. This alternative provides competition and helps keep shipping rates down. In addition, it reduces the number of trucks that would otherwise be on Kansas roads and highways. This in turn avoids increased maintenance and rehabilitation costs for those roads.

Prior to the CTP, KDOT had been operating a small revolving loan program with federal dollars that are used for track rehabilitation. There were no state funds available for rail projects.

The Rail Service Improvement Fund component of the CTP receives $3 million per year for eight years and is administered by KDOT's Rail Affairs section. The fund makes available to shortline railroads operating in Kansas low-interest, long-term (ten-year) loans and grants to be used primarily for track rehabilitation projects. Funds may also be used for financing and acquisition activities.

It is anticipated that at the end of the eight-year period the Rail Service Improvement Fund will become self-sustaining, thus allowing shortline railroads ongoing opportunities to improve their systems, enhance service to customers, and have a positive impact on the economy of the state.

Criteria for projects selected within the Rail Service Improvement Fund program are:

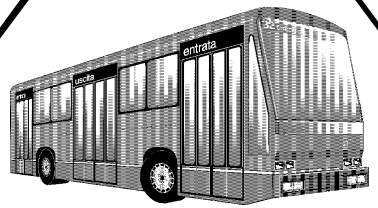
- The ratio of benefits to costs for any project must be greater than one. The benefit/cost methodology used to determine the benefit/cost ratio is the most recent standard benefit/cost methodology approved by the Federal Railroad Administration (FRA) of the United States Department of Transportation.
- The qualified entity shall demonstrate that adequate funding for the proposed project is not otherwise available on terms that would make the proposed project financially feasible in the absence of a low-interest state loan.
- The qualified entity must average more than 20 carloads per mile during the past year of operation but haul less than 5,000,000 gross-ton miles per mile annually.
- The qualified entity shall demonstrate that operations will

be made more efficient by raising the minimum operating speed from FRA Class One (up to 10 mph) to FRA Class Two (10-25 mph) or FRA Class Two to FRA Class Three (25-39 mph).

◆The qualified entity shall agree not to seek abandonment for ten years following completion of the rehabilitation project.

◆The qualified entity shall demonstrate a positive regional or statewide economic impact as a result of the rehabilitation project.

During FY 2001, two short-line railroads used the Rail Service Improvement Fund to undertake one rehabilitation project and one acquisition. The rehabilitation project included the replacement of ties, ballast, anchors, and spikes along various segments encompassing 59 miles of track running through five counties. The use of the Rail Service Improvement Fund to assist with a short-line railroad acquisition saved approximately 350 miles of short-line railroad line from being abandoned. This particular acquisition postponed several FY 2001 short-line rehabilitation projects that were originally planned by the two railroads involved in the acquisition. It is anticipated that these short-line railroad rehabilitation projects, as well as several short-line railroad bridge projects, will be completed in FY 2002.



The CTP makes $6 million a year available in state funds to provide services.

Public Transportation

One state and three federal public transit programs provide services to the citizens of Kansas who depend upon public transportation. Without these programs, many citizens would have no way to make medical appointments, hold a job, shop, or be self-sufficient.

Federal Transit Administration (FTA) 49 U.S.C. 5311 provides federal monies to support nonurban area (under 50,000 population) transportation programs that serve elderly persons and persons with disabilities while also providing the general public with an equal opportunity to utilize the services. The program augments existing transportation services and enhances access for participants. About $3.2 million is available yearly to Kansas under this program.

FTA 49 U.S.C. 5310 provides federal monies to private nonprofit corporations and associations or public bodies approved by the state to purchase vehicles and related equipment to meet the special transportation needs of elderly persons and persons with disabilities. Urbanized areas and nonurban areas under 50,000 population are eligible. About $839,000 is available yearly to Kansas under this program.

FTA 49 U.S.C. 5309 is a capital investment program with annual funding about $3 million to $4 million depending on

Congressional earmarks. Assistance is available for the purchase of vehicles and vehicle-related equipment and/or facility construction and/or renovation.

Under the CTP, the state program provides $6 million a year for needed transportation in areas of the state lacking service and to expand and enhance existing services. In addition, KDOT is providing the state program with an additional $1 million per year of Federal Surface Transportation Program funds for three years to jump start the much-needed replacement of public transit vehicles. Funding for the state program is available from the Elderly & Disabled Coordinated Public Transportation Assistance Fund.

During FY 2001, the state program provided a total of $3.54 million to the urban transit authorities in Topeka, Lawrence, Wichita, Johnson County, and the Unified Government of Wyandotte County/Kansas City, Kansas. Rural transit providers received $2.46 million in FY 2001. They will receive similar amounts in FY 2002.

The urban transit authorities used the funds for expanding and enhancing service by adding new routes, longer hours of operation, more service on weekends, and increased para transit service. Some urban agencies chose to carry over a portion of their funds to save for very large capital expenditures in future years.

Rural providers also expanded and enhanced service by extending hours, adding weekend service, and running more routes. Project selection criteria include:

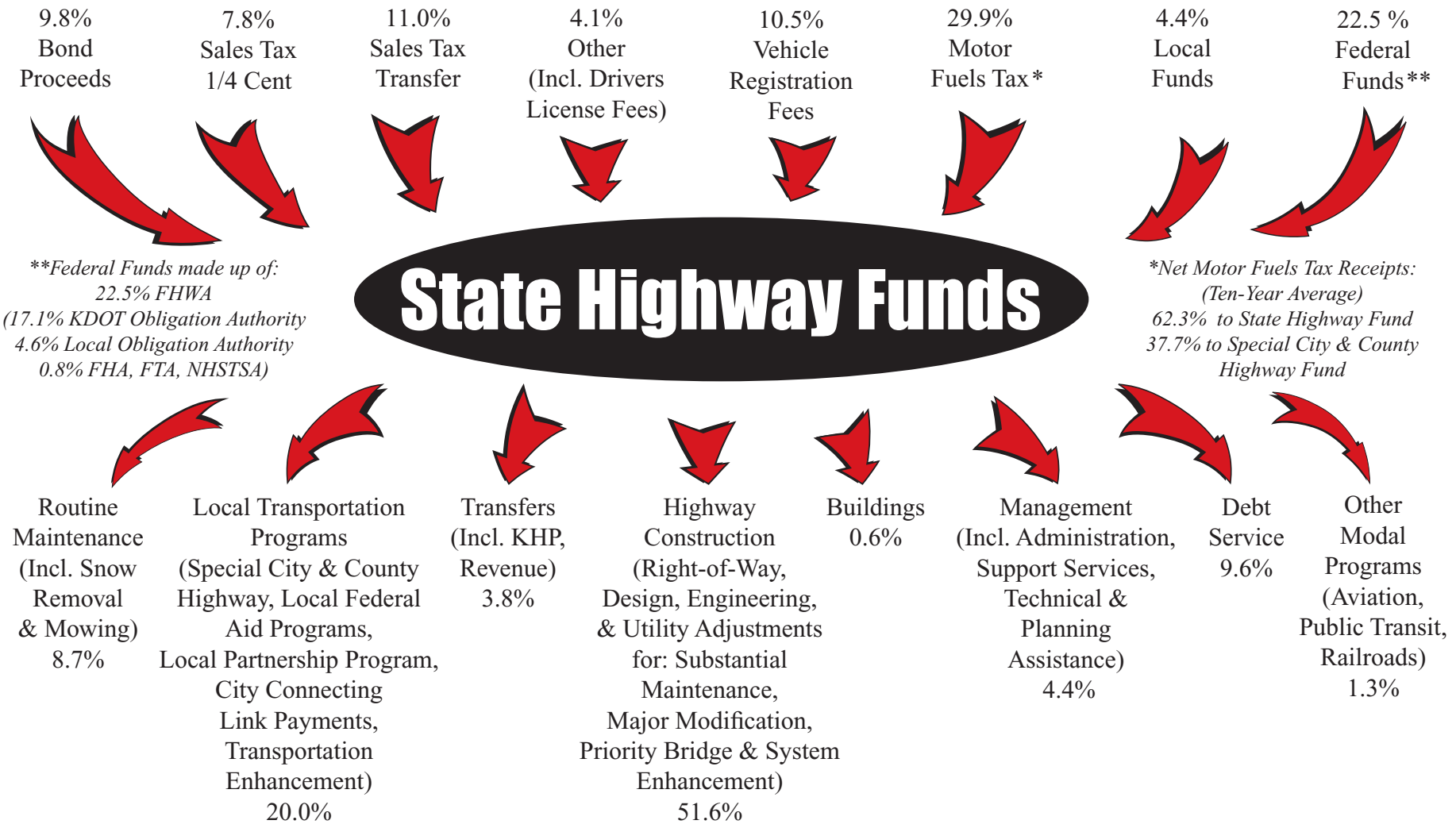
- Identification of needs – demand for service, number of people in service area, type of trips.
- Utilization of services – service indicators such as vehicle service per week, average miles per month per vehicle, etc.; passenger-type statistics; cost indicators.
- Coordination of services – coordination with other providers within the proposed service area.
- Accessibility, safety, and training – accessibility of project vehicles and compliance with Americans with Disabilities Act criteria, awareness of trip needs of the disabled, training of drivers and other personnel.
- Financial management capability – qualifications/experience in managing grants, past performance of KDOT contract activities.
- Local commitment to transit – financial support from local government, participating in local transportation planning.

FUNDING

The Department is funded with revenue from a combination of sources that include motor fuel taxes, vehicle registration fees, sales tax, bond proceeds supplemented by federal-aid and local funds in some categories.

Current revenue projections are based on estimates from the State Consensus and Highway Revenue Estimating

Kansas Department of Transportation Fund Sources and Disposition FY 2000-2009

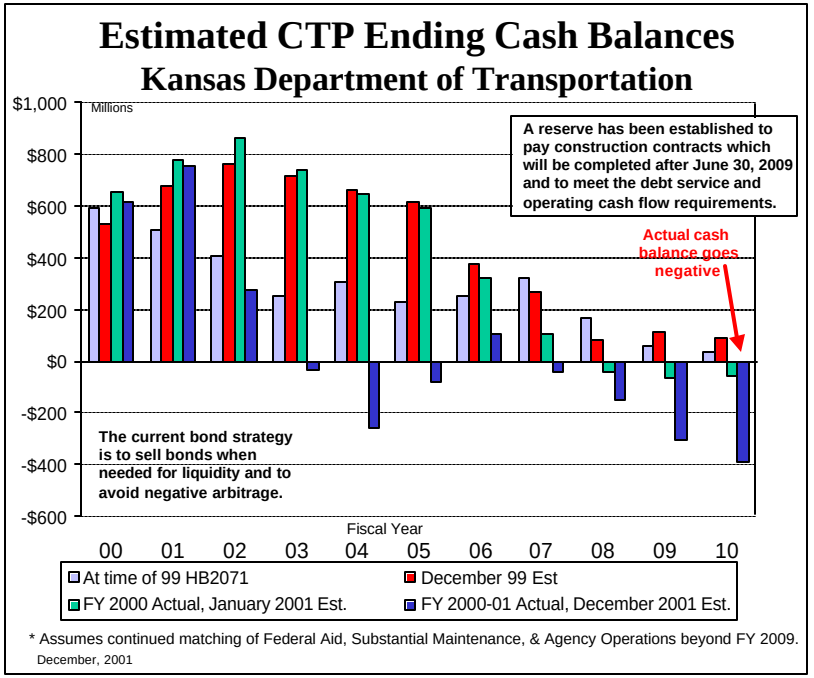


Groups and current statutes. Estimated motor fuel tax collections were down from previous consensus estimates for both gasoline and diesel. Future growth is expected to be minimal. Registration fees have been strong because of the economy but future increases are expected to be less than two percent per year. Sales tax projections are down for FY 2001 and FY 2002 reflecting a flattening of the economy. Future growth was revised downward slightly.

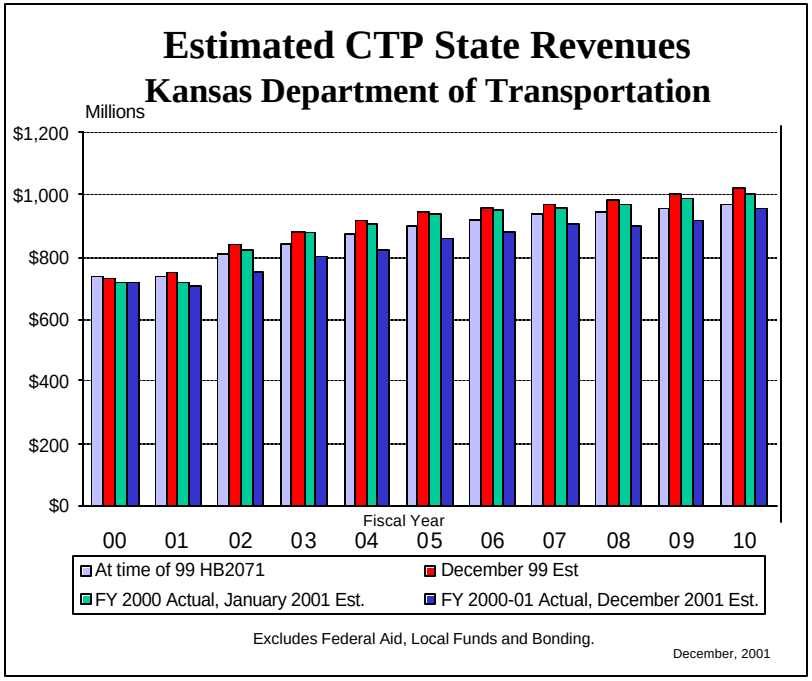
The sales tax transfers for FY 2000, FY 2001, and FY 2002 were reduced by $27.2 million, $39.2 million, and $18.7 million respectively from the statutory amounts during the 2000 and 2001 Legislative Sessions. The Department anticipates a further reduction of $26.5 million by the 2002 Legislature to reflect the intent of the 2001 Legislature. The 2001 Legislature granted the Department an additional $277 million in bonding authority in exchange for a planned $20 million reduction in the sales tax transfer for FY 2002 through FY 2009. The Department's cash flow projections anticipate that the 2002 and subsequent Legislatures will implement the planned reduction and has included the reduction in the cash flow projections.

The long-term interest and inflation rate projections were revised downward to reflect current economic projections.

The chart on this page compares the projected ending balances for all agency funds as of the passage of the CTP and current projections. Lower balances in the middle years reflect a bond strategy to sell bonds when needed for liquidity and avoid negative arbitrage.



The Department continues to estimate available Federal Highway Trust Funds at 90 percent of apportioned funds. The chart on page B-15 compares the state revenues as forecast during the 1999 legislative session and the current projections. Much of the State Highway Fund's revenue is not sensitive to inflation and remains basically flat over time. It should be noted that the sales tax is the only revenue source sensitive to inflation. However, because of inflation, the



amount of work that can be done by the same amount of money is reduced.

Given the long-term nature of the projections, the Secretary is concerned with the State's ability to complete the Comprehensive Transportation Program as promised. It will be necessary following the 2002 legislative session to re-evaluate the entire program.

INITIATIVES TO ASSIST PUBLIC, IMPROVE SAFETY

INTERNET

During the past five years, there has been a dramatic increase in the communication flow between the Department and the public over the World Wide Web. Developing web services is a technology field experiencing rapid growth and constant change. For KDOT, the development of dynamic Web applications is of great importance as the need to disseminate information and access massive amounts of data continues to expand.

Access to KDOT information is provided to the public, local governments, FHWA, other state agencie,s and business partners. KDOT's Internet strives to provide timely, detailed, and high-quality information to both the general public and business partners - especially those that are geographically dispersed.

KDOT's Internet was not designed to replace current channels of communications with the public. What it does offer is an additional channel powerful enough to enhance communication with anyone who has Internet capabilities.

KDOT has had an Internet presence since 1995 with new Internet home pages unveiled in 1997 and 1999. During calendar year 2000, KDOT's internet recorded 1,700,684 hits on its site. The average hits per day were 4,646. The agency also has project-specific web sites on transportation topics such as the US-54 Study, the Westgate bridge project in Topeka, and the South Lawrence Trafficway.

The Road Condition Reporting System below is one of many features available. The site is www.ink.org/public/kdot.

Road Condition Reporting System

The Road Condition Reporting System (RCRS) is an information system used to collect and disseminate current weather-related conditions along the approximately 10,000 miles of state-maintained highways in Kansas. RCRS utilizes Internet/Intranet and Geographic Information System (GIS) technologies to allow entry and update of conditions from 26 KDOT maintenance offices throughout the state as the conditions occur.

This will be the second season the public will be able to access and view the GIS map on the Internet at www.kanroad.org. They will view a real time map. There is a static map page, an enhanced map page, and text reports. The road conditions are color coded on the map.

RCRS replaces a system that entailed completion of an Alert Bulletin paper form by KDOT maintenance staff then sending faxes to various KDOT, media, and public safety officials. The advent of the Internet and GIS technologies has provided opportunities for significant improvements in the efficiency of reporting road conditions to the Kansas traveler. The project also has created cost savings in fax technology, software cost by using one application on the web server instead of many on the client, collection of Snow and Ice Performance Data (SNICE), and availability of real time information to the public.

By utilizing cutting edge technology, such as the Internet, road condition information can be collected from the source and made available across the state in a matter of minutes. RCRS will complement the Road Condition Hot Line for road conditions.

http://kanroad.org

Road Condition Hot Line

The toll-free Road Condition Hot Line provides travelers with information on how the weather is affecting road conditions and about construction detours and restrictions. KHP dispatchers update the weather information as needed. KDOT's Bureau of Transportation Information updates the construction detour information on a weekly basis.

KDOT and the Kansas Highway Patrol have operated the hot line since January 1995. The system is designed to handle the extremely high volume of calls that can be generated during inclement weather in Kansas. The phone number is 1-800 585-ROAD (5623).

Highway Safety

Reducing vehicular accidents and fatalities across the state is a top goal for KDOT, whether in a work zone or elsewhere on the highway.

Work Zones – Nine people were killed in highway work zone accidents across Kansas in 2000. Those deaths changed forever the lives of nine families.

The annual National Work Zone Awareness Week in April highlights the hazards and dangers that can be encountered and avoided when driving through roadway construction zones. Motorists as well as highway workers are at risk in work zones; in fact, all the people killed in highway work zones in Kansas in 2000 were motorists, not highway workers.

KDOT and the KHP are also committed to continuing the "Give 'Em A Brake" and "Get the Picture, Listen to the Signs" safety campaigns throughout the year to improve work zone safety. There were 1,318 total accidents in Kansas highway work zones in 2000 and 505 people were injured. In 87 percent of those accidents, the contributing circumstance was driver-related. Inattention was the main cause followed by failure to yield, following too closely and driving too fast for conditions.

The number of fatalities and accidents in work zones have gradually decreased during the past four years, but reminding motorists of the critical need for safety is an ongoing effort.

Kansas Driving: Safe. Not Sorry – "Kansas Driving: Safe. Not Sorry" is a highway safety initiative program, which promotes a proactive prevention and public relations approach to drivers using Kansas' roads and highways. This general awareness program is designed to help drivers be as safe as the roads on which they drive, with the ultimate goal of reducing the injuries and fatalities associated with vehicle crashes.

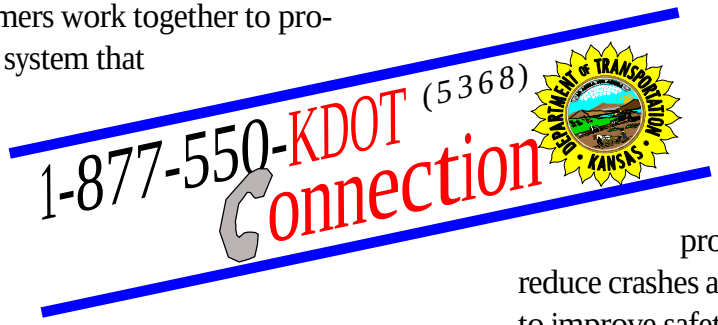
The effort is funded by a federal grant generated by the Kansas Legislature's decision to endorse and comply with the

.08 percent blood-alcohol standard for drunk driving.

The campaign was kicked off in March 2001 with media events at seven locations across the state. Television and radio PSAs were released along with newspaper ads, billboards, brochures, and promotional pieces. Driving "kits" were introduced in September 2001, which included videos, PowerPoint presentations, driver alert cards, and information on other resource materials.

Public Involvement

The mission of the Public Involvement program is to foster effective two-way communication, facilitate citizen participation, and help KDOT and its customers work together to provide a statewide transportation system that meets the needs of Kansas. The program was formally created in 1997, although KDOT has undertaken public involvement activities for many years.



Public Involvement can help identify and clarify important issues, help identify environmental constraints and possible mitigation, and help bring out potentially helpful ideas. Public Involvement helps KDOT engineers make informed decisions that address the values, concerns, and issues of people potentially affected by transportation projects. Incorporating public input with current engineering criteria and a variety of other factors can provide a basis on which to develop or select alternatives. Thus, the public's participation contributes to the larger body of knowledge used to help make planning, programming, design, and construction decisions.

To help the public get involved, a toll-free customer service line called KDOT Connection is available at 1-877-550-KDOT(5368). This number automatically routes callers to the KDOT District headquarters closest to them.

In addition to the Bureau of Public Involvement at KDOT headquarters, a Public Involvement Liaison is located in each District across the state to help focus on local and regional transportation issues with citizens and businesses in the area.

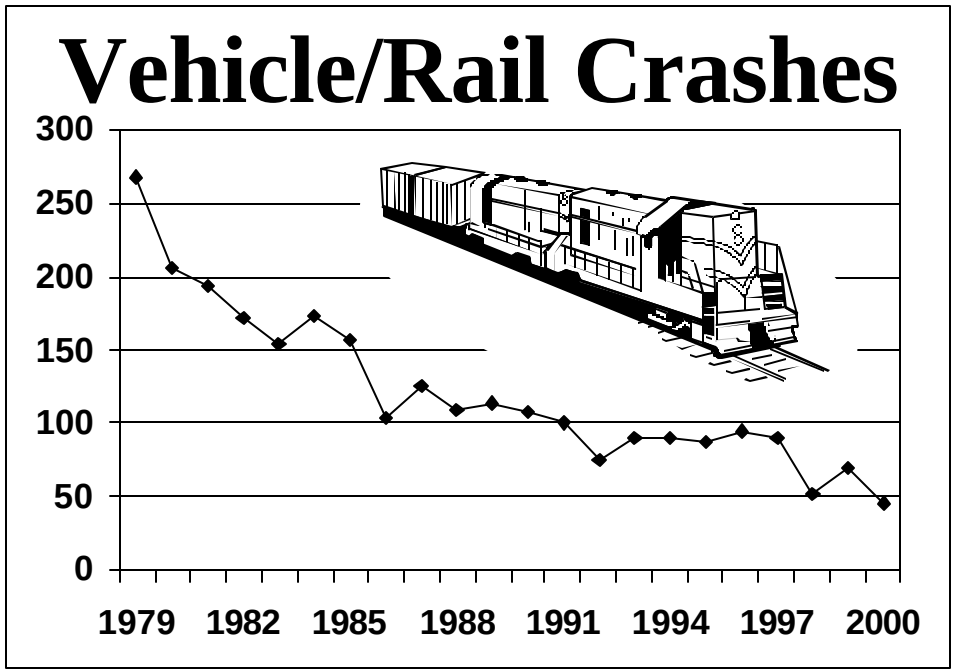
Highway/Railroad Crossing Safety Programs

Several Highway/Railroad Crossing Safety programs have been created in the past 28 years to reduce crashes at crossings. KDOT has five programs directed to improve safety at crossings including two new programs initiated during the CTP - Local Partnership Grade Separations and Railroad Crossing Surfacing.

The Local Partnership Grade Separations program addresses highway/rail at-grade crossings off the State Highway System as well as crossings on the State Highway System that are

on lower priority routes. The Railroad Crossing Surfacing program will be for rural State Highway System at-grade highway/railroad crossing approaches and surface upgrades.

These programs join the existing three safety programs: federally-funded (FHWA) Highway/Railroad Crossing projects, state-funded Highway/Railroad Crossing projects, and NHS State Highway System Railroad Grade Separations. All the programs work together to improve safety for motorists and have proven effective. While vehicle and train traffic have increased dramatically, the graph on this page shows substantial progress in safety through a continued reduction in accidents. These safety programs, along with the educational effort by Kansas Operation Lifesaver (a nationwide, nonprofit public information program dedicated to reducing accidents at highway rail crossings and on railroad right of way), have increased rail safety in Kansas.



ITS

Intelligent Transportation Systems (ITS) utilize advanced technologies, including computer, communications, and process control technologies, to improve the efficiency, capacity, and safety of the transportation system.

KDOT and the Missouri DOT are being proactive in preventing future congestion problems with the new Kansas City Scout Advanced Traffic Management System that was initiated in September. The system's traffic operations center will manage the freeway network using closed circuit television cameras, changeable message signs, and detection equipment in the pavement. If an incident is detected, information is relayed to travelers telling them where a problem exists and whether they need to take alternate routes.

KDOT's ITS office continues to work closely with neighboring states to cooperate on joint ventures, share information, and coordinate activities. A four-state group has been formed involving Kansas, Iowa, Missouri, and Nebraska that will strive to adhere to these principles.

Real Property/Real Estate

Transaction Inventory Systems

During the 2001 Legislative Session, House Bill 2406 was enacted requiring the Secretary to report annually on the efforts to enhance the Department's inventory system of records pertaining to all real property owned by the Department of Transportation and all real estate transactions engaged in by the Department of Transportation. Each report is to describe the current status of the inventory system and the steps taken during the past year to improve the inventory system.

The Department is still in the process of developing and implementing an automated database system to record and manage information pertaining to its real property inventory and real estate transactions. Beginning with projects received by the Bureau of Right of Way since January 1, 2000, existing right-of-way is being inventoried and entered into the database along with required new right-of-way. A records inventory of requests received for the release of potential excess right-of-way beginning January 1, 2000, has also been prepared. In addition, an inventory of properties identified as uneconomic remnants has been developed and efforts are underway to develop a consolidated inventory of joint-use agreements. Over time, this will enable the Department to provide timely annual inventory updates at the same time that historical information is being systematically captured and entered into the database system.

Corridor Management

For property to develop to its maximum potential, it must have good accessibility to a safe and efficient transportation system. The Corridor Management Program works to balance land use and transportation and help KDOT manage a multibillion dollar public investment portfolio in the State Highway System. The value of this investment is compromised if highway corridors are allowed to deteriorate over time in terms of operational effectiveness and safety.

Intersection and intersection-related crashes account for one-third of the multiple vehicle crashes on the State Highway System. These crashes carry an annual associated cost in the hundreds of millions of dollars and tend to be two to three times more severe in terms of fatalities and injuries than average. While many variables contribute to crashes, national research has shown a strong correlation between the number of intersections per mile (intersection density) and incidence of crashes. Research done for Kansas has had similar results.

The program was begun in 1997 and has resulted in corridor master plans on six critical corridors statewide and numerous projects designed to work toward the program's goal. It is the first statewide program of its kind in the nation. It is widely considered a model for statewide planning and administration of critical transportation corridors.

Oversize / Overweight Permits

The prime focus of the Oversize / Overweight Permit Program is to assist customers in the transportation of large nondivisible loads that exceed legal size and weight. Construction areas, roadway restrictions, and bridge clearances are continually being identified, so extra-wide and high loads can be transported safely to their destinations. Online assistance is provided to customers through the Construction Maintenance Detour Information System and the Commercial Vehicle Information links on KDOT's web page.

The success of the oversize / overweight program has been the result of many joint ventures between state agencies and the motor carrier industry. As a result, KDOT plans to continue working closely with customers to develop responsible policy, share information, and coordinate activities. The program is especially designed to lessen the impact of delays in the transportation of goods, promote public safety, preserve highway infrastructure, reduce crashes, and minimize disruption of regular traffic flow. Approximately 47,000 oversize / overweight permits are currently being issued annually, which generate nearly $495,000 in revenue.

Motorist Assistance Program

About 60 percent of all congestion on urban highways is caused by vehicle accidents and breakdowns causing delays that average 45 to 90 minutes. KDOT and the Kansas Highway Patrol established the Motorist Assistance Program to provide aid to motorists and assist in traffic incident management.

The program protects and assists stranded motorists, provides highway incident congestion management, assists KDOT and local law enforcement agencies in preventing incidents that endanger motorists and disrupt normal traffic flow, and frees troopers to perform duties requiring law enforcement powers. In FY 2001, services were rendered to 17,143 motorists.

Motorists appreciate this service. For example, a Kansas motorist helped in August 2000 said, "Not all people (including myself) have cell phones. This service is greatly needed and appreciated." Another response from a New York motorist helped in July 2000, "This service is an excellent idea. They were great! Wish New York had the same thing. Many thanks to the officer who helped us out."

Research

The Department is actively engaged in research and development activities both nationally and at the state level. Each year new technologies from national and state research programs are evaluated and implemented into routine practice. Several KDOT innovations have been adopted by other states. At the request of Congress in the Transportation Equity Act for the 21st Century (TEA-21), a national committee was appointed

that included Secretary E. Dean Carlson to determine the goals, purposes, research agenda and projects, administrative structure, and fiscal needs of a new strategic highway research program. A final report was issued to Congress in October 2000. Secretary Carlson also will serve as Chair of the Executive Committee of the Transportation Research Board during 2002.

National Partnership for Highway Quality

The purpose of the partnership is to focus national attention on addressing our customer needs by advocating the use of practices, that improve the quality of the nation's highways. Customer surveys show that, one of the more important measures of quality is smoothness of the highway surface.

KDOT has undertaken measures to improve the quality of workmanship and materials used to construct pavements in Kansas. Better specifications have been adopted that require smoothness be measured on new roadway surfaces. Offering the contractor appropriate incentives and disincentives has resulted in a 33 percent improvement in the smoothness of asphalt pavements constructed during the years from 1992 through 1999 as well as a 32 percent improvement in concrete pavements during those same years. This improvement is reflected in the measured roughness values in the graph on this page. Constructing smoother pavements indicates that both KDOT and the contractors are committed to their customers and are working to continuously improve the quality of projects.

Partnering

Partnering between KDOT, contractors, subcontractors, and suppliers continues to play an extremely important role in the effective and efficient completion of highway construction projects in the CTP . The partnering process involves working together as a team to achieve mutually beneficial goals. Simply stated, partnering means working with each other instead of against each other. Partnering is a collaborative process that focuses on cooperative solving of issues and problems that the participants have in common. The primary objectives of partnering are: 1. Develop a cooperative, trustful attitude; 2. Encourage open communications; 3. Use the principles of win-win negotiations; and 4. A commitment to the common goals of all parties. The results of successful partnering are a quality project, built safely, completed on time and within budget, with the least inconvenience to the public.

KDOT and the Kansas Contractors Association continue to maintain an active joint committee to promote and encourage partnering and to ensure that it continues to be a dedicated commitment within both organizations.

K-TRAN

The Kansas Transportation and New Developments (K-Tran) Program is a joint venture between KDOT, Kansas State University, and the University of Kansas to meet the transportation research needs of Kansas by utilizing the professional, academic, and research resources of all the involved groups. This ongoing, comprehensive research program is funded by KDOT and has authorized 183 projects during its 11-year existence.

Projects are jointly developed based on ideas received from KDOT staff, local government officials, faculty, and industry. Fifteen projects were funded in 2000, and more than $80 million of benefits have been determined through analysis of 66 products and procedures being put into use from the program. Additional benefits include faculty and students gaining experience and knowledge of KDOT and transportation issues.

AWARDS

The department and several of its employees have won many state and national awards for outstanding quality. Some of those awards include:

CONSTRUCTION

- Marlin K. Knutson Technical Achievement award from the American Concrete Paving Association for 2000.
- 2000 Portland Cement Concrete Paving awards:
  - Interstate/4-lane Divided Highways Category: I-70, Wabaunsee County, K-99 to K-138;
  - State/Primary Highways Category: US-77 Arkansas City Bypass
  - Smoothest Pavement: I-135, Saline County, I-70 to K-104;
  - Concrete Pavement Rehabilitation Category : US-36, Doniphan County, from state line west 18.8 miles.
- 2000 Kansas Asphalt Pavement Association awards:
  - 2nd Place Overlay award: K-7, Wyandotte County, K-10 north to the Kansas River.
  - 1st Place Overlay award: K-156, Ellsworth County, east city limits of Holyrood to K-140.
  - 2nd Place Directors award: I-70, Gove County Line to US-183.
  - 1st Place Directors award: K-156, Barton County Line north-east to east city limits of Holyrood.
- American Concrete Pavement Association (ACPA) 2000 Government Official of the Year - John Leverenz, District Four Engineer (retired).
- 2000 ACPA awards:
  - Excellence in Paving award on K-68 in Franklin County.
  - Excellence in Paving award on US-54 in Allen County.
- 2001 National Partnership for Highway Quality Gold Level Winner - I-135, Harvey County.

OFFICE/PERSONNEL

- Secretary E. Dean Carlson was inducted into the National Academy of Engineering in October 2001. Election to the Academy is one of the highest professional honors accorded an engineer.
- Larry Emig, Chief of Local Projects, was honored at the annual AASHTO meeting in December 2001 with a special award of merit presentation in recognition of his "vision and hard work in conceiving and in bringing to reality the first annual Put the Brakes on Fatalities Day."
- The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Department for its Comprehensive Annual Financial Report (CAFR) for the Fiscal Year ended June 30, 2000.
- The Kansas Intelligent Transportation System (ITS) plan was honored by ITS America as the Best ITS Awareness or Advocacy Program for the Kansas Statewide ITS plan in June.
- The Bureau of Transportation Planning was recognized in June by the Institute of Transportation Engineers and received Honorable Mention for ITE's Planning Council Best Practices award for the KAWConnects (Topeka to Kansas City) Major Corridor Study.
- KDOT was selected as one of eight winners across the United States in AASHTO's, "The Road Beckons: Best Practices for Byways Competition" for the Kansas Scenic Byways Program in August.
- KDOT won an AASHTO 2000 Award of Excellence in December 20000 for the Transportation Enhancement Program for management of the program, public involvement, and streamlining of project processes.
- The Print Shop's Kansas Quality Management team "Printers R Us" won the AASHTO 2000 Team Recognition Award (Trailblazer Award) from the Standing Committee on Quality for its report on printing standards.
- Loren Risch, KDOT Bridge Design Engineer, received an AASHTO Certificate of Appreciation in May 2000 for serving on the OPIS/VIRTIS Product Task Force.
- Richard Adams, Road Design Engineer, received an AASHTO National Award in July for his contribution to the AASHTO Subcommittee on Design.
- Sandy Greenwell, External EEO Officer, won an award in October for the Kansas Minority Business Advocate of the Year that was presented by the Office of Minority & Women Business Development, Kansas Department of Commerce and Housing.

Part C

Project Selection Criteria

PROJECT SELECTION CRITERIA

The Fiscal Year (FY) 2000-2009 Comprehensive Transportation Program (CTP) has four program categories that were originally established by the FY 1990 - 1997 Comprehensive Highway Program: Substantial Maintenance; Major Modification; Priority Bridge; and System Enhancement. Within each of these major categories are funding and/or project-type subcategories. The selection criteria used in developing projects are tailored to the intent and funding constraints of each program component.

SUBSTANTIAL MAINTENANCE

Substantial Maintenance projects, the first major component, are intended to protect the traveling public and the public's investment in its highway system by preserving the "as built" condition as long as possible. These projects are financed with funds that are reserved (or set aside) for specific purposes.

Without proper maintenance, the cost for major repairs and/or replacement at a later date can be several times greater than the cost of timely maintenance. The Substantial Maintenance set-aside funds include Non-Interstate Resurfacing, Interstate Resurfacing, City Connecting Link (KLINK) Resurfacing, Contract Maintenance, Safety Projects, Emergency Repair, Bridge and Culvert Repair, Bridge Painting, Signing, Pavement Marking, and Lighting.

SUBSTANTIAL MAINTENANCE COMPONENTS

Non-Interstate Resurfacing

Approximately 1,200 to 1,400 miles of two-lane non-Interstate pavement are resurfaced or repaired annually through this set-aside program. The program's intent is to maintain non-Interstate pavements in adequate condition and keep rideability at an acceptable level.

These projects are selected by using the Pavement Management System (PMS). PMS is an integrated set of procedures that were developed by KDOT and Woodward-Clyde Consultants. It recommends pavement maintenance and

rehabilitation strategies on both a network and a project level. PMS consists of three interconnected subsystems:

The Pavement Management Information System (PMIS) is a data base which contains network and project level survey results, information downloaded from the planning database, and output from the Construction Priority System. Information from the planning database includes data on geometric features, traffic, and truck load information. Information is regularly transferred between these multiple data sources.

The Network Optimization System (NOS) models the highway network and determines the action for each one-mile segment of the entire system to produce the optimal statewide benefit. The system can operate in either a "desired-performance" mode or a "fixed-budget" mode. In the desired-performance mode, the system selects actions to achieve the selected performance level at the lowest cost. In the fixed-budget mode, the system selects the set of projects that produces the "best" total system performance for the fixed-budget level. A linear programming model is used to minimize the long-term expected average cost of rehabilitation, subject to certain short-term requirements.

The Project Optimization System (POS) serves two functions. First, it is a comprehensive design system for pavement structural sections on new grades. Second, it utilizes site-specific cost and material parameters to revise tentative project scopes from the NOS. Alternative rehabilitation strategies for a single project, or for groups of projects which meet cost and performance constraints from the NOS, are further evaluated. The POS selects the strategy which minimizes the need for future maintenance.

Program development is a two-part process. Part One develops scopes for resurfacing projects for the year following the pavement survey. The locations of these projects will have been selected in the previous year. Part Two selects "locations only" for projects to be let to contract two years following the survey year.

Interstate Resurfacing

Approximately 20 center-line miles of divided Interstate roadway (40 miles of two-lane pavement) are resurfaced or repaired annually through the Interstate Resurfacing set-aside program. Input from the Pavement Management System is used to decide which sections of Interstate are to be resurfaced.

City Connecting Link "KLINK" Resurfacing

This is a Local Partnership Program. The KLINK Resurfacing set-aside program provides funding for resurfacing projects on city streets that connect two rural portions of state highway (called City Connecting Links). These projects are funded under a 50 percent state/50 percent city funding matching arrangement for cities with greater than 10,000 population and a 75 percent state/25 percent city ratio for cities with less than 10,000 population. The maximum state share for a project is $200,000.

KDOT annually solicits requests for eligible projects. All State Highway System City Connecting Links are eligible except those on the Interstate System and fully controlled access sections on the Freeway System. Cities requesting projects are encouraged to review the proposed projects with the KDOT District Engineer or designated representative before submitting applications. If requested funds exceed available funds, projects are prioritized and selected on the basis of pavement survey conditions.

Contract Maintenance

Maintenance activities are undertaken to offset the effects of weather, deterioration, traffic wear, damage, and vandalism. Eligible projects are those that KDOT is not adequately staffed or equipped to perform. Due to the diverse types of actions and/or geographic location, contracting for the service is the most cost-effective approach for the agency.

Selection is based on priority as seen from a statewide perspective. Basic criteria for contract maintenance projects are: 1) inability to perform necessary actions with existing maintenance forces; 2) not eligible for other maintenance programs; 3) not anticipated (generally the result of weather or traffic conditions). Projects are selected on the basis of statewide need for corrective action, not on a balanced distribution between districts.

Safety Projects

This set-aside program provides for improvement of intersections or spot locations where major improvement is not required. The addition of deceleration lanes, left-turn lanes, raised islands, traffic signals, signing, and pavement marking can be cost effective in reducing crashes at these locations.

The Bureau of Traffic Engineering conducts studies on the physical and operational characteristics of high-crash locations. These studies:

1. identify the reason the particular location is being reviewed;
2. identify pertinent conditions;
3. identify perceived problem(s);
4. identify possible causes of the problem(s);
5. identify possible approaches to the problem(s);
6. estimate cost of each possible solution;
7. rank each solution on the basis of engineering judgment alone;
8. consider effects on like or similar areas (uniformity factor);
9. identify any department policy regarding approaches that may apply;
10. provide benefit/cost analysis for each approach or solution under consideration;
11. recommend action.

Once projects are identified, they are ranked in descending order by average annual net return. KDOT determines the average annual net return for each location by subtracting the average annual cost from the average annual benefit. First priority is given to the location with the highest average annual net return.

Exceptions to this order are sometimes necessary because city matching funds are unavailable, future projects encompass the selected location, approximate locations are grouped into one project, or several smaller projects are combined resulting in a total net return larger than the return for one project. Projects are scheduled until the available Safety Project funds are exhausted.

Emergency Repair

Funds are set aside annually for emergency repairs that occur as the result of accidents or disasters. Allocation of these funds is authorized by the State Transportation Engineer when accidents/weather-related causes occur.

Bridge and Culvert Repair

The Bridge Repair and Culvert Repair set-aside programs supplement the Priority Bridge program (see C-12). The program aims to restore the structural integrity of bridges and culverts. Bridge repair work includes: overlaying concrete decks; replacing or resetting expansion joints; resetting bearing devices; repairing abutments, piers, or girders; and repairing damage from external sources.

Each District, using the Bridge Management Engineer's recommended repair list, submits prioritized lists of candidate bridge and culvert projects to the Bureau of Construction and Maintenance and the Bureau of Design. Each candidate project is reviewed for the structure's condition history and latest inspection to confirm necessary repairs or replacement. Statewide lists are prioritized using such factors as maintenance effort, safety, traffic, and engineering judgment. The lists are submitted to the Bureau of Program Management for review to confirm that the candidate structures are not programmed for future work under any other KDOT program. The prioritized lists are merged to create the yearly statewide repair list.

Bridge Painting

There are approximately 826 bridge structures on the Kansas State Highway System that require periodic painting of the structural steel to slow corrosion. These structures contain nearly 246,000 tons of structural steel. They are categorized into two groups:

Group A:

Structures which have 10 tons or more of structural steel.

The Bridge Management Engineer prioritizes these structures (approximately 780 bridges) according to the Bridge Inspection Manual's "Paint Condition Rating." The statewide prioritized list is reviewed by the Bureau of Program Management to confirm that each candidate structure is not programmed for future work under any other KDOT program. Projects are then scheduled in order of priority until available funds are exhausted.

Group B:

Structures having less than 10 tons of structural steel.

Each District is responsible for the painting of these structures (approximately 46 bridges statewide).

Signing

This program addresses necessary sign replacements on the State Highway System due to new federal requirements for minimum retroreflectivity of signs. Highways are scheduled for sign replacement based on route classification, other scheduled projects that will upgrade signing, and upgrading all sections along an entire route and minor intersecting routes during the same year.

Pavement Marking

This set-aside program was established in FY 1996 to address pavement marking necessary due to pending new federal requirements for minimum retroreflectivity of pavement markings. Improvements in this category utilize high-performance, long-life pavement marking materials. Efforts are also made to identify those marking materials with wet-weather retroreflectivity. This program is limited to projects that do not have high-performance markings included under any other KDOT program. Projects are selected by the Bureau of Traffic Engineering based upon a roadway's traffic volumes, past performance of marking material, geometry, surface condition, surface type, crash history, and, in the case of new marking materials, the research benefit.

Lighting

Because lighting is beneficial to the safety and operation of the highway system, this set-aside program was established in FY 2000. Projects are selected by the Bureau of Traffic Engineering based on the roadway's volume and nighttime crash history. This program is limited to projects which are not included under any other KDOT program. Projects are scheduled until the available lighting funds are exhausted. (At other locations, lighting may be installed by the local unit of government by obtaining a highway permit. In general, the local entity bears the cost of installation, maintenance, and operation.)

Major Modification

The Major Modification program is the second major component of the FY 2000-2009 CTP. It is designed to improve the service, comfort, capacity, condition, economy, or safety of the existing system. It includes a number of set-aside programs: Economic Development; Geometric Improvement; and the federal-aid Railroad/Highway Crossing and Safety programs. Only a portion of the Railroad/Highway Crossing and Safety funds are included in the state program because most of the projects are off the State Highway System. Two new set-aside programs, Guard Fence Upgrades and Railroad Grade Separations, were established in FY 1996 and 1998 respectively.

For the CTP, four additional new set-aside programs were

established: Corridor Management; Railroad Crossing Surfacing; Local Partnership Railroad Grade Separations; and Intelligent Transportation Systems (ITS).

Non-Interstate Roadway and Associated Bridges

Construction Priority System - Major Modification Interstate and Non-Interstate roadway and Priority Bridge projects are selected using the Construction Priority System. It ranks roadway sections and bridges for improvement by the seriousness of their deficiencies.

The system was developed by KDOT and Woodward-Clyde Consultants in 1981. The system originally consisted of two formulas – one for roads and one for bridges – that used input from KDOT's planning data base to measure the relative need for improvement of all roads and bridges. Both the roadway and the bridge formulas have since been modified by KDOT, and a third formula, for Interstate roadway rehabilitation projects, has been developed by modifying the original roadway formula to apply to Interstate roadway sections only. All three formulas are currently under review.

MAJOR MODIFICATION COMPONENTS

KDOT runs the three priority formulas annually to update priority ratings by using updated survey information. The output from the formulas, prioritized lists of roadway control sections and bridges, are used to identify logical projects. Projects with the highest relative need are programmed for improvement first within available funding and based on scheduling considerations. This process was used to select projects in the CTP Major Modification program and Priority Bridge program. These are the basic steps used to develop the multiyear program:

1. Develop funding estimates.
2. Identify and prioritize projects, determine improvement scopes, and prepare cost estimates.
3. Earmark set-aside funds.
4. Balance project costs and funding by fund class and obligation limit within each fiscal year.
5. Prepare summary of project costs and funding by fund class and fiscal year.
6. Review of draft program, cost, and funding summary data by Program Review Committee.

Non-Interstate Projects - Roadway work in this category includes reconstruction/heavy rehabilitation of pavement, widening traffic lanes, adding or widening shoulders, and improving alignment (i.e., eliminating steep hills or sharp curves). Associated bridge work includes widening narrow bridges, replacing obsolete bridges, and modernizing bridge rails for bridges within the limits of each project. Non-Interstate roadway projects were prioritized using the Non-Interstate Roadway Priority Formula. A schematic of the formula is shown on page C-23.

Interstate Roadway and Associated Bridges

Roadway work in this category includes resurfacing, restoring, rehabilitating, and reconstructing pavement on the Interstate System. A separate priority formula was developed for Interstate roadway rehabilitation by KDOT in January 1988. A schematic of the formula is shown on page C-24.

The Interstate Roadway Formula was reviewed prior to selecting projects for FY 1998. As a result of this review, use of the formula was suspended due to data-related issues and the need for the formula to more accurately reflect the structural condition of Interstate pavements. KDOT is in the process of reviewing both current data used in the formula and computer procedures for new data that evaluate pavement by pavement layer type, thickness, age, and axle loadings. For FY 1998-2009, Interstate Roadway projects were selected based on the age of the underlying pavement, pavement deterioration requiring frequent and repeated Substantial Maintenance projects, and system rehabilitation continuity.

Economic Development

Economic Development projects are highway and bridge construction projects intended to enhance the economic development of the State of Kansas. This is a Local Partnership Program in which a project's cost is shared by the state and a local unit of government. Local support must be at least 25 percent of a project's total cost. Eligible projects must have the potential to significantly enhance the income, employment, sales receipts, and land values in the surrounding area.

KDOT annually solicits requests for eligible projects. Applicants are encouraged to review proposed projects with the KDOT District Engineer or a designated representative prior to the submission of the application. Upon submission, KDOT's Bureau of Program Management reviews the proposed project scope and estimate. All projects are then assembled in a single package and presented to the Kansas Highway Advisory Commission. Staff from KDOT and the Kansas Department of Commerce and Housing assist the Highway Advisory Commission by evaluating the projects. The Highway Advisory Commission recommends a set of projects to the Secretary of Transportation who makes the final selection.

Geometric Improvement

This is a Local Partnership Program. Funds are set aside annually to assist cities in funding geometric improvements on City Connecting Links (city streets which connect two portions of rural state highway). Geometric improvements are designed to widen pavements, add or widen shoulders, and add needed turning, acceleration, and deceleration lanes. The minimum local funding can range from 0 percent to 25 percent of the project cost, depending on the size of the city. The maximum state share ranges from $700,000 to $950,000.

KDOT annually solicits requests for eligible projects. Cities are encouraged to review proposed projects with the KDOT District Engineer or a designated representative before submitting the application. Upon submission, KDOT's Bureau of Program Management reviews the proposed project scope and estimate. All projects are then assembled in a single package and presented to the Highway Advisory Commission. KDOT staff assists by providing project-related information and design criteria. The Highway Advisory Commission recommends a set of projects to the Secretary of Transportation, who makes the final selection.

Surface Transportation Program Safety Funds

The 1998 federal Transportation Equity Act for the 21st Century (TEA-21) sets aside a minimum of 10 percent of a state's Surface Transportation Program (STP) funding for use on safety construction projects, including safety projects and railroad/highway crossings. These programs are described below.

Railroad/Highway Crossing

This federal-aid program funds protective device installation and hazard elimination at railroad/highway grade crossings on public roads. Federal-aid finances up to 100 percent of the cost of these projects.

In accordance with Section 130 of the 1973 Federal-aid Highway Act, KDOT has established a state rail crossing inventory and formula to prioritize all 6,200 at-grade public crossings in Kansas.

The priority formula "hazard index" is used to rate the relative hazard potential for all crossings and is based on highway traffic, train traffic, and a warning device factor. A schematic of the formula is shown on page C-24.

Each year a number of the highest ranked crossings that have not been addressed in prior programs are selected for review. A preliminary review of these crossings is conducted to verify crossing inventory information.

Crossings from this list that pass the preliminary review are scheduled for on-site diagnostic reviews. The diagnostic review team consists of KDOT, railroad, and local government staff. This team makes recommendations for each crossing as to type of warning system, crossing surface work, approach roadway improvements, drainage improvements, and brush and timber clearing. A rough cost estimate of the recommendations is

developed for each crossing.

The on-site review is sent to the local government officials who have maintenance responsibilities for the highway or roadway. When crossing projects receive a commitment from local government, railroads, and the state, a project implementation procedure is started that leads to improvements at the crossing. With the implementation of prior federal transportation acts, KDOT now utilizes 100 percent federal funding for these railroad/highway crossing safety projects.

In conjunction with the United States Department of Transportation's national highway/railroad crossing safety initiatives, KDOT is also addressing railroad corridor highway/railroad crossing safety projects. For corridor project approval there must be a reasonable number of highway/railroad crossing closures. The highest priority highway/railroad crossings in the corridor are improved with active flashing light and gate signal systems.

STP Safety Projects

These federal-aid projects provide safety improvements on all federal-aid systems except the Interstate System. Federal STP Safety funds provide 90 percent of these projects' construction and construction engineering costs. The Bureau of Traffic Engineering administers the majority of the STP Safety program. The Bureau of Local Projects administers a small portion of the program for projects on county roads and for cities under 5,000 population.

Four categories of roadway systems have been established for location analysis and funding to ensure that all roadway systems can benefit from federal-aid safety improvements. Each category is allotted a portion of the total amount of STP Safety funds available at the beginning of each federal fiscal year.

Jurisdiction-Location	Population	Funding Split
N Metropolitan	Kansas City/Wichita	38 percent
U Urban	Over 5,000	30 percent
K Rural State Hwys.		20 percent
C County Rds. and other Roadways	Less than 5,000	12 percent

(These figures are not intended to be rigid. The percentages may vary by a few points in any given year. In addition, funds that cannot be utilized in one category may be transferred to another category.)

Identification of High Accident Locations - For Jurisdictions U and N, cities are requested to submit two years of crash data for up to five high-crash locations on federal-aid routes within their areas. High-crash locations are determined and ranked by descending equivalent-property-damage-only (EPDO) accident rate. The top 50 (approximately) are considered high-crash locations warranting further analysis. Projects in these categories are financed with federal-aid and local matching funds.

For jurisdiction K, to determine if a location is a high-frequency crash location, a comparison is made between the actual crash rate and the statewide average rate for similar highways. The Bureau of Traffic Engineering conducts county-wide road safety audits. From these audits and from traffic

studies, high-crash locations are established. High-crash locations are ranked in descending EPDO crash rate order. The top ten are considered high-crash locations warranting further analysis. Projects in jurisdiction K on the rural State Highway System are financed with federal-aid and state funds.

Jurisdiction C projects are financed with federal-aid and local matching funds rather than state funds. These projects are selected by local units of government and are subject to Federal Highway Administration approval.

Prioritization - The identified high-crash locations are prioritized on the basis of the average annual net return for each location. The average annual net return is a dollar amount found by subtracting the average annual costs from average annual benefits. First priority is given to the location with the highest average annual net return. Remaining projects are scheduled in descending order until funds are exhausted. Exceptions to this might be caused by the unavailability of city matching funds, future projects that may encompass the selected location, a grouping of proximate locations into one project or combining several smaller projects for a total net return larger than one project.

Railroad Grade Separations

This program was established in FY 1998 to replace state highway railroad at-grade crossings with grade separation structures. To be eligible for this program crossings must be:

- a rural or City Connecting Link state highway crossing;
- main line railroad traffic, excluding industrial spur tracks; and
- route classification must be "B" or "C" or be on the National Highway System (NHS).

Eligible at-grade crossings are prioritized using KDOT's priority formula hazard index. This is the ranking formula also used for the Major Modification Railroad/Highway Crossing projects. The formula is based on railroad and highway operational characteristics. Projects are funded with a combination of federal, state, railroad company, and local monies.

Guard Fence Upgrades

This program was established in FY 1996 to address guard fence upgrades on Interstate and selected high-priority corridors where guard fence is not a part of any other Major Modification or Priority Bridge project. This set-aside fund is necessary due to federal requirements.

It is anticipated that the program will require several years to be completed. Locations of individual sites for the program are determined and grouped into projects according to proximity. Prioritization is based on traffic exposure with locations having the highest traffic volumes being scheduled for construction in the earlier years followed in subsequent years by routes with lower volumes.

Corridor Management

The Corridor Management set-aside program was created to address the growing need for KDOT, cities, and counties to jointly manage transportation corridors, particularly in high-growth developing areas. This fund is divided into two subcategories with two-thirds going to a project subcategory and one-third to a contingency subcategory. To be eligible for either category of funds, a corridor must be designated in the district plan, there must be a partnering agreement between the Secretary, city, and county, and there must be a binding corridor master plan in place.

The contingency subcategory of funds is designed to address rapidly developing areas or sites where transportation infrastructure changes must be made to better accommodate changes in demand. This fund requires a minimum 50 percent local match for state monies. There is also a per-project maximum of $175,000.

The project subcategory of funds is designed to assist newly developing areas in meeting the master plan or to retrofit established areas to master plan standards. Projects are solicited annually and require a minimum 33 percent local match for state monies. There is a per-project maximum of $225,000.

In addition, Corridor Management funds may be used for advance right-of-way acquisition in some special cases.

Railroad Crossing Surfacing

This program was established in FY 2000. Projects under this program will be for at-grade highway/railroad crossing approach and surface upgrades. Eligible crossings will be rural State Highway System crossings and State Highway System City Connecting Link crossings in cities up to 2,500 population.

Projects will be selected from applications for crossing surface improvement projects submitted by railroad companies and Districts. Project scopes will include all necessary materials and activities required for long-term crossing surface and approach improvements. These projects will be funded with 50 percent state and 50 percent railroad company monies.

Local Partnership Railroad Grade Separations

This is a new program established for the CTP. The Local Partnership Railroad Grade Separation Program addresses highway/railroad at-grade crossings off the State Highway System and crossings on the State Highway System, which are on lower priority routes (Route Class "D" and "E"). Project applications will be solicited from local units of government. The project sponsor will be responsible for providing 10 to 20 percent of the project funds, depending on the population of the city or county. Funds provided by the railroad company will be counted as part of the local match funds; the project sponsor will be responsible for negotiating with the railroad.

Projects will be selected based on KDOT's priority formula hazard index. This is the ranking formula also used for the Major Modification Railroad/Highway Crossing projects. The formula is based on railroad and highway operational

characteristics. Additional selection consideration will be given to projects with relatively higher rates of local and railroad match finding in order to leverage state dollars. The project selection process will also give consideration to the overall positive effects on communities.

Intelligent Transportation Systems (ITS)

The ITS set-aside program was established to meet the funding needs of ITS/technology-related projects in Kansas. The funding is available to apply technology such as advanced sensor, computer, electronics, and communications and management strategies to increase the safety and efficiency of the transportation system. The funding is available to both state and local agencies and is not necessarily limited to agencies that are transportation oriented. ITS has applications in urban areas, rural areas, and commercial vehicle operations and consideration for funding will be given to all of these areas.

The Bureau of Transportation Planning, along with the ITS Steering Committee, establishes project rankings based on:

- project support and integration risks;
- telecommunication considerations;
- design considerations and factors of success;
- funding sources and evaluation consideration;
- cost effectiveness, benefits; and
- local funding match percentage.

Projects are solicited annually and selected based on the criteria listed above.

Priority Bridge

The Priority Bridge program, the third major component of the 2000-2009 CTP, is designed to replace or rehabilitate substandard bridges. Substandard bridges are those in a deteriorated condition or with deficiencies in load-carrying capacity, width, or traffic service. Special consideration is given to replacing one-lane bridges (bridges with roadway width less than 20 feet), restricted vertical clearance bridges, and cribbed bridges (bridges with temporary structural supports to keep them in use).

Priority Bridge projects are selected using the Bridge Priority Formula. The formula was developed by KDOT and Woodward-Clyde Consultants in 1981. It was modified by KDOT in July 1987 and again in September 1988. Bridges with the highest relative need are programmed for improvement first within available funding and based on scheduling considerations. A schematic of the formula appears on page C-24.

Priority Bridge Components

- ***Bridge Replacement/Rehabilitation***
- ***Bridge Deck Replacement***
- ***Culvert-Bridge***

Bridge Deck Replacement and Culvert-Bridge

Both of these categories expand the Priority Bridge

program. The Culvert-Bridge program addresses culverts that are beyond the scope of a Substantial Maintenance project but do not qualify for the Priority Bridge Replacement/Rehabilitation program. The Bridge Deck Replacement program addresses bridges where the bridge superstructure and substructure are in satisfactory condition, but the bridge deck has deteriorated to the point where a Substantial Maintenance project would not be adequate.

Each District, using the Bridge Management Engineer's recommended repair list, submits prioritized lists of candidate projects to the Bureau of Design. Each candidate project is reviewed for the structure's condition history and latest inspection to confirm necessary repairs or replacement. Statewide lists are prioritized using such factors as maintenance effort, safety, traffic, and engineering judgment. The lists are submitted to the Bureau of Program Management for review to confirm that each candidate structure is not programmed for future work under any other KDOT program. The prioritized lists are then merged to create the yearly statewide repair list.

System Enhancement

The System Enhancement Program is the fourth major component of the CTP. Legislation authorizing the CTP, House Bill (HB) 2071, provides that the Secretary of Transportation shall include in the CTP "system enhancement projects which include additions to the system of highways or which substantially improve safety, relieve congestion, improve access, or enhance economic development. It is the intent of the Legislature that, as nearly as possible, the amount of $1.05 billion shall be expended or committed to be expended for the period beginning July 1, 1999, through June 30, 2009." It also states KDOT "shall utilize the selection methodology developed by the Department to select system enhancement projects."

CTP System Enhancement projects were selected using the same approach that was successfully used for the Comprehensive Highway Program System Enhancement Program in 1990. Project applications were solicited from local units of government. Candidate projects were submitted in three separate categories: Corridor Improvements, Bypass Construction, and Interchange/Separation Improvements.

Each category had unique, objective selection criteria primarily based on engineering and safety factors. Additional credit was given to a candidate project's score for local match funding, lane-miles removed from the State Highway System, and partially complete project development. Local match is a way to measure a local community's support for a project based upon their willingness to invest money in it. Lane-miles removed from the system are a way to gain local cooperation in removing redundant miles from the State Highway System. Credit for projects where project development is partially complete takes into account projects that have previously been determined to be a priority but for which funding has been unavailable.

Only city/county governments or coalitions of city/county

governments were allowed to submit an application for a System Enhancement project. System Enhancement projects must be on the State Highway System or a logical addition to the State Highway System.

All of the selected System Enhancement projects for the CTP were announced August 4, 2000. Construction of these projects is contingent upon funding as provided in HB 2071. Any reduction of the HB 2071 funding commitments would negatively impact the System Enhancement projects.

Fund Distribution - No single set of criteria could be used to rate the three very different types of projects. Likewise, a distribution of the funds available had to be made to the various project types. Furthermore, a distribution of funds had to be made between the urban and rural regions of the state.

Funds were distributed between urbanized and nonurbanized counties on the basis of vehicle miles of travel. The breakdown was based on 1997 Annual Average Daily Traffic (AADT) counts that showed approximately 35 percent of all vehicle miles traveled on the State Highway System are in the five urbanized counties. The urbanized counties are Douglas, Johnson, Sedgwick, Shawnee, and Wyandotte. Vehicle miles of travel are used because they are a measure of both the source of highway revenues and highway usage, which in turn relate to need.

The urban and rural fund allocations were further divided between the Corridor Improvements, Bypass Construction, and Interchange/Separation Improvements categories based on their percent of the total final number of applications received in each category. In addition, $50 million of the System Enhancement funds were earmarked for the Wichita Rail Project. The chart on page 16 shows the fund distribution.

Economic Development Review Panel (EDRP) - An independent group of experts reviewed the economic development potential of the candidate projects. Governor Bill Graves appointed the EDRP in July 1999, and members included Lt. Governor Gary Sherrer (Chairman), Topeka; James M. AuBuchon, Pittsburg; Mary Birch, Overland Park; Sheryl Dick, Garden City; Don A. Hill, Emporia; John G. Montgomery, Junction City; John L. Rolfe, Wichita; Billie Jo Smart, Washington; and Lavern D. Squier, Hays. Based on their own knowledge and experience, their observations, and the information provided by the applicant, the panel assigned the Economic Development Enhancement Rating to each project. The panel could assign a score up to 20 points for each project.

Project Evaluation - As specified in HB 2071, KDOT evaluated and ranked the eligible project requests based on criteria developed by the Department.

KDOT developed a score for each project based on objective engineering criteria, considering such factors as current and projected traffic volume, design, and safety issues. This score could be a maximum of 80 points. The EDRP considered a project's potential for economic development and assigned a project score of up to 20 points.

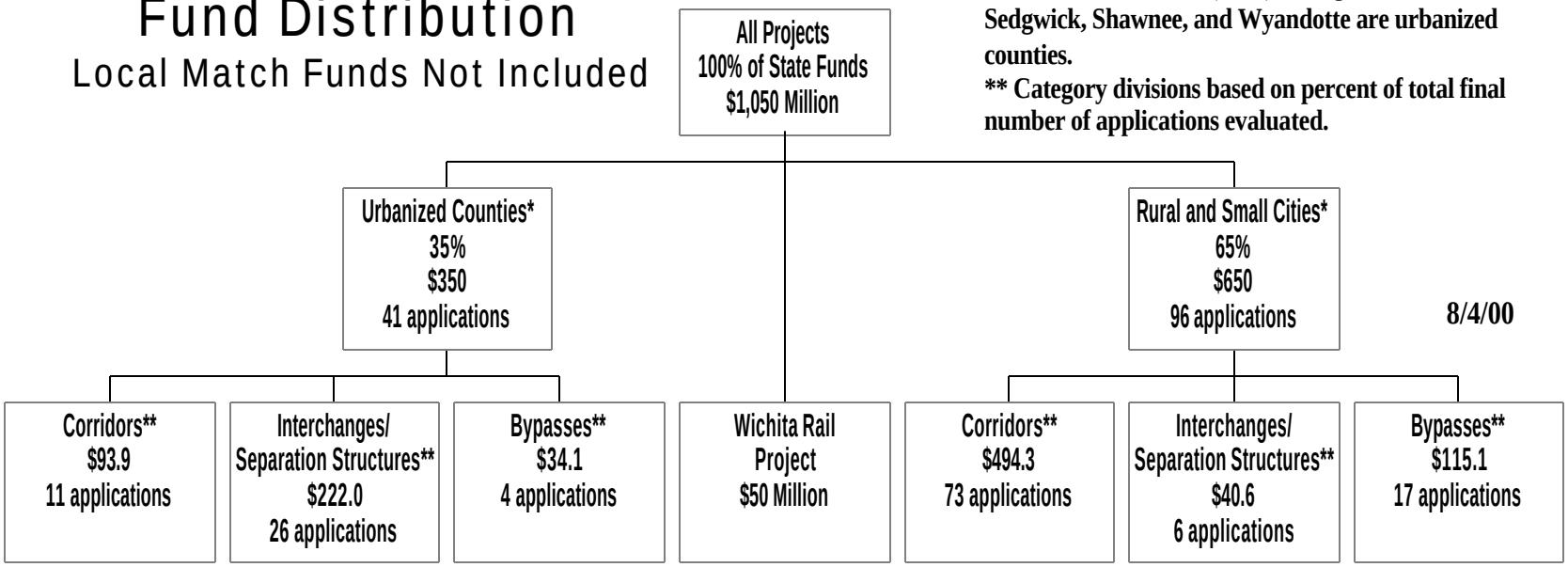
These scores were combined and then any points earned

through "extra credit" categories were added to the score. A project sponsor could earn extra credit in one of three ways: offer to take over responsibility of lane miles currently on the State Highway System once the System Enhancement project is completed and open to traffic; offer a percentage of the project cost as local matching funds; or submit a project where a portion of the project may already be complete. The combination of these three numbers: KDOT score, EDRP score, and extra credit points created the project's final score. It was then prioritized against the other projects in its category, and projects were funded from the top down until dollars in that category were exhausted.

KDOT received more than $5 billion in project requests for the $1 billion System Enhancement pool. KDOT did decide to fund some projects that were ranked lower than other candidates because these projects could be fully funded with the remaining dollars available in the category. KDOT also decided to partially fund some projects. All of these decisions were made to make the best use of the dollars available.

CTP System Enhancement Fund Distribution

Local Match Funds Not Included



*** Urbanized/nonurbanized split based on proportion of vehicle miles of travel (1997). Douglas, Johnson, Sedgwick, Shawnee, and Wyandotte are urbanized counties.**

**** Category divisions based on percent of total final number of applications evaluated.**

8/4/00

Corridor Improvements

Eligibility for Corridor Improvements - Each proposed project must be either on the currently approved State Highway System or must be eligible to be added to the System as determined by KDOT in accordance with the established guidelines. Eligible projects must also substantially improve the capacity and serviceability of significant segments of the route. Design standard continuity and significant traffic volume changes are considered in determining eligibility. Projects in this category might include such improvements as replacing a two-lane facility with a four-lane facility, adding a new two-lane or four-lane corridor, or improving significant segments of a major thoroughfare in an urban area.

Criteria for evaluating corridor candidate projects:

Evaluation Attributes	**Percent Relative Weight**
Economic Development Enhancement	20
Current Volume/Capacity Ratio	25
Estimated Future Volume/Capacity Ratio	20
Average Trip Length Index	5
Accident Rate	5
Fatal Accident Rate	5
Priority Formula Rating	10
Truck Traffic	10
Sub-Total	**100**

Extra-Credit Factors	
Lane-Miles Removed	Unlimited
Percent Local Match	0 to 100
Partially Complete Project Development	0 to 18

Bypass Construction

Eligibility for Bypass Construction - Each proposed project must be either on the currently approved State Highway System or must be eligible to be added to the System as determined by KDOT in accordance with the established guidelines. When the bypass is constructed and open to traffic, the existing route through the city will be removed from the State Highway System.

Criteria for evaluating bypass candidate projects:

Evaluation Attributes	**Percent Relative Weight**
Economic Development Enhancement	20
Estimated Future Traffic Volume	15
Percent Through Traffic	20
Current Volume/Capacity Ratio	20
Accident Rate	10
Truck Traffic	15
Sub-Total	**100**

Extra-Credit Factors	
Lane-Miles Removed	Unlimited
Percent Local Match	0 to 100
Partially Complete Project Development	0 to 35

Interchange / Separation Improvements

Eligibility for Interchange / Separation Improvements - All Interchange / Separation Improvements must be on the currently approved State Highway System. For this System Enhancement category only, the project sponsor must provide 100 percent of the total cost of preliminary engineering, right of way, and utility adjustment.*****

Criteria for evaluating interchange / separation candidate projects:

Evaluation Attributes	**Relative Weight**
Economic Development Enhancement	20
Safety Enhancement	20
Operational Enhancment	15
Cost Effectiveness	15
Traffic Served	30
Sub-Total	**100**

Extra-Credit Factors	
Lane-Miles Removed	Unlimited
Percent Local Match	0 to 100*****
Partially Complete Project Development	0 to 47

A Note About System Enhancement Project Estimates

Project sponsors submitted an estimated total project cost in FY 2000 dollars as a part of their application. The FY 2000 cost estimate was used in the local match calculation. One point of extra credit was given for each percent of local match offered. In order to compare "apples to apples" when calculating the local match credit, local match payments were converted to FY 2000 dollars and divided by the submitted FY 2000 total project cost resulting in the percent local match.

Separate from the local match calculation, each project scope was reviewed to ensure that the appropriate design criteria and all project components were included in the cost estimate. Some project scopes and cost estimates were modified to reflect these requirements and ensure that the cost estimate was appropriate. Also, before the list of selected projects could be finalized, project costs had to be adjusted to FY 2009 dollars to account for inflation. The majority of projects will be let to contract at the end of the program because of their size and complexity.

KDOT had to estimate for the highest potential costs to ensure that there will be adequate funds to construct the projects as promised. For large complex projects specific alignments, lane configurations, and scopes are not known at this time. These factors, along with new bridge locations and

right of way and environmental issues, have a substantial impact on cost.

KDOT's estimates are just that - estimates. If money becomes available over the life of the program because of cost savings on the 29 originally selected System Enhancement projects, KDOT will need to carefully consider where those additional dollars should be allocated. The first priority would be to make sure that the originally selected projects are fully funded. Several selected projects were only partially funded, and those projects would need to be reviewed to see if there would be other work that could or should be done. Funding projects beyond the original 29 System Enhancement projects would depend on the status of the already selected projects and the amount of money available. It will be several years before it is known whether additional System Enhancement funds will become available due to cost savings.

System Enhancement Program Update

In April 2001 Secretary Carlson asked staff to consider whether project cuts were necessary in light of funding constraints and temporarily halted work on projects in the System Enhancement program. After this consideration, KDOT decided, for the time being, to continue developing all System Enhancement projects currently included in the CTP.

This decision came after careful consideration and review of available and projected resources. Those projections still show a substantial deficit at the end of the program in Fiscal Year 2009. If those projections hold, KDOT will not be able to complete the program as originally passed in 1999. It will be necessary following the 2002 Legislative session to re-evaluate the entire program.

System Enhancement Project Status

In route order, as of November 2001

◆ US-24/40 State Avenue

US-24/40 (State Avenue) in Wyandotte County from west of the K-7 interchange, east to 118th Street. This project will reconstruct the roadway to a five-lane section, improve the US-24/40 & K-7 interchange, and complete any turnback work on US-24/40/73 from K-7 east to I-70 near KS-MO state line. Development of the city/state agreement is underway. A consultant has been selected, and design work will begin after the city/state agreement is signed. A 2006 letting is anticipated.

◆ I-35 & US-69 Interchange with 87th Street

I-35 and US-69 interchange with 87th Street in Lenexa and Overland Park. This project will reconstruct the interchange to current design standards and increase traffic capacity. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2004 letting is anticipated.

◆ US-40 (6TH STREET) LAWRENCE

US-40 (6th Street) in Lawrence from K-10 (South Lawrence Trafficway) east through the Wakarusa Drive intersection. Development of the city/state agreement is underway, and the design was started previously under the Economic Development program. A 2003 letting is anticipated.

◆ US-50 / 400 GARDEN CITY WEST

US-50/400 from Gray/Finney County line east to junction with US-83. This project will complete the design for a four-lane access-controlled facility within the project limits and construction from one mile west of Holcomb east to junction with US-83. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2007 letting is anticipated.

◆ US-50 NEWTON INTERCHANGE

US-50 and K-15 interchange in Newton. This project will reconstruct the westbound on and off ramps to improve traffic flow and safety. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2004 letting is anticipated.

◆ US-50 SOUTH HUTCHINSON INTERCHANGE

East US-50 and K-96 interchange in South Hutchinson. This project will reconstruct the interchange to improve traffic flow and capacity. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2006 letting is anticipated in conjunction with the US-50 Major Modification project east of this location.

◆ US-54 EL DORADO BYPASS

Southeast of El Dorado: new alignment from US-54/77, northeast to US-54. This project has been **cancelled** at the request of the project sponsors.

◆ US-54 WOODLAWN INTERCHANGE

US-54 (Kellogg) from Sylvan Lane east to Mission Road. Reconstruct US-54 to six-lane freeway section and construct interchange at Woodlawn Road. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2002 letting is anticipated.

◆ US-54 ROCK ROAD INTERCHANGE

US-54 (Kellogg) from Mission Road to Heather Street. Reconstruct US-54 to six-lane freeway section and construct interchange at Rock Road. The agreement with the Project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2003 letting is anticipated.

◆ US-54 GODDARD BYPASS

US-54 from existing US-54 freeway section west of Goddard east to near 167th Street. Design and corridor preservation for a freeway section. The agreement with the

project sponsors has been signed. Work on the Major Investment Study for both the Goddard and Northwest bypasses is underway. Right-of-way acquisition is anticipated to be complete in 2005.

◆ US-54 Corridor from Kingman to Pratt

US-54 from west of Pratt, east to the existing four-lane section east of Kingman. The National Corridor Planning and Development study is almost complete, and the System Enhancement recommendation is to complete the preliminary engineering and right-of-way acquisition for the entire corridor. Construction will begin approximately 4 miles east of the Pratt/Kingman County line and proceed east for 10 miles. Development of the city/state agreement is underway, and a design consultant will be hired to do the project development work. A 2009 letting is anticipated.

◆ US-59 Atchison River Bridge

US-59 the Amelia Earhart Bridge over the Missouri River in Atchison. This project will replace the current bridge with a four-lane improvement. The agreement with the project sponsors has been signed. An agreement with the state of Missouri has been signed for the location study and environmental documentation of the bridge. A design consultant has been selected, and design work is underway. A 2009 letting is anticipated for construction.

◆ K-61 Corridor from Hutchinson to McPherson

K-61 from four-lane section in Hutchinson, north to existing four lanes south of McPherson. This project will construct a four-lane access controlled improvement with bypasses at Inman and Medora. The agreement with the project sponsors has been signed. A design consultant has been selected, and the location and design concept study is underway. A 2009 letting is anticipated for construction.

◆ US-69 Corridor in Johnson County

US-69 from 119th Street, north to I-35, and then on to 75th Street. This project will complete the design work and right-of-way acquisition for a reconstruction to six lanes. Construction will be determined as funding permits. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2004 letting is anticipated for construction in 87th Street interchange area.

◆ I-70 Junction City Interchange

I-70 and Exit 298 interchange with East and Chesnut Streets. This project will reconstruct interchange to increase vertical clearance over the sideroad. A design consultant has been selected, and design work is underway. A 2005 letting is anticipated.

◆ US-73 / K-7 (Main Street) Lansing

US-73/K-7 (Main Street) from south of Gilman Road, north

to Connie Street. This project will widen the roadway to five lanes and add lighting, landscaping, and access control. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2004 letting is anticipated.

◆ US-75 Jackson County Interchange

US-75 and County Road 150 intersection just south of Mayetta. This project will construct a new diamond interchange and frontage roads. Development of the city/state agreement is underway, and KDOT has started design work. A 2006 letting is anticipated.

◆ US-77/US-166 Arkansas City Bypass

US-77 bypass of Arkansas City in the southeast part of town. This project is the continuation of the plans started under the Comprehensive Highway Program. It will construct a four-lane bypass of US-77. The US-166 bypass portion of this project will complete a location and design concept study of the southwest bypass of US-166. The agreement with the project sponsors has been signed. Design consultants have been selected, and design work is underway. A 2003 letting is anticipated for the construction of the southeast bypass.

◆ US-81 (47th Street) in Wichita

US-81 (Broadway Avenue) from 48th Street, north to 47th Street, then east on US-81 (47th Street) from Broadway Avenue east through the I-135 interchange. This project will complete a preliminary engineering study for future corridor improvements. The agreement with the project sponsors has been signed. A design consultant has been selected and design work is underway.

◆ US-83 Liberal Corridor Preservation

US-83 on the east side of Liberal from US-54 north to north of Liberal. This project will acquire additional right-of-way along the existing roadway for corridor preservation for a four-lane improvement. The agreement with the project sponsors has been signed, and the city will hire a design consultant after the agreement has been signed.

◆ I-135 Salina Interchange

I-135 and Waterwell road overpass. This project, located approximately 1 mile south of the Shilling Road interchange, will construct a diamond interchange utilizing the existing bridge. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2003 letting is anticipated.

◆ US-169 Coffeyville (two System Enhancement projects)

US-169 from the junction with US-166 north to County Road 2800. This project will construct a four-lane access-controlled improvement. Development of the city/state agreement is underway. A design consultant has been selected, and design work will begin after the city/state agreement is signed.

◆ US-183 Hays

US-183 from south of I-70 ramp terminal, north through 55th Street. This project will construct a four-lane access-controlled roadway. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway.

◆ K-254 Northwest Bypass in Sedgwick County

This new alignment will start from US-54 near 167th Street proceeding north and east to K-96 near 45th Street North. This project will acquire the right-of-way for a corridor preservation of a freeway section. The agreement with the project sponsors has been signed. Work on the Major Investment Study for both the Goddard and Northwest bypasses is underway. Right-of-way acquisition is anticipated to be complete in 2005.

◆ US-400 Dodge City Bypass

This new alignment will start from the junction of US-50/US-50B, proceeding south and east to US-56 west of Dodge City. This project will construct a two-lane bypass on four-lane right-of-way with access control. Development of the city/state agreement is underway. A design consultant has been selected, and design work will begin when the city/state agreement is signed. A 2008 letting is anticipated.

◆ US-400 Parsons Bypass

This new alignment begins approximately 3.5 miles west of Parsons, proceeding around the city to the north to 2.5 miles east of Parsons. This project will construct a two-lane bypass on four-lane right-of- way. The agreement with the project sponsors has been signed. The design for this project had already been completed at the time of project selection, and the grading portion of the project was let to construction contract in February of 2001. An October of 2002 letting is anticipated for the surfacing portion of this project.

◆ US-400 Study

US-400 from junction with US-83 near Garden City in Finney County, south and east to east of Mullinville in Kiowa County. This project will complete a location and design concept study for future four-lane improvements of this corridor. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway.

◆ I-435 Antioch Interchange

I-435 and Antioch overpass in Overland Park, Johnson County. This project will construct an interchange with Antioch Road in conjunction with I-435 widening and required work on US-69. The agreement with the project sponsors has been signed. A design consultant has been selected, and design work is underway. A 2008 letting is anticipated.

FORMULAS REFERRED TO ON PAGE C-6

[1] **Average Annual Daily Traffic** – The number of vehicles per day on a roadway segment averaged over one year.

[2] **Substandard Stopping Sight Distance** – A stopping distance for a vehicle that is less than the agency standard. The standard is a function of the design speed which is based on the Kansas Route Classification and AADT group.

[3] **Substandard Horizontal Curve** – A sharp curve on a roadway segment on which the design speed cannot be maintained; the segment has a posted speed limit that is less than the design speed.

[4] **Capacity Adjusted AADT** – Adjusted for number of lanes and capacity so that different roadway types can be evaluated on a comparable basis.

Non-Interstate Priority Formula (ATTRIBUTES/ADJUSTMENT FACTORS)

		Adjustment Factors							
		Accident Rate (See below)	Posted Speed (See below)	Facility Type		Shoulder Type		Route Class (See below)	AADT[1] (See below)
Attribute (Need Value)	Relative Weight	*	*	Divided	Undivided	Stabilized	Unsta-bilized	*	*
Driver Exposure Attributes: No. Of Narrow Structures Per Mile	0.086	0 to 1	0 to 1					0 to 1	0 to 1
Shoulder Width	0.089	0 to 1	0 to 1	0.54	1.0	0.607	1.0	0 to 1	0 to 1
No. Of SSSD[2] Per Mile	0.069	0 to 1	0 to 1					0 to 1	0 to 1
Lane Width	0.101	0 to 1	0 to 1	0.5	1.0			0 to 1	0 to 1
No. Of SHC[3] Per Mile	0.099	0 to 1	0 to 1					0 to 1	0 to 1
Volume/ Capacity (Maximum Default Value = 1.15)	0.091							0 to 1	0 to 1
Commercial Traffic (Maximum Default Value = 725)	0.065			0.376	1.0	0.519	1.0	0 to 1	0 to 1
Rideability	0.088							0 to 1	0 to 1
Pavement Structural Evaluation (PSE)	0.208							0 to 1	0 to 1
Observed Condition	0.104							0 to 1	0 to 1
Sum of All Weights	**1.000**								

* Non-Interstate Priority Formula (ADJUSTMENT FACTORS)

Accident Rate	Adjustment Factor	Posted Speed	Adjustment Factor	Route Class	Adjustment Factor	Capacity -Adjusted AADT[4]	Adjustment Factor
High	1.0	≥ 55 MPH	1.0	A	1.0	20,000	1.0
Medium	0.858			B	0.9	10,000	0.925
Low	0.734	< 55 MPH	Varies from	C	0.7	6,000	0.895
			0 to 1	D	0.5	2,000	0.865
				E	0.3	0	0.850

FORMULAS REFERRED TO ON PAGES C-7, C-8, AND C-12

Interstate Priority Formula (ATTRIBUTES/ADJUSTMENT FACTORS)

Attribute (Need Value)	Relative Weight	Adjustment Factors: Facility Type – Divided	Facility Type – Undivided	Shoulder Type – Stabilized	Shoulder Type – Unstabilized	Route Class (See C-22)	AADT[1] (See C-22)
Commercial Traffic	0.140	0.376	1.0	0.519	1.0	0 to 1	0 to 1
Rideability	0.189					0 to 1	0 to 1
Pavement Structural Evaluation (PSE)	0.447					0 to 1	0 to 1
Observed Condition	0.224					0 to 1	0 to 1
Sum of All Weights	**1.000**						

[1] **Average Annual Daily Traffic** – The number of vehicles per day on a roadway segment averaged over one year.

Bridge Priority Formula (ATTRIBUTES/ADJUSTMENT FACTORS)

Attribute (Need Value)	Rel. Weight	Adjustment Factors: AADT[1] (See C-22)
Bridge Width (Driver Exposure Attribute)	0.222	0 to 1
Deck Condition	0.169	0 to 1
Structural Condition	0.359	0 to 1
Operating Rating	0.250	0 to 1
Sum of All Weights	**1.000**	

[1] **Average Annual Daily Traffic** – The number of vehicles per day on a roadway segment averaged over one year.

Priority Formula For Railroad Crossings

Hazard Index = AADT x T x W

AADT = Average Annual Daily Traffic
T = Average Trains per day
W = 0.1 for gates
W = 0.6 for flashing lights
W = 1.0 for cross bucks

Part D

Project Listings

PROJECT LISTINGS

This section includes three separate project lists as well as two maps showing the Comprehensive Transportation Program.

The projects scheduled for improvement during FY 2000-2009 are organized in ascending order by route number. The projects completed in FY 2001 and projects under construction as of October 31, 2001, are organized in alphabetical order by county. Each one includes a project description, length, construction cost or estimated construction cost, and work type.

K.S.A. Supp. 68-2315, as amended, requires information concerning construction work completed in the preceding fiscal year, construction work in progress, and planned projects for future years. A detailed explanation of the methods or criteria employed in the selection of projects is also required and can be found in Part C.

The project lists are:

- *Projects scheduled for improvement during FY 2000-2009, pages 2 to 60.*
- *Projects completed in FY 2001, pages 61 to 79.*
- *Projects under construction as of October 31, 2001, pages 80 to 100.*

PROJECT LISTING
FY 2000 - 2009 COMPREHENSIVE TRANSPORTATION PROGRAM

The following projects are scheduled for improvement during FY 2000 - 2009. The projects are listed in route/county order. The project listing includes Substantial Maintenance and Major Modification and Priority Bride set-aside projects in addition to Major Modification Interstate and Non-Interstate and Priority Bridge Replacement/Rehabilitation projects. Not all of the Substantial Maintenance and set-aside projects have been identified at this time. System Enhancement projects are also listed separately in Part C.

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-2	Barber	BN-SF RR Xing in Kiowa		Upgrade RR Crossing Surface	220	MM	2001
K-2	Barber	Kiowa- Inters 4th & K-2 & RR Ave & K-2		Intersection Improvement	180	MM	2003
K-2	Harper	Br #022, Little Sandy Cr		Bridge Replace	1,113	PB	2003
K-2	Harper	Anthony-Jct K-44, N to NCL	0.5	Surface Preservation	119	SM	2000
K-2	Kingman	Central Kansas RR Xing SE of Norwich		Upgrade RR Protection	112	MM	2002
K-3	Bourbon	Br #028, Marmaton Riv		Bridge Overlay	385	SM	2001
K-3	Bourbon	Br #029, Little Osage Riv		Bridge Overlay	250	SM	2001
K-3	Crawford	Br #053, Big Walnut		Bridge Redeck	284	PB	2001
K-4	Barton	E Jct US-281, E to BT-RC Co L	16.1	Surface Preservation	1,243	SM	2002
K-4	Barton	Br #043, Cow Cr		Bridge Replace	1,035	PB	2005-09
K-4	Dickinson	SA-DK Co L, E to Jct K-43	17.0	Surface Preservation	1,095	SM	2002
K-4	Dickinson	Br #041, East Holland Cr		Bridge Replace	694	PB	2004
K-4	Dickinson	Br #042, W Branch Turkey Cr		Bridge Replace	512	PB	2004
K-4	Dickinson	BN-SF RR Xing at S edge of Hope		Upgrade RR Crossing Surface	66	MM	2001
K-4	Jefferson	SN-JF Co L, NE to Jct US-59	28.6	Surface Preservation	2,944	SM	2002
K-4	Jefferson	Culv at RP 340.5		Culvert Repair	33	SM	2001
K-4	Jefferson	E of Meriden- K-4 at Wyandotte/Miller	0.3	Intersection Improvement	468	MM	2000
K-4	Jefferson	Br #019, Rock Cr		Bridge Overlay	131	SM	2000
K-4	Jefferson	Br #020, Delaware Riv		Bridge Replace	7,831	PB	2005-09
K-4	Lane	SC-LE Co L, E to LE-NS Co L	24.2	Surface Preservation	2,500	SM	2000
K-4	Morris	Br #010, Clark Cr Drg		Bridge Replace	300	PB	2005-09
K-4	Morris	Culv RP 244.1		Culvert Replace	108	SM	2002
K-4	Ness	LE-NS Co L, E to Jct US-283	19.0	Surface Preservation	1,765	SM	2000
K-4	Rice	BT-RC Co L, E to Jct K-14	15.2	Surface Preservation	19	SM	2001
K-4	Rice	Br #025, Lost Cr		Bridge Replace	815	PB	2001
K-4	Rice	Jct K-14, E to RC-EW Co L	10.1	Surface Preservation	26	SM	2000
K-4	Rice	Jct K-14, E to RC-EW Co L	10.1	Surface Preservation	1,025	SM	2002
K-4	Rush	NS-RS Co L, E to Jct US-183	21.5	Surface Preservation	1,204	SM	2002
K-4	Rush	Br #007, Big Timber Cr		Bridge Replace	797	PB	2005-09
K-4	Saline	E of N Jct I-135, E & N to Jct K-104	2.5	Roadway Reconstruction	2,709	MM	2005-09

@ Note: Program Categories
MM = Major Modification, PB = Priority Bridge, SM = Substancial Maintenance, SE = System Enhancement

07/01/2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-4	Saline	Br #106, Dry Cr		Bridge Replace	419	MM	2005-09
K-4	Saline	Br #146, East Dry Cr		Bridge Overlay	197	MM	2005-09
K-4	Saline	Jct K-104, E to SA-DK Co L	15.0	Surface Preservation	965	SM	2002
K-4	Scott	Jct US-83, E to SC-LE Co L	11.9	Surface Preservation	1,602	SM	2000
K-4	Shawnee	Br #120, Mission Cr Drg		Bridge Replace	1,343	PB	2003
K-4	Shawnee	S Jct Auburn Rd, N to I-70	1.9	Surface Preservation	194	SM	2002
K-4	Shawnee	K-4/I-70/KTA Interchg E of Topeka	2.6	Seeding, Landscaping	2,589	MM	2002
K-4	Shawnee	K-4/I-70/KTA Interchg E of Topeka	2.6	Landscape Care	579	MM	2003
K-4	Shawnee	E Jct US-24, N to SN-JF Co L	0.8	Surface Preservation	95	SM	2002
K-4	Wabaunsee	N Jct K-177, E to NCL Eskridge	24.6	Surface Preservation	45	SM	2000
K-4	Wabaunsee	Br #037, S Branch Mill Cr Drg		Bridge Overlay	103	SM	2002
K-4	Wabaunsee	Br #038, S Branch Mill Cr		Bridge Overlay	112	SM	2002
K-4	Wabaunsee	Br #040, Dragoon Cr Drg		Bridge Replace	565	PB	2003
K-4	Wabaunsee	Br #071, Higby Cr Drg		Bridge Replace	685	PB	2001
K-4	Wabaunsee	Br #044, Mission Cr Drg		Bridge Replace	686	PB	2001
K-4	Wabaunsee	Br #045, Higby Cr Drg		Bridge Replace	685	PB	2001
K-5	Leavenworth	WY-LV Co L, N to US-73	7.6	Surface Preservation	578	SM	2000
K-5	Leavenworth	Br #056, 7 Mile Cr		Bridge Redeck	108	SM	2002
K-5	Wyandotte	McCormick to Jct I-635	1.9	Surface Preservation	488	SM	2001
K-5	Wyandotte	Br #192 over 10th St		Bridge Overlay	328	SM	2001
K-5	Wyandotte	RP 16.5, N to WY-LV Co L	2.0	Surface Preservation	149	SM	2000
K-7	Atchison	Atchison - 10th & Main, N to NCL	2.6	Surface Preservation	275	SM	2002
K-7	Atchison	Br #026, Deer Cr		Bridge Replace	791	PB	2003
K-7	Bourbon	CR-BB Co L, N & E to S Jct US-69	11.1	Surface Preservation	511	SM	2002
K-7	Bourbon	Br #033, L Osage Riv		Bridge Replace	1,368	PB	2003
K-7	Bourbon	Br #034, Lost Cr		Bridge Overlay	108	SM	2001
K-7	Cherokee	Jct US-160, N to Jct US-400	11.1	Surface Preservation	352	SM	2000
K-7	Cherokee	BN-SF RR Xing N of Columbus		Upgrade RR Protection	150	MM	2002
K-7	Cherokee	Columbus-Intersec K-7 & Bethlehem Rd	0.2	Intersection Improvement	472	MM	2002
K-7	Cherokee	Br #037, Cherry Cr		Bridge Replace	688	PB	2001
K-7	Cherokee	Culv #502		Culvert Replace	276	PB	2001
K-7	Cherokee	Culv #505		Culvert Replace	198	PB	2001
K-7	Cherokee	Culv #506		Culvert Replace	263	PB	2001
K-7	Cherokee	Culv #543		Culvert Replace	295	PB	2001
K-7	Crawford	CK-CR Co L, N to Jct K-126	5.0	Roadway Reconstruction	9,103	MM	2005-09
K-7	Crawford	Jct K-126, N to SCL Girard	6.5	Roadway Reconstruction	12,265	MM	2005-09
K-7	Crawford	Br #051, Second Cow Cr		Bridge Widen	114	MM	2005-09
K-7	Crawford	Br #014, Limestone Cr		Bridge Replace	117	MM	2005-09
K-7	Crawford	Girard-SCL, N to NCL	1.7	Surface Preservation	183	SM	2000
K-7	Crawford	NCL Girard, N to CR-BB Co L	11.0	Surface Preservation	503	SM	2002
K-7	Crawford	Br #015, Second Cow Cr		Bridge Replace	310	PB	2001
K-7	Crawford	Br #017, W Fk Dry Wood Cr		Bridge Replace	586	PB	2005-09
K-7	Doniphan	Jct K-20, N to 0.4 Mi S of E Jct US-36	5.3	Surface Preservation	296	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-7	Doniphan	Jct K-20, N on new Align to K-7	5.3	Roadway Reconstruction	7,580	MM	2003
K-7	Doniphan	W Jct US-36/K-7		New Interchange	4,621	MM	2003
K-7	Doniphan	W Jct US-36, NW to KS-NE St L	18.6	Surface Preservation	364	SM	2001
K-7	Doniphan	Culv #501, 3.8 Mi NW of W Jct US-36		Culvert Repair	30	SM	2000
K-7	Doniphan	Br #004, Wolf Riv		Bridge Redeck	402	PB	2003
K-7	Johnson	In Olathe - Harrison, W to Lone Elm	1.0	Roadway Reconstruction to 4-Ln	2,907	MM	2001
K-7	Johnson	Br #085 over BN-SF RR		Bridge Replace	1,123	MM	2001
K-7	Johnson	Olathe - Dennis St to N of Park St	0.9	Surface Preservation	378	SM	2002
K-7	Johnson	NB Ramp to WB K-10		Upgrade Signing	9	SM	2001
K-7	Johnson	N of Jct K-10, N to Kansas Riv Br	6.8	Surface Preservation	3,723	SM	2000
K-7	Johnson	Shawnee - K-7 & 43rd St		New Traffic Signals	195	SM	2000
K-7	Linn	Br #011, Little Sugar Cr		Bridge Replace	984	PB	2003
K-9	Atchison	JA-AT Co L, E to W Jct US-159	2.0	Surface Preservation	130	SM	2000
K-9	Atchison	Br #029, Grasshopper Cr		Bridge Replace	668	PB	2000
K-9	Atchison	E Jct US-159, E to Jct US-73	4.9	Surface Preservation	250	SM	2000
K-9	Clay	WS-CY Co L, E to S Jct K-15	8.6	Surface Preservation	12	SM	2000
K-9	Cloud	MC-CD Co L, E & N to Jct K-28	17.8	Surface Preservation	1,005	SM	2001
K-9	Cloud	Culv #546 at RP 156.29		Culvert Replace	94	SM	2002
K-9	Cloud	Concordia - WCL, E to 5th & Cedar	0.5	Surface Preservation	264	SM	2003
K-9	Cloud	Concordia- US-81, E to Cloud St	0.9	Surface Preservation	274	SM	2002
K-9	Cloud	Concordia - Cloud St, E to ECL	0.8	Surface Preservation	128	SM	2001
K-9	Cloud	BN-SF RR Xing in Concordia		Upgrade RR Protection	143	MM	2000
K-9	Cloud	ECL Concordia,E to CD-WS Co L(ex Clyde)	13.2	Surface Preservation	38	SM	2001
K-9	Cloud	Br #036, Elm Cr Drg		Bridge Overlay	102	SM	2000
K-9	Cloud	Br #038, Elm Cr		Bridge Overlay	181	SM	2002
K-9	Jackson	NM-JA Co L, E to JA-AT Co L	13.5	Surface Preservation	687	SM	2000
K-9	Marshall	Waterville - WCL, E to ECL	0.6	Roadway Rehabilitation	218	MM	2002
K-9	Marshall	E Jct US-77, E to WCL Frankfort	11.9	Surface Preservation	663	SM	2000
K-9	Marshall	Br #023, Johnson Cr		Bridge Replace	824	PB	2005-09
K-9	Marshall	Br #026, Black Vermillion Riv Drg		Bridge Replace	373	PB	2005-09
K-9	Marshall	Br #027, Little Timber Cr		Bridge Replace	766	PB	2005-09
K-9	Marshall	Br #028, Oikierman Cr		Bridge Replace	831	PB	2005-09
K-9	Marshall	S Jct K-99, E & N to N Jct K-99	1.7	Surface Preservation	92	SM	2002
K-9	Marshall	Frankfort - 2nd St, N to NCL	0.6	Roadway Rehabilitation	473	MM	2002
K-9	Mitchell	Jct US-24, E to MC-CD Co L	9.3	Surface Preservation	629	SM	2001
K-9	Mitchell	Kyle RR Xing E of Beloit at Gilbert Station		Upgrade RR Crossing Surface	33	MM	2001
K-9	Nemaha	Br #011, S Branch Black Vermillion Drg		Bridge Replace	847	PB	2002
K-9	Nemaha	Br #012, S Branch Black Vermillion Drg		Bridge Replace	919	PB	2002
K-9	Nemaha	Br #013, Illinois Cr		Bridge Replace	847	PB	2001
K-9	Nemaha	S Jct K-63, E to NM-JA Co L	14.0	Surface Preservation	794	SM	2000
K-9	Norton	Br #043, Elk Cr		Bridge Replace	974	PB	2001
K-9	Norton	Br #045, East Elk Cr		Bridge Replace	818	PB	2001
K-9	Norton	Br #048, Otter Cr		Bridge Replace	992	PB	2001
K-9	Norton	Br#043(ElkCr)#045(E ElkCr)#048(OtterCr)		Seeding	30	PB	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-9	Norton	E Jct US-283, E to NT-PL Co L	12.7	Surface Preservation	143	SM	2000
K-9	Phillips	NT-PL Co L, E to PL-SM Co L	30.7	Surface Preservation	380	SM	2000
K-9	Smith	PL-SM Co L, E to Jct US-281	15.4	Surface Preservation	167	SM	2000
K-9	Washington	CD-WS Co L, E & S to NCL Clifton	5.2	Surface Preservation	23	SM	2001
K-9	Washington	S Jct K-15, N, NE & E to WS-MS Co L	25.4	Surface Preservation	31	SM	2000
K-10	Douglas	RS 1372, S & SE to Jct US-59	8.4	Surface Preservation	2,560	SM	2000
K-10	Douglas	0.4 Mi W of Wakarusa Dr, E 0.4 Mi	0.4	Surface Preservation	86	SM	2000
K-10	Douglas	Lawrence-US-59,E to Kentucky& on US-59	1.5	Surface Preservation	495	SM	2001
K-10	Douglas	Lawrence - K-10 & Barker	0.3	Intersection Improvement	440	MM	2002
K-10	Douglas	Lawrence - Intersec K-10 & East Hills Dr	0.3	Intersection Improvement	318	MM	2004
K-10	Douglas	K-10 WB exit ramp to RS 1347		Slide Repair	550	SM	2002
K-10	DG & JO	ECL Lawrence, E to I-435		Upgrade Signing	897	SM	2001
K-10	Johnson	DG-JO Co L, E to PCCP	12.1	Surface Preservation	3,424	SM	2001
K-10	Johnson	Br #200 over Local Rd (SL)		Bridge Overlay	108	SM	2001
K-10	Johnson	Br #176 over BN-SF RR, Local Rd (NL)		Bridge Overlay	446	SM	2003
K-10	Johnson	Br #177 over BN-SF RR, Local Rd (SL)		Bridge Overlay	446	SM	2003
K-10	Johnson	Br #178, Kill Cr (NL)		Bridge Overlay	324	SM	2003
K-10	Johnson	Br #179, Kill Cr (SL)		Bridge Overlay	324	SM	2003
K-10	Johnson	Br #182, Camp Cr, Frt Rd (NL)		Bridge Overlay	153	SM	2001
K-10	Johnson	Br #186 over Cedar Cr Rd (NL)		Bridge Overlay	100	SM	2001
K-10	Johnson	Br #187 over Cedar Cr Rd (SL)		Bridge Repair	8	SM	2001
K-10	Johnson	PCCP at K-7, E to I-435	4.4	Surface Preservation	2,489	SM	2002
K-10	Johnson	Br #237, BN-SF RR & Mill Cr (SL)		Bridge Repair	168	SM	2000
K-10	Johnson	Br #236, BN-SF RR & Mill Cr (NL)		Bridge Repair	168	SM	2000
K-13	Pottawatomie	RL-PT Co L, NE to Jct K-16	13.6	Surface Preservation	138	SM	2000
K-13	Riley	Jct US-24, NE to RL-PT Co L	1.0	Surface Preservation	28	SM	2000
K-14	Ellsworth	Br #034, Ash Cr		Bridge Overlay	232	SM	2002
K-14	Ellsworth	Br #036, Oxide Cr		Bridge Replace	854	PB	2003
K-14	Ellsworth	UP RR Xing in Ellsworth		Upgrade RR Protection	158	MM	2001
K-14	Harper	Jct US-160, N to HP-KM Co L	7.5	Surface Preservation	374	SM	2000
K-14	Harper	BN-SF RR Xing at WCL of Harper		Upgrade RR Crossing Surface	98	MM	2001
K-14	Jewell	Br #015, West Buffalo Cr		Bridge Replace	888	PB	2004
K-14	Jewell	E Jct US-36, N to KS-NB St L	15.2	Surface Preservation	914	SM	2002
K-14	Kingman	HP-KM Co L, N to Jct K-42	5.0	Surface Preservation	238	SM	2000
K-14	Kingman	Br #030, Chikaskia Riv		Bridge Replace	2,348	PB	2002
K-14	Kingman	Br #031, Chikaskia Riv Drg		Bridge Replace	895	PB	2002
K-14	Kingman	Jct K-42, N to 4-Ln in Kingman (8th St)	12.6	Surface Preservation	908	SM	2002
K-14	Kingman	Br #035, Hunter Cr		Bridge Overlay	124	SM	2001
K-14	Kingman	Kingman-Central Ks RR, N to “D” Ave	0.3	Surface Preservation	251	SM	2001
K-14	Kingman	Jct US-54, N to KM-RN Co L	6.0	Surface Preservation	394	SM	2000
K-14	Kingman	Br #041, Smoots Cr		Bridge Overlay	131	SM	2000
K-14	Kingman	Central Kansas RR Xing S of Kingman		Upgrade RR Protection	144	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-14	Lincoln	Br #006, Bullfoot Cr		Bridge Overlay	331	SM	2001
K-14	Lincoln	Br #008 over UP RR		Bridge Overlay	280	SM	2001
K-14	Lincoln	Br #009, Battle Cr		Bridge Replace	717	PB	2003
K-14	Lincoln	Br #012, Rattlesnake Cr		Bridge Replace	875	PB	2003
K-14	Mitchell	LC-MC Co L, N to SCL Beloit	16.7	Surface Preservation	925	SM	2000
K-14	Mitchell	Br #026, Salt Cr		Bridge Replace	1,085	PB	2004
K-14	Mitchell	Beloit - SCL, N to Solomon Riv Br	0.5	Surface Preservation	71	SM	2001
K-14	Mitchell	Beloit - Court St to 3rd St	0.2	Roadway Reconstruction	795	MM	2004
K-14	Mitchell	Br #030, Mulberry Cr Drg		Bridge Replace	962	PB	2001
K-14	Reno	KM-RN Co L, N to Jct K-61	10.7	Surface Preservation	652	SM	2000
K-14	Reno	Br #026, Goose Cr		Bridge Overlay	143	SM	2000
K-14	Reno	Br #027, Silver Cr		Bridge Overlay	181	SM	2000
K-14	Rice	Sterling - Garfield St, N to RR tracks	0.3	Surface Preservation	75	SM	2001
K-14	Rice	Sterling- Cleveland Ave to Forest Ave	0.4	Roadway Rehabilitation	296	MM	2003
K-14	Rice	NCL Lyons, N to Jct K-4	10.8	Surface Preservation	800	SM	2001
K-14	Rice	Central Ks RR Xing 2 Mi W of Geneseo		Upgrade RR Crossing Surface	66	MM	2001
K-15	Clay	DK-CY Co L, N to SCL Clay Center	16.1	Surface Preservation	1,183	SM	2000
K-15	Clay	Br #015, Otter Cr		Bridge Replace	763	PB	2001
K-15	Clay	Clay Center - SCL, N to Jct US-24	0.9	Roadway Rehabilitation	759	MM	2002
K-15	Clay	Clay Center-Jct US-24, N to Liberty St	0.8	Roadway Reconstruction	621	MM	2001
K-15	Cowley	OK-KS St L, N to E Jct US-166	7.9	Surface Preservation	456	SM	2002
K-15	Cowley	W Jct US-166, N to Jct US-160	12.2	Surface Preservation	148	SM	2002
K-15	Cowley	Br #055, Grouse Cr		Flood Repair	11	SM	2001
K-15	Cowley	Br #055, Grouse Cr		Bridge Replace	1,286	PB	2004
K-15	Cowley	N Jct US-77, W to ECL Udall	5.9	Surface Preservation	309	SM	2000
K-15	Cowley	Br #058, Walnut Riv Drg		Flood Repair	5	SM	2001
K-15	Dickinson	MN-DK Co L,N to W Jt K-18(excl Abilene)	26.7	Surface Preservation	52	SM	2001
K-15	Dickinson	Abilene- SCL, N to NE 13th St	1.7	Surface Preservation	234	SM	2002
K-15	Dickinson	BN-SF RR Xing in Abilene		Upgrade RR Protection	238	MM	2000
K-15	Dickinson	Abilene - 15th St, N to N of I-70	0.7	Surface Preservation	197	SM	2001
K-15	Dickinson	Br #058, Mud Cr Drg		Bridge Replace	644	PB	2003
K-15	Dickinson	W Jct K-18, N to DK-CY Co L	11.0	Surface Preservation	929	SM	2000
K-15	Harvey	Br #064, Sand Cr		Bridge Overlay	147	SM	2002
K-15	Marion	HV-MN Co L, N to W Jct US-56	13.0	Surface Preservation	809	SM	2001
K-15	Marion	Br #036, N Cottonwood Riv		Bridge Replace	2,507	PB	2002
K-15	Sedgwick	Derby - K-15 & Red Powell Rd		Intersection Improvement	99	SM	2001
K-15	Sedgwick	Wichita- SCL, N to I-135	1.2	Roadway Rehabilitation	596	MM	2002
K-15	Washington	N Jct K-9, N to Jct US-36	7.0	Surface Preservation	10	SM	2000
K-15	Washington	W Jct US-36, N to KS-NB St L	13.2	Surface Preservation	1,166	SM	2002
K-16	Jackson	PT-JA Co L, E to WCL Holton	14.8	Surface Preservation	26	SM	2000
K-16	Jackson	Br #009, Soldier Cr		Bridge Replace	1,310	PB	2001
K-16	Jackson	Holton-WCL, E to ECL	1.8	Surface Preservation	198	SM	2000
K-16	Jackson	ECL Holton, E & SE to JA-JF Co L	12.1	Surface Preservation	20	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-16	Jefferson	JA-JF Co L, E to WCL Valley Falls	7.5	Surface Preservation	17	SM	2000
K-16	Pottawatomie	E EWS Big Blue Riv Br (017), E to K-13	10.4	Surface Preservation	643	SM	2002
K-16	Pottawatomie	Jct K-13, NE to S Jct K-99	8.1	Surface Preservation	725	SM	2000
K-16	Pottawatomie	N Jct K-99, E to N Jct K-63	19.2	Surface Preservation	1,207	SM	2002
K-16	Pottawatomie	Br #021, Mill Cr		Bridge Overlay	140	SM	2000
K-16	Pottawatomie	Br #023, Vermillion Riv		Bridge Replace	1,760	PB	2001
K-16	Pottawatomie	Br #025, Spring Cr		Bridge Replace	671	PB	2005-09
K-16	Riley	US-77, E to W EWS Big Blue Riv Br (017)	1.7	Surface Preservation	96	SM	2002
K-16	Riley	Br #017, Big Blue Riv (Tuttle Cr Res.)		Bridge Overlay	25	SM	2001
K-17	Kingman	Jct US-54, N to KM-RN Co L	4.5	Surface Preservation	208	SM	2000
K-17	Kingman	Br #042, Smoots Cr		Bridge Replace	684	PB	2002
K-17	Reno	KM-RN Co L, N 11.3 Mi	11.3	Surface Preservation	547	SM	2000
K-18	Dickinson	Br #070, Chapman Cr		Bridge Redeck	499	PB	2001
K-18	Geary	Jct I-70, NE to GE-RL Co L	2.7	Surface Preservation	173	SM	2001
K-18	Geary	N of E Jct I-70, NE to GE-RL Co L	2.7	Roadway Rehabilitation, Add 2-Ln	11,496	MM	2005-09
K-18	Geary	Br #064 over Local Rd		Bridge Handrail	46	MM	2005-09
K-18	Geary	Br #New over Local Rd		Bridge New	458	MM	2005-09
K-18	Graham	Jct US-24, SE to GH-RO Co L	6.0	Surface Preservation	613	SM	2002
K-18	Lincoln	Jct K-14, E to LC-OT Co L	13.2	Surface Preservation	759	SM	2001
K-18	Ottawa	LC-OT Co L, E to Jct Old US-81	17.2	Surface Preservation	1,172	SM	2001
K-18	Ottawa	Br #015, Antelope Cr		Bridge Replace	437	PB	2005-09
K-18	Ottawa	Br #017, Solomon Riv		Bridge Redeck	893	PB	2003
K-18	Riley	Br #041, Kansas Riv		Bridge Repair	350	SM	2001
K-18	Riley	GE-RL Co L, NE to N of Walnut in Ogden	1.4	Roadway Rehabilitation, Add 2-Ln	4,760	MM	2005-09
K-18	Riley	Br #041, Kansas Riv		Bridge Overlay	791	MM	2005-09
K-18	Riley	Br #New, Kansas Riv		Bridge New	6,835	MM	2005-09
K-18	Riley	Br #042, Kansas Riv Drg		Guard Fence	Incl	MM	2005-09
K-18	Riley	Br #New, Kansas Riv Drg		Bridge New	94	MM	2005-09
K-18	Riley	K-18/K-113 Interchange in Manhattan		Interchange Reconstruction	6,048	MM	2004
K-18	Riley	Br #026 over K-113 (NL) in Manhattan		Bridge Replace	1,019	PB	2004
K-18	Riley	Br #027 over K-113 (SL) in Manhattan		Bridge Replace	1,019	PB	2004
K-18	Riley	Manhattan - Delaware to K-177 & N on K-177	1.9	Surface Preservation	364	SM	2003
K-18	Russell	E Jct US-281, E to RS-LC Co L	13.3	Surface Preservation	1,114	SM	2000
K-19	Edwards	Jct US-50, N to ED-PN Co L	3.7	Surface Preservation	226	SM	2000
K-19	Pawnee	ED-PN Co L, N to Jct K-19 S	11.5	Surface Preservation	597	SM	2000
K-19 S	Pawnee	Jt K-19,N to Pawnee Riv Br (SCL Larned)	0.4	Surface Preservation	23	SM	2000
K-20	Brown	Br #026, Delaware Riv		Bridge Redeck	511	PB	2001
K-20	Brown	1.0 Mi E of RS1265, E 2.0 Mi	2.0	Animal Warning Reflectors	27	SM	2001
K-20	Brown	E Jct US-73, E to BR-DP Co L	5.5	Surface Preservation	305	SM	2002
K-20	Doniphan	BR-DP Co L, E to Jct K-7	15.4	Surface Preservation	854	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-20	Doniphan	Br #027, Independence Cr Drg		Bridge Replace	520	PB	2004
K-22	Washington	Jct US-36, N to SCL Haddam	3.1	Surface Preservation	157	SM	2000
K-23	Finney	GY-FI Co L, N to E Jct K-156	4.0	Surface Preservation	37	SM	2000
K-23	Finney	W Jct K-156, N to FI-LE Co L	14.1	Surface Preservation	25	SM	2000
K-23	Finney	W Jct K-156, N to FI-LE Co L	14.1	Surface Preservation	232	SM	2001
K-23	Gove	Br #025, Hackberry Cr		Bridge Replace	474	PB	2003
K-23	Gove	Br #026, Hackberry Cr Drg		Bridge Replace	948	PB	2003
K-23	Gray	Cimarron Valley RR Xing N of US-56		Upgrade RR Crossing Surface	33	MM	2001
K-23	Gray	NCL Cimarron, N to GY-FI Co L	12.8	Surface Preservation	119	SM	2000
K-23	Lane	FI-LE Co L, N to SCL Dighton	14.6	Surface Preservation	239	SM	2001
K-23	Lane	Dighton - Intersec K-23 & Annabella		Intersection Improvement	211	SM	2001
K-23	Meade	Br #018, Crooked Cr		Bridge Replace	1,415	PB	2005-09
K-23	Meade	Br #027, Crooked Cr		Bridge Replace	800	PB	2005-09
K-23	Sheridan	GO-SD Co L, N to Jct US-24(exc conc)	15.5	Surface Preservation	1,156	SM	2000
K-23	Sheridan	Br #014, Saline Riv		Bridge Replace	1,329	PB	2003
K-23 A	Gove	Grainfield- Inters at 3rd & 4th	0.1	Intersection Improvement	183	MM	2003
US-24	Clay	CD-CY Co L, E to WCL Clay Center	11.9	Surface Preservation	61	SM	2001
US-24	Clay	Br #027, N Branch Five Cr		Bridge Repair	56	SM	2001
US-24	Clay	Br #003, Republican Riv		Bridge Replace	3,454	PB	2004
US-24	Clay	Clay Center - W of 2nd St to W of K-15	0.5	Roadway Rehabilitation	489	MM	2004
US-24	Clay	Clay Center- 8th St to 10th St	0.2	Intersection Improvement	313	MM	2003
US-24	Clay	ECL Clay Center, E to CY-RL Co L	8.1	Surface Preservation	802	SM	2001
US-24	Cloud	MC-CD Co L, E to Jct K-189	27.1	Surface Preservation	25	SM	2000
US-24	Cloud	Jct K-189, E to CD-CY Co L	4.2	Surface Preservation	24	SM	2001
US-24	Douglas	Jct US-24, US-40 & US59 N of Lawrence		New Traffic Signals	93	SM	2001
US-24	Graham	SD-GH Co L, E to 0.2 Mi E Jct US-283	17.3	Surface Preservation	1,454	SM	2001
US-24	Graham	0.3 Mi W of ECL Hill City,E to Jct K-18	8.5	Surface Preservation	1,142	SM	2000
US-24	Graham	Br #013, S FK Solomon Riv Drg		Bridge Overlay	143	SM	2000
US-24	Graham	Br #015, Coon Cr Drg		Bridge Overlay	238	SM	2000
US-24	Graham	Jct K-18, E to GH-RO Co L	4.8	Surface Preservation	384	SM	2002
US-24	Graham	Br #018, S Fk Solomon Riv Drg		Bridge Replace	447	PB	2005-09
US-24	Jefferson	End of 4-L, E to Jct US-59	6.4	Surface Preservation	120	SM	2000
US-24	Jefferson	4L/2L, E to Jct US-59	7.1	Surface Preservation	997	SM	2001
US-24	Jefferson	Br #009, Delaware Riv		Bridge Overlay	269	SM	2002
US-24	Leavenworth	DG-LV Co L, NE to Jct K-16	9.4	Surface Preservation	157	SM	2001
US-24	Leavenworth	Tonganoxie - Intersec US-24/K-16	0.4	Roadway Reconstruction	745	MM	2002
US-24	Leavenworth	Tonganoxie - US-24 & Northstar Dr		New Traffic Signals	100	SM	2002
US-24	Mitchell	OB-MC Co L, E to Jct K-14	20.7	Surface Preservation	60	SM	2000
US-24	Mitchell	Cawker City-Oak St, E to Locust St	0.2	Roadway Rehabilitation	110	MM	2001
US-24	Mitchell	Klye RR Xing at Cawker City		Upgrade RR Crossing Surface	46	MM	2002
US-24	Mitchell	Jct K-14, E to MC-CD Co L	12.1	Surface Preservation	745	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-24	Osborne	S Jct US-281, N to N Jct US-281	4.0	Surface Preservation	478	SM	2002
US-24	Osborne	Detour - E of US-281 on RS 517, E to K-181		Detour Surfacing	503	MM	2002
US-24	Osborne	N Jct US-281, E to 2L/4L	6.9	Roadway Reconstruction	6,249	MM	2002
US-24	Osborne	Br #018, N Fork Solomon Riv Drg		Bridge Widen	191	MM	2002
US-24	Osborne	Br #019, N Fork Solomon Riv Drg		Bridge Widen	81	MM	2002
US-24	Osborne	Br #023, N Fork Solomon Riv		Bridge Replace	1,423	MM	2002
US-24	Osborne	Br #024, N Fork Solomon Riv Drg		Bridge Widen	89	MM	2002
US-24	Pottawatomie	RL-PT Co L, E 3.9 Mi	3.9	Surface Preservation	513	SM	2002
US-24	Pottawatomie	Intersec US-24 & Green Valley Rd		Intersection Improvement	25	MM	2000
US-24	Pottawatomie	Pottawatomie Co. - US-24 & Green Valley Rd		Intersection Improvement	306	SM	2001
US-24	Pottawatomie	1.0 Mi E ECL Wamego, E to ECL Belvue(ExPCP)	5.9	Surface Preservation	474	SM	2001
US-24	Pottawatomie	Br #008, Vermillion Riv New Channel		Bridge Redeck	1,868	PB	2003
US-24	Pottawatomie	ECL Belvue,E to PT-SN CoL(exc St Marys)	7.8	Surface Preservation	60	SM	2000
US-24	Pottawatomie	ECL Belvue,E to PT-SN CoL(exc St Marys)	8.1	Surface Preservation	124	SM	2002
US-24	Pottawatomie	St. Marys- WCL, E to ECL & on K-63	1.9	Surface Preservation	312	SM	2002
US-24	Pottawatomie	UP RR Xing in St. Marys at Academy entr		Relocate RR Crossing	300	MM	2002
US-24	Riley	0.2 Mi W of Jct K-82, E to W Jct US-77	9.4	Surface Preservation	575	SM	2000
US-24	Riley	Br #006, Timber Cr		Bridge Replace	689	PB	2000
US-24	Riley	W Jct US-77, E to E Jct US-77	4.1	Surface Preservation	74	SM	2001
US-24	Riley	E Jct US-77, SE to N Jct K-13	9.6	Surface Preservation	12	SM	2000
US-24	Riley	Jct K-13, SE to 4.7 Mi	4.7	Surface Preservation	654	SM	2001
US-24	Riley	S Jct K-177, E to RL-PT Co L	0.0	Surface Preservation	1	SM	2002
US-24	Rooks	Stockton- Elm St to Pleasant St	0.3	Roadway Reconstruction	869	MM	2004
US-24	Shawnee	PT-SN Co L, E to 2L/4L	17.7	Surface Preservation	742	SM	2002
US-24	Shawnee	WCL Rossville, E to 2L/4L	13.1	Surface Preservation	93	SM	2000
US-24	Shawnee	Br #073 over UP RR		Bridge Replace (4-Lane)	7,367	PB	2005-09
US-24	Shawnee	0.8 Mi E of Jct US-75, E 0.5 Mi	0.5	Surface Preservation	80	SM	2002
US-24	Shawnee	Br #076, NL over Goodyear Plant Entr		Bridge Overlay	100	SM	2002
US-24	Shawnee	Br #077, SL over Goodyear Plant Entr		Bridge Overlay	93	SM	2002
US-24	Sheridan	0.2 Mi W Jct K-23, E to SD-GH Co L	15.2	Surface Preservation	955	SM	2001
US-24	Thomas	Jct I-70, E to PCCP in Colby	8.4	Surface Preservation	125	SM	2002
US-24	Thomas	Colby-Range to ECL & K-25(Cedar to 4th)	1.8	Surface Preservation	317	SM	2000
US-24	Wyandotte	LV-WY Co L, E to 118th St	3.0	Surface Preservation	585	SM	2001
US-24	Wyandotte	K-7, E to 118th St in Kansas City	2.2	Rdway Reconst, Interchange Improvement	21,386	SE	2005-09
US-24 B	Sherman	E of N Jct K-27, E & S to Jct I-70	2.3	Surface Preservation	48	SM	2001
US-24 B	Sherman	Goodland-New Intersec Cherry & US-24 B	0.5	Intersection Improve	780	MM	2001
K-25	Grant	Ulysses- Central Ave to Nebraska Ave	0.5	Roadway Reconstruction	806	MM	2003
K-25	Grant	S of NCL Ulysses, N to GT-KE Co L	10.0	Surface Preservation	766	SM	2000
K-25	Kearny	Lakin- RR tracks, N to Jct US-50	0.5	Roadway Reconstruction	1,160	MM	2003
K-25	Kearny	Jct US-50, N to KE-WH Co L	22.1	Surface Preservation	795	SM	2000
K-25	Kearny	Br #010, Amazon Ditch		Bridge Replace	1,535	PB	2001
K-25	Logan	Br #016, Twin Butte Cr		Bridge Overlay	125	SM	2000
K-25	Logan	E Jct US-40, N to LG-TH Co L	2.3	Surface Preservation	112	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-25	Stevens	OK-KS St L, N to W Jct US-56		Surface Preservation	276	SM	2001
K-25	Stevens	OK-KS St L, N to W Jct US-56	10.9	Surface Preservation	113	SM	2002
K-25	Thomas	LG-TH Co L, N to SCL Colby	15.5	Surface Preservation	674	SM	2000
K-25	Thomas	Colby - K-25 & Davis/Zelpher	0.2	Intersection Improvement	323	MM	2002
K-25	Thomas	Colby - College St to Cedar St	0.8	Surface Preservation	237	SM	2003
K-25	Thomas	Br #044 over Kyle RR		Detour-Bridge Replace	486	PB	2002
K-25	Thomas	Br #044 over Kyle RR	0.4	Bridge Removal	1,090	PB	2003
K-25	Thomas	NCL Colby, N to TH-RA Co L	11.5	Surface Preservation	553	SM	2000
K-25	Thomas	Br #047, S Fork Sappa Cr		Bridge Replace	540	PB	2003
K-25	Wichita	Br #002, Sand Cr		Bridge Replace	1,002	PB	2005-09
K-25	Wichita	Br #004, Ladder Cr		Bridge Replace	1,198	PB	2005-09
K-26	Cherokee	Jct US-166, N to Jct K-66	3.6	Surface Preservation	183	SM	2001
K-27	Greeley	HM-GL Co L, N to Jct K-96	14.2	Surface Preservation	229	SM	2001
K-27	Greeley	Central Ks RR Xing in Tribune		Upgrade RR Crossing Surface	98	MM	2001
K-27	Greeley	NCL Tribune, N to GL-WA Co L	15.9	Roadway Rehabilitation	12,826	MM	2004
K-27	Greeley	Br #009, Whitewoman Cr		Bridge Overlay	239	MM	2004
K-27	Greeley	Br #003, Whitewoman Cr Drg		Bridge Widen	117	MM	2004
K-27	Greeley	Br #004, Dry Lake Drg		Bridge Widen	38	MM	2004
K-27	Greeley	Br #005, Unnamed Cr		Bridge Widen	74	MM	2004
K-27	Greeley	Br #006, Ladder Cr		Bridge Replace	420	MM	2004
K-27	Hamilton	ST-HM Co L, N to SCL Syracuse	16.2	Surface Preservation	215	SM	2000
K-27	Hamilton	BN-SF RR Xing in Syracuse		Upgrade RR Crossing Surface	98	MM	2001
K-27	Hamilton	W Jct US-50, N to HM-GL Co L	19.4	Surface Preservation	315	SM	2001
K-27	Morton	Elkhart- Colorado St, N to NCL	0.9	Roadway Reconstruction	522	MM	2002
K-27	Morton	NCL Elkhart, N to S Jt K-51 & NE Bypass	9.8	Roadway Rehabilitation	6,734	MM	2002
K-27	Morton	Br #001, Cimarron Riv Drg		Bridge Widen	58	MM	2002
K-27	Morton	Br #002, Cimarron Riv		Bridge Replace	2,775	MM	2002
K-27	Morton	Br #New		Bridge New	202	MM	2002
K-27	Sherman	WA-SH Co L, N to SCL Goodland	13.2	Surface Preservation	964	SM	2001
K-27	Sherman	WA-SH Co L, N to RS 1905	7.1	Roadway Reconstruction	12,535	MM	2005-09
K-27	Sherman	Br #041, N Fork Smoky Hill Riv		Bridge Replace	2,540	MM	2005-09
K-27	Sherman	RS 1905, N to SCL Goodland	6.1	Roadway Reconstruction	6,465	MM	2005-09
K-27	Sherman	Goodland-N of SCL, N to S of US-24 Bus.	0.9	Roadway Rehabilitation	1,321	MM	2000
K-27	Sherman	NCL Goodland, N to 1.8 Mi N RS 625	6.3	Roadway Rehabilitation	4,877	MM	2001
K-27	Sherman	Br #042 over Kyle RR		Bridge Repair	74	MM	2001
K-27	Sherman	Br #043, Middle Fork Sappa Cr		Bridge Repair	125	MM	2001
K-27	Sherman	3.7 Mi N N Jct US-24B, N to SH-CN Co L	12.9	Surface Preservation	165	SM	2001
K-27	Sherman	1.8 Mi N RS 625, N to SH-CN Co L	10.2	Roadway Rehabilitation	5,876	MM	2001
K-27	Sherman	Br #044, N Branch S Fork Beaver Cr		Bridge Widen	200	MM	2001
K-27	Sherman	Br #045, S Branch S Fork Beaver Cr		Bridge Replace	418	MM	2001
K-27	Stanton	MT-ST Co L, N to S Jct US-160	12.1	Surface Preservation	50	SM	2000
K-27	Stanton	MT-ST Co L, N to S Jct US-160	12.1	Roadway Rehabilitation	8,659	MM	2004
K-27	Stanton	Br #004, Dry Lake Drg		Bridge Widen	36	MM	2004

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-27	Stanton	Br #005, Sandy Arroyo Cr Drg		Bridge Widen	28	MM	2004
K-27	Stanton	Br #006, Sandy Arroyo Cr		Bridge Replace	453	MM	2004
K-27	Stanton	S Jct US-160, N to ST-HM Co L	12.0	Surface Preservation	1,423	SM	2002
K-27	Wallace	GL-WA Co L,N to W Jt US-40(exc conc)	14.5	Surface Preservation	678	SM	2000
K-27	Wallace	Br #011, Eagle Trail Cr		Bridge Replace	925	PB	2003
K-27	Wallace	E Jct US-40, N to WA-SH Co L	16.2	Surface Preservation	861	SM	2000
K-28	Cloud	Br #046, Buffalo Cr Drg		Bridge Repair	81	SM	2002
K-28	Jewell	Jct K-14, E to Jct K-148	6.1	Surface Preservation	346	SM	2000
K-28	Jewell	Jewell-Custer St, E to Lincoln St	0.1	Roadway Rehabilitation	86	MM	2001
K-31	Anderson	Br #033, N Fk L Osage Riv Dr		Bridge Replace	515	PB	2004
K-31	Bourbon	Jct K-7, E to Jct US-69	6.8	Surface Preservation	78	SM	2000
K-31	Bourbon	BN-SF RR Xing in Fulton		Upgrade RR Crossing Surface	46	MM	2001
K-31	Coffey	Br #033, Rock Cr		Bridge Replace	296	PB	2000
K-31	Osage	Burlingame - near Prospect St	0.1	Roadway Reconstruction	277	MM	2004
K-31	Osage	S Jct US-56, S to Jct K-170	1.5	Surface Preservation	84	SM	2002
K-31	Osage	Osage City-4th St to 7th St	0.3	Surface Preservation	93	SM	2001
K-31	Osage	BN-SF RR Xing in Osage City		Upgrade RR Protection	192	MM	2001
K-31	Osage	Osage City-7th St, E, N & E	0.5	Roadway Reconstruction	1,122	MM	2001
K-31	Osage	ECL Osage City, E to Jct US-75	6.7	Surface Preservation	86	SM	2000
K-31	Osage	W of S Jct US-75, E to SCL Melvern	3.5	Surface Preservation	285	SM	2001
K-31	Osage	Melvern - Hollman St to Emporia St	0.1	Roadway Rehabilitation	75	MM	2004
K-31	Wabaunsee	Jct K-99, E to WB-OS Co L	10.1	Surface Preservation	636	SM	2001
K-32	Leavenworth	Linwood - K-32 at Park, Main & Bowen Sts	0.2	Intersection Improvement	400	SM	2003
K-32	Leavenworth	Br #024, Stranger Cr		Bridge Replace	1,531	PB	2005-09
K-32	Wyandotte	Kansas City - K-32(Kaw Dr) & 88th St		New Traffic Signals	300	SM	2002
K-32	Wyandotte	Br #093, Little Turkey Cr		Bridge Overlay	468	SM	2000
K-32	Wyandotte	Br #094, Mill Cr		Bridge Overlay	295	SM	2000
K-32	Wyandotte	Kansas City - K-32 & 68th St		New Traffic Signals	400	MM	2002
K-32	Wyandotte	Br #104, Old K-132/K32 Interchange		Bridge Overlay	381	SM	2000
K-32	Wyandotte	E of old K-132/K-32 Intchg, SE to 55th St	1.0	Roadway Reconstruction to 4-Lane	11,526	MM	2000
K-32	Wyandotte	Br #107, Kansas Riv		Bridge Replace	16,722	PB	2000
K-32	Wyandotte	Kansas City- WB from NB ramp to I-635	0.4	Surface Preservation	489	SM	2003
K-32	Wyandotte	Kansas City- WB from I-635, W	0.4	Surface Preservation	523	SM	2003
K-34	Clark	Br #028, Bluff Cr Drg		Bridge Replace	396	PB	2004
K-34	Ford	W Jct US-54, NW to Jct US-400	3.6	Surface Preservation	416	SM	2002
K-34	Ford	Br #053, StL-SW RR over K-34 at Bucklin		Bridge Replace	4,313	PB	2002
I-35	Coffey	LY-CF Co L, E 11.9 Mi	11.9	Surface Preservation	405	SM	2001
I-35	Coffey	LY-CF Co L, E to 0.3 Mi E K-131	5.5	Surface Rehabilitation	3,960	MM	2005-09
I-35	Coffey	Br #047, Local Rd over I-35		Guard Fence	Incl	MM	2005-09
I-35	Coffey	Br #001, Coal Cr (NL-SL)		Guard Fence	Incl	MM	2005-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-35	Coffey	Br #002 over Local Rd (NL)		Bridge Overlay	240	MM	2005-09
I-35	Coffey	Br #003 over Local Rd (SL)		Bridge Handrail	44	MM	2005-09
I-35	Coffey	0.3 Mi E K-131, E to 0.3 Mi W US-75	6.4	Surface Rehabilitation	4,595	MM	2005-09
I-35	Coffey	Br #005 over AT&SF RR (NL)		Bridge Replace	948	MM	2005-09
I-35	Coffey	Br #006 over AT&SF RR (SL)		Bridge Replace	948	MM	2005-09
I-35	Coffey	Br #007, Local Rd over I-35		Guard Fence	Incl	MM	2005-09
I-35	Coffey	Br #008, Local Rd over I-35		Guard Fence	Incl	MM	2005-09
I-35	Coffey	Br #009, Frog Cr (NL)		Bridge Handrail	95	MM	2005-09
I-35	Coffey	Br #010, Frog Cr (SL)		Bridge Handrail	95	MM	2005-09
I-35	Coffey	Br #011, Local Rd over I-35		Guard Fence	Incl	MM	2005-09
I-35	Coffey	1.5 Mi SW of CF-OS Co L,NE to CF-OS Co L	1.5	Surface Preservation	171	SM	2001
I-35	Coffey	0.3 Mi W US-75, NE to CF-OS Co L	1.4	Surface Reconstruction	4,111	MM	2004
I-35	Coffey	Br #012 over US-75 (NL)		Bridge Handrail	62	MM	2004
I-35	Coffey	Br #013 over US-75 (SL)		Bridge Handrail	62	MM	2004
I-35	Coffey	Br #014, Local Road over I-35		Guard Fence	Incl	MM	2004
I-35	Franklin	US-50 B, Elm to US-59		Roadway Removal	900	MM	2001
I-35	Franklin	Br #049 over Biketrail & WL US-59		Bridge Removal	Incl	MM	2001
I-35	Franklin	Intersec US-59 & 23rd St in Ottawa		Intersection Improvement	1,000	MM	2000
I-35	Franklin	0.2 W W Jt US-50 Bus,NE&E to 0.3 N K-68	5.4	Surface Reconstruction	22,085	MM	2001
I-35	Franklin	Br #018, EB US-50 Bus over I-35		Bridge Removal	60	MM	2001
I-35	Franklin	Br #020 over AT&SF RR, US-59 (SL)		Bridge Removal	27	MM	2001
I-35	Franklin	Br #019 over AT&SF RR, US-59 (NL)		Bridge Removal	27	MM	2001
I-35	Franklin	Br #022 over US-59 (SL)		Bridge Replace	545	MM	2001
I-35	Franklin	Br #021 over US-59 (NL)		Bridge Replace	545	MM	2001
I-35	Franklin	Br #024, Rock Cr (SL)		Bridge Replace	353	MM	2001
I-35	Franklin	Br #023, Rock Cr (NL)		Bridge Replace	353	MM	2001
I-35	Franklin	Br #025, Local Rd over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #027 over RS 1164 (SL)		Bridge Overlay	90	MM	2001
I-35	Franklin	Br #026 over RS 1164 (NL)		Bridge Overlay	90	MM	2001
I-35	Franklin	Br #029, Marais Des Cygnes Riv (SL)		Bridge Overlay	480	MM	2001
I-35	Franklin	Br #028, Marais Des Cygnes Riv (NL)		Bridge Overlay	580	MM	2001
I-35	Franklin	Br #030, Local Rd over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #032 over US-50 B/K-68 (SL)		Bridge Replace	464	MM	2001
I-35	Franklin	Br #031 over US-50 B/K-68 (NL)		Bridge Replace	465	MM	2001
I-35	Franklin	0.3 N Jct K-68, NE 7.3 Mi	7.3	Surface Reconstruction	19,979	MM	2001
I-35	Franklin	Br #033, Local Road over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #035, Ottawa Cr & Local Rd (SL)		Bridge Replace	536	MM	2001
I-35	Franklin	Br #034, Ottawa Cr & Local Rd (NL)		Bridge Replace	536	MM	2001
I-35	Franklin	Br #036, Local Road over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #038, Spring Cr (SL)		Bridge Widen	272	MM	2001
I-35	Franklin	Br #037, Spring Cr (NL)		Bridge Widen	272	MM	2001
I-35	Franklin	Br #039, Local Road over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #040, RS 1646 over I-35		Bridge Overlay	195	MM	2001
I-35	Franklin	7.6 Mi NE K-68, NE to FR-MI Co L	4.1	Surface Reconstruction	13,297	MM	2002
I-35	Franklin	Br #041, Local Road over I-35		Guard Fence	Incl	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-35	Franklin	Br #042, RS 0263 over I-35		Guard Fence	Incl	MM	2002
I-35	Franklin	Br #043, RS 0263 over I-35		Guard Fence	Incl	MM	2002
I-35	Franklin	Br #044, Walnut Cr (NL)		Bridge Replace	242	MM	2002
I-35	Franklin	Br #045, Walnut Cr (SL)		Bridge Replace	177	MM	2002
I-35	Franklin	Br #063, K-33 over I-35		Bridge Rehabilitation	198	MM	2002
I-35	Franklin	Br #046, RS 1031 over I-35		Guard Fence	Incl	MM	2002
I-35	Johnson	Br #011, Local Rd over I-35		Bridge Overlay	98	SM	2000
I-35	Johnson	Br #298, 151st over I-35 & US-169		Bridge Repair	3,860	SM	2000
I-35	Johnson	Lenexa - I-35, US-69 & 87th St		Interchange Reconstruction	21,343	SE	2005-09
I-35	Johnson	Bridges		Interchange Bridges	12,678	SE	2005-09
I-35	Johnson	Overland Park - NB off ramp at 75th St		Intersection Improvement	445	MM	2000
I-35	JO/WY	I-35 & I-435 in KC Metro Area		ITS System	15,048	MM	2002
I-35	Lyon	ECL Emporia, E to 0.9 Mi W LY-CF Co L	9.3	Surface Preservation	487	SM	2000
I-35	Lyon	Br #014, WB over BN-SF RR		Slide Repair	72	SM	2001
I-35	Lyon	E Jct US-50, E to LY-CF Co L	10.2	Surface Reconstruction	28,946	MM	2001
I-35	Lyon	Br #118, Neosho Riv (NL)		Bridge Overlay	764	MM	2001
I-35	Lyon	Br #119, Neosho Riv (SL)		Bridge Overlay	764	MM	2001
I-35	Lyon	Br #120 over Frontage Rd (NL-SL)		Guard Fence	Incl	MM	2001
I-35	Lyon	Br #121 over Local Rd (NL)		Bridge Overlay	141	MM	2001
I-35	Lyon	Br #122 over Local Rd (SL)		Bridge Overlay	140	MM	2001
I-35	Lyon	Br #123, RS 1508 over I-35		Guard Fence	Incl	MM	2001
I-35	Lyon	Br #124, Badger Cr (NL)		Bridge Overlay	423	MM	2001
I-35	Lyon	Br #125, Badger Cr (SL)		Bridge Overlay	249	MM	2001
I-35	Lyon	Br #126, Local Rd over I-35		Guard Fence	Incl	MM	2001
I-35	Lyon	Br #127, Dry Cr (SL)		Bridge Overlay	138	MM	2001
I-35	Lyon	Br #128, Dry Cr (NL)		Bridge Overlay	274	MM	2001
I-35	Lyon	Br #129 over K-130 (NL)		Bridge Overlay	179	MM	2001
I-35	Lyon	Br #130 over K-130 (SL)		Bridge Overlay	298	MM	2001
I-35	Lyon	Br #131, RS 2066 over I-35		Guard Fence	Incl	MM	2001
I-35	Lyon	0.9 Mi W of LY-CF Co L, E to LY-CF Co L	0.9	Surface Preservation	32	SM	2001
I-35	Miami	FR-MI Co L, NE to MI-JO Co L	2.8	Surface Reconstruction	8,016	MM	2002
I-35	Miami	Br #001, Rock Cr (NL-SL)		Bridge Widen	230	MM	2002
I-35	Miami	Br #003 over Local Rd (SL)		Bridge Replace	904	MM	2002
I-35	Miami	Br #002 over Local Rd (NL)		Bridge Replace	904	MM	2002
I-35	Miami	Br #004, Local Road over I-35		Guard Fence	Incl	MM	2002
I-35	Osage	CF-OS Co L, NE 6.5 Mi	6.5	Surface Preservation	696	SM	2001
I-35	Osage	CF-OS Co L, E to 0.3 E E Jct K-31	6.4	Surface Reconstruction	20,264	MM	2004
I-35	Osage	Br #001, Long Cr (NL)		Bridge Overlay	261	MM	2004
I-35	Osage	Br #002, Long Cr (SL)		Bridge Overlay	155	MM	2004
I-35	Osage	Br #003, Old US-75 over I-35		Guard Fence	Incl	MM	2004
I-35	Osage	Br #004, Coal Cr (NL)		Bridge Overlay	170	MM	2004
I-35	Osage	Br #005, Coal Cr (SL)		Bridge Overlay	170	MM	2004
I-35	Osage	Br #006, K-31 over I-35		Guard Fence	Incl	MM	2004
I-35	Osage	Br #007, Local Road over I-35		Guard Fence	Incl	MM	2004
I-35	Osage	Br #008, K-31 over I-35		Guard Fence	Incl	MM	2004

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-35	OS,FR,MI	Locations on I-35		Upgrade Guard Fence	25	MM	2000
I-35	Wyandotte	NE of US-169, NE to KS-MO St L	1.7	Surface Preservation	489	SM	2001
I-35	Wyandotte	Br #013 over Mission Rd (NL-SL)		Bridge Widen	1,430	MM	2003
I-35	Wyandotte	E of SW Blvd, NE to KS-MO St L (NL&SL)	1.9	Surface Reconst	35,515	MM	2004
I-35	Wyandotte	Br #181,SB US169 ovr SLSF RR,Turkey Cr		Bridge Widen	648	MM	2004
I-35	Wyandotte	Br #070,NB US169 ovr SLSF RR,Turkey Cr		Bridge Repair	912	MM	2004
I-35	Wyandotte	Br #011, Turkey Cr, Rmp EB to Mission Rd		Bridge Replace	631	MM	2004
I-35	Wyandotte	Br #179, EB to SB ramp, Turkey Cr		Bridge Replace	598	MM	2004
I-35	Wyandotte	Br #015 over US-169 (SL)		Bridge Overlay	200	MM	2004
I-35	Wyandotte	Br #180, NB to EB ramp over RR		Bridge Removal	139	MM	2004
I-35	Wyandotte	Br #014 over US-169 (NL)		Bridge Widen	289	MM	2004
I-35	Wyandotte	Br #264, Pedestrian Walkway over I-35		Bridge Removal	46	MM	2004
I-35	Wyandotte	Br #016, Turkey Cr (NL)		Bridge Overlay	726	MM	2004
I-35	Wyandotte	Br #017, Turkey Cr (SL)		Bridge Overlay	698	MM	2004
I-35	Wyandotte	Br #018 over Adams St (NL-SL)		Bridge Removal	111	MM	2004
I-35	Wyandotte	Br #019 over Cambridge St (NL-SL)		Bridge Overlay	247	MM	2004
I-35	Wyandotte	Br #A-1701 (MO)		Bridge Widen	802	MM	2004
I-35	Wyandotte	Br #016, Turkey Cr, NL		Bridge Repair	55	SM	2000
US-36	Brown	E Jct US-75, E to 2.4 Mi W of Jct US-73	9.0	Surface Preservation	239	SM	2001
US-36	Brown	Culv #501, 0.8 Mi E of ECL Fairview		Culvert Repair	25	SM	2000
US-36	Brown	1.9 Mi E Jct RS 1265, E to BR-DP Co L	12.4	Roadway Rehab	5,921	MM	2000
US-36	Brown	Br #041, Local Rd over US-36		Guard Fence	Incl	MM	2000
US-36	Brown	Br #042, North Wolf Riv, MoPac & UP RR		Bridge Overlay	423	MM	2000
US-36	Brown	Br #043 over Local Rd		Bridge Overlay	166	MM	2000
US-36	Brown	Br #044, US-73 over US-36		Bridge Overlay	346	MM	2000
US-36	Brown	Br #045, Local Rd over US-36		Guard Fence	Incl	MM	2000
US-36	Brown	Br #046, Fairlawn Rd over US-36		Guard Fence	Incl	MM	2000
US-36	Brown	Br #047, Wolf Riv Drg		Bridge Overlay	151	MM	2000
US-36	Brown	Br #048 over Local Rd		Bridge Overlay	99	MM	2000
US-36	Brown	Br #032, Local Rd over US-36		Guard Fence	Incl	MM	2000
US-36	Brown	Br #034 over Local Rd		Bridge Overlay	60	MM	2000
US-36	Brown	Br #036 over Robinson Rd		Bridge Overlay	121	MM	2000
US-36	Brown	Br #037, Local Rd over US-36		Guard Fence	Incl	MM	2000
US-36	Brown	Br #039, Wolf Riv Drg & Acess Rd		Bridge Overlay	151	MM	2000
US-36	Brown	Br #040, RS 2086 over US-36		Guard Fence	Incl	MM	2000
US-36	BR,MS,NM	Marysville to Seneca& W J US-75toRS1265		Upgrade Guard Fence	980	MM	2001
US-36	Cheyenne	CO-KS St L, E 12.3 Mi	12.3	Surface Preservation	751	SM	2000
US-36	Decatur	0.7 Mi E Jct US-83, E to DC-NT Co L	18.2	Surface Preservation	2,182	SM	2001
US-36	Decatur	NB, KS & CO RR Xing 4 Mi W of Norcatur		Upgrade RR Xing Surf	85	MM	2001
US-36	Doniphan	BR-DP Co L, E 0.7 Mi	0.7	Roadway Rehab	209	MM	2000
US-36	Doniphan	Br #023, Local Rd over US-36		Guard Fence	Incl	MM	2000
US-36	Doniphan	Culv #516, WCL Wathena		Culvert Repair	37	SM	2000
US-36	Doniphan	0.3 Mi E Wathena, E to Mo Riv Br	4.0	Rdwy Rehab, Add 2-Ln	9234	MM	2004
US-36	Doniphan	Br #033 over Local Rd		Bridge Widen	530	MM	2004

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-36	Doniphan	Br #034 over Local Rd		Bridge Removal	36	MM	2004
US-36	Doniphan	Br #032, K-238 over US-36		Bridge Widen	514	MM	2004
US-36	Doniphan	Br #031, EB over old K-238		Bridge Overlay	67	MM	2004
US-36	Doniphan	Br #030, WB over old K-238		Bridge Overlay	67	MM	2004
US-36	Doniphan	Br #New		Bridge New	967	MM	2004
US-36	Jewell	Jct K-128, E to WCL Mankato	6.9	Roadway Rehabilitation	3,212	MM	2005-09
US-36	Jewell	Br #006, Limestone Cr		Bridge Replace	556	MM	2005-09
US-36	Jewell	Mankato- W of High St, E to Lincoln St	0.3	Roadway Rehabilitation	278	MM	2003
US-36	Jewell	ECL Mankato, E to 0.6 Mi E RS 1446	9.0	Roadway Rehabilitation	3,914	MM	2005-09
US-36	Jewell	Br #008, West Marsh Cr		Guard Fence	Incl	MM	2005-09
US-36	Jewell	Br #009, East Marsh Cr		Bridge Repair	35	MM	2005-09
US-36	Marshall	WS-MS Co L, E 7.6 Mi	7.6	Surface Preservation	198	SM	2000
US-36	Marshall	Br #002, Big Blue Riv		Bridge Replace	9,767	MM	2003
US-36	Marshall	Br #008, N FK Blk Vermillion Riv Drg		Bridge Overlay	138	SM	2000
US-36	Marshall	UP RR Xing E of Home City		Upgrade RR Protection	145	MM	2000
US-36	Nemaha	Jct K-236, E to W Jct US-75	8.0	Surface Preservation	540	SM	2000
US-36	Nemaha	UP RR Xing at Baileyville		Upgrade RR Protection	147	MM	2000
US-36	Nemaha	UP RR Xing E of Seneca		Upgrade RR Protection	146	MM	2000
US-36	Norton	DC-NT Co L, E to W Jct K-383	9.5	Roadway Reconstruction	11,780	MM	2005-09
US-36	Norton	Br #001, Norton Resv Drg		Bridge Replace	384	MM	2005-09
US-36	Norton	Br #002, Norton Resv Drg		Bridge Replace	92	MM	2005-09
US-36	Norton	Br #003, Norton Resv Drg		Bridge Replace	98	MM	2005-09
US-36	Norton	NB, KS & CO RR Xing E of Reager		Upgrade RR Crossing Surface	138	MM	2001
US-36	Norton	W Jct K-383, E to C&G in Norton	5.8	Roadway Rehabilitation	4,384	MM	2004
US-36	Norton	Br #004, Norton Resv Drg		Bridge Replace	112	MM	2004
US-36	Norton	Br #005, Prairie Dog Cr Drg		Bridge Replace	469	MM	2004
US-36	Norton	Br #006, Robinson Cr		Bridge Replace	412	MM	2004
US-36	Norton	Norton - US-36 & Wilmington		School Crossing Signals	5	SM	2001
US-36	Norton	Norton-Intersec US-36 & US-283	0.2	Intersection Improvement	488	MM	2001
US-36	Norton	Br #007 over RR and Local Rd		Bridge Replace	4,473	PB	2003
US-36	Phillips	NT-PL CoL,E to 0.1Mi E WCL Phillipsburg	17.1	Surface Preservation	2,507	SM	2001
US-36	Phillips	ECL Phillipsburg, E to PL-SM Co L	13.6	Surface Preservation	1,659	SM	2000
US-36	Rawlins	9.9 Mi E of CN-RA Co L, E to Jct K-25	10.0	Surface Preservation	473	SM	2001
US-36	Rawlins	Atwood - Jct K-25, E to 4th St	0.3	Roadway Reconstruction	796	MM	2004
US-36	Rawlins	0.1 W ECL Atwood, E to 3.4 Mi E RS 892	8.4	Roadway Reconstruction	7,742	MM	2000
US-36	Rawlins	Br #005, Beaver Cr Drg		Bridge Widen	Incl	MM	2000
US-36	Rawlins	Br #006, Beaver Cr Drg		Bridge Repair	Incl	MM	2000
US-36	Rawlins	3.4 Mi E RS 892, E to RA-DC Co L	8.0	Roadway Reconstruction	7,949	MM	2001
US-36	Rawlins	Br #007, Beaver Cr Drg		Bridge Replace	542	MM	2001
US-36	Republic	2 Mi E K-266, E to WCL Belleville		Upgrade Guard Fence	419	MM	2004
US-36	Republic	Br #007, Republican Riv, Mo-Pac RR		Test Shafts-Bridge Replace	199	PB	2001
US-36	Republic	Br #007, Republican Riv, Mo-Pac RR		Bridge Replace	6,828	PB	2002
US-36	Republic	Br #011 over US-81		Bridge Overlay	372	SM	2000
US-36	Republic	Br #012, Riley Cr		Bridge Repair	126	SM	2001
US-36	Republic	1.2 Mi E Jct US-81, E to RP-WS Co L	13.6	Surface Preservation	1,167	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-36	Smith	PL-SM CoL,E to 0.3Mi E ECL Smith Center	16.0	Surface Preservation	1,113	SM	2000
US-36	Smith	0.3Mi E ECL Smith Center,E to SM-JW CoL	14.3	Surface Preservation	1,298	SM	2001
US-36	Washington	RP-WS Co L, E to Jct K-22	4.0	Surface Preservation	248	SM	2000
US-36	Washington	Jct K-22, E to ECL Washington Pt 3	13.3	Surface Preservation	1,299	SM	2000
US-36	Washington	2/4Lane, E to WS-MS Co L	4.1	Surface Preservation	84	SM	2000
K-39	Neosho	WL-NO Co L, E to Jct US-169	2.5	Surface Preservation	118	SM	2002
K-39	Neosho	Chanute - W of US-169, E to Plummer	0.7	Roadway Reconstruction to 3-Lane	2,150	MM	2002
K-39	Neosho	Br #015 over BN-SF RR		Bridge Replace	3,444	PB	2005-09
K-39	Neosho	Br #024, Neosho Riv		Bridge Replace	6,866	PB	2002
K-39	Neosho	Br #027, Big Cr Overflow		Bridge Replace	977	PB	2000
K-39	Neosho	Br #028, Big Cr		Bridge Replace	1,615	PB	2000
K-39	Wilson	Jct US-400, NE to W Jct US-75	14.7	Surface Preservation	797	SM	2001
K-39	Wilson	UP RR Xing at Benedict		Upgrade RR Crossing Surface	66	MM	2002
K-39	Wilson	Br #022, Verdigris Riv		Bridge Redeck	864	PB	2002
K-39	Wilson	E Jct US-75, E to WL-NO Co L	7.0	Surface Preservation	325	SM	2002
K-39	Wilson	Br #027, Village Cr		Bridge Overlay	351	SM	2000
US-40	Douglas	K-10(SLT), E to E of Wakarusa Dr	1.5	Roadway Reconstruction to 4-Lane	7,952	SE	2003
US-40	Douglas	Lawrence - Wakarusa Dr, E to Monterey Way	1.0	Surface Preservation	391	SM	2003
US-40	Logan	WA-LG Co L, E to W of W Jct US-83	35.7	Surface Preservation	3,775	SM	2002
US-40	Logan/Gove	W Jct US-83, E to Jct I-70 (4-L)	3.2	Surface Reconstruction	9,143	MM	2001
US-40	Shawnee	0.5 Mi E of Jct K-4, E to SN-DG Co L	5.6	Surface Preservation	523	SM	2001
US-40	Wallace	Br #005, Pond Cr		Bridge Overlay	142	SM	2000
US-40 B	Geary	Junction City - Ash St to Chestnut St	0.4	Surface Preservation	83	SM	2003
US-40 B	Geary	Junction City-Chestnut to 6th & on K-57	0.7	Surface Preservation	138	SM	2002
US-40 B	Geary	Junction City-Franklin to E of Filley	0.5	Surface Preservation	161	SM	2001
US-40 B	Geary	Br #037, Smoky Hill Riv		Bridge Redeck	1,335	PB	2000
US-40 B	Trego	Wakeeney-on 13th,South Ave, N to UP RR	0.5	Roadway Reconstruction to 3-Lane	437	MM	2001
US-40 B	Trego	Wakeeney-on 13th, South Ave S to I-70	0.3	Roadway Reconstruction	223	MM	2001
K-41	Ottawa	ECL Delphos, E to Jct US-81	5.0	Surface Preservation	52	SM	2000
K-41	Ottawa	Culv #508, RP 1.1		Culvert Replace	81	SM	2002
K-41	Ottawa	Br #025, Dry Cr		Bridge Overlay	144	SM	2000
K-42	Kingman	Br #067, Chikaskia Riv		Bridge Overlay	109	SM	2000
K-42	Kingman	Central Kansas RR Xing at Rago		Upgrade RR Crossing Surface	37	MM	2002
K-42	Kingman	Central Kansas RR Xing W of Norwich		Upgrde RR Protection	112	MM	2002
K-42	Sedgwick	1.7 Mi NE of Jct K-49, NE 1.6 Mi	1.6	Bridge Approaches	2,665	PB	2000
K-42	Sedgwick	Br #164, Ninnescah Rv Drg		Bridge Replace	518	PB	2000
K-42	Sedgwick	Br #165, Ninnescah Rv Drg		Bridge Replace	208	PB	2000
K-42	Sedgwick	Br #166, Ninnescah Riv		Bridge Replace	2,780	PB	2000
K-42	Sedgwick	Br #167, Ninnescah Rv Drg		Bridge Removal	39	PB	2000
K-42	Sedgwick	119th St, NE to Ridge Road at Wichita	3.3	Surface Preservation	321	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-43	Dickinson	Jct K-4, N to I-70 (excl Enterprise)	19.6	Surface Preservation	93	SM	2002
K-43	Dickinson	BN-SF RR Xing at Navarre		Upgrade RR Crossing Surface	33	MM	2001
K-43	Dickinson	Culv RP 10.37		Culvert Replace	65	SM	2002
K-43	Dickinson	BN-SF RR Xing 2.5 Mi S of Enterprise		Upgrade RR Crossing Surface	131	MM	2001
K-43	Dickinson	Culv RP 15.4		Culvert Replace	65	SM	2002
K-44	Harper	Anthony-Lawrence to Penn & 3rd to 5th	0.2	Roadway Rehabilitation	235	MM	2002
K-44	Harper	Anthony - RR tracks, E to ECL	1.1	Surface Preservation	174	SM	2002
K-44	Harper	Br #037, Bluff Creek Drg		Bridge Replace	443	PB	2003
K-44	Harper	Br #038, Rock Cr		Bridge Replace	729	PB	2003
K-44	Harper	Br #047, Silver Cr Drg		Bridge Replace	384	PB	2003
K-44	Harper	Br #039, Silver Cr		Bridge Replace	554	PB	2003
K-44	Harper	Culv #513, Fall Cr Drg		Culvert Replace	125	SM	2003
K-44	Sumner	Br #089, Fall Cr		Bridge Replace	539	PB	2003
K-46	Rice	Jct US-56, N to SCL Little River	1.3	Surface Preservation	2	SM	2000
K-46	Rice	Culv #535, 1.3 Mi N Jct US-56		Culvert Replace	223	PB	2003
K-47	Neosho	WL-NO Co L, E to Jct US-59	14.0	Surface Preservation	314	SM	2000
K-47	Wilson	Jct US-400, E to Jct US-75	8.1	Surface Preservation	86	SM	2000
K-47	Wilson	RS 1378, E to E of US-75	2.7	Roadway Reconstruction	4,054	MM	2000
K-47	Wilson	Br #029, Verdigris Riv		Bridge Redeck	1,876	MM	2000
K-47	Wilson	Jct US-75, E to WL-NO Co L	7.2	Surface Preservation	154	SM	2000
K-49	Sedgwick	SU-SG Co L, N to Jct K-42	1.0	Surface Preservation	46	SM	2000
K-49	Sumner	SCL Conway Springs, N to SU-SG Co L	6.2	Surface Preservation	278	SM	2000
US-50	Chase	Br #066, Bruno Cr		Flood Repair	37	SM	2000
US-50	Chase	Br #068, Cottonwood Riv Dr		Flood Repair	32	SM	2000
US-50	Chase	Br #069, French Cr		Flood Repair	32	SM	2000
US-50	Chase	Br #070, Cottonwood Riv Dr		Flood Repair	37	SM	2000
US-50	Chase	Br #072, Silver Cr		Flood Repair	54	SM	2000
US-50	Chase	Br #058, Cottonwood Riv Dr		Flood Repair	32	SM	2000
US-50	Chase	Br #059, Gould Cr		Flood Repair	24	SM	2000
US-50	Chase	Approx 1.5 Mi NE Jct K-150		Flood Repair	24	SM	2000
US-50	Chase	Br #048, Diamond Cr		Flood Repair	37	SM	2000
US-50	Chase	Br #056, Buckeye Cr Drg		Flood Repair	37	SM	2000
US-50	Chase	Jct K-150, NE & E to Strong City	7.7	Surface Preservation	342	SM	2000
US-50	Chase	W of WCL Strong City, E to E of ECL	0.9	Roadway Reconstruction to 5-Lane	3,398	MM	2003
US-50	Edwards	FO-ED Co L, E to AT&SF RR Br in Kinsley	8.5	Roadway Rehabilitation	5,963	MM	2003
US-50	Edwards	Br #001, Little Coon Cr Drg		Guard Fence	Incl	MM	2003
US-50	Edwards	Br #002 over AT&SF RR & US-56		Bridge Replace	3,677	PB	2000
US-50	Edwards	Kinsley-Intersec US-50 & US-183	0.1	Intersection Improvement	452	MM	2002
US-50	Finney	1 Mi W of Holcomb,E to US-83 (PE W to CoL)	7.0	Roadway Reconstruction to 4-Lane	40,992	SE	2005-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-50	Finney	Jct US-50/US-83, N of Garden City		Intersection Improvement	1,179	MM	2000
US-50	Finney	Br #023, K-156 0ver US-50		Anti-Icing System	120	SM	2000
US-50	Finney	Jct US-50 & Mary St at Garden City		New Interchange	5,894	MM	2002
US-50	Finney	Garden City - US-50 & Spruce St		New Traffic Signals	99	SM	2000
US-50	Finney	0.9 E Garden City,E&SE to E of FI-GY Co L	10.1	Roadway Reconstruction	31,877	MM	2004
US-50	Finney	Br #003, Arkansas Riv Drg		Bridge Widen	73	MM	2004
US-50	Gray	Br #001, Arkansas Riv Drg		Bridge Widen	132	MM	2004
US-50	Ford	GY-FO Co L, E to RS-944 (Howell)	2.1	Surface Preservation	249	SM	2001
US-50	Ford	Jct RS 944, E to Jct US-400/US-50 B		Upgrade Guard Fence	1,710	MM	2002
US-50	Ford	ECL Dodge City, E to Jct US-56/US-50B	4.1	Roadway Rehabilitation	2,067	MM	2003
US-50	Ford	Br #020, Elm Cr		Bridge Widen	12	MM	2003
US-50	Ford	2.0 Mi W E Jt US-283, E to E Jt US-283	2.0	Surface Preservation	18	SM	2000
US-50	Ford	BN-SF RR Xing at Wright at St Andrews St & S		Improve RR Crossing Approaches	375	MM	2002
US-50	Ford	0.9 Mi E of RS-257, E to FO-ED Co L	9.4	Surface Preservation	753	SM	2001
US-50	Gray	Cimarron-Ash St, E to 2nd St	0.2	Roadway Reconstruction	636	MM	2002
US-50	Gray	Cimarron - 2nd St to 5th St	0.2	Roadway Reconstruction	667	MM	2004
US-50	Gray	ECL Cimarron, E to GY-FO Co L	6.9	Surface Preservation	838	SM	2001
US-50	Hamilton	CO-KS St L, SE to WCL Syracuse	16.1	Surface Preservation	1,493	SM	2002
US-50	Hamilton	Syracuse-Intersec US-50 & K-27	0.1	Intersection Improvement	457	MM	2002
US-50	Hamilton	WCL Syracuse, E to HM-KE Co L	12.4	Roadway Rehabilitation	9,343	MM	2001
US-50	Hamilton	Br #020, Fort Aubrey Ditch Drg		Bridge Removal	2	MM	2001
US-50	Hamilton	Br #021, Arkansas Riv Drg		Bridge Widen	23	MM	2001
US-50	Hamilton	Br #023, Fort Aubrey Ditch Drg(Side Rd)		Bridge Widen	37	MM	2001
US-50	Hamilton	Br #024, Arkansas Riv Drg		Bridge Widen	47	MM	2001
US-50	Hamilton	Br #025, Arkansas Riv Drg (Entr)		Bridge Widen	23	MM	2001
US-50	Hamilton	Br #026, Arkansas Riv Drg		Bridge Widen	175	MM	2001
US-50	Hamilton	Br #027, Arkansas Riv Drg		Bridge Overlay	225	MM	2001
US-50	Hamilton	Br #029, Fort Aubrey Ditch Drg(Entr)		Bridge Removal	3	MM	2001
US-50	Hamilton	Br #031, Arkansas Riv Drg		Bridge Widen	227	MM	2001
US-50	Hamilton	Br #032, Arkansas Riv Drg		Bridge Widen	63	MM	2001
US-50	Hamilton	Br #033, Arkansas Riv Drg		Bridge Widen	100	MM	2001
US-50	Hamilton	Br #034, Fort Aubrey Ditch Drg(Entr)		Bridge Removal	3	MM	2001
US-50	Hamilton	Br #035, Fort Aubrey Ditch Drg(Entr)		Bridge Widen	17	MM	2001
US-50	Hamilton	Br #036, Fort Aubrey Ditch		Bridge Widen	116	MM	2001
US-50	Hamilton	Br #037, Shirley Cr Drg		Bridge Repair	20	MM	2001
US-50	Hamilton	Br #038, Shirley Cr		Bridge Overlay	190	MM	2001
US-50	Harvey	RN-HV Co L, E to W of ECL Burton	2.0	Surface Preservation	34	SM	2001
US-50	Harvey	RN-HV Co L, E to WCL Newton	18.9	Surface Preservation	625	SM	2002
US-50	Harvey	RN-HV Co L, E to Merdian in Newton	17.9	Surface Preservation	44	SM	2002
US-50	Harvey	Newton - W Jct US-50 & K-15		Interchange Improvement	3,326	SE	2004
US-50	Harvey	Walton, E to HV-MN Co L	7.0	Surface Preservation	430	SM	2001
US-50	HV & MN	Newton, NE to 1.7 Mi E of Jct US-77	28.2	Upgrade Pavement Marking	176	SM	2000
US-50	Kearny	HM-KE Co L, E to WCL Lakin	15.0	Roadway Rehabilitation	13,973	MM	2001
US-50	Kearny	Br #001, Arkansas Riv Drg		Bridge Widen	92	MM	2001
US-50	Kearny	Br #002, Sand Cr		Bridge Widen	138	MM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-50	Kearny	Br #003, Sand Cr		Bridge Widen	92	MM	2001
US-50	Kearny	Br #004, Sand Cr Drg		Bridge Widen	63	MM	2001
US-50	Kearny	Br #005, Amazon Ditch		Bridge Replace	131	MM	2001
US-50	Kearny	WCL Lakin, E to KE-FI Co L	10.4	Surface Preservation	490	SM	2000
US-50	Lyon	Br #146, Linck Cr		Flood Repair	16	SM	2001
US-50	Lyon	Emporia-Indust to Prairie,Elm to Constitution	1.2	Surface Preservation	387	SM	2000
US-50	Lyon	Emporia- Intersec US-50 & Prairie	0.1	Surface Preservation	301	SM	2002
US-50	Lyon	Emporia - Prairie St to Elm St	0.6	Surface Preservation	336	SM	2003
US-50	Lyon	Br #027 over AT&SF RR, Sts		Bridge Replace (4-Lane)	4,472	PB	2005-09
US-50	Marion	Br #050 over UP RR		Bridge Approach Repair	13	SM	2000
US-50	Marion	0.1 Mi E RS 1410, E to MN-CS Co L	4.0	Roadway Reconstruction	5,570	MM	2000
US-50	Marion	Br #011, Martin Cr		Bridge Replace	305	MM	2000
US-50	Reno	SF-RN Co L, E to Jct K-14		Upgrade Guard Fence	817	MM	2004
US-50	Reno	Br #003, Salt Cr Drg		Bridge Repair	84	SM	2000
US-50	Reno	Jct K-14, E to W Jct K-61	7.7	Surface Preservation	867	SM	2001
US-50	Reno	Jct K-14, E thru Jct K-61	7.8	Roadway Rehabilitation	3,559	MM	2004
US-50	Reno	Br #005, Salt Cr Drg		Guard Fence	Incl	MM	2004
US-50	Reno	Br #006, Salt Cr Drg		Guard Fence	Incl	MM	2004
US-50	Reno	W Jct K-61, E to Jct K-96	6.0	Surface Preservation	1,599	SM	2001
US-50	Reno	Jct K-96, E to Halstead St (Hutch)	3.5	Surface Preservation	553	SM	2001
US-50	Reno	E Jct US-50 & K-96 In S Hutchinson	0.3	Interchange Improvement	5,107	SE	2005-09
US-50	Reno	Br #014, MoPac RR		Bridge Overlay	204	SM	2000
US-50	Reno	W of E Jct K-96, E to W of K-61	2.9	Roadway Reconstruction to 4-Lane	8,352	MM	2005-09
US-50	Reno	Br #014 over Mo-Pac RR		Bridge Overlay	177	MM	2005-09
US-50	Reno	Br #New over Mo-Pac RR		Bridge New	469	MM	2005-09
US-50	Reno	Br #088, Arkansas Riv Drg		Bridge Widen	602	MM	2005-09
US-50	Reno	Br #089, Arkansas Riv		Bridge Handrail	310	MM	2005-09
US-50	Reno	Br #New, Arkansas Riv		Bridge New	4,128	MM	2005-09
US-50	Reno	Br #New, Scott Blvd		Bridge New	1,302	MM	2005-09
US-50	Reno	E of Halstead Rd, E to RN-HV Co L	9.9	Surface Preservation	93	SM	2001
US-50	Reno	1.0 Mi E of Jct K-61, E to RN-HV Co L	10.0	Surface Preservation	242	SM	2002
US-50	Reno	Halstead St(Hutch), E to RN-HV Co L	10.0	Surface Preservation	12	SM	2002
US-50	Stafford	ED-SF Co L, E to SF-RN Co L	30.0	Surface Preservation	1,250	SM	2001
US-50 B	Finney	Garden City- E of First, E to Ballinger	0.2	Surface Preservation	355	SM	2002
US-50 B	Finney	Garden City-Ballinger, E to Fleming	0.3	Surface Preservation	202	SM	2000
US-50 B	Finney	ECL Garden City, E 0.6 Mi	0.6	Surface Preservation	148	SM	2000
US-50 B	Franklin	ECL Ottawa, E to E of I-35 Intrchg	1.1	Surface Preservation	107	SM	2000
K-51	Morton	CO-KS St L, E to S Jct K-27	7.9	Surface Preservation	71	SM	2000
K-51	Seward	SV-SW Co L, E to Jct US-83	8.0	Surface Preservation	18	SM	2001
K-51	Stevens	Hugoton-Commercial St, E to County Rd	0.2	Roadway Reconstruction to 4-Lane	845	MM	2001
K-51	Stevens	Hugoton-Washington St, E to Commercial St	0.2	Roadway Reconstruction to 4-Lane	723	MM	2001
K-51	Stevens	ECL Hugoton, E to SV-SW Co L	14.9	Surface Preservation	44	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-52	Linn	Jct K-31, E to S Jct US-69	10.5	Surface Preservation	167	SM	2001
K-52	Linn	N Jct US-69, E to KS-MO St L	3.5	Surface Preservation	229	SM	2000
K-52	Linn	Culv #509, 1.3 Mi E N Jct US-69		Culvert Replace	269	PB	2000
K-52	Linn	Culv #510, 2.6 Mi E N Jct US-69		Culvert Replace	289	PB	2000
K-52	Linn	Culv #525, 2.95 Mi E N Jct US-69		Culvert Replace	289	PB	2000
K-53	Sumner	Br #107, Arkansas Riv		Bridge Replace	3,133	PB	2002
US-54	Allen	Iola-Elm St, E to ECL	0.5	Surface Preservation	158	SM	2000
US-54	Allen	ECL Iola, E to end PCCP E of LaHarpe	5.1	Surface Preservation	2,587	SM	2000
US-54	Allen	ECL Iola, E to end PCCP	5.1	Surface Preservation	81	SM	2001
US-54	Allen	Iola to Gas City		Upgrade Guard Fence	95	MM	2000
US-54	AL & BB	RP 336, E to Jct US-69		Upgrade Guard Fence	2,160	MM	2003
US-54	Bourbon	AL-BB Co L, E to WCL Ft Scott	21.3	Surface Preservation	1,144	SM	2001
US-54	Bourbon	Br #001, Tennyson Cr		Bridge Repair	108	SM	2002
US-54	Bourbon	Br #003, Walnut Cr		Bridge Replace	1,363	PB	2003
US-54	Bourbon	Old US-69, E & S to S Jct US-69(NL-SL)	1.5	Surface Reconstruction	6,288	MM	2003
US-54	Bourbon	Br #051, SB US-69 over US-54		Bridge Redeck	390	MM	2003
US-54	Bourbon	Br #052, NB US-69 over US-54		Bridge Redeck	390	MM	2003
US-54	Bourbon	Br #005, Marmaton Riv		Bridge Overlay	501	MM	2003
US-54	Bourbon	Br #New, Marmaton Riv Overflow		Bridge New	1,008	MM	2003
US-54	Bourbon	Br #New, Marmaton Riv Overflow		Bridge New	1,008	MM	2003
US-54	Bourbon	Br #006 over Sycamore St (NL-SL)		Bridge Overlay	105	MM	2003
US-54	Bourbon	Br #007 over MKT RR (NL-SL)		Bridge Overlay	202	MM	2003
US-54	Bourbon	Br #008 over BN RR (NL-SL)		Bridge Overlay	196	MM	2003
US-54	Bourbon	0.2Mi W ECL Ft Scott,E to KS-MO St L	3.5	Roadway Reconstruction	10,355	MM	2003
US-54	Bourbon	Br #010, Lath Branch		Bridge Rehabilitation	76	MM	2003
US-54	Bourbon	Br #New, Lath Branch		Bridge New	382	MM	2003
US-54	Bourbon	Br #011, Lath Branch Drg		Bridge Rehabilitation	53	MM	2003
US-54	Bourbon	Br #New, Lath Branch Drg		Bridge New	298	MM	2003
US-54	Butler	SG-BU Co L, E to WCL Augusta	9.0	Surface Preservation	1,642	SM	2002
US-54	Butler	Andover- S Appr of Andover Rd to US-54	0.1	Intersection Improvement	539	MM	2003
US-54	Butler	Andover - US-54 & One Wood Dr		Construct Access Roadway	540	MM	2002
US-54	Butler	Butler Co. - US-54 & Santa Fe Lake Rd	0.3	Intersection Improvement	1,255	SM	2002
US-54	Butler	Br #118 over BN-SF RR, Ohio St (NL)		Bridge Repair	289	SM	2001
US-54	Butler	Br #119 over BN-SF RR, Ohio St (SL)		Bridge Repair	73	SM	2001
US-54	Butler	ECL Augusta, E to E of E Jct US-77	7.4	Surface Preservation	3,123	SM	2001
US-54	Butler	Br #127, Walnut Riv (NL)		Bridge Repair	48	SM	2002
US-54	Butler	Br #128, Walnut Riv (SL)		Bridge Repair	48	SM	2002
US-54	Butler	N of US-400,N to 0.5Mi S El Dorado(EL)	8.5	Roadway Reconstruction (NB)	10,703	MM	2004
US-54	Butler	Br #011, BN RR over EL N of K-96		Bridge Removal	74	MM	2004
US-54	Butler	Br #013, Turkey Cr Drg (EL)		Bridge Replace	84	MM	2004
US-54	Butler	Br #015, Cave Spring Cr (EL)		Bridge Replace	176	MM	2004
US-54	Butler	Br #017, Turkey Cr (EL)		Bridge Replace	359	MM	2004
US-54	Butler	Br #019, Walnut Riv Drg (EL)		Bridge Replace	72	MM	2004

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-54	Butler	ECL El Dorado, E to BU-GW Co L	17.2	Surface Preservation	83	SM	2000
US-54	Ford	WCL Bucklin, E to FO-KW Co L	4.9	Surface Preservation	598	SM	2002
US-54	Greenwood	BU-GW Co L, E to E Jct K-99 (Excpt)	19.6	Surface Preservation	264	SM	2001
US-54	Greenwood	Eureka- W of Oak St, E to E of Jefferson St	0.9	Surface Preservation	172	SM	2002
US-54	Greenwood	Br #009, Verdigris Riv		Bridge Replace	5,753	PB	2003
US-54	Kingman	Kansas & Oklahoma RR Xing at Cunningham		Upgrade RR Crossing Surface	377	MM	2002
US-54	Kingman	W Jct K-14, E to 4-Ln NE of Kingman	7.9	Roadway Reconstruction to 4-Lane	45,792	SE	2005-09
US-54	Kingman	Bridges		Bridges New	10,017	SE	2005-09
US-54	Kingman	Turnback		Roadway Rehabilitation	1,431	SE	2005-09
US-54	Kingman	ECL Kingman, NE to 2Ln/4Ln	2.6	Roadway Rehabilitation	937	MM	2003
US-54	Kingman	Br #016, S Fork Ninnescah Riv Drg		Guard Fence	Incl	MM	2003
US-54	Kingman	Br #017, S Fork Ninnescah Riv Drg		Guard Fence	Incl	MM	2003
US-54	Kingman	2Ln/4Ln, E to 0.1 Mi E Jct K-17 (4-L)	6.4	Roadway Rehabilitation	4,477	MM	2005-09
US-54	Kingman	Br #059, RS 0361 over US-54		Guard Fence	Incl	MM	2005-09
US-54	Kingman	Br #060, Local Rd over US-54		Guard Fence	Incl	MM	2005-09
US-54	Kingman	Br #061, Smoots Cr Drg (NL-SL)		Guard Fence	Incl	MM	2005-09
US-54	Kingman	Br #062, Smoots Cr (NL)		Bridge Handrail	147	MM	2005-09
US-54	Kingman	Br #063, Smoots Cr (SL)		Bridge Handrail	147	MM	2005-09
US-54	Kingman	Br #064, Smoots Cr Drg (NL-SL)		Guard Fence	Incl	MM	2005-09
US-54	Kingman	Br #066 over K-17 (NL)		Bridge Handrail	71	MM	2005-09
US-54	Kingman	Br #065 over K-17 (SL)		Bridge Handrail	71	MM	2005-09
US-54	Kiowa	FO-KW Co L, E to KW-PR Co L	30.4	Surface Preservation	1,914	SM	2001
US-54	Kiowa	Jct US-183, E to ECL Greensburg	2.3	Surface Preservation	185	SM	2000
US-54	Meade	SW-ME Co L, NE to SCL Plains	2.9	Surface Preservation	272	SM	2001
US-54	Meade	SCL Plains, NE to WCL Meade	13.7	Surface Preservation	647	SM	2000
US-54	Meade	WCL Meade,E to Sprg Lake& State E to 2L	1.9	Surface Preservation	377	SM	2000
US-54	Meade	Center St, E to State St in Meade	0.4	Surface Preservation	1,222	SM	2000
US-54	Meade	Center St, E to State St in Meade		Surface Preservation	104	SM	2000
US-54	Meade	2L/4L, E to Sprg Lake in Meade	0.7	Roadway Reconstruction	1,639	MM	2005-09
US-54	Meade	State St in Meade, E to 4L div/2L	1.3	Roadway Reconstruction	3,120	MM	2005-09
US-54	Meade	Br #006, Crooked Cr (NL-SL)		Bridge Replace	1,207	MM	2005-09
US-54	Meade	ECL Meade, NE to ME-CA Co L	15.4	Surface Preservation	168	SM	2001
US-54	Pratt	KW-PR Co L, E to WCL Pratt	14.2	Surface Preservation	962	SM	2001
US-54	Pratt	Pratt-at Jackson & Ninnescah Sts & E	0.1	Surface Preservation	205	SM	2000
US-54	Pratt	Pratt-Country Club Rd, E to Jct K-61	0.2	Roadway Reconstruction	816	MM	2002
US-54	Sedgwick	KM-SG Co L, E to 0.5 Mi E K-163 (4-L)	7.5	Surface Reconstruction	16,143	MM	2003
US-54	Sedgwick	Br #113 over K-251 (NL)		Bridge Handrail	70	MM	2003
US-54	Sedgwick	Br #114 over K-251 (SL)		Bridge Overlay	377	MM	2003
US-54	Sedgwick	Br #115, Local Rd over US-54		Guard Fence	Incl	MM	2003
US-54	Sedgwick	Br #117, N Fork Ninnescah Riv (SL)		Bridge Overlay	220	MM	2003
US-54	Sedgwick	Br #116, N Fork Ninnescah Riv (NL)		Bridge Overlay	371	MM	2003
US-54	Sedgwick	Br #118, Old RS 659 over US-54		Bridge Overlay	168	MM	2003
US-54	Sedgwick	Br #119, Spring Cr Drg (NL-SL)		Guard Fence	Incl	MM	2003
US-54	Sedgwick	Br #120, Spring Cr (NL-SL)		Guard Fence	Incl	MM	2003
US-54	Sedgwick	Br #121, Sand Cr (NL)		Bridge Overlay	127	MM	2003

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-54	Sedgwick	Br #122, Sand Cr (SL)		Bridge Overlay	127	MM	2003
US-54	Sedgwick	Br #123, Local Rd over US-54		Guard Fence	Incl	MM	2003
US-54	Sedgwick	Br #124, Polecat Cr (NL-SL)		Guard Fence	Incl	MM	2003
US-54	Sedgwick	Br #125, K-163 over US-54		Guard Fence	Incl	MM	2003
US-54	Sedgwick	E of Goddard - US-54 & 183rd St		Intersection Improvement	300	SM	2002
US-54	Sedgwick	Wichita-W 119th,E & US-81,Brdwy to I-135	1.0	Surface Preservation	350	SM	2003
US-54	Sedgwick	Washington St Bridge, E to Hillside Ave	1.5	Surface Preservation	1,042	SM	2001
US-54	Sedgwick	In Wichita-W of Hillside		Rehabilitate Light Tower	27	SM	2001
US-54	Sedgwick	Br #312, Ped Overpass over US-54		Bridge Repair	81	SM	2002
US-54	Sedgwick	Wichita - Sylvan Ln to Mission Rd	1.1	New Interchange	37,907	SE	2003
US-54	Sedgwick	Bridges		Bridges New	4,821	SE	2003
US-54	Sedgwick	Wichita - Mission Rd to Heather St	0.8	New Interchange	23,407	SE	2002
US-54	Sedgwick	Bridges		Bridges New	6,725	SE	2002
US-54	Sedgwick	Wichita-KTA, E to 127th St (WB)	2.2	Surface Preservation	263	SM	2000
US-54	Sedgwick	Wichita-KTA, E to 127th St (EB)	2.2	Surface Preservation	306	SM	2001
US-54	Sedgwick	ECL Wichita, E to SG-BU Co L	2.0	Surface Preservation	364	SM	2002
US-54	Seward	OK-KS St L,NE to Western Ave in Liberal	3.7	Roadway Reconstruction to 4-Lane	15,414	MM	2003
US-54	Seward	Liberal-0.1 Mi E of Western, E 0.5 Mi	0.5	Surface Preservation	1,786	SM	2002
US-54	Seward	ECL Liberal, NE to W end Cim Riv Br	10.7	Surface Preservation	143	SM	2000
US-54	Seward	E end Cim Riv Br, NE to SCL Kismet	4.5	Surface Preservation	33	SM	2000
US-54	Seward	SCL Kismet, NE to SW-ME Co L	4.5	Surface Preservation	421	SM	2001
US-54	Woodson	Yates Center - Jct US-54/US-75	0.1	Intersection Improvement	683	MM	2004
US-54	Woodson	Yates Center- WCL, E to ECL	1.3	Surface Preservation	189	SM	2002
US-54	Woodson	Jct US-75, E to WO-AL Co L		Upgrade Guard Fence	406	MM	2002
US-54	Woodson	ECL Yates Center, E to WO-AL Co L	11.8	Surface Preservation	593	SM	2001
K-55	Cowley	SU-CL Co L, E to Jct K-15	2.0	Surface Preservation	79	SM	2000
K-55	Cowley	BN-SF RR Xing at Udall		Upgrade RR Protection	156	MM	2002
K-55	Sumner	Jct US-81, E to WCL Belle Plaine	2.5	Surface Preservation	206	SM	2001
K-55	Sumner	Belle Plaine-RR tracks, E to ECL	0.9	Surface Preservation	106	SM	2000
K-55	Sumner	ECL Belle Plaine, E to SU-CL Co L	6.7	Surface Preservation	309	SM	2000
K-55	Sumner	Br #115, Cowskin Cr		Bridge Replace	1,025	PB	2003
K-55	Sumner	Br #116, Arkansas Riv Dr		Flood Repair	6	SM	2001
K-55	Sumner	Br #117, Arkansas Riv Dr		Flood Repair	24	SM	2001
US-56	Barton	ECL Pawnee Rock, NE to SCL Great Bend	11.5	Surface Preservation	582	SM	2001
US-56	Barton	Great Bend-W of US-281,E to E of Kansas Ave	0.1	Surface Preservation	265	SM	2002
US-56	Barton	Great Bend-Intersec US-56 & Kiowa Rd	0.5	Intersection Improvement	302	MM	2002
US-56	Barton	Gt Bend - US-56 & Sheridan St		Intersection Improvement	300	SM	2003
US-56	Barton	WCL Ellinwood, E to BT-RC Co L	6.2	Surface Preservation	515	SM	2000
US-56	Barton	Central Ks RR Xing E of Ellinwood		Upgrade RR Crossing Surface	33	MM	2001
US-56	Barton	Culvert #504		Culvert Replace	200	PB	2002
US-56	Barton	Culvert #505		Culvert Replace	200	PB	2002
US-56	Dickinson	Jct US-77, E to DK-MR Co L	0.1	Surface Preservation	11	SM	2001
US-56	Douglas	OS-DG Co L, E to Jct US-59	12.5	Surface Preservation	703	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-56	Douglas	Br #010, W Fork Tauy Cr		Bridge Replace	755	PB	2000
US-56	Douglas	Jct US-59, E to DG-JO Co L	11.8	Surface Preservation	903	SM	2001
US-56	Douglas	Baldwin-9th St, E to 3rd St	0.5	Roadway Reconstruction to 3-Lane	1,315	MM	2000
US-56	Edwards	Jct US-50, E to WCL Kinsley	0.3	Roadway Rehabilitation	195	MM	2003
US-56	Ford	Culv RP 118.24		Culvert Repair	50	SM	2002
US-56	Ford	E of J US-50B/US-400, NE to E J US-283	4.8	Surface Preservation	125	SM	2000
US-56	Gray	HS-GY Co L, E to WCL Ensign	23.8	Surface Preservation	3,133	SM	2000
US-56	Gray	Montezuma - Kiowa St to Apache St	1.1	Roadway Reconstruction	460	MM	2002
US-56	Johnson	DG-JO Co L, E to PCCP in Gardner	8.3	Surface Preservation	1,015	SM	2001
US-56	Johnson	Br #081, Martin Cr		Bridge Replace	623	PB	2005-09
US-56	Johnson	Sycamore St, E to I-35	2.3	Surface Preservation	364	SM	2002
US-56	Johnson	Metcalf Ave, E to KS-MO St L	3.7	Surface Preservation	903	SM	2002
US-56	Lyon	Br #028, Bluff Cr		Bridge Replace	969	PB	2001
US-56	Lyon	Br #030, Hill Cr		Bridge Replace	767	PB	2001
US-56	Lyon	Br #031, 142 Mile Cr		Bridge Replace	808	PB	2001
US-56	Marion	E of Jct K-15, E to Jct US-77	14.1	Surface Preservation	2,371	SM	2001
US-56	Marion	SCL Lincolnville, N to MN-DK Co L	8.4	Roadway Reconstruction	8,527	MM	2001
US-56	Marion	Br #022, Clear Cr Drg		Bridge Replace	129	MM	2001
US-56	Marion	Br #023, Clear Cr Drg		Bridge Replace	156	MM	2001
US-56	Marion	Br #024, Clear Cr		Bridge Replace	117	MM	2001
US-56	Marion	Br #New, Clear Cr (Side Rd)		Bridge New	95	MM	2001
US-56	Marion	Br #New, Clear Cr (Side Rd)		Bridge New	80	MM	2001
US-56	Marion	BN-SF RR Xing E of Lost Springs		RR Crossing, Signals	154	MM	2002
US-56	McPherson	RC-MP Co L, E to Jct K-153	13.2	Surface Preservation	1,528	SM	2000
US-56	McPherson	McPherson - Jct K-153, E to Maple St	0.9	Surface Preservation	196	SM	2001
US-56	McPherson	PCCP E of McPherson, E to MP-MN Co L	13.2	Surface Preservation	1,112	SM	2001
US-56	McPherson	Galva-Empire St, E 0.3 Mi	0.3	Roadway Reconstruction to 3-Lane	439	MM	2001
US-56	McPherson	S of Canton, US-56 & Kansas Ave	0.2	Intersection Improvement	300	SM	2002
US-56	Morris	DK-MR Co L, E to Jct RS 819	14.1	Surface Preservation	1,095	SM	2001
US-56	Morris	Br #002, Clark Cr Drg		Bridge Replace	153	PB	2000
US-56	Morris	Br #003, MoPac RR over US-56 3 E US-77		Bridge Removal	723	PB	2000
US-56	Morris	Br #004, Clark Cr		Bridge Widen	122	PB	2000
US-56	Morris	Jct RS 819, E to WCL Council Grove	8.8	Surface Preservation	689	SM	2001
US-56	Morris	Council Grove- WCL, E to E of Belfry St	0.9	Surface Preservation	156	SM	2002
US-56	Morris	Council Grove - US-56 & K-57		Intersection Improvement	137	MM	2000
US-56	Morris	ECL Council Grove, E to MR-LY Co L	6.5	Surface Preservation	618	SM	2001
US-56	Morton	4.9 M NE RS1488, E to MT-SV Co L	8.0	Roadway Rehabilitation	6,005	MM	2002
US-56	Osage	LY-OS Co L, E to OS-DG Co L	32.8	Surface Preservation	2,379	SM	2002
US-56	Osage	Br #015, Salt Cr		Bridge Replace	851	PB	2003
US-56	Osage	Br #016, Swede Cr		Bridge Replace	863	PB	2003
US-56	Osage	Br #017, Smith Cr		Bridge Replace	852	PB	2001
US-56	Osage	Br #019, Dragoon Cr Drg		Bridge Replace	463	PB	2002
US-56	Osage	4.5Mi W of Overbrook at SFT High School	0.3	Intersection Improvement	257	MM	2000
US-56	Osage	Br #026 over Mo Pac RR(Aband)		Bridge Removal	478	PB	2001
US-56	Pawnee	Larned- WCL, E,N & E to ECL	1.2	Surface Preservation	218	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-56	Pawnee	Larned-Intersec US-56 & K-156	0.1	Intersection Improvement	331	MM	2000
US-56	Rice	BT-RC Co L, E to WCL Lyons	14.1	Surface Preservation	893	SM	2000
US-56	Rice	Br #006, Cow Cr		Bridge Replace	1,485	PB	2004
US-56	Rice	Br #008, Little Cow Cr		Bridge Replace	946	PB	2001
US-56	Rice	ECL Lyons, to RC-MP Co L	14.5	Surface Preservation	15	SM	2000
US-56	Stevens	MT-SV Co L, E to WCL Hugoton	11.4	Roadway Rehabilitation	6,736	MM	2005-09
US-56 B	Dickinson	Br #034, Lime Cr Drg		Bridge Replace	159	PB	2001
US-56 B	Dickinson	Br #035, Lime Cr		Bridge Replace	540	PB	2003
US-56 B	Dickinson	Herington-Broadway, E to ECL	0.7	Roadway Reconstruction	687	MM	2000
K-57	Anderson	Reloc K-57,1.0 Mi N of Colony W to K-57	1.1	Surface Rehabilitation	11	SE	2001
K-57	Cherokee	Jct US-69, E to KS-MO St L	4.9	Surface Preservation	204	SM	2001
K-57	Coffey	1.5 Mi W of Gridley, E		Culvert Replace	186	SM	2000
K-57	Crawford	Br #020, Lightning Cr		Bridge Overlay	115	SM	2000
K-57	Crawford	ECL Girard, E to N Jct US-69	7.1	Surface Preservation	297	SM	2001
K-57	Crawford	Culv #534, 1.1 Mi E Jct K-7		Culvert Replace	527	PB	2000
K-57	Crawford	Br #024, Second Cow Cr Drg		Bridge Replace	392	PB	2001
K-57	Crawford	Br #026, First Cow Cr (Sideroad)		Bridge Replace	355	PB	2001
K-57	Crawford	Br #027, First Cow Cr		Bridge Replace	355	PB	2001
K-57	Geary	N Jct US-77, S to S Jct US-77	5.4	Surface Preservation	110	SM	2001
K-57	Geary	Jct I-70, SE to GE-MR Co L	17.6	Surface Preservation	233	SM	2001
K-57	Geary	Br #054, Clark Cr		Bridge Replace	685	PB	2000
K-57	Geary	Culvert #506		Culvert Replace	100	PB	2002
K-57	Geary	Culvert #507		Culvert Replace	200	PB	2002
K-57	Geary	Br #059, Dry Cr Drg		Bridge Replace	580	PB	2001
K-57	Greenwood	Br #013, Halderman Cr Drg		Bridge Replace	496	PB	2003
K-57	Greenwood	Br #014, Halderman Cr		Bridge Replace	724	PB	2003
K-57	Greenwood	Culv #537, 8.4 Mi S & E of LY-GW Co L		Culvert Replace	101	SM	2000
K-57	Lyon	Emporia - K-57 & South Ave		Intersection Improvement	161	SM	2003
K-57	Morris	GE-MR Co L, S to Jct K-4	2.1	Surface Preservation	27	SM	2001
K-57	Morris	E Jct K-4, S to NCL Council Grove	12.0	Surface Preservation	26	SM	2000
K-57	Neosho	Jct US-59, E to ECL St. Paul	6.0	Surface Preservation	464	SM	2001
US-59	Allen	Jct US-54, N to AL-AN Co L	8.1	Surface Preservation	117	SM	2002
US-59	Anderson	AL-AN CoL,N to AN-FR CoL(Ex at Garnett)	24.4	Surface Preservation	34	SM	2000
US-59	Anderson	AL-AN Co L, N to S Jct K-31	3.0	Surface Preservation	44	SM	2002
US-59	Anderson	S Jct US-169, N to N Jct US-169	4.1	Surface Preservation	190	SM	2002
US-59	Anderson	Br #002, S Fk Pottawatomie Cr Drg		Bridge Replace	1,295	PB	2004
US-59	Anderson	NCL Garnett, N to AN-FR Co L	6.8	Surface Preservation	284	SM	2002
US-59	Atchison	JF-AT Co L, NE to WCL Atchison	14.4	Surface Preservation	48	SM	2001
US-59	Atchison	Br #002, Stranger Cr		Bridge Repair	25	SM	2002
US-59	Atchison	Br #002, Stranger Cr		Bridge Replace	960	PB	2004
US-59	Atchison	Br #010, White Clay Cr		Bridge Replace	1,337	PB	2001
US-59	Atchison	Atchison- WCL. E to Missouri Riv Br	1.7	Surface Preservation	150	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-59	Atchison	Atchison-0.25 Mi E of W Jct US-73	0.1	Intersection Improvement	326	MM	2001
US-59	Atchison	Br #013, Missouri Riv at Atchison		Roadway Reconstruction to 4-Lane	12,347	SE	2005-09
US-59	Atchison	Bridges		Bridge Replace (4-Lane)	69,964	SE	2005-09
US-59	Douglas	FR-DG Co L, N to SCL Lawrence	12.7	Surface Preservation	30	SM	2001
US-59	Douglas	FR-DG Co L, N to 2L/4L div	11.0	GrBr-Roadway Reconstruction to 4-Lane	33,046	MM	2005-09
US-59	Douglas	FR-DG Co L, N to 2L/4L div		Surface-Roadway Reconstruction to 4-Lane	25,321	MM	2005-09
US-59	Douglas	Br #017, Wakarusa Riv Drg		Bridge Replace	776	PB	2005-09
US-59	Douglas	Lawrence - US-59 & 27th St	0.3	Intersection Improvement	653	MM	2002
US-59	Douglas	Br #064, S Overflow Wakarusa Riv		Bridge Overlay	214	SM	2000
US-59	Douglas	Br #063, S overflow Wakarusa Riv (WL)		Bridge Overlay	174	SM	2001
US-59	Douglas	Lawrence-S of 19th St, N to Yale Rd	1.6	Surface Preservation	319	SM	2000
US-59	Douglas	Br #068, N overflow Wakarusa Riv (EL)		Bridge Overlay	117	SM	2001
US-59	Douglas	Br #067, N overflow Wakarusa Riv (WL)		Bridge Overlay	116	SM	2001
US-59	Douglas	Lawrence-N of 31st, N to S of 19th St	1.5	Surface Preservation	430	SM	2000
US-59	Douglas	Br #022, Irving Hill Rd over US-59		Bridge Repair	26	SM	2000
US-59	Douglas	Br #022, Irving Hill Rd over US-59		Bridge Paint	69	SM	2001
US-59	Franklin	NCL Ottawa, N to FR-DG Co L	7.3	Surface Preservation	532	SM	2002
US-59	Franklin	I-35 NE of Ottawa, N to FR-DG Co L	7.7	GrBr-Roadway Reconstruction to 4-Lane	57,131	MM	2005-09
US-59	Franklin	I-35 NE of Ottawa, N to FR-DG Co L		Surface-Roadway Reconstruction to 4-Lane	18,459	MM	2005-09
US-59	Jefferson	Culv at RP 182.5		Culvert Repair	30	SM	2001
US-59	Labette	Br #002, Neosho Riv Drg		Bridge Overlay	140	SM	2000
US-59	Labette	SKO RR Xing at Oswego		Upgrade RR Protection	193	MM	2001
US-59	Labette	W Jct US-160, N to SCL Parsons	8.3	Surface Preservation	1,155	SM	2001
US-59	Labette	Br #014, Labette Cr		Bridge Repair	103	SM	2000
US-59	Neosho	Br #001, Labette Cr Drg		Bridge Replace	990	PB	2005-09
US-59	Neosho	Jct K-146, N to W Jct K-39	5.5	Surface Preservation	504	SM	2001
US-59	Neosho	Br #008, Little Canville Cr		Bridge Overlay	116	SM	2000
K-61	McPherson	RN-MP Co L, NE to Jct K-153	12.4	Surface Preservation	169	SM	2002
K-61	McPherson	RN-MP Co L, NE to Jct K-153	12.4	Surface Preservation	1,101	SM	2002
K-61	McPherson	RN-MP Co L, NE to 4-Ln S of McPherson	13.8	Roadway Reconstruction to 4-Lane	76,307	SE	2005-09
K-61	McPherson	Bridges		Bridges New	9,608	SE	2005-09
K-61	McPherson	Turnback		Roadway Rehabilitation	4,037	SE	2005-09
K-61	Pratt	Jct US-54, N to 4L/2L	1.1	Surface Preservation	152	SM	2000
K-61	Reno	WCL Turon, E to Jct K-14	14.1	Surface Preservation	586	SM	2000
K-61	Reno	Hutchinson- US-50, N to N of 30th Ave	3.9	Surface Preservation	465	SM	2002
K-61	Reno	Hutchinson - N of Ave G, S of Lorraine	0.9	Surface Preservation	364	SM	2001
K-61	Reno	Hutchinson- Intersec K-61 & Lorraine	0.3	Intersection Improvement	242	MM	2003
K-61	Reno	17th St in Hutchison, NE to RN-MP Co L	7.9	Roadway Reconstruction to 4-Lane	41,751	SE	2005-09
K-61	Reno	Bridges		Bridges New	11,003	SE	2005-09
K-61	Reno	Turnback		Roadway Rehabilitation	3,075	SE	2005-09
K-62	Jackson	Jct K-16, N to JA-NM Co L	7.3	Surface Preservation	112	SM	2002
K-62	Jackson	Culv# 508, 0.7 Mi N of Jct K-16		Culvert Replace	93	PB	2001
K-62	Nemaha	Culv# 503, 4.8 Mi N of JA-NM Co L		Culvert Replace	93	PB	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-62	Nemaha	JA-NM Co L, N to Jct K-9	6.0	Surface Preservation	92	SM	2002
K-63	Nemaha	Br #019, Tennessee Cr		Bridge Replace	954	PB	2000
K-63	Pottawatomie	Br #041, Bartlett Cr		Bridge Overlay	141	SM	2000
K-63	Pottawatomie	Br #042 over UP RR		Bridge Overlay	338	SM	2000
K-63	Pottawatomie	Br #028, Little Noxie Cr		Bridge Replace	922	PB	2005-09
K-63	Pottawatomie	Havensville- SCL, N to NCL	0.4	Roadway Rehabilitation	428	MM	2003
K-65	Bourbon	Br #046, Little Osage Riv		Bridge Overlay	146	SM	2001
K-66	Cherokee	WCL Galena, E to KS-MO St L	1.8	Surface Preservation	402	SM	2001
K-66	Cherokee	Galena - K-66 & Water St		New Traffic Signals	49	SM	2000
K-67	Norton	Klye RR Xing E of Norton		Upgrade RR Crossing Surface	39	MM	2002
K-67	Norton	Br #054, Prairie Dog Cr		Bridge Overlay	186	SM	2000
K-68	Franklin	OS-FR Co L, E to West A St in Pomona	3.1	Surface Preservation	222	SM	2000
K-68	Franklin	East B St in Pomona, E to WCL Ottawa	8.9	Surface Preservation	516	SM	2000
K-68	Franklin	End PCCP, E to FR-MI Co L	7.6	Surface Preservation	5,448	SM	2001
K-68	Franklin	Br #076, Turkey Cr		Bridge Overlay	175	SM	2000
K-68	Miami	N of Paola - K-68 & old US-169	0.3	Intersection Improvement	1,515	MM	2001
K-68	Miami	Br #025 over MP RR		Bridge Overlay	151	SM	2002
K-68	Miami	Br #044, South Wea Cr		Bridge Replace	455	PB	2005-09
K-68	Osage	0.1 Mi E Jct US-75, E & N to Jct K-268	11.3	Surface Preservation	22	SM	2000
K-68	Osage	Jct K-268, E to OS-FR Co L	1.0	Surface Preservation	56	SM	2000
US-69	Bourbon	0.6Mi S of Jct K-7,N to 23rd in Ft Scott	4.5	Surface Preservation	394	SM	2002
US-69	Bourbon	Ft Scott - US-69 at 3rd St & at 6th St		Upgrade Traffic Signals	220	SM	2003
US-69	Bourbon	Br #015 over National Ave (WL)		Bridge Overlay	161	SM	2001
US-69	Bourbon	Br #016 over National Ave (EL)		Bridge Overlay	131	SM	2001
US-69	Bourbon	Ft Scott - US-69 & 12th St		New Traffic Signals	90	SM	2000
US-69	Bourbon	Br #009 over EB US-54		Bridge Repair	120	SM	2002
US-69	Bourbon	S of N Jct US-54, N to BB-LN Co L	13.0	Surface Preservation	1,541	SM	2001
US-69	Bourbon	N Jct US-54, N to BB-LN Co L	12.7	Surface Reconstruction, Add 2-Lane	38,254	MM	2004
US-69	Bourbon	Br #053, Local Rd over US-69		Bridge Repair	35	MM	2004
US-69	Bourbon	Br #054, Local Rd over US-69		Bridge Repair	40	MM	2004
US-69	Bourbon	Br #055, RS 1196 over US-69		Bridge Repair	46	MM	2004
US-69	Bourbon	Br #056, Wolverine Cr		Bridge Widen	283	MM	2004
US-69	Bourbon	Br #057, Local Rd over US-69		Bridge Repair	40	MM	2004
US-69	Bourbon	Br #058, RS 58 over US-69		Bridge Repair	58	MM	2004
US-69	Bourbon	Br #059 over BN-SF RR		Bridge Repair	277	MM	2004
US-69	Bourbon	Br #New over BN-SF RR		Bridge New	578	MM	2004
US-69	Bourbon	Br #060, Local Rd over US-69		Bridge Repair	40	MM	2004
US-69	Bourbon	Br #061 over K-31		Bridge Overlay	202	MM	2004
US-69	Bourbon	Br #New over K-31		Bridge New	462	MM	2004

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-69	Bourbon	Br #062 over RS 1741		Bridge Overlay	179	MM	2004
US-69	Bourbon	Br #New over RS 1741		Bridge New	404	MM	2004
US-69	Bourbon	Br #063, Little Osage Riv		Bridge Repair	427	MM	2004
US-69	Bourbon	Br #New, Little Osage Riv		Bridge New	1,126	MM	2004
US-69	Bourbon	Br #064, Little Osage Riv Drg		Bridge Widen	225	MM	2004
US-69	Bourbon	Br #065 over BN-SF RR		Bridge Overlay	271	MM	2004
US-69	Bourbon	Br #New over BN-SF RR		Bridge New	578	MM	2004
US-69	Bourbon	Br #066 over Local Rd		Bridge Overlay	179	MM	2004
US-69	Bourbon	Br #New over Local Rd		Bridge New	404	MM	2004
US-69	Cherokee	OK-KS St L, N to Jct US-166	2.4	Surface Preservation	18	SM	2000
US-69	Cherokee	OK-KS St L, N to Jct US-166	2.2	Surface Preservation	118	SM	2001
US-69	Cherokee	OK-KS St L, N to Jct US-166	2.2	Roadway Reconstruction	9,353	MM	2005-09
US-69	Cherokee	Jct US-166, N to SCL Columbus	9.7	Roadway Reconstruction	17,752	MM	2004
US-69	Cherokee	Br #007, Brush Cr Drg		Bridge Replace	263	MM	2004
US-69	Cherokee	Columbus- N of RR xing, N to Maple St	0.5	Roadway Reconstruction to 3-Lane	724	MM	2003
US-69	Cherokee	Jct K-7, E to Jct US-400	7.0	Surface Preservation	373	SM	2002
US-69	Crawford	CK-CR Co L, N to N Jct US-69B	7.7	Surface Preservation	388	SM	2001
US-69	Crawford	Pittsburg - US-69 & 20th St	0.3	Intersection Improvement	350	SM	2002
US-69	Crawford	0.3 Mi N of N Jct US-69 B at Pittsburg, N 0.7 Mi	0.7	Roadway Rehabilitation	195	MM	2000
US-69	Crawford	S of Mckay St, N to N Jt US-69 B(Arma)	7.1	Roadway Rehabilitation	1,550	MM	2001
US-69	Crawford	Br #004, First Cow Cr Drg		Bridge Overlay	26	MM	2001
US-69	Crawford	Br #005, First Cow Cr Drg		Bridge Overlay	28	MM	2001
US-69	Crawford	N Jct US-69/K-57 S of Arma		Intersection Improvement	2,930	MM	2002
US-69	CR,BB	In Ft Scott to N Jct US-54, Pittsburg to K-57		Upgrade Guard Fence	300	MM	2001
US-69	Dists 4 & 1	Frontier Military Scenic Byway		Logo Signs	12	MM	2003
US-69	Johnson	Br #105, WL over 143rd St		Bridge Overlay	86	SM	2002
US-69	Johnson	Br #106, EL over 143rd St		Bridge Overlay	86	SM	2002
US-69	Johnson	Br #123, WL over 119th St		Bridge Overlay	215	SM	2002
US-69	Johnson	Br #124, EL over 119th St		Bridge Overlay	215	SM	2002
US-69	Johnson	Metcalf split N to College Blvd	2.7	Surface Preservation	1,334	SM	2001
US-69	Johnson	College Blvd, N to I-35	3.5	Surface Preservation	1,132	SM	2002
US-69	Johnson	Br #132, 103 St over US-69		Bridge Overlay	754	SM	2000
US-69	Johnson	Overland Park - N of 95th, N to 75th St	2.2	Roadway Reconstruction to 6-Lane	40,910	SE	2005-09
US-69	Johnson	Bridges		Bridges New	8,802	SE	2005-09
US-69	Johnson	Br #135, 87th St over US-69		Bridge Repair	190	SM	2001
US-69	Johnson	0.2 Mi S of SM Parkway, N to I-35	1.9	Surface Preservation	407	SM	2001
US-69	Johnson	Br #119, WL-EL over Johnson Dr		Bridge Overlay	215	SM	2002
US-69	Linn	BB-LN Co L, N to N of Jct K-239	2.8	Surface Preservation	384	SM	2001
US-69	Linn	BB-LN Co L, N to 0.4 Mi N of Jct K-239	2.4	Surfacce Reconstruction, Add 2-Lane	8,139	MM	2004
US-69	Linn	Br #033, Local Rd over US-69		Bridge Repair	40	MM	2004
US-69	Linn	Br #034 over K-239		Bridge Overlay	202	MM	2004
US-69	Linn	Br #New over K-239		Bridge New	462	MM	2004
US-69	Linn	0.4Mi N of K-239,N to 1.1Mi S S J K-52	4.2	Roadway Reconstruction to 4-Lane	22,144	MM	2005-09
US-69	Linn	1.1Mi S of S J K-52,N to 0.3Mi S RS1204	6.0	Roadway Reconstruction to 4-Lane	38,391	MM	2005-09
US-69	Linn	0.3Mi S RS1204,N to 0.75Mi N RS 1203	6.4	Roadway Reconstruction to 4-Lane	44,762	MM	2005-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-69	Linn	2.5 Mi S of N Jct K-52, N to Jct K-152	8.6	Surface Preservation	413	SM	2000
US-69	Linn	Jct K-152, N to LN-MI Co L	3.1	Surface Preservation	344	SM	2002
US-69	Linn	0.75 Mi N Jct RS 1203, N to LN-MI Co L	6.4	Roadway Reconstruction to 4-Lane	30,915	MM	2004
US-69	Linn	Br #032, N Sugar Cr		Bridge Overlay	Incl	MM	2004
US-69	Linn	Br #New, N Sugar Cr		Bridge New	Incl	MM	2004
US-69	Linn	Br #009 over K-152		Bridge Overlay	Incl	MM	2004
US-69	Linn	Br #New over K-152		Bridge New	Incl	MM	2004
US-69	Miami	LN-MI Co L, N 4.7 Mi	4.7	Surface Preservation	383	SM	2002
US-69	Miami	LN-MI Co L, N 4.65 Mi	4.6	Roadway Reconstruction to 4-Lane	21,461	MM	2004
US-69	Miami	4.7 Mi N LN-Mi Co L, N to 2L/4L Div	10.9	Surface Reconstruction, Add 2-Lane	32,306	MM	2002
US-69	Miami	Br #059, Local Rd over US-69		Guard Fence	Incl	MM	2002
US-69	Miami	Br #060 over RS 0259		Bridge Overlay	196	MM	2002
US-69	Miami	Br #New over RS 0259		Bridge New	425	MM	2002
US-69	Miami	Br #061, Local Rd over US-69		Guard Fence	Incl	MM	2002
US-69	Miami	Br #081, Middle Cr		Bridge Overlay	137	MM	2002
US-69	Miami	Br #New, Middle Cr		Bridge New	356	MM	2002
US-69	Miami	Br #062, Local Rd over US-69		Guard Fence	Incl	MM	2002
US-69	Miami	Br #063 over Local Rd		Bridge Overlay	189	MM	2002
US-69	Miami	Br #New over Local Rd		Bridge New	378	MM	2002
US-69	Miami	Br #064, Local Rd over US-69		Guard Fence	Incl	MM	2002
US-69	Miami	Br #065, RS 1705 over US-69		Guard Fence	Incl	MM	2002
US-69	Miami	Br #066 over Local Rd		Bridge Overlay	182	MM	2002
US-69	Miami	Br #New over Local Rd		Bridge New	378	MM	2002
US-69	Miami	Br #067, South Wea Cr		Bridge Overlay	223	MM	2002
US-69	Miami	Br #New, South Wea Cr		Bridge New	609	MM	2002
US-69	Miami	Br #068, Local Rd over US-69		Guard Fence	Incl	MM	2002
US-69	Miami	W of Louisburg at SB US-69/K-68 ramp		New Traffic Signals	96	SM	2000
US-69	Miami	2L/4L Div, N to 5.9 Mi N K-68 (4-L)	6.5	Roadway Rehabilitation	6,726	MM	2003
US-69	Miami	Br #069, Local Rd over US-69		Guard Fence	Incl	MM	2003
US-69	Miami	Br #070, K-68 over US-69		Bridge Overlay	319	MM	2003
US-69	Miami	Br #071 over Local Rd (WL)		Bridge Overlay	155	MM	2003
US-69	Miami	Br #072 over Local Rd (EL)		Bridge Overlay	155	MM	2003
US-69	Miami	Br #073, Local Rd over US-69		Guard Fence	Incl	MM	2003
US-69	Miami	Br #074, Local Rd over US-69		Guard Fence	Incl	MM	2003
US-69	Miami	Br #075, Local Rd over US-69		Guard Fence	Incl	MM	2003
US-69	Miami	Br #076, North Wea Cr (WL)		Bridge Repair	76	MM	2003
US-69	Miami	Br #077, North Wea Cr (EL)		Bridge Repair	76	MM	2003
US-69	Miami	Br #078, RS 1016 over US-69		Bridge Repair	47	MM	2003
US-69	Miami	Br #079 over Local Rd (WL)		Bridge Overlay	159	MM	2003
US-69	Miami	Br #080 over Local Rd (EL)		Bridge Overlay	159	MM	2003
US-69	Miami	5.9 Mi N of Jct K-68, N to MI-JO Co L	2.3	Surface Preservation	16	SM	2000
US-69	Wyandotte	Br #136, 18th St over Kansas Riv (SB)		Bridge Repair	23	SM	2001
US-69	Wyandotte	Br #136, 18th St over Kansas Riv (SB)		Bridge Repair	675	SM	2001
US-69	Wyandotte	Br #142 over UP,KCS RRs, Sts		Bridge Repair	89	SM	2000
US-69	Wyandotte	Br #067, Missouri Riv (WL)		Bridge Paint	3,910	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-69 A	Cherokee	OK-KS St L, N to Jct US-400(Ex12th-9th)	3.5	Surface Preservation	284	SM	2001
US-69 B	Crawford	S Jct US-69, N to N Jct US-69	2.7	Surface Preservation	27	SM	2000
I-70	Dickinson	SA-DK Co L, E to 1.7 M E RS 189	8.2	Surface Reconstruction	25,063	MM	2005-09
I-70	Dickinson	Br #001, K-221 over I-70		Bridge Replace	998	MM	2005-09
I-70	Dickinson	Br #002, Local Rd over I-70		Guard Fence	Incl	MM	2005-09
I-70	Dickinson	Br #003, Local Rd over I-70		Bridge Repair	163	MM	2005-09
I-70	Dickinson	Br #004 over Local Rd (NL-SL)		Bridge Widen	379	MM	2005-09
I-70	Dickinson	Br #005, RS 0189 over I-70		Bridge Replace	1,081	MM	2005-09
I-70	Dickinson	Br #006, Local Rd over I-70		Guard Fence	Incl	MM	2005-09
I-70	Dickinson	Br #007 over AT&SF RR (NL)		Bridge Replace	566	MM	2005-09
I-70	Dickinson	Br #008 over AT&SF RR (SL)		Bridge Replace	566	MM	2005-09
I-70	Dickinson	Br #009, Mud Cr (NL)		Bridge Replace	731	MM	2005-09
I-70	Dickinson	Br #010, Mud Cr (SL)		Bridge Replace	731	MM	2005-09
I-70	Dickinson	0.9 Mi W of K-15,E to 2.2 Mi E of K-43	8.9	Surface Preservation	1,044	SM	2001
I-70	Dickinson	Br #021, NL over K-43		Guard Fence Repair	110	MM	2001
I-70	Dickinson	Br #026 over Local Rd 3.4 E K43(NL&SL)		Bridge Replace	564	PB	2005-09
I-70	District 3	Various Locations		Upgrade Pavement Marking	153	SM	2002
I-70	Ellis	TR-EL Co L, E to E of Jct US-183	16.0	Surface Preservation	13,987	SM	2000
I-70	Ellis	Br #004, NL over K-247		Bridge Overlay	102	SM	2000
I-70	Ellis	Br #005, SL over K-247		Bridge Overlay	96	SM	2000
I-70	Ellis	Br #010, NL over Local Rd		Bridge Overlay	74	SM	2000
I-70	Ellis	Br #011, SL over Local Rd		Bridge Overlay	74	SM	2000
I-70	Ellis	Br #014, SL over RS 583		Bridge Overlay	70	SM	2000
I-70	Ellis	Br #013, NL over RS 583		Bridge Overlay	73	SM	2000
I-70	Ellis	Br #015, Big Cr Drg (NL)		Bridge Overlay	68	SM	2000
I-70	Ellis	Br #016, Big Cr Drg (SL)		Bridge Overlay	68	SM	2000
I-70	Ellis	Br #021, NL over US-183		Bridge Overlay	113	SM	2000
I-70	Ellis	Br #022, SL over US-183		Bridge Overlay	109	SM	2000
I-70	Ellis	E of Jct US-183, E to EL-RS Co L	15.6	Surface Preservation	15,515	SM	2001
I-70	Ellis	Br #024, RS 1877 over I-70		Bridge Overlay	73	SM	2001
I-70	Ellis	Br #027, SL over Local Rd		Bridge Overlay	94	SM	2001
I-70	Ellis	Br #026, NL over Local Rd		Bridge Overlay	94	SM	2001
I-70	Ellis	Br #029, N Fork Big Cr (SL)		Bridge Overlay	137	SM	2001
I-70	Ellis	Br #028, N Fork Big Cr (NL)		Bridge Overlay	137	SM	2001
I-70	Ellis	Br #032, K-255 over I-70		Bridge Overlay	65	SM	2001
I-70	Ellis	Br #036, NL over Local Rd		Bridge Overlay	91	SM	2001
I-70	Ellis	Br #037, SL over Local Rd		Bridge Overlay	91	SM	2001
I-70	Ellis	Br #039, SL over old US-40,RR		Bridge Overlay	209	SM	2001
I-70	Ellis	Br #038, NL over old US-40,RR		Bridge Overlay	209	SM	2001
I-70	Ellis	Br #041, SL over RS 0449		Bridge Overlay	103	SM	2001
I-70	Ellis	Br #040, NL over RS 0449		Bridge Overlay	114	SM	2001
I-70	Ellis	Br #043, Walker Cr (SL)		Bridge Overlay	97	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-70	Ellis	Br #042, Walker Cr (NL)		Bridge Overlay	113	SM	2001
I-70	Ellsworth	Exits206(K-232),219(WJ K-14),225(K-156)	0.0	Install Lighting	400	SM	2003
I-70	Geary	Junction City - East St Interchange		Interchange Reconstruction	6,035	SE	2005-09
I-70	Riley	GE-RL Co L, E to RL-WB Co L	6.0	Surface Rehabilitation	496	MM	2000
I-70	Riley	Br #001, Deep Cr, RS 1315 (NL)		Bridge Steel	276	MM	2000
I-70	Riley	Br #002, Deep Cr, RS 1315 (SL)		Bridge Steel	275	MM	2000
I-70	Riley	GE-RL Co L, E to RL-WB Co L	6.0	Surface Reconstruction	16,518	MM	2000
I-70	Riley	Br #001, Deep Cr, RS 1315 (NL)		Bridge Replace	389	MM	2000
I-70	Riley	Br #002, Deep Cr, RS 1315 (SL)		Bridge Replace	388	MM	2000
I-70	Riley	Br #004, E Branch Deep Cr (SL)		Bridge Replace	387	MM	2000
I-70	Riley	Br #003, E Branch Deep Cr (NL)		Bridge Overlay	194	MM	2000
I-70	Riley	Br #005 over Private Rd (NL-SL)		Bridge Widen	78	MM	2000
I-70	Russell	EL-RS Co L, E to Jct US-281	10.0	Surface Preservation	9,931	SM	2003
I-70	Russell	Br #001, Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #002, K-257 over I-70		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #003, Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #004, Local Rd over I-70		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #005, Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #006, Local Rd over I-70		Bridge Removal	112	SM	2003
I-70	Russell	Br #007, RS 0048 over I-70		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #008, Fossil Cr (NL-SL)		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #009, Local Rd over I-70		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #010, NL over US-281		Bridge Repair	Incl	SM	2003
I-70	Russell	Br #011, SL over US-281		Bridge Repair	Incl	SM	2003
I-70	Russell	0.8 Mi W of US-40 B, E to RS-EW Co L	16.8	Surface Preservation	16,328	SM	2000
I-70	Russell	Br #015, NL over US-40 Bus		Bridge Repair	165	SM	2000
I-70	Russell	Br #016, SL over US-40 Bus		Bridge Repair	165	SM	2000
I-70	Russell	Br #018, SL over Local Rd		Bridge Repair	130	SM	2000
I-70	Russell	Br #017, NL over Local Rd		Bridge Repair	130	SM	2000
I-70	Russell	Br #020, NL over RS 0047		Bridge Repair	165	SM	2000
I-70	Russell	Br #021, SL over RS 0047		Bridge Repair	165	SM	2000
I-70	Russell	Br #023, SL over Local Rd		Bridge Repair	130	SM	2000
I-70	Russell	Br #022, NL over Local Rd		Bridge Repair	130	SM	2000
I-70	Russell	Br #024, NL over UP RR		Bridge Repair	222	SM	2000
I-70	Russell	Br #025, SL over UP RR		Bridge Repair	222	SM	2000
I-70	Russell	Br #026, NL over Local Rd		Bridge Repair	154	SM	2000
I-70	Russell	Br #027, SL over Local Rd		Bridge Repair	154	SM	2000
I-70	Russell	Br #029, Smoky Hill Riv Drg (NS-SL)		Bridge Repair	20	SM	2000
I-70	Russell	Br #030, NL over K-231		Bridge Repair	145	SM	2000
I-70	Russell	Br #031, SL over K-231		Bridge Repair	159	SM	2000
I-70	Saline	Br #041, Local Rd over I-70		Bridge Overlay	82	SM	2000
I-70	Saline	Br #050, Local Rd over I-70		Bridge Overlay	92	SM	2000
I-70	Saline	Br #055, Local Rd over I-70		Bridge Overlay	148	SM	2000
I-70	Saline	8.0 Mi E of LC-SA Co L, E 6.7 Mi	6.7	Surface Preservation	204	SM	2002
I-70	Saline	0.4 W I-135/US-81, E to 0.3 W RS 1050	9.4	Surface Reconstruction	34,653	MM	2003

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-70	Saline	Br #057, Mulberry Cr Drg (NL-SL)		Bridge Widen	49	MM	2003
I-70	Saline	Br #058 over Aband UP RR (NL)		Bridge Replace	265	MM	2003
I-70	Saline	Br #059 over Aband UP RR (SL)		Bridge Replace	266	MM	2003
I-70	Saline	Br #060 over K-143 (NL)		Bridge Overlay	287	MM	2003
I-70	Saline	Br #061 over K-143 (SL)		Bridge Overlay	287	MM	2003
I-70	Saline	Br #062, Mulberry Cr (NL)		Bridge Redeck	339	MM	2003
I-70	Saline	Br #064, Ohio St over I-70		Bridge Replace	1,608	MM	2003
I-70	Saline	Br #066, Saline Riv (SL)		Bridge Widen	1,313	MM	2003
I-70	Saline	Br #065, Saline Riv (NL)		Bridge Widen	1,313	MM	2003
I-70	Saline	Br #068, Saline Riv Drg, Lcl Rd (SL)		Bridge Widen	449	MM	2003
I-70	Saline	Br #067, Saline Riv Drg, Lcl Rd (NL)		Bridge Widen	449	MM	2003
I-70	Saline	Br #069 over Local Rd (NL-SL)		Bridge Repair	53	MM	2003
I-70	Saline	Br #070, Local Rd over I-70		Guard Fence	Incl	MM	2003
I-70	Saline	0.3 Mi W RS 1050, E to SA-DK Co L	6.2	Surface Reconstruction	18,831	MM	2005-09
I-70	Saline	Br #071, RS 1050 over I-70		Guard Fence	Incl	MM	2005-09
I-70	Saline	Br #072, Local Rd over I-70 (NL-SL)		Guard Fence	Incl	MM	2005-09
I-70	Saline	Br #074, Solomon Riv Drg (NL-SL)		Guard Fence	Incl	MM	2005-09
I-70	Saline	Br #075, Local Rd over I-70		Guard Fence	Incl	MM	2005-09
I-70	Saline	Br #080, RS 1637 over I-70		Guard Fence	Incl	MM	2005-09
I-70	Shawnee	0.5Mi W WB-SN CoL,Eto 0.3Mi W Valencia Rd	4.2	Surface Rehabilitation	818	MM	2002
I-70	Shawnee	Br #002 over RS 315 (SL)		Bridge Steel	206	MM	2002
I-70	Shawnee	Br #001 over RS 315 (NL)		Bridge Steel	206	MM	2002
I-70	Shawnee	0.5Mi W WB-SN CoL,Eto 0.3Mi W Valencia Rd	4.2	Surface Reconstruction	20,154	MM	2002
I-70	Shawnee	Br #002 over RS 315 (SL)		Bridge Replace	464	MM	2002
I-70	Shawnee	Br #001 over RS 315 (NL)		Bridge Replace	464	MM	2002
I-70	Shawnee	Br #004 over West Union Rd (SL)		Bridge Widen	486	MM	2002
I-70	Shawnee	Br #003 over West Union Rd (NL)		Bridge Widen	630	MM	2002
I-70	Shawnee	Br #005, Vassar Cr (NL-SL)		Guard Fence	Incl	MM	2002
I-70	Shawnee	Br #New over Local Rd (NL)		Bridge New	369	MM	2002
I-70	Shawnee	Br #New over Local Rd (SL)		Bridge New	369	MM	2002
I-70	Shawnee	Jct I-470, E to Polk-Quincy Via	6.3	Surface Preservation	474	SM	2001
I-70	Shawnee	Br #030, 8th St over I-70		Bridge Repair	20	SM	2001
I-70	Sherman	CO-KS St L, E to W of Jct K-27	17.2	Surface Preservation	38	SM	2000
I-70	Sherman	Br #004, Middle Fork Beaver Cr (NL)		Bridge Overlay	290	SM	2002
I-70	Sherman	Br #005, Middle Fork Beaver Cr (SL)		Bridge Overlay	290	SM	2002
I-70	Sherman	Br #008, S Fork Beaver Cr Drg (NL)		Bridge Overlay	312	SM	2002
I-70	Sherman	Br #009, S Fork Beaver Cr Drg (SL)		Bridge Overlay	242	SM	2002
I-70	Sherman	Br #011, S Fork Beaver Cr Drg (NL)		Bridge Overlay	151	SM	2002
I-70	Sherman	Br #017, S Fork Beaver Cr (SL)		Bridge Overlay	183	SM	2002
I-70	Sherman	Br #016, S Fork Beaver Cr (NL)		Bridge Overlay	183	SM	2002
I-70	Sherman	Safety Rest Area W of Goodland		Surface Preservation	140	SM	2001
I-70	Thomas	SH-TH Co L, E to 0.3 Mi W of US-24	10.3	Surface Preservation	845	SM	2002
I-70	Thomas	0.3 Mi W of US-24 to 0.3 Mi E of K-25	8.7	Surface Preservation	7,500	SM	2002
I-70	Thomas	Br #010, NL over US-24		Bridge Repair	Incl	SM	2002
I-70	Thomas	Br #011, SL over US-24		Bridge Repair	Incl	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-70	Thomas	Br #012, Prairie Dog Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2002
I-70	Thomas	Br #013, Prairie Dog Cr (NL-SL)		Bridge Repair	Incl	SM	2002
I-70	Thomas	Br #015, Local Rd over I-70		Bridge Repair	Incl	SM	2002
I-70	Thomas	Br #016, Prairie Dog Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2002
I-70	Thomas	Br #017, NL over K-25		Bridge Repair	Incl	SM	2002
I-70	Thomas	Br #018, SL over K-25		Bridge Repair	Incl	SM	2002
I-70	Thomas	Br #022, WB, Union Pacific RR		Bridge Overlay	216	SM	2000
I-70	Thomas	Br #023, EB, Union Pacific RR		Bridge Overlay	191	SM	2000
I-70	Thomas	Locations on I-70		Upgrade Guard Fence	497	MM	2000
I-70	Trego	E of W Jct US-283, E to TR-EL Co L	16.6	Surface Preservation	13,500	SM	2002
I-70	Trego	Br #011, SL over US-40 Bus		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #010, NL over US-40 Bus		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #013, SL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #012, NL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #014, Local Rd over I-70		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #015, NL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #016, SL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #018, SL over K-147		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #017, NL over K-147		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #019, NL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #020, SL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #021, NL over old US-40		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #022, SL over old US-40		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #023, NL over UP RR		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #024, SL over UP RR		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #025, NL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #026, SL over Local Rd		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #027, Spring Cr (NL)		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #028, Spring Cr (SL)		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #029, NL over RS 1854		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #030, SL over RS 1854		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #031, Spring Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #032, Local Rd over I-70		Bridge Repair	Incl	SM	2002
I-70	Trego	Br #033, Spring Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2002
I-70	TR,EL	Exits 135(K-147), 161 & 163	0.0	Install Lighting	430	SM	2002
I-70	Wabaunsee	RL-WB Co L, E to 0.4 Mi W Jct K-99	5.1	Surface Reconstruction	16,461	MM	2001
I-70	Wabaunsee	Br #001, Hendricks Cr (NL)		Bridge Widen	152	MM	2001
I-70	Wabaunsee	Br #002, Hendricks Cr (SL)		Bridge Overlay	89	MM	2001
I-70	Wabaunsee	Br #003, RS 0680 over I-70		Bridge Overlay	228	MM	2001
I-70	Wabaunsee	0.3 Mi W K-138, E to 0.3 Mi E Jct K-30	8.7	Surface Rehabilitation	503	MM	2000
I-70	Wabaunsee	0.3 Mi W K-138, E to 0.3 Mi E Jct K-30	8.7	Surface Reconstruction	34,259	MM	2000
I-70	Wabaunsee	Br #016 over K-138 (NL)		Bridge Replace	498	MM	2000
I-70	Wabaunsee	Br #017 over K-138 (SL)		Bridge Replace	498	MM	2000
I-70	Wabaunsee	Br #019 over SSW RR (SL)		Bridge Repair	4	MM	2000
I-70	Wabaunsee	Br #018 over SSW RR (NL)		Bridge Repair	334	MM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-70	Wabaunsee	Br #021, Mill Cr (SL)		Bridge Repair	4	MM	2000
I-70	Wabaunsee	Br #020, Mill Cr (NL)		Bridge Overlay	454	MM	2000
I-70	Wabaunsee	Br #094 over Local Rd		Bridge New	342	MM	2000
I-70	Wabaunsee	Br #095 over Local Rd		Bridge New	342	MM	2000
I-70	Wabaunsee	Br #022, Mill Cr Drg (NL&SL)		Bridge Slope Repair	7	MM	2000
I-70	Wabaunsee	Br #023, RS 650 over I-70		Bridge Redeck	292	MM	2000
I-70	Wabaunsee	Br #025, Snokomo Cr (SL)		Bridge Replace	612	MM	2000
I-70	Wabaunsee	Br #024, Snokomo Cr (NL)		Bridge Replace	612	MM	2000
I-70	Wabaunsee	Br #028, Mill Cr Drg (SL)		Bridge Repair	8	MM	2000
I-70	Wabaunsee	Br #027, Mill Cr Drg (NL)		Bridge Overlay	137	MM	2000
I-70	Wabaunsee	Br #New, Mill Cr Drg		Bridge New	107	MM	2000
I-70	Wabaunsee	Br #030 over RS 1440 (Vera Rd)(SL)		Bridge Replace	414	MM	2000
I-70	Wabaunsee	Br #New over RS 1440 (Vera Rd)(NL)		Bridge New	414	MM	2000
I-70	Wabaunsee	Br #051, K-30 over I-70		Bridge Replace	635	MM	2000
I-70	Wabaunsee	0.4Mi E Jct K-30,E to 0.5Mi W WB-SN CoL	4.1	Surface Rehabilitation	798	MM	2002
I-70	Wabaunsee	0.4Mi E Jct K-30,E to 0.5Mi W WB-SN CoL	4.1	Surface Reconstruction	18,186	MM	2002
I-70	Wabaunsee	Br #031, Dry Cr (NL)		Bridge Replace	636	MM	2002
I-70	Wabaunsee	Br #032, Dry Cr (SL)		Bridge Replace	636	MM	2002
I-70	Wabaunsee	Br #033 over RS 1071 (NL)		Bridge Replace	542	MM	2002
I-70	Wabaunsee	Br #034 over RS 1071 (SL)		Bridge Replace	542	MM	2002
I-70	Wabaunsee	Br #New over Local Rd (NL)		Bridge New	346	MM	2002
I-70	Wabaunsee	Br #New over Local Rd (SL)		Bridge New	346	MM	2002
I-70	Wabaunsee	Br #035, Post Cr (NL-SL)		Guard Fence	Incl	MM	2002
I-70	Wyandotte	78th E to E of Central (excl I-635)	7.2	Surface Preservation	1,138	SM	2001
I-70	Wyandotte	W of I-635, E to E of I-635	1.3	Surface Reconstruction	6,321	MM	2003
I-70	Wyandotte	Br #029 over UP RR & 3 Sts		Bridge Repair	24	SM	2000
I-70	Wyandotte	Br #029-031,173-178, Intercity Via		Bridge Paint	5,008	SM	2001
US-73	Atchison	LV-AT Co L, N 4.1 Mi	4.1	Roadway Reconstruction	4,848	MM	2001
US-73	Atchison	4.0 Mi N of AT-LV CoL,N to SCL Atchison	5.3	Surface Preservation	697	SM	2002
US-73	Atchison	Br #014, Walnut Cr Drg		Bridge Overlay	127	SM	2001
US-73	Atchison	Br #015, Walnut Cr		Bridge Overlay	107	SM	2001
US-73	Atchison	Atchison, SCL, N to 10th	1.8	Surface Preservation	384	SM	2001
US-73	Atchison	Atchison-Green St, N to Spring St	0.8	Roadway Rehabilitation	176	MM	2001
US-73	Atchison	0.8 Mi NM Jct K-9, NW to AT-BR Co L	7.0	Surface Preservation	13	SM	2000
US-73	Brown	AT-BR Co L, NW & W to ECL Horton	8.5	Surface Preservation	14	SM	2000
US-73	Brown	Horton - ECL, W & N to NCL	1.1	Surface Preservation	224	SM	2003
US-73	Brown	NCL Horton, N to SCL Hiawatha	11.6	Surface Preservation	21	SM	2000
US-73	Brown	Hiawatha-SCL to Iowa & Utah to Cheyenne	1.0	Surface Preservation	191	SM	2001
US-73	Brown	Hiawatha - US-73 & Iowa		New Traffic Signals	80	SM	2002
US-73	Brown	NCL Hiawatha, N & NW to KS-NB Co L	11.6	Surface Preservation	15	SM	2001
US-73	Leavenworth	WY-LV Co L,N to 0.1 Mi N of Eisenhower	4.5	Surface Preservation	1,118	SM	2001
US-73	Leavenworth	Lansing - S of Gilman, N to Connie	2.5	Roadway Reconstruction to 5-Lane	6,134	SE	2004
US-73	Leavenworth	Br #011, Seven Mile Cr		Bridge Replace	831	SE	2004
US-73	Leavenworth	Lansing-Intersec US-73 & Fairlane	0.2	Intersection Improvement	885	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-73	Leavenworth	Lansing - Connie St, N to Eisenhower St	0.2	Intersection Improvement	940	MM	2002
US-73	Leavenworth	Leavenworth - Linn St to Spruce St	0.4	Surface Preservation	145	SM	2003
US-73	Leavenworth	Br #013, Threemile Cr		Bridge Replace	633	PB	2004
US-73	Leavenworth	Leavenworth- Intersec US-73 & 18th St	0.7	Intersection Improvement	927	MM	2003
US-73	Leavenworth	Leavenworth-Spruce to Cherokee,Shawnee to Pawnee	1.0	Surface Preservation	223	SM	2001
US-73	Leavenworth	1.4 NW Jct K-192, NW to LV-AT Co L	2.4	Roadway Reconstruction	3,607	MM	2001
US-73	Wyandotte	Jct US-24, N to WY-LV Co L	6.1	Surface Preservation	1,721	SM	2001
US-73	Wyandotte	Kansas City - US-73 & Polfer Rd		Intersection Improvement	300	SM	2003
US-75	Brown	JA-BR Co L, N to E Jct US-36	13.0	Surface Preservation	304	SM	2002
US-75	Brown	E Jct US-36, N to 1 Mi N Sabetha	7.5	Roadway Reconstruction	25,796	MM	2003
US-75	Brown	Br #New, US-36 Intchg		Bridge New	839	MM	2003
US-75	Brown	Br #New, Spring Cr		Bridge New	647	MM	2003
US-75	Brown	Br #New, Oregon St Intchg		Bridge New	1,321	MM	2003
US-75	Brown	Br #New, over RR		Bridge New	1,744	MM	2003
US-75	Brown	W Jct US-36, N to Jct K-246	4.3	Surface Preservation	65	SM	2002
US-75	Brown	Jct K-246, N to BR-NM Co L	5.8	Surface Preservation	20	SM	2001
US-75	BR & NM	NCL Sabetha, N to KS-NE Co L		Upgrade Guard Fence	922	MM	2004
US-75	Coffey	NCL Burlington, N to S of I-35	16.9	Surface Preservation	58	SM	2000
US-75	Coffey	Br #021, Neosho Riv	1.0	Bridge Replace	6,643	PB	2005-09
US-75	Coffey	RS 1133, N to 0.99 Mi N old US-50	5.0	Roadway Rehabilitation	2,754	MM	2005-09
US-75	Jackson	Co Rd 150 1 Mi S of Mayetta	1.0	New Interchange	6,488	SE	2005-09
US-75	Jackson	N of Holton - US-75 & Columbine Dr		Intersection Improvement	300	SM	2002
US-75	Jackson	Jct K-9, N to JA-BR Co L	2.7	Surface Preservation	63	SM	2002
US-75	Montgomery	OK-KS St L, N to Jct RS 471		Upgrade Guard Fence	428	MM	2002
US-75	Montgomery	Caney - 5th St, N to 1st St	0.3	Intersection Improvement	476	MM	2004
US-75	Montgomery	S KS & OK RR Xing SW of Independence		Upgrade RR Crossing Surface	72	MM	2001
US-75	Montgomery	W Jct US-160, E to WCL Independence	1.1	Surface Preservation	88	SM	2001
US-75	Montgomery	Independence-27th St to 21st St	0.5	Surface Preservation	197	SM	2002
US-75	Montgomery	Independence- 19th St to 10th St	0.5	Surface Preservation	221	SM	2002
US-75	Montgomery	Indpndnce-10th& Main,to 10th & Laurel	0.2	Roadway Reconstruction to 4-Lane	618	MM	2001
US-75	Montgomery	Independence - 9th St to 8th St	0.1	Roadway Reconstruction	316	MM	2002
US-75	Montgomery	Independence - Oak St to Morningside Dr	1.0	Surface Preservation	223	SM	2001
US-75	Nemaha	BR-NM Co L, NW to KS-NB St L	1.1	Surface Preservation	5	SM	2001
US-75	Nemaha	Br #009, Rock Cr		Bridge Overlay	105	SM	2001
US-75	Osage	N Jct K-31/K-268, N to 2L/4L	9.5	Surface Preservation	1,002	SM	2001
US-75	Osage	2L/4L, N to OS-SN Co L	6.5	Surface Preservation	1,606	SM	2001
US-75	Osage	Br #041 over US-56 (WL)		Bridge Paint	80	SM	2001
US-75	Osage	Br #042 over US-56 (EL)		Bridge Paint	79	SM	2001
US-75	Osage	Br #045, EL over Local Rd		Bridge Overlay	121	SM	2002
US-75	Osage	Br #046 Local Rd over US-75		Bridge Overlay	231	SM	2002
US-75	Osage	Br #049 over Local Rd (EL)		Bridge Overlay	114	SM	2001
US-75	Osage	Br #051 over Local Rd (EL)		Bridge Overlay	119	SM	2001
US-75	Shawnee	OS-SN Co L, N 2.5 Mi	2.5	Surface Preservation	577	SM	2001
US-75	Shawnee	Br #110, EL over Local Rd		Bridge Overlay	126	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-75	Shawnee	Br #109, WL over Local Rd		Bridge Overlay	134	SM	2000
US-75	Shawnee	Br #112, Wakarusa Riv (EL)		Bridge Repair	22	SM	2000
US-75	Shawnee	Br #111, Wakarusa Riv (WL)		Bridge Repair	22	SM	2000
US-75	Shawnee	Br #113, WL over RS 207		Bridge Overlay	149	SM	2000
US-75	Shawnee	Br #112, Wakarusa Riv (EL)		Bridge Paint	152	SM	2001
US-75	Shawnee	Br #111, Wakarusa Riv (WL)		Bridge Paint	153	SM	2001
US-75	Shawnee	4-L/2-L, N to N of KTA	5.7	Grading Surface Add 2-Lane	10,384	MM	2001
US-75	Shawnee	Br #269 over BN-SF RR		Bridge New	402	MM	2001
US-75	Shawnee	Br #270 over 77th St		Bridge New	410	MM	2001
US-75	Shawnee	Br #271 over 57th St		Bridge New	376	MM	2001
US-75	Shawnee	Br #272 over KTA		Bridge New	865	MM	2001
US-75	Shawnee	E Jct I-70, N to 0.2 Mi N Kansas Riv Br	0.5	Surface Reconstruction	2,444	PB	2000
US-75	Shawnee	Br #162, SB to EB Rmp over I-70		Bridge Handrail	160	PB	2000
US-75	Shawnee	Br #101, Kansas Riv, SSW RR (EL)		Bridge Replace	9,096	PB	2000
US-75	Shawnee	Br #154, Kansas Riv, SSW RR (WL)		Bridge Paint	1695	PB	2002
US-75	Shawnee	0.2 Mi N Ks Riv Br,N to 0.7 Mi NE US-24	1.7	Surface Reconstruction	9,528	MM	2002
US-75	Shawnee	Br #155 over Lower Silver Lake Rd (WL)		Bridge Overlay	166	MM	2002
US-75	Shawnee	Br #163 over Lower Silver Lake Rd (EL)		Bridge Overlay	167	MM	2002
US-75	Shawnee	Br #103 over UP RR (EL)		Bridge Replace	933	MM	2002
US-75	Shawnee	Br #156 over UP RR (WL)		Bridge Overlay	250	MM	2002
US-75	Shawnee	Br #157 over US-24 (WL)		Bridge Overlay	660	MM	2002
US-75	Shawnee	Br #158 over US-24 (EL)		Bridge Overlay	641	MM	2002
US-75	Shawnee	Br #159 over 25th St (WL)		Bridge Overlay	356	MM	2002
US-75	Shawnee	Br #160 over 25th St (EL)		Bridge Overlay	350	MM	2002
US-75	Shawnee	0.2 Mi S US-24, N & at 46th St	1.3	Surface Preservation	167	SM	2001
US-75	Shawnee	NW 35th St, N of Topeka		New Interchange	5,102	MM	2000
US-75	Shawnee	NW 46th St, N of Topeka		New Interchange	10,288	MM	2002
US-75	Wilson	E of Jct K-96, E to WCL Neodesha	0.9	Roadway Reconstruction	1,989	MM	2001
US-75	Wilson	Br #002, Fall Rv Drg		Bridge Replace	863	MM	2001
US-75	Wilson	Br #003, Fall Riv		Bridge Replace	833	MM	2001
US-75	Wilson	Br #007, Chetopa Cr		Bridge Overlay	178	SM	2001
US-75	Wilson	Jct K-47, N to 7.0 Mi N of Jct K-47	7.0	Surface Preservation	536	SM	2002
US-75	Wilson	0.9 Mi N RS 494, N to S of WL-WO Co L	10.9	Roadway Rehabilitation	9,226	MM	2002
US-75	Wilson	Br #035, Elder Branch Buffalo Cr		Bridge Handrail	11	MM	2002
US-75	Wilson	Br #036, Elder Branch Buffalo Cr Drg		Bridge Handrail	6	MM	2002
US-75	Wilson	Br #037, Elder Branch Buffalo Cr Drg		Bridge Handrail	11	MM	2002
US-75	Wilson	Br #012, Wilson Co Lake Spillway		Bridge Replace	903	MM	2002
US-75	Wilson	Br #013, East Buffalo Cr		Bridge Replace	421	MM	2002
US-75	WL & AL	ECL Neodesha, N & N of N Jct K-57, N		Upgrade Guard Fence	323	MM	2003
US-75	Woodson	WL-WO Co L, N to SCL Yates Center	10.7	Surface Preservation	1,235	SM	2002
US-75	Woodson	Br #024, MoPac RR		Bridge Approach Repair	9	SM	2000
US-77	Butler	CL-BU Co L, N to SCL Augusta	13.9	Roadway Reconstruction	18,814	MM	2003
US-77	Butler	Br #030, Little Walnut Riv		Bridge Redeck	1,121	MM	2003
US-77	Butler	Br #New		Bridge New	131	MM	2003

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-77	Butler	Br #New		Bridge New	110	MM	2003
US-77	Butler	Br #New		Bridge New	208	MM	2003
US-77	Butler	Augusta- SCL, N to US-54	0.5	Surface Preservation	273	SM	2002
US-77	Butler	El Dorado-4th Ave, N to 12th Ave	0.8	Surface Preservation	108	SM	2000
US-77	Butler	NCL El Dorado, N to RS 862	9.6	Roadway Reconstruction	16,026	MM	2003
US-77	Butler	Br #034 over KTA		Bridge Replace	1,005	MM	2003
US-77	Butler	Br #035, W Branch Walnut Riv Drg		Bridge Replace	253	MM	2003
US-77	Butler	Br #036, W Branch Walnut Riv Drg		Bridge Replace	382	MM	2003
US-77	Butler	RS 862, N to BU-MN Co L	7.3	Roadway Reconstruction	11,099	MM	2003
US-77	Cowley	Arkansas City - SE Bypass	2.2	Construct New 4-Lane Roadway	5,736	SE	2003
US-77	Cowley	Arkansas City - SE Bypass (Bridges)		Bridges New	7,681	SE	2003
US-77	Cowley	Arkansas City - SE Bypass (Turnback)		Surface Rehabilitation	2,153	SE	2003
US-77	Cowley	NUAB Ark City,N to Wlnt Rv in Wnfld(4L)	8.9	Roadway Rehabilitation	5,699	MM	2003
US-77	Cowley	Br #004, Posey Cr Drg (WL-EL)		Bridge Repair	63	MM	2003
US-77	Cowley	Br #005, Posey Cr (WL-EL)		Guard Fence	Incl	MM	2003
US-77	Cowley	Br #007, AT&SF RR (WL)		Bridge Handrail	56	MM	2003
US-77	Cowley	Br #008, AT&SF RR (EL)		Bridge Overlay	298	MM	2003
US-77	Cowley	Winfield-SCL, N to Walnut Riv Br	0.7	Surface Preservation	202	SM	2000
US-77	Cowley	Winfield - Walnut Riv Br to N of 19th & on US-160	1.2	Surface Preservation	349	SM	2003
US-77	Cowley	Winfield- 14th St to RR & on US-160	1.2	Surface Preservation	303	SM	2002
US-77	Cowley	Winfield - US-77 & 14th St		New Traffic Signals	65	SM	2000
US-77	Cowley	NCL Winfield, N to CL-BU Co L	15.7	Surface Preservation	2,488	SM	2001
US-77	Dickinson	0.4 Mi N N Jct US-56	0.1	Slide Repair	97	SM	2001
US-77	Geary	MR-GE Co L, N to GE-RL Co L	25.6	Surface Preservation	48	SM	2000
US-77	Geary	Br #040, Smoky Hill Riv		Bridge Repair	53	SM	2001
US-77	Geary	Br #041 over UP RR		Bridge Replace	2,629	PB	2005-09
US-77	Geary	Junction City - N of I-70, N 0.4 Mi	0.3	Intersection Improvement	515	MM	2002
US-77	Marion	BU-MN Co L, N 4.0 Mi	4.0	Surface Preservation	146	SM	2000
US-77	Marion	BU-MN Co L, N to 1.0 Mi N N Jct RS 875	4.4	Roadway Reconstruction	5,885	MM	2004
US-77	Marion	1 Mi N N Jct RS 875, N to SCL Florence	6.7	Roadway Reconstruction	9,797	MM	2001
US-77	Marion	Br #025, Spring Cr (Sideroad)		Bridge Replace	209	MM	2001
US-77	Marion	Br #026, AT&SF RR, Dolye Cr		Bridge Replace	1,269	MM	2001
US-77	Marion	Jct US-50, N to Jct K-150/US-56	8.8	Surface Preservation	251	SM	2000
US-77	Marion	Jct US-50, N to Jct US-56/K-150	8.8	Roadway Reconstruction	16,376	MM	2005-09
US-77	Marion	Culv #533 (was Br New)		Culvert Replace	Incl	MM	2005-09
US-77	Marion	Culv #535 (was Br New)		Culvert Replace	Incl	MM	2005-09
US-77	Marion	Br #027, Cottonwood Riv		Bridge Replace	1,766	MM	2005-09
US-77	Marion	Br #028, Cottonwood Riv Drg		Bridge Replace	168	MM	2005-09
US-77	Marion	Br #029, Marion Co Lake Drg		Bridge Replace	160	MM	2005-09
US-77	Marshall	RL-MS Co L, N to W Jct K-9	8.5	Surface Preservation	131	SM	2002
US-77	Marshall	W Jct K-9, E & N to SCL Marysville	16.6	Surface Preservation	1,481	SM	2000
US-77	Marshall	Br #013, Big Blue Riv		Bridge Repair	93	SM	2000
US-77	Marshall	Br #015, Spring Cr		Bridge Replace	1,758	MM	2003
US-77	Marshall	Br #New over UP RR Realign		Bridge New	5,216	MM	2003
US-77	Marshall	Br #017, Horseshoe Cr		Bridge Replace	1,019	PB	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-77	Morris	Jct K-209, N to MR-GE Co L	6.8	Surface Preservation	2	SM	2000
US-77	Riley	GE-RL Co L, N to W Jct US-24	11.4	Surface Preservation	227	SM	2001
US-77	Riley	Culv #519 at RP 173.7		Culvert Repair	123	SM	2001
US-77	Riley	E Jct US-24, N to 1.0 Mi S K-16	8.6	Surface Preservation	588	SM	2002
US-77	Riley	1.0 Mi S K-16, N to RL-MS Co L	10.1	Surface Preservation	153	SM	2002
US-77	Riley	Br #015, Fancy Cr		Bridge Replace	3,323	PB	2005-09
US-77 B	Cowley	Arkansas City-S Jct to N Jct US-77	3.7	Flood Repair	9	SM	2001
US-77 B	Cowley	Arkansas City-Intrsc of US-77B & US-166	0.1	Surface Preservation	105	SM	2002
US-77 B	Cowley	Arkansas City - Kansas Ave, N to NCL	1.5	Surface Preservation	291	SM	2001
K-80	Clay	Br #024, Huntress Cr		Bridge Replace	765	PB	2004
US-81	Cloud	Concordia- Intersec at prop. College Dr	0.3	Intersection Improvement	280	MM	2002
US-81	Cloud	S of Concordia		Install Lighting	79	SM	2000
US-81	Cloud	RS 145, N to CD-RP Co L	3.0	Grading - Add 2-Lanes	1,184	MM	2000
US-81	Cloud	Br #065		Bridge New	70	MM	2000
US-81	Cloud	RS 145, N to CD-RP Co L		Surfacing-Add 2-Lanes,Rehabilitate 2-Lanes	4,786	MM	2001
US-81	Cloud	Br #New		Bridge New	99	MM	2001
US-81	Ottawa	SA-OT Co L, N to 1.3 Mi S Jct K-106	10.2	Surface Preservation	1,098	SM	2000
US-81	Ottawa	SA-OT Co L, N to Jct K-106		Upgrade Guard Fence	237	MM	2001
US-81	Ottawa	Br #001, WL Over Local Rd		Bridge Overlay	173	SM	2000
US-81	Ottawa	Br #002, EL Over Local Rd		Bridge Overlay	147	SM	2000
US-81	Ottawa	Br #035, Solomon Riv (WL)		Bridge Redeck	1,396	PB	2000
US-81	Ottawa	Br #036, Solomon Riv (EL)		Bridge Redeck	1,410	PB	2000
US-81	Republic	CD-RP Co L, N to Belleville Insp Sta	9.4	Grading - Add 2-Lanes	4,726	MM	2000
US-81	Republic	Br #058, West Cr Drg		Bridge New	330	MM	2000
US-81	Republic	Br #060, West Salt Cr		Bridge New	587	MM	2000
US-81	Republic	CD-RP Co L, N to Belleville Insp Sta		Surfacing-Add 2-Lns, Rehabilitate 2-Lanes	18,503	MM	2001
US-81	Republic	Br #057, West Cr Drg		Bridge Replace	240	MM	2001
US-81	Republic	Br #059, West Salt Cr		Bridge Replace	450	MM	2001
US-81	Republic	US-36 Intchg at Belleville, N to 18th St		Install Lighting	93	SM	2001
US-81	Republic	3 Mi N J US-36,N to 0.5 Mi S KS-NE St L	9.9	Surface Preservation	494	SM	2000
US-81	Republic	3.2 NE US-36, N to 0.5 S KS-NB St L	9.9	Grading - Add 2-Lanes	4,513	MM	2000
US-81	Republic	Br #056, Rose Cr		Bridge New	503	MM	2000
US-81	Republic	Br #025, Rose Cr Drg		Bridge Widen	163	MM	2000
US-81	Republic	3.2 NE US-36, N to 0.5 S KS-NB St L		Surfacing-Add 2-Lns, Rehabilitate 2-Lanes	17,033	MM	2001
US-81	Republic	Br #055, Rose Cr		Bridge Replace	468	MM	2001
US-81	Republic	Br #025, Rose Cr Drg		Bridge Widen	30	MM	2001
US-81	Saline	Jct I-70, N to SA-OT Co L	5.8	Surface Preservation	621	SM	2000
US-81	Saline	Br #091, Saline Riv, EL		Bridge Redeck	714	PB	2002
US-81	Saline	Br #090, Saline Riv, WL		Bridge Redeck	714	PB	2002
US-81	Saline	N of Jct I-70/I-135,N to SA-OT Co L(4L)	5.8	Roadway Rehabilitation	5,587	MM	2004
US-81	Saline	Br #082 over UP RR (EL)		Bridge Overlay	415	MM	2004
US-81	Saline	Br #081 over UP RR (WL)		Bridge Overlay	415	MM	2004

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-81	Saline	Br #084, Drg Channel, Local Rd (EL)		Bridge Overlay	300	MM	2004
US-81	Saline	Br #083, Drg Channel, Local Rd (WL)		Bridge Overlay	300	MM	2004
US-81	Saline	Br #087 over Local Rd (EL)		Bridge Overlay	185	MM	2004
US-81	Saline	Br #086 over Local Rd (WL)		Bridge Overlay	110	MM	2004
US-81	Saline	Br #088 over RS 0523 (WL)		Bridge Overlay	110	MM	2004
US-81	Saline	Br #089 over RS 0523 (EL)		Bridge Overlay	185	MM	2004
US-81	Saline	Br #092, Saline Riv Drg (WL-EL)		Bridge Replace	225	MM	2004
US-81	Saline	Br #093 over K-143 (WL)		Bridge Overlay	270	MM	2004
US-81	Saline	Br #094 over K-143 (EL)		Bridge Overlay	270	MM	2004
US-81	Sedgwick	SU-SG Co L, N to Haysville Conc Sect	6.0	Surface Preservation	338	SM	2001
US-81	Sedgwick	Br #157, Cowskin Cr		Bridge Replace	1,057	PB	2005-09
US-81	Sedgwick	Haysville - US-81 & Grand St		Upgrade Traffic Signals	120	SM	2002
US-81	Sedgwick	NE of Haysville - US-81 & 63rd St		Intersection Improvement	396	MM	2000
US-81	Sumner	OK-KS St L, N to SCL Caldwell	1.8	Surface Preservation	140	SM	2002
US-81	Sumner	Br #040, Bluff Cr		Flood Repair	8	SM	2001
US-81	Sumner	Br #041, Fall Cr		Flood Repair	5	SM	2001
US-81	Sumner	UP RR Xing at Caldwell		Upgrade RR Crossing Surface	133	MM	2002
US-81	Sumner	ECL Caldwell,N to 3.0Mi S of Wellington	22.3	Surface Preservation	1,599	SM	2002
US-81	Sumner	3.0 Mi S of Wellington, N to SCL Wellgtn	3.0	Surface Preservation	204	SM	2000
US-81	Sumner	Wellington - US-81 & Harvey		New Traffic Signals	76	SM	2000
US-81	Sumner	NCL Wellington, N to SU-SG Co L	15.9	Surface Preservation	835	SM	2001
US-81	Sumner	Br #050, Ninnescah Riv Drg		Bridge Replace	512	PB	2001
US-81	Sumner	Br #132, Ninnescah Riv		Bridge Repair	81	SM	2002
US-81	Sumner	Jct K-55, N & Jct US-81, E	1.5	Flood Repair	14	SM	2001
US-81 A	McPherson	Jct K-61, N to SCL McPherson	1.4	Surface Preservation	98	SM	2000
US-81 B	McPherson	Br #082, Smoky Hill Riv		Bridge Replace	1,674	SE	2003
US-81 B	McPherson	McPherson - Ks & Lakeside, Main & A		New Traffic Signals	98	SM	2000
K-82	Clay	Jct K-15, E to CY-RL Co L	9.2	Surface Preservation	625	SM	2002
K-82	Clay	Br #026, Milford Lake		Bridge Steel	1,020	PB	2000
K-82	Clay	Br #026, Milford Lake		Bridge Redeck	2,803	PB	2000
K-82	Riley	CY-RL Co L, E to S Jct US-77	1.5	Surface Preservation	97	SM	2002
US-83	Decatur	Br #009, Sappa Cr Drg		Bridge Repair	260	SM	2000
US-83	Finney	0.5 Mi NE S Jt US-83B, NE to Conc Pav	2.4	Surface Preservation	127	SM	2000
US-83	Finney	End Conc at Jct US-50, N to FI-SC Co L	17.7	Surface Preservation	971	SM	2001
US-83	Haskell	HS-SW Co L, N to Jct US-56 (RR tracks)	6.1	Surface Preservation	586	SM	2002
US-83	Haskell	Cimarron Valley RR Xing W of Sublette		Upgrade RR Crossing Surface	23	MM	2002
US-83	Haskell	N Jct US-160, N to HS-FI Co L	12.0	Surface Preservation	1,166	SM	2000
US-83	Logan	SC-LG Co L, N 14.2 Mi	14.2	Surface Preservation	1,385	SM	2000
US-83	Logan	8.0 Mi N RS 1067, N to E Jct US-40	14.9	Surface Preservation	18	SM	2000
US-83	Logan	W Jct US-40, N to LG-TH Co L	1.0	Surface Preservation	3	SM	2000
US-83	Scott	FI-SC CoL,N to Conc,Scott City(12th St)	14.7	Surface Preservation	849	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-83	Scott	Scott City - 12th St to Jct K-96	0.5	Surface Preservation	192	SM	2003
US-83	Scott	Scott City-4th St, N 0.1 Mi	0.1	Surface Preservation	159	SM	2000
US-83	Scott	Scott City - N of 3rd St to N of 1st St	0.2	Surface Preservation	357	SM	2001
US-83	Scott	RR Tracks in Scott City,N to SC-LG Co L	15.3	Surface Preservation	2,010	SM	2002
US-83	Seward	OK-KS St L, N to 0.9 Mi N of J K-51	13.7	Surface Preservation	755	SM	2002
US-83	Seward	Liberal-11th St to Tucker Rd	1.3	Surface Preservation	271	SM	2000
US-83	Seward	Liberal - SCL, N to Freeman St	0.4	Surface Preservation	41	SM	2003
US-83	Seward	Br #005, Cimarron Riv		Bridge Repair	143	SM	2001
US-83	Thomas	LG-TH Co L, N to Jct US-24	18.0	Surface Preservation	81	SM	2000
US-83 B	Finney	0.6 Mi NW S Jct US-83, NW to Ark Riv Br	1.1	Surface Preservation	82	SM	2000
US-83 B	Finney	Garden City - Arkansas Riv Br, N to Maple St	0.4	Surface Preservation	350	SM	2003
K-84	Graham	Penokee, N to Jct US-24	0.9	Surface Preservation	44	SM	2001
K-85	Graham	NCL Morland, N to Jct US-24	0.8	Surface Preservation	41	SM	2001
K-86	McPherson	Jct US-56, N to SCL Canton	0.2	Surface Preservation	17	SM	2001
K-87	Marshall	Vliets, N to Jct US-36	8.6	Surface Preservation	21	SM	2000
K-92	Jefferson	Br #024, Perry Reservoir		Bridge Overlay	1,051	SM	2000
K-92	Jefferson	S of NCL McLouth, N & E to JF-LV Co L	5.7	Surface Preservation	22	SM	2001
K-92	Jefferson	Br #029, Prairie Cr		Bridge Replace	777	PB	2004
K-92	Leavenworth	JF-LV Co L, NE to 15th St in Leavenworth	15.3	Surface Preservation	45	SM	2001
K-92	Leavenworth	Leavenworth- 15th St, E to US-73	1.5	Surface Preservation	322	SM	2002
K-94	Clark	Culv #526, RP 1.75		Culvert Replace	81	SM	2002
K-96	Barton	RH-BT CoL, E to NCL Great Bend	13.6	Surface Preservation	172	SM	2000
K-96	Barton	Great Bend - Patton Rd to 10th St	1.2	Surface Preservation	170	SM	2001
K-96	Cherokee	Br #060, Shawnee Cr		Bridge Overlay	126	SM	2000
K-96	Cherokee	Br #061, Spring Riv		Bridge Replace	3,077	PB	2003
K-96	Greenwood	At Brs #050, N Br Otter Cr & #051 Drg		Bridge Repair	848	SM	2000
K-96	Greenwood	At Brs #050, N Br Otter Cr & #051 Drg	0.1	Reconstruct Embank	764	SM	2001
K-96	Lane	Central Ks RR Xing 3.2 Mi E of Dighton		Upgrade RR Crossing Surface	57	MM	2001
K-96	Montgomery	WL-MG Co L, S & E to MG-LB Co L	15.5	Surface Rehabilitation	594	MM	2001
K-96	Ness	Br #032, N Fork Walnut Cr		Bridge Replace	1,507	PB	2005-09
K-96	Ness	Br #033, N Fork Walnut Cr Drg		Bridge Replace	1,066	PB	2005-09
K-96	Ness	Ness City-Intersec K-96 & Kansas Ave	0.06	Roadway Rehabilitation	200	MM	2002
K-96	Ness	School St in Ness City, E to NS-RH Co L	17.3	Surface Preservation	1,410	SM	2001
K-96	Ness	Br #034, Long Branch		Bridge Replace	1,285	PB	2005-09
K-96	Ness	Br #046, Walnut Cr Drg		Bridge Replace	719	PB	2003
K-96	Reno	Nickerson - Burr St to Railroad Ave	0.2	Intersection Improvement	369	MM	2004
K-96	Reno	Br #060, Avenue “B”		Bridge Repair	131	SM	2000

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K-96	Reno	Br #062 over SSW RR & Ave D		Bridge Replace	1,046	PB	2003
K-96	Reno	Br #063 over Ave F		Bridge Replace	732	PB	2003
K-96	Reno	Br #064, Arkansas Riv in Hutchinson		Bridge Repair	377	SM	2003
K-96	Reno	Hutchinson-Arkansas Riv Br, N to 5th	1.3	Surface Preservation	290	SM	2003
K-96	Reno	Hutch Bypass - US-50,NW to NW of K-96	1.6	New 2-Lanes on 4-Lane R/W	13,763	MM	2001
K-96	Reno	Hutch Bypass - US-50,NW to NW of K-96		Landscape Care	100	MM	2003
K-96	Reno	0.8 Mi E of Buhler Rd, E to RN-SG Co L	3.4	Surface Preservation	187	SM	2002
K-96	RN & SG	At Haven W, Mt Hope, Andale Rd, K-17		Install Lighting	60	SM	2000
K-96	Rush	Br #024, Walnut Cr Drg		Bridge Replace	785	PB	2003
K-96	Rush	WCL Alexander, E to Jct US-183	13.6	Surface Preservation	667	SM	2002
K-96	Scott	WH-SC Co L, E to PCCP in Scott City	11.8	Surface Preservation	974	SM	2002
K-96	Scott	Scott City- E of US-83, E to College St	0.1	Surface Preservation	243	SM	2002
K-96	Sedgwick	RN-SG Co L, E to PCCP at Maize	15.0	Surface Preservation	822	SM	2002
K-96	Sedgwick	1.1 Mi NW RS 1805, SE to WCL Wichita (4-L)	5.8	Roadway Rehabilitation	4,499	MM	2002
K-96	Sedgwick	Br #271 over Maize Rd (NL)		Bridge Overlay	350	MM	2002
K-96	Sedgwick	Br #272 over Maize Rd (SL)		Bridge Overlay	355	MM	2002
K-96	Sedgwick	Br #273 over K-296 (NL)		Bridge Overlay	325	MM	2002
K-96	Sedgwick	Br #274 over K-296 (SL)		Bridge Overlay	335	MM	2002
K-96	Sedgwick	Br #276, Big Slough Cr Drg (NL-SL)		Bridge Widen	45	MM	2002
K-96	Sedgwick	Br #277, Slough Cr Drg (NL-SL)		Guard Fence	Incl	MM	2002
K-96	Sedgwick	Br #279, 45th St over K-96		Bridge Paint	120	MM	2002
K-96	Sedgwick	Br #280, Tyler Rd over K-96		Bridge Paint	145	MM	2002
K-96	Sedgwick	Br #281, Big Slough Cr (NL)		Bridge Overlay	125	MM	2002
K-96	Sedgwick	Br #282, Big Slough Cr (SL)		Bridge Overlay	125	MM	2002
K-96	Sedgwick	Br #283, Little Slough Cr (NL)		Bridge Overlay	145	MM	2002
K-96	Sedgwick	Br #284, Little Slough Cr (SL)		Bridge Overlay	115	MM	2002
K-96	Sedgwick	Br #285 over Ridge Rd (NL)		Bridge Overlay	170	MM	2002
K-96	Sedgwick	Br #286 over Ridge Rd (SL)		Bridge Overlay	185	MM	2002
K-96	Sedgwick	Br #287 over Hoover Rd (NL)		Bridge Overlay	110	MM	2002
K-96	Sedgwick	Br #288 over Hoover Rd (SL)		Bridge Overlay	115	MM	2002
K-96	Sedgwick	Br #289, West St over K-96		Bridge Overlay	410	MM	2002
K-96	Sedgwick	Br #316, Arkansas Riv		Guard Fence	10	MM	2002
K-96	Sedgwick	Arkansas Riv Br, E to I-235		Upgrade Guard Fence	146	MM	2001
K-96	Sedgwick	E of I-135, SE to US-54	0.0	Install Lighting	1,012	SM	2003
K-96	Wichita	GL-WH Co L, E to ECL Leoti	12.0	Surface Preservation	23	SM	2000
K-96	Wichita	GL-WH Co L, E to WCL Leoti	10.9	Surface Preservation	132	SM	2000
K-96	Wichita	Br #005, White Woman Cr		Bridge Replace	1,133	PB	2003
K-96	Wichita	WCL Leoti, E to WH-SC Co L (Excl PCCP)	13.1	Surface Preservation	849	SM	2001
K-96	Wilson	Br#014,Washington Br Dry Cr (old K-37)		Bridge Replace	191	MM	2002
K-96	Wilson	Br #018, Fall Riv (old K-39)		Bridge Overlay	188	MM	2001
K-96	Wilson	Jct K-47, SE to WL-MG Co L	29.4	Surface Rehabilitation	1,385	MM	2001
K-98	Meade	Jct K-23, E to Jct US-54 (excl Fowler)	8.4	Surface Preservation	96	SM	2000
K-99	Elk	E Jct US-160, N to EK-GW Co L	16.6	Surface Preservation	194	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-99	Elk	Br #018, Mound Branch		Bridge Replace	1,243	PB	2004
K-99	Elk	Br #020, Pawpaw Cr		Bridge Replace	1,431	PB	2004
K-99	Elk	0.1 Mi N RS 229, N to EK-GW Co L	8.9	Roadway Reconstruction	13,796	MM	2005-09
K-99	Greenwood	EK-GW Co L, N to W Jct US-400	2.1	Surface Preservation	25	SM	2000
K-99	Greenwood	EK-GW Co L, N 0.8 Mi	0.8	Roadway Reconstruction	1,278	MM	2005-09
K-99	Greenwood	Br #033, Fall Riv Drg		Bridge Replace	771	PB	2003
K-99	Greenwood	Br #034, Homer Cr Drg		Bridge Replace	647	PB	2004
K-99	Greenwood	Br #037, Slate Cr		Bridge Replace	900	PB	2002
K-99	Greenwood	Br #038, Onion Cr		Bridge Replace	791	PB	2005-09
K-99	Greenwood	Br #039, Willow Cr		Bridge Replace	1,357	PB	2005-09
K-99	Lyon	Emporia-Ks Av to 2nd,13th toNCL,onUS-50	1.4	Surface Preservation	442	SM	2001
K-99	Lyon	I-35, N & E to Jct K-170	10.7	Surface Preservation	639	SM	2000
K-99	Lyon	Br #055, 142 Mile Cr		Bridge Replace	851	PB	2001
K-99	Lyon	Br #056, Elm Cr		Bridge Replace	1,022	PB	2005-09
K-99	Marshall	PT-MS Co L, N to Jct US-36	19.3	Surface Preservation	47	SM	2000
K-99	Marshall	Br #034, Clear Fork Cr		Bridge Replace	1,019	PB	2005-09
K-99	Marshall	N Jct K-9, N to Jct US-36	8.1	Surface Preservation	448	SM	2002
K-99	Marshall	Jct US-36, N, E & N to KS-NE St L	14.5	Surface Preservation	165	SM	2000
K-99	Marshall	UP RR Xing E at Summit		Upgrade RR Protection	133	MM	2000
K-99	Marshall	UP RR Xing E of Beattie		Upgrade RR Protection	134	MM	2000
K-99	Pottawatomie	UP RR Xing in Wamego		Upgrade RR Protection	169	MM	2001
K-99	Pottawatomie	Wamego - 4th St, N to 7th St	0.3	Surface Preservation	480	SM	2003
K-99	Pottawatomie	0.1 Mi N US-24, N to SCL Westmoreland	14.1	Surface Preservation	724	SM	2000
K-99	Pottawatomie	Westmoreland, N to S Jct K-16	10.5	Surface Preservation	581	SM	2002
K-99	Pottawatomie	Br #037, Rock Cr		Bridge Replace	1,018	PB	2003
K-99	Pottawatomie	Br #038, Rock Cr Drg		Bridge Replace	494	PB	2003
K-99	Pottawatomie	S Jct K-16, N to PT-MS Co L	5.0	Surface Preservation	13	SM	2000
K-99	Wabaunsee	Br #055, Chicken Cr		Bridge Replace	554	PB	2005-09
K-99	Wabaunsee	Br #072, Dragoon Cr Drg		Bridge Paint	28	SM	2001
K-99	Wabaunsee	NCL Alma, N to Jct I-70	3.4	Surface Preservation	181	SM	2000
K-99	Wabaunsee	Jct I-70, N to Ks Riv Br	9.2	Surface Preservation	383	SM	2000
K-101	Labette	Culv#, 9 Mi N of Jct US-166		Culvert Replace	562	PB	2002
K-103	Cherokee	BN-SF RR Xing W of Weir		Upgrade RR Crossing Surface	26	MM	2002
K-104	Saline	Jct K-4, N to E of Jct I-135	2.0	Roadway Reconstruction	2,567	MM	2005-09
K-105	Woodson	RS 1800, N to US-54 (ex Toronto)	9.6	Surface Preservation	102	SM	2000
K-105	Woodson	Toronto- ECL, W & N to NCL	0.8	Surface Preservation	97	SM	2002
K-106	Ottawa	Minneopolis - SCL, N to First St	0.3	Surface Preservation	45	SM	2001
K-116	Atchison	JA-AT Co L, E to W Jct US-159	12.1	Surface Preservation	674	SM	2002
K-116	Atchison	Br #036, Little Stranger Cr		Bridge Overlay	95	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-116	Atchison	E Jct US-159, E to Jct US-59	3.8	Surface Preservation	281	SM	2002
K-116	Jackson	Jct K-16, E to JA-AT Co L	6.0	Surface Preservation	333	SM	2002
K-116	Jackson	Br #018, Bills Cr		Bridge Overlay	56	SM	2000
K-117	Rawlins	Jct US-36, N to KS-NB St L	12.0	Surface Preservation	654	SM	2002
K-117	Rawlins	Nebr.,Kansas&Colorado RR Xng at Herndon		Upgrade RR Crossing Surface	26	MM	2002
K-120	Doniphan	Br #021, Wolf Riv Drg		Bridge Replace	540	PB	2001
K-121	Phillips	Klye RR Xing at Stuttgart		Upgrade RR Crossing Surface	20	MM	2002
K-126	Crawford	Br #030, Lightning Cr Drg		Bridge Replace	575	PB	2004
K-126	Crawford	Br #034, Lime Cr		Bridge Replace	553	PB	2004
K-126	Crawford	Br #031, Lightning Cr		Bridge Redeck	168	PB	2000
K-126	Crawford	Br #035, Limestone Cr		Bridge Redeck	167	PB	2000
K-126	Crawford	Br #032, Lightning Cr		Bridge Replace	650	PB	2004
K-126	Crawford	Br #033, Lightning Cr		Bridge Replace	507	PB	2004
K-126	Crawford	BN-SF RR Xing 0.4 Mi E of K-7		Upgrade RR Protection	127	MM	2002
K-128	Jewell	MC-JW Co L, N to W Jct US-36	15.3	Surface Preservation	563	SM	2002
K-128	Jewell	E Jct US-36, N to KS-NE St L	15.9	Surface Preservation	785	SM	2001
K-128	Mitchell	Jct US-24, N to MC-JW Co L	3.6	Surface Preservation	163	SM	2002
K-128	Mitchell	Klye RR Xing 2 MI W of Glen Elder		Upgrade RR Crossing Surface	33	MM	2002
K-130	Lyon	NCL Harford, N to Jct I-35	8.1	Surface Preservation	539	SM	2000
K-130	Lyon	Br #057, Neosho Riv		Bridge Replace	5,287	PB	2005-09
K-130	Lyon	BN-SF RR Xing near Neosho Rapids		Upgrade RR Crossing Surface	92	MM	2002
I-135	Harvey	Detour-from I-135,E on 36th,N on Spencer to 1st		Surface Rehabilitation	1,250	MM	2000
I-135	Harvey	Br #020, Broadway ovr I-135 (to I-135 over)		Bridge Steel	304	MM	2000
I-135	Harvey	Br #New, Broadway ovr I-135 (to I-135 over)		Bridge Steel	304	MM	2000
I-135	Harvey	0.3 S S Jct K-15, N&NW to 0.3 N Jt K-15	5.4	Surface Reconstruction	38,651	MM	2000
I-135	Harvey	Br #062, NB K-15 over I-135		Bridge Repair	22	MM	2000
I-135	Harvey	Br #015, US-50 (SL) over I-135		Bridge Replace	304	MM	2000
I-135	Harvey	Br #016 over SE 14th St (WL)		Bridge Replace	387	MM	2000
I-135	Harvey	Br #New over SE 14th St (EL)		Bridge New	387	MM	2000
I-135	Harvey	Br #017 over Mo-Pac RR (WL)		Bridge Overlay	44	MM	2000
I-135	Harvey	Br #018 over Mo-Pac RR (EL)		Bridge Overlay	44	MM	2000
I-135	Harvey	Br #019, 1st St ovr I-135 (to I-135 over)		Bridge Replace	951	MM	2000
I-135	Harvey	Br #New, 1st St ovr I-135 (to I-135 over)		Bridge New	951	MM	2000
I-135	Harvey	Br #020, Broadway ovr I-135 (to I-135 over)		Bridge Replace	565	MM	2000
I-135	Harvey	Br #New, Broadway ovr I-135 (to I-135 over)		Bridge New	565	MM	2000
I-135	Harvey	Br #024 over AT&SF RR, old US-50 (EL)		Bridge Paint	111	MM	2000
I-135	Harvey	Br #023 over AT&SF RR, old US-50 (WL)		Bridge Paint	111	MM	2000
I-135	Harvey	Br #025, Sand Cr Drg (WL-EL)		Bridge Widen	106	MM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-135	Harvey	Br #026, 24th St over I-135		Bridge Overlay	89	MM	2000
I-135	Harvey	Br #027, Sand Cr (WL)		Bridge Replace	795	MM	2000
I-135	Harvey	Br #028, Sand Cr (EL)		Bridge Replace	795	MM	2000
I-135	Harvey	Br #030 over K-15 (EL)		Bridge Replace	570	MM	2000
I-135	Harvey	Br #029 over K-15 (WL)		Bridge Replace	570	MM	2000
I-135	Harvey	Br #032, Sand Cr Drg (WL-EL)		Bridge Widen	33	MM	2000
I-135	Harvey	0.9 Mi NW of K-15, NW to HV-MP Co L	7.3	Surface Preservation	648	SM	2002
I-135	Harvey	Br #038, NB, Over RS 875(old)		Bridge Overlay	157	SM	2000
I-135	Harvey	Br #037, SB, Over RS 875(old)		Bridge Overlay	164	SM	2000
I-135	Harvey	0.3 Mi N Jct K-15, NW to HV-MP Co L	8.0	Surface Reconstruction	21,863	MM	2003
I-135	Harvey	Br #033 over Local Rd (WL)		Bridge Overlay	227	MM	2003
I-135	Harvey	Br #034 over Local Rd (EL)		Bridge Handrail	43	MM	2003
I-135	Harvey	Br #036, East Emma Cr (EL)		Bridge Overlay	135	MM	2003
I-135	Harvey	Br #035, East Emma Cr (WL)		Bridge Overlay	135	MM	2003
I-135	Harvey	Br #038 over old RS 875 (EL)		Bridge Overlay	135	MM	2003
I-135	Harvey	Br #037 over old RS 875 (WL)		Bridge Overlay	226	MM	2003
I-135	Harvey	Br #039, Middle Emma Cr (WL)		Bridge Overlay	220	MM	2003
I-135	Harvey	Br #040, Middle Emma Cr (EL)		Bridge Overlay	371	MM	2003
I-135	Harvey	Br #042 over RS 306 (EL)		Bridge Handrail	53	MM	2003
I-135	Harvey	Br #041 over RS 306 (WL)		Bridge Overlay	173	MM	2003
I-135	Harvey	Br #043, RS 0304 over I-135		Guard Fence	Incl	MM	2003
I-135	Harvey	Br #044, Local Rd over I-135		Guard Fence	Incl	MM	2003
I-135	McPherson	1.0 Mi S of K-61, N to 0.9 Mi N of RS 448	9.5	Surface Preservation	591	SM	2002
I-135	Saline	MP-SA Co L, N to 0.3 N Jct K-104	9.4	Surface Rehabilitation	609	MM	2000
I-135	Saline	MP-SA Co L, N to 0.3 N Jct K-104	9.4	Surface Reconstruction	24,392	MM	2000
I-135	Saline	Br #001, Smoky Hill Riv (WL)		Bridge Replace	581	MM	2000
I-135	Saline	Br #002, Smoky Hill Riv (EL)		Bridge Replace	581	MM	2000
I-135	Saline	Br #005, Dry Cr (WL)		Bridge Overlay	158	MM	2000
I-135	Saline	Br #006, Dry Cr (EL)		Bridge Overlay	158	MM	2000
I-135	Saline	Br #007, Local Rd over I-135		Guard Fence	Incl	MM	2000
I-135	Saline	Br #008, Local Rd over I-135		Guard Fence	Incl	MM	2000
I-135	Saline	Br #009, Dry Cr Drg (WL&EL)		Bridge Repair	45	MM	2000
I-135	Saline	Br #010, K-4 over I-135		Bridge Overlay	133	MM	2000
I-135	Saline	Br #011, Local Rd over I-135		Guard Fence	Incl	MM	2000
I-135	Saline	Br #012, Local Rd over I-135		Guard Fence	Incl	MM	2000
I-135	Saline	Br #013, Dry Cr (WL)		Bridge Replace	520	MM	2000
I-135	Saline	Br #014, Dry Cr (EL)		Bridge Replace	520	MM	2000
I-135	Saline	Br #015 over K-104 (WL)		Bridge Overlay	121	MM	2000
I-135	Saline	Br #016 over K-104 (EL)		Bridge Overlay	121	MM	2000
I-135	Saline	Br #004 over K-4,US-81B, UP&MP RR (EL)		Bridge Replace	1,160	MM	2001
I-135	Saline	Br #003 over K-4,US-81B, UP&MP RR (WL)		Bridge Replace	1,448	MM	2001
I-135	Saline	S of Salina at Waterwell Rd		New Interchange	4,576	SE	2003
I-135	Sedgwick	In Wichita-Pawnee St, N to Kellogg		Fence Replace	75	SM	2000
I-135	Sedgwick	Br #309, Ped Overpass over I-135		Bridge Repair	81	SM	2002
I-135	Sedgwick	N of Pawnee St, N to Beg Viaduct	2.3	Surface Reconstruction	19,760	MM	2005-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-135	Sedgwick	Br #307, Mt Vernon St over I-135		Bridge Overlay	1,152	MM	2005-09
I-135	Sedgwick	Br #295, Harry St over I-135		Bridge Overlay	1,660	MM	2005-09
I-135	Sedgwick	Br #310, Lincoln St over I-135		Bridge Overlay	1,660	MM	2005-09
I-135	Sedgwick	Br #304, EB US-54 to NB Rmp over I-135		Bridge Handrail	140	MM	2005-09
I-135	Sedgwick	Br #305, SB I-135 to EB US-54 ovr I135		Bridge Repair	792	MM	2005-09
I-135	Sedgwick	Br #292, EB US-54 over I-135		Bridge Handrail	331	MM	2005-09
I-135	Sedgwick	Br #299, NB I-135 to WB US-54 ovr I135		Bridge Handrail	528	MM	2005-09
I-135	Sedgwick	Br #293, WB US-54 over I-135		Bridge Repair	1,265	MM	2005-09
I-135	Sedgwick	Br #306, WB US-54 to SB Rmp over I-135		Bridge Overlay	387	MM	2005-09
I-135	Sedgwick	Br #290, WL over 17th St in Wichita		Bridge Repair	79	SM	2000
I-135	Sedgwick	End Viaduct, N to 0.1 Mi N of 37th St	2.6	Surface Reconstruction	22,876	MM	2002
I-135	Sedgwick	Br #018 over 21st St SL (WL)		Bridge Removal	34	MM	2002
I-135	Sedgwick	Br #019 over 21st St SL (EL)		Bridge Removal	34	MM	2002
I-135	Sedgwick	Br #021 over 21st St NL (EL)		Bridge Replace	647	MM	2002
I-135	Sedgwick	Br #020 over 21st St NL (WL)		Bridge Replace	647	MM	2002
I-135	Sedgwick	Br #___, 21st St, Central Canal		Bridge Replace	812	MM	2002
I-135	Sedgwick	Br #022, E Fork Chisholm Cr (EL&WL)		Bridge Widen	481	MM	2002
I-135	Sedgwick	Br #023 over Frontage Rd (WL&EL)		Bridge Widen	138	MM	2002
I-135	Sedgwick	Br #024 over MoPac RR (WL)		Bridge Widen	516	MM	2002
I-135	Sedgwick	Br #025 over MoPac RR (EL)		Bridge Widen	902	MM	2002
I-135	Sedgwick	Br #026 over OKT RR (WL)		Bridge Widen	426	MM	2002
I-135	Sedgwick	Br #027 over OKT RR (EL)		Bridge Widen	732	MM	2002
I-135	Sedgwick	Br #028 over 37th St (WL)		Bridge Widen	225	MM	2002
I-135	Sedgwick	Br #029 over 37th St (EL)		Bridge Widen	225	MM	2002
I-135	Sedgwick	0.3 Mi N 85th St, N to SG-HV Co L	4.8	Surface Reconstruction	14,807	MM	2004
I-135	Sedgwick	Br #050, Local Rd over I-135		Bridge Handrail	76	MM	2004
I-135	Sedgwick	Br #052, Gooseberry Cr (EL)		Bridge Overlay	91	MM	2004
I-135	Sedgwick	Br #051, Gooseberry Cr (WL)		Bridge Overlay	91	MM	2004
I-135	Sedgwick	Br #055 over RS 307 (EL)		Bridge Overlay	235	MM	2004
I-135	Sedgwick	Br #054 over RS 307 (WL)		Bridge Overlay	140	MM	2004
K-139	Republic	WCL Cuba, N to Jct US-36	1.0	Surface Preservation	56	SM	2000
K-139	Republic	Br #027, S Fork Mill Cr		Bridge Replace	745	PB	2005-09
K-140	Ellsworth	Jct K-14, E to EW-SA Co L	16.4	Surface Preservation	1,535	SM	2001
K-140	Ellsworth	Br #048, Alum Cr		Bridge Replace	730	PB	2005-09
K-140	Saline	EW-SA Co L, NE to Jct I-135	16.8	Surface Preservation	1,818	SM	2001
K-141	Ellsworth	Jct K-4, N to Jct K-140	13.5	Surface Preservation	567	SM	2001
K-144	Gray	HS-GY Co L, E to Jct US-56	4.8	Surface Preservation	68	SM	2001
K-144	Haskell	Jct US-83, E to HS-GY Co L	12.0	Surface Preservation	165	SM	2001
K-146	Crawford	NO-CR Co L, E to Jct K-3	6.6	Surface Preservation	190	SM	2002
K-146	Neosho	Jct US-59, E to NO-CR Co L	9.0	Surface Preservation	261	SM	2002
K-146	Neosho	UP RR Xing N of Erie		Upgrade RR Protection	156	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-147	Trego	Br #046, Big Cr		Bridge Replace	896	PB	2001
K-148	Jewell	Jct K-28, E to JW-RP Co L	7.0	Surface Preservation	316	SM	2000
K-148	Republic	JW-RP Co L, E to Jct US-81	15.5	Surface Preservation	821	SM	2000
K-148	Republic	BN-SF RR Xing at Klackley		Upgrade RR Protection	148	MM	2000
K-148	Republic	BN-SF RR Xing at Kackley		Upgrade RR Crossing Surface	33	MM	2001
K-148	Republic	Jct US-81, E to RP-WS Co L	16.7	Surface Preservation	954	SM	2001
K-148	Republic	Br #034, East Cr		Bridge Replace	690	PB	2001
K-148	Republic	Culv #___, 0.9 Mi W of RS 569		Culvert Replace	69	SM	2001
K-148	Washington	RP-WS Co L, E to W Jct K-9	17.0	Surface Preservation	863	SM	2001
K-148	Washington	E Jct K-9, N to KS-NB St L	20.4	Surface Preservation	420	SM	2002
K-148	Washington	Br #021, Cottonwood Cr		Bridge Replace	625	PB	2001
K-150	Chase	MN-CS Co L, E to Jct US-50	8.7	Roadway Reconstruction	17,198	MM	2002
K-150	Marion	Jct US-56, E to MN-CS Co L	8.0	Roadway Reconstruction	8,790	MM	2002
K-150	Marion	Br #037, Martin Cr Drg		Bridge Widen	57	MM	2002
K-150	Marion	Br #038, Martin Cr		Bridge Widen	87	MM	2002
K-152	Linn	WCL La Cygne, E to Jct US-69	4.9	Surface Preservation	214	SM	2000
K-152	Linn	BN-SF RR Xing in La Cygne		Upgrade RR Crossing Surface	33	MM	2001
K-153	McPherson	Jct K-61, N to SCL McPherson	2.9	Surface Preservation	245	SM	2000
K-153 S	McPherson	Jct K-61, NW to Jct K-153	1.2	Surface Preservation	130	SM	2000
K-156	Barton	E Jct US-56, NE to BT-EW Co L	17.2	Roadway Rehabilitation	13,508	MM	2000
K-156	Barton	Br #006, Arkansas Riv Drg		Bridge Widen	130	MM	2000
K-156	Barton	Br #007, Walnut Cr Drg		Bridge Overlay	260	MM	2000
K-156	Barton	Br #008, Cheyenne Bottoms Drg		Bridge Widen	38	MM	2000
K-156	Barton	Br #009, Cheyenne Bottoms Drg		Bridge Widen	129	MM	2000
K-156	Barton	Br #010, Cow Cr		Bridge Widen	479	MM	2000
K-156	Barton	Br #011, Cow Cr Drg		Bridge Widen	29	MM	2000
K-156	Barton	Br #012 over K-4, Mo Pac RR		Bridge Replace	1,522	MM	2000
K-156	Barton	Br #047, K-4, Calf Cr Drg		Bridge Widen	43	MM	2000
K-156	Ellsworth	BT-EW Co L, NE to ECL Holyrood	5.0	Roadway Rehabilitation	3,508	MM	2000
K-156	Ellsworth	Br #019, Calf Cr		Bridge Widen	106	MM	2000
K-156	Ellsworth	ECL Holyrood, NE to Jct K-140	15.0	Surface Preservation	850	SM	2000
K-156	Ellsworth	Main St in Holyrood, NE to Jct K-140		Test Shafts-Bridge Replace	109	MM	2002
K-156	Ellsworth	Br #020, Plum Cr		Bridge Replace	1,051	PB	2002
K-156	Ellsworth	Main St in Holyrood, NE to Jct K-140	15.1	Roadway Reconstruction	16,425	MM	2004
K-156	Ellsworth	Br #021, Plum Cr Drg		Bridge Replace	218	MM	2004
K-156	Ellsworth	Br #061, Turkey Cr		Bridge Repair	40	MM	2004
K-156	Ellsworth	Br #025, Local Rd over K-156		Guard Fence	Incl	MM	2004
K-156	Ellsworth	Br #023, Smoky Hill Riv		Bridge Redeck	1,155	PB	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-156	Ellsworth	Br# 024, UP Railroad, RS 238		Bridge Replace	4,137	MM	2002
K-156	Ellsworth	Jct K-140, NE to Jct I-70	10.7	Surface Preservation	42	SM	2001
K-156	Finney	Garden City - College to E of Campus	0.2	Surface Preservation	258	SM	2001
K-156	Finney	0.5 Mi NE Jct US-50, NE to W Jct K-23	21.7	Surface Preservation	1,940	SM	2000
K-156	Finney	NE Jct US-50, NE to W Jct K-23	21.7	Surface Preservation	275	SM	2001
K-156	Hodgeman	Br #015, Buckner Cr		Bridge Replace	1,294	PB	2004
K-156	Hodgeman	Br #016, Buckner Cr Drg		Bridge Replace	820	PB	2004
K-156	Pawnee	Br #009, Pawnee Riv		Bridge Replace	1,331	PB	2001
K-156	Pawnee	Br #010, Cocklebur Cr		Bridge Replace	750	PB	2001
K-156	Pawnee	Br #012, Pawnee Riv Drg		Bridge Replace	1,087	PB	2005-09
US-159	Atchison	JF-AT Co L, NW to AT-BR Co L	26.7	Surface Preservation	56	SM	2001
US-159	Brown	Horton- SCL, N to US-73	0.8	Surface Preservation	28	SM	2001
US-160	Barber	Br #004, Bitter Cr		Bridge Replace	810	PB	2005-09
US-160	Barber	Br #006, Cedar Cr		Bridge Replace	1,349	PB	2005-09
US-160	Barber	Medicine Lodge-E Jct US-281,E to Spring St	0.6	Roadway Reconstruction	1,004	MM	2002
US-160	Barber	ECL Medicine Lodge, E to BA-HP Co L	13.2	Surface Preservation	1,082	SM	2000
US-160	Barber	ECL Medicine Lodge, E BA-HP Co L	13.2	Surface Preservation	33	SM	2001
US-160	Cherokee	Br #051, Cherry Cr		Bridge Widen	84	PB	2002
US-160	Cherokee	Br #052, Cherry Cr		Bridge Replace	989	PB	2002
US-160	Cherokee	Br #053, Cherry Cr		Bridge Replace	1,619	PB	2002
US-160	Cherokee	Br #054, Cherry Cr		Bridge Replace	680	PB	2002
US-160	Clark	Br #002, Johnson Cr		Bridge Replace	598	PB	2002
US-160	Clark	S Jct US-283, E to CA-CM Co L (ex 0.75)	23.4	Surface Preservation	1,301	SM	2000
US-160	Clark	Br #007, L Sandy Cr		Bridge Replace	1,481	PB	2001
US-160	Clark	Ashland-Humphries St to Highland St	0.4	Roadway Reconstruction	556	MM	2000
US-160	Comanche	Br #002, Kiowa Cr		Bridge Replace	1,680	PB	2005-09
US-160	Comanche	Br #003, Cavalry Cr		Bridge Replace	1,505	PB	2005-09
US-160	Comanche	Br #009, Mule Cr		Bridge Replace	1,274	PB	2004
US-160	CM & BA	Jct US-183, E to Medicine Lodge	41.0	Scenic Byway Signing	6	SM	2002
US-160	Cowley	SU-CL Co L, E to WCL Winfield	7.6	Surface Preservation	300	SM	2000
US-160	Cowley	ECL Winfield, E to CL-EK Co L	29.3	Surface Preservation	340	SM	2002
US-160	Crawford	Reloc N Jct US-69, E to KS-MO St L	4.8	Roadway Reconstruction	10,272	MM	2003
US-160	Crawford	Br #New over KCS RR		Bridge New	1,002	MM	2003
US-160	Crawford	Br #010, E Cow Cr Drg		Bridge Replace	510	MM	2003
US-160	Crawford	Br #011, E Cow Cr		Bridge Replace	250	MM	2003
US-160	District IV	Various Locations		Upgrade Signing	15	SM	2001
US-160	Elk	CL-EK Co L, E to Jct K-99	14.2	Surface Preservation	166	SM	2000
US-160	Elk	Br #001, Caney Riv		Bridge Replace	1,672	PB	2003
US-160	Elk	Br #002, Caney Riv Drg		Bridge Replace	926	PB	2003
US-160	Elk	Br #003, Corum Cr		Bridge Replace	543	PB	2002
US-160	Elk	Culvert #501		Culvert Replace	200	PB	2002
US-160	Elk	Culvert #502		Culvert Replace	200	PB	2002
US-160	Elk	Culv #503, 2,1 Mi W W Jct K-99		Culvert Replace	625	PB	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-160	Elk	Culv #504, 0.7 Mi E E Jct K-99		Culvert Replace	409	PB	2000
US-160	Elk	Br #022, Stream		Bridge Replace	899	PB	2003
US-160	Elk	Br #010, Hitchen Cr		Bridge Replace	1,370	PB	2003
US-160	Elk	0.7 Mi W EK -MG Co L, E to EK-MG Co L	0.7	Surface Preservation	142	SM	2001
US-160	Grant	ST-GT Co L, E to WCL Ulysses	8.4	Surface Preservation	594	SM	2001
US-160	Grant	ECL Ulysses, E to GT-HS Co L	14.2	Surface Preservation	996	SM	2001
US-160	Harper	Br #001, W Sandy Cr Drg		Bridge Overlay	115	SM	2000
US-160	Harper	Br #002, W Sandy Cr		Bridge Overlay	147	SM	2000
US-160	Harper	Br #003, Bachelor Cr		Bridge Overlay	115	SM	2000
US-160	Harper	Br #004, Cottonwood Cr		Bridge Overlay	118	SM	2000
US-160	Harper	Br #006 over BN-SF RR		Bridge Overlay	457	SM	2001
US-160	Harper	Br #011, Rush Cr Drg		Bridge Overlay	99	SM	2001
US-160	Harper	Br #012, Rush Cr Drg		Bridge Overlay	89	SM	2001
US-160	Harper	Br #013, Rush Cr		Bridge Overlay	80	SM	2001
US-160	Harper	Br #014, Spring Cr		Bridge Overlay	102	SM	2001
US-160	Harper	Harper-Intersec US-160 & K-14	0.2	Intersection Improvement	463	MM	2001
US-160	Harper	N Jct K-2, E to HP-SU Co L	11.9	Surface Preservation	481	SM	2000
US-160	Harper	Br #016, East Sand Cr		Bridge Overlay	108	SM	2002
US-160	Harper	Br #019 over AT&SF RR		Bridge Redeck	1,024	PB	2000
US-160	Harper	Br #020, E Spring Cr		Bridge Overlay	174	SM	2001
US-160	Harper	Br #021, Chikaskia Riv		Bridge Overlay	416	SM	2001
US-160	Haskell	GT-HS Co L, E to Jct US-83/K-144	12.1	Surface Preservation	828	SM	2001
US-160	Labette	MG-LB Co L, E to W Jct US-59	14.0	Surface Preservation	132	SM	2000
US-160	Labette	Culv# 533, 1.8 Mi E of MG-LB Co L		Culvert Replace	273	PB	2001
US-160	Labette	Culv# 534, 1.9 Mi E of MG-LB Co L		Culvert Replace	181	PB	2001
US-160	Labette	Br #047, Deer Cr Drg		Bridge Repair	72	SM	2001
US-160	Meade	SW-ME Co L, E to W Jct US-54	3.8	Roadway Reconstruction	4,088	MM	2005-09
US-160	Montgomery	EK-MG Co L, E to W Jct US-75	16.9	Surface Preservation	598	SM	2001
US-160	Montgomery	Independence-1st St to Cement St	0.3	Surface Preservation	67	SM	2000
US-160	Montgomery	Br #019, Verdigris Rv Drg		Bridge Replace	2,019	PB	2002
US-160	Montgomery	S Jct US-169, E to MG-LB Co L	4.5	Surface Preservation	70	SM	2000
US-160	Montgomery	S KS & OK RR Xing 4 Mi S of Cherryvale		Upgrade RR Crossing Surface	33	MM	2001
US-160	Seward	S Jct US-83, E to SW-ME Co L	12.9	Roadway Reconstruction	13,795	MM	2005-09
US-160	Stanton	N Jct K-27, E to ST-GT Co L	12.9	Surface Preservation	898	SM	2001
US-160	Sumner	Wellington-Slate Cr Br, E 0.1 Mi	0.1	Surface Preservation	106	SM	2001
US-160	Sumner	Wellington- Crestview Rd, E 0.4 Mi	0.4	Surface Preservation	232	SM	2002
US-160	Sumner	ECL Wellington, E to KTA	2.2	Surface Preservation	144	SM	2000
US-160	Sumner	KTA, E to ECL Oxford	9.8	Surface Preservation	590	SM	2002
US-160	Sumner	ECL Oxford, E to SU-CL Co L	0.7	Surface Preservation	33	SM	2000
K-161	Cheyenne	Nebr.,Kansas&Colorado RR Xing in Bird City		Upgrade RR Crossing Surface	25	MM	2002
K-161	Cheyenne	Br #011, Big Timber Cr		Bridge Replace	924	PB	2004
K-163	Sedgwick	Br #125, US-54, NL-SL		Bridge Overlay	303	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-166	Chautauqua	CL-CQ Co L, E to 0.1 Mi W of Jct K-99	19.8	Surface Preservation	1,401	SM	2000
US-166	Cherokee	LB-CK Co L, E to ECL Baxter Springs	19.4	Surface Preservation	1,378	SM	2001
US-166	Cherokee	Br #035, Spring Riv Drg		Bridge Replace	1,276	PB	2000
US-166	Cherokee	Br #036, Spring Riv		Bridge Replace	3,090	PB	2000
US-166	Cowley	Br #037, Arkansas Riv		Flood Repair	11	SM	2001
US-166	Cowley	Br #089, Walnut Riv		Flood Repair	9	SM	2001
US-166	Labette	Culv #___, 3.5 Mi W of W Jct US-59		Culvert Replace	44	SM	2001
US-166	Labette	ECL Chetopa, E to LB-CK Co L	0.5	Surface Preservation	23	SM	2001
US-166	Labette	Br #038, Neosho Riv		Debris Removal	30	SM	2001
US-166	Labette	Br #038, Neosho Riv		Bridge Replace	4,000	PB	2002
US-166	Montgomery	Sycamore Cr in Coffeyville		Drainage Improvement	430	SM	2000
US-166	Montgomery	Coffeyville - US-166 & Buckeye St	0.3	Intersection Improvement	500	MM	2002
US-166	Montgomery	Coffeyville-Intersec US-166 & US-169	0.1	Intersection Improvement	509	MM	2001
US-166	Sumner	Br #077 over KTA (I-35)		Bridge Paint	136	SM	2001
US-166 B	Chautauqua	Sedan- WCL, E & S to SCL	0.9	Surface Preservation	134	SM	2002
K-167	Wichita	Jct K-96, N to Marienthal	0.5	Surface Preservation	45	SM	2001
K-168	Marion	Jct US-56, N to SCL of Lehigh	0.5	Surface Preservation	26	SM	2001
US-169	Allen	Br #045, Neosho Riv, Local Rd		Bridge Repair	168	SM	2001
US-169	Allen	S of Tank Farm Intchg, N to S of US-54	9.3	Surface Preservation	392	SM	2000
US-169	Allen	Br #029, Neosho Riv (old US-169)		Bridge Replace	336	SE	2002
US-169	Allen	Br #030, Elm Cr (old US-169)		Bridge Overlay	304	SE	2002
US-169	Anderson	AL-AN Co L, N to 1.0 Mi N of Colony	6.0	Surface Rehabilitation	61	SE	2001
US-169	Anderson	1.2 Mi N of Jct K-57, NE to S Jct US-59	9.4	Surface Preservation	541	SM	2002
US-169	Johnson	175th St, N to 4L/4L Div	2.7	Surface Preservation	1,523	SM	2002
US-169	Johnson	Br #294, SB over I-35		Bridge Repair	70	SM	2001
US-169	Johnson	Br #295, NB over I-35		Bridge Repair	69	SM	2001
US-169	Johnson	Overland Park-I-435, N to 103rd St	0.7	Surface Preservation	352	SM	2000
US-169	Johnson	Overland Park - 103rd St to 86th St	2.1	Surface Preservation	780	SM	2002
US-169	Johnson	Overland Park - 86th St to 75th St	1.4	Surface Preservation	367	SM	2003
US-169	Johnson	Overland Park- 75th St, N to S of 63rd St	1.4	Surface Preservation	506	SM	2002
US-169	Labette	MG-LB Co L, N to LB-NO Co L	1.9	Surface Preservation	223	SM	2002
US-169	MG.LB,NO	S of US-400, N to 0.6 Mi N LB-NO Co L	3.6	Surface Preservation	70	SM	2000
US-169	Miami	Br #New over K-7		Bridge Steel	189	MM	2001
US-169	Miami	Br #New, Pottawatomie Cr		Bridge Steel	657	MM	2001
US-169	Miami	Br #New, Marais Des Cygnes Riv Drg		Bridge Steel	1,100	MM	2001
US-169	Miami	Br #New over UP RR		Bridge Steel	160	MM	2001
US-169	Miami	Br #New over BN RR, Local Rd		Bridge Steel	116	MM	2001
US-169	Miami	0.6 Mi SW K-7, NE to 0.3 Mi SW K-263	9.9	Roadway Rehabilitation, Add 2-Lanes	32,394	MM	2002
US-169	Miami	Br #053 over K-7		Bridge Repair	132	MM	2002
US-169	Miami	Br #New over K-7		Bridge New	519	MM	2002
US-169	Miami	Br #054, Local Rd over US-169		Bridge Repair	17	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-169	Miami	Br #055, Pottawatomie Cr		Bridge Repair	348	MM	2002
US-169	Miami	Br #New, Pottawatomie Cr		Bridge New	1,351	MM	2002
US-169	Miami	Br #056 over Main St (Oswatme)		Bridge Overlay	300	MM	2002
US-169	Miami	Br #New over Main St (Oswatme)		Bridge New	712	MM	2002
US-169	Miami	Br #047, Marais Des Cygnes Riv Drg		Bridge Overlay	1,245	MM	2002
US-169	Miami	Br #New, Marais Des Cygnes Riv Drg		Bridge New	2,376	MM	2002
US-169	Miami	Br #048 over K-279		Bridge Overlay	247	MM	2002
US-169	Miami	Br #New over K-279		Bridge New	589	MM	2002
US-169	Miami	Br #049 over Lookout Rd		Bridge Overlay	106	MM	2002
US-169	Miami	Br #New over Lookout Rd		Bridge New	413	MM	2002
US-169	Miami	Br #058, Marais Des Cygnes Riv Drg		Bridge Widen	105	MM	2002
US-169	Miami	Br #050 over 335th St		Bridge Overlay	190	MM	2002
US-169	Miami	Br #New over 335th St		Bridge New	730	MM	2002
US-169	Miami	Br #051 over UP RR		Bridge Overlay	292	MM	2002
US-169	Miami	Br #New over UP RR		Bridge New	502	MM	2002
US-169	Miami	Br #052 over 327th St		Bridge Overlay	157	MM	2002
US-169	Miami	Br #New over 327th St		Bridge New	728	MM	2002
US-169	Miami	Br #026 over BN RR, Local Rd		Bridge Overlay	356	MM	2002
US-169	Miami	Br #New over BN RR, Local Rd		Bridge New	653	MM	2002
US-169	Miami	Br #027, Bull Cr		Bridge Overlay	281	MM	2002
US-169	Miami	Br #New, Bull Cr		Bridge New	1,001	MM	2002
US-169	Miami	Br #028, RS 1705 over US-169		Bridge Repair	1	MM	2002
US-169	Miami	Br #New over MoPac RR		Bridge Steel	298	MM	2001
US-169	Miami	Br #New over SL-SF RR		Bridge Steel	99	MM	2001
US-169	Miami	0.3 Mi SW K-263, NE to 2 Ln/4 Ln div	10.7	Roadway Rehabilitation, Add 2-Lanes	32,362	MM	2001
US-169	Miami	Br #029 over K-263		Bridge Overlay	221	MM	2001
US-169	Miami	Br #New over K-263		Bridge New	795	MM	2001
US-169	Miami	Br #030, Dorsey Cr		Bridge Widen	489	MM	2001
US-169	Miami	Br #031, RS 1021 over US-169		Bridge Repair	35	MM	2001
US-169	Miami	Br #032 over 287th St		Bridge Overlay	99	MM	2001
US-169	Miami	Br #New over 287th St		Bridge New	363	MM	2001
US-169	Miami	Br #033, K-68 over US-169		Bridge Widen	505	MM	2001
US-169	Miami	Br #034 over MoPac RR		Bridge Overlay	337	MM	2001
US-169	Miami	Br #New over MoPac RR		Bridge New	417	MM	2001
US-169	Miami	Br #035 over Local Rd		Bridge Overlay	85	MM	2001
US-169	Miami	Br #New over Local Rd		Bridge New	323	MM	2001
US-169	Miami	Br #107 (New)		Bridge New	288	MM	2001
US-169	Miami	Br #036 over RS 460		Bridge Overlay	109	MM	2001
US-169	Miami	Br #New over RS 460		Bridge New	403	MM	2001
US-169	Miami	Br #037, Ten Mile Cr		Bridge Overlay	216	MM	2001
US-169	Miami	Br #New, Ten Mile Cr		Bridge New	574	MM	2001
US-169	Miami	Br #038 over SL-SF RR		Bridge Overlay	254	MM	2001
US-169	Miami	Br #New over SL-SF RR		Bridge New	562	MM	2001
US-169	Miami	Br #039, Local Rd over US-169		Bridge Repair	49	MM	2001
US-169	Montgomery	Coffeyville-0.1 Mi S of 15th St, N to 12th St	0.4	Surface Preservation	906	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-169	Montgomery	Coffeyville - S of 15th St, S	0.1	Surface Preservation	341	SM	2003
US-169	Montgomery	E Jct US-166, N to S Jct US-160	11.2	Surface Preservation	32	SM	2000
US-169	Montgomery	E Jct US-166, N to Co Rd 2800	4.7	Roadway Reconstruction to 4-Lane	23,616	SE	2005-09
US-169	Montgomery	S of S Jt US-160,N to S of N Jt US-160 (4-L)	1.0	Roadway Reconstruction	2,900	MM	2002
US-169	Montgomery	SKO RR Xing at Cherryvale		Upgrade RR Protection	177	MM	2000
US-169	Montgomery	0.3 Mi S of J US-400, NE to MG-LB Co L	2.5	Surface Preservation	294	SM	2002
US-169	Neosho	LB-NO Co L, N 0.6 Mi	0.6	Surface Preservation	65	SM	2002
US-169	Neosho	0.6 Mi N of LB-NO Co L, N to SCL Thayer	6.7	Surface Preservation	249	SM	2002
US-169	Neosho	S of SCL Thayer, N to 3 Mi N Jct K-47	6.2	Roadway Reconstruction	12,520	MM	2003
US-169	Neosho	Br #011, Elk Cr Drg		Bridge Replace	188	MM	2003
US-169	Neosho	3 Mi N Jct K-47, N to NO-AL Co L	11.6	Surface Preservation	1,306	SM	2000
US-169	Wyandotte	Br #073 over UP RR, Local Sts		Bridge Rehabilitation	5,425	PB	2005-09
US-169 B	Anderson	Jct US-59, E to Jct US-169	1.4	Surface Preservation	164	SM	2002
K-170	Lyon	Jct K-99, E to LY-OS Co L	8.0	Surface Preservation	417	SM	2000
K-170	Osage	LY-OS Co L, E & N to Jct K-31	13.7	Surface Preservation	684	SM	2000
K-173	Norton	Densmore, N to Jct K-9	0.6	Surface Preservation	7	SM	2000
K-176	Russell	NCL Lucas, N to Jct K-18	0.2	Surface Preservation	8	SM	2000
K-177	Butler	Br #053 over KTA (I-35)		Bridge Overlay	125	SM	2001
K-177	BU,CS,MR	Cassidy, N to Council Grove		Scenic Byway Radio System	100	MM	2002
K-177	BU,CS,MR	Cassidy, N to Council Grove		Scenic Byway Parking	148	MM	2002
K-177	Chase	BU-CS Co L, N to SCL Cottonwood Falls	20.9	Surface Preservation	1,093	SM	2000
K-177	Chase	Culv at RP 31.2		Culvert Replace	75	SM	2002
K-177	Chase	Culv #___, 10.6 Mi N of BU-CS Co L		Culvert Replace	72	SM	2001
K-177	Chase	Br #032, ATSF Railway		Bridge Overlay	258	SM	2001
K-177	Chase	2.8 Mi S of Cottonwood Falls		Scenic Overlook Improvement	438	MM	2000
K-177	Chase	SCL Cottonwood Falls, N to Jct US-50	3.2	Surface Preservation	259	SM	2000
K-177	Chase	Br #050, Cottonwood Riv		Bridge Overlay	107	SM	2001
K-177	Chase	Strong City-Washington, N to RR R/W	0.5	Roadway Reconstruction	969	MM	2001
K-177	Chase	Br #036, Fox Cr		Bridge Overlay	54	SM	2002
K-177	Geary	0.3 Mi S I-70, N to GE-RL Co L	1.1	Surface Preservation	46	SM	2002
K-177	Riley	GE-RL Co L, N 6.9 Mi	6.9	Surface Preservation	315	SM	2002
K-179	Harper	OK-KS St L, N to SCL Anthony	11.1	Surface Preservation	632	SM	2000
K-179	Harper	Anthony-N of RR,N to N of Washington St	0.4	Roadway Rehabilitation	270	MM	2002
K-181	Lincoln	RS-LC Co L, E & N to LC-MC Co L	23.8	Surface Preservation	1,659	SM	2002
K-181	Lincoln	Culv #531, 4 Mi N of K-18		Culvert Replace	81	SM	2000
K-181	Lincoln	Culv #534, RP 22.4		Culvert Replace	108	SM	2002
K-181	Mitchell	LC-MC Co L, N & W to MC-OB Co L	13.3	Surface Preservation	987	SM	2002
K-181	Mitchell	Central Kansas RR Xing at Hunter		Upgrade RR Crossing Surface	59	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-181	Mitchell	Central Kansas RR Xing W of Hunter		Upgrade RR Crossing Surface	59	MM	2002
K-181	Mitchell	Br #033, N Branch Spillman Cr Drg		Bridge Replace	532	PB	2005-09
K-181	Mitchell	Br #035, Clay Cr Drg		Bridge Replace	630	PB	2005-09
K-181	Mitchell	Culv at RP 33.35		Culvert Replace	40	SM	2001
K-181	Mitchell	Culv at RP 33.4		Culvert Replace	40	SM	2001
K-181	Mitchell	Culv #525, 10.5 Mi N,W&N of LC-MC Co L		Culvert Replace	72	SM	2001
K-181	Osborne	Klye RR Xing in Downs		Upgrade RR Crossing Surface	131	MM	2002
K-181	Russell	Jct K-232, E to RS-LC Co L	0.1	Surface Preservation	6	SM	2002
US-183	Comanche	Jct US-160, N to CM-KW Co L	7.1	Surface Preservation	479	SM	2002
US-183	Edwards	KW-ED Co L, N to Jct US-56	17.0	Surface Preservation	1,105	SM	2002
US-183	Ellis	RH-EL Co L, N to Jct US-183 Alt	11.4	Surface Preservation	475	SM	2002
US-183	Ellis	Hays- US-183 Alt, N to 13th St	0.7	Surface Preservation	350	SM	2002
US-183	Ellis	Hays - 13th St, N to 27nd St	1.0	Surface Preservation	439	SM	2002
US-183	Ellis	Hays - US-183 & 27th St		Construct Median	43	MM	2001
US-183	Ellis	Hays - S of I-70, N to N of 55th St		Traffic Signals	140	SE	2001
US-183	Ellis	Hays - S of I-70, N to N of 55th St		Construct Access Roadway	312	SE	2002
US-183	Ellis	Hays - S of I-70, N to N of 55th St		Construct Access Roadway	167	SE	2002
US-183	Ellis	Hays - S of I-70, N to N of 55th St	1.0	Roadway Reconstruction to 4-Lane	5,994	SE	2004
US-183	Ellis	Hays - US-183 & 43rd St (W connection)		Construct Access Roadway	154	MM	2001
US-183	Ellis	Hays - US-183 & 45th St (W connection)		Construct Access Roadway	183	MM	2001
US-183	Ellis	Hays - US-183 & 48th St (W connection)		Construct Access Roadway	452	MM	2001
US-183	Ellis	55th St N of Hays, N to EL-RO Co L	15.3	Roadway Rehabilitation	7,782	MM	2005-09
US-183	Ellis	Br #049, N Fork Big Cr		Bridge Repair	23	MM	2005-09
US-183	Ellis	Br #050, N Fork Big Cr Drg		Guard Fence	Incl	MM	2005-09
US-183	Ellis	Br #051, Saline Riv Drg		Bridge Repair	23	MM	2005-09
US-183	Ellis	Br #052, Saline Riv		Bridge Replace	2,481	MM	2005-09
US-183	Kiowa	CM-KW Co L, N to KW-ED Co L	24.3	Surface Preservation	1,616	SM	2002
US-183	Phillips	0.3Mi S of NCL Phillipsburg,N to KS-NB St L	18.0	Surface Preservation	1,294	SM	2002
US-183	Rooks	EL-RO Co L, N to SCL Plainville	6.2	Roadway Reconstruction	5,960	MM	2004
US-183	Rooks	Br #019, Paradise Cr		Bridge Replace	100	MM	2004
US-183	Rooks	Br #020, Paradise Cr Drg		Bridge Replace	171	MM	2004
US-183	Rooks	Stockton-7th St, N to US-24	0.5	Roadway Reconstruction	1,176	MM	2001
US-183	Rooks	Kyle RR Xing in Stockton		Upgrade RR Crossing Surface	105	MM	2001
US-183	Rush	NCL LaCrosse, N to RH-EL Co L	11.1	Surface Preservation	669	SM	2001
US-183	Rush	Culv #541 in LaCrosse		Culvert Replace	125	SM	2001
K-184	Thomas	Jct I-70, N to Brewster	1.6	Surface Preservation	21	SM	2002
K-187	Nemaha	Jct K-9, N to Jct US-36	8.0	Surface Preservation	242	SM	2000
K-187	Nemaha	UP RR Xing W of Seneca		Upgrade RR Protection	146	MM	2000
K-189	Cloud	ECL Miltonville, N to Jct US-24	0.9	Surface Preservation	20	SM	2001
K-190	Haskell	E Jct US-56, S to HS-SW Co L	3.8	Surface Preservation	226	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-190	HS & SW	Satanta, S & E to Jct US-83	9.9	Surface Preservation	300	SM	2000
K-190	Seward	HS-SW Co L, S & E to Jct US-83	7.0	Surface Preservation	421	SM	2002
K-191	Smith	Culv #533 at RP 0.1		Culvert Replace	45	SM	2001
K-191	Smith	Culv #534 at RP 0.8		Culvert Replace	44	SM	2001
K-192	Jefferson	Br #030, Crooked Cr		Bridge Replace	635	PB	2004
K-192	Leavenworth	JF-LV Co L, NE to Jct US-73	8.5	Surface Preservation	30	SM	2001
K-193	Mitchell	Asherville, N to Jct US-24	0.5	Surface Preservation	21	SM	2000
K-194	Cloud	Simpson, N to Jct US-24	1.6	Surface Preservation	1	SM	2000
K-194	Cloud	Culv #533 at RP 0.2		Culvert Replace	58	SM	2001
K-196	Butler	Br #061, Fourmile Cr		Bridge Replace	1,033	PB	2003
K-196	Harvey	Br #067, Wildcat Cr		Bridge Replace	676	PB	2001
K-196	Harvey	Br #068, Gypsum Cr		Bridge Replace	712	PB	2001
K-196	Harvey	Br #067 & #068, Wildcat & Gypsum Cr		Detour Bridges	507	PB	2001
K-196	Harvey	Br #069, W Branch Whitewater Riv		Bridge Replace	849	PB	2001
K-197	Clay	DK-CY Co L, E to Jct K-15	0.3	Surface Preservation	6	SM	2000
K-197	Dickinson	Industry, E to DK-CY Co L	1.7	Surface Preservation	20	SM	2000
K-197	Dickinson	Br #074, Chapman Cr Drg		Bridge Replace	664	PB	2003
K-206	Dickinson	NCL Chapman, N to Jct I-70	1.0	Surface Preservation	78	SM	2000
K-209	Dickinson	NCL Woodbine, E to DK-MR Co L	2.2	Surface Preservation	2	SM	2000
K-209	Dickinson	Br #076, Lyon Cr Drg		Bridge Overlay	179	SM	2000
K-209	Morris	DK-MR Co L, E to Jct US-77	0.3	Surface Preservation	2	SM	2000
K-215	Marion	ECL Goessel, E to Jct K-15	0.5	Surface Preservation	29	SM	2001
K-228	Jewell	Jct K-128, E to Ionia	0.4	Surface Preservation	23	SM	2002
K-231	Russell	NCL Dorrance, N to I-70	0.8	Surface Preservation	56	SM	2000
K-232	Ellsworth	Old Jct US-40, N to EW-LC Co L	3.3	Surface Preservation	356	SM	2000
K-232	Lincoln	EW-LC Co L, N to LC-RS Co L	5.0	Surface Preservation	539	SM	2000
K-232	Russell	LC-RS Co L, E & N to Jct K-18	9.0	Surface Preservation	589	SM	2000
K-234	Washington	ECL Hanover, E to Jct K-148	0.4	Surface Preservation	8	SM	2002
I-235	Sedgwick	Br #066 over OKT RR (NL)		Bridge Overlay	235	SM	2001
I-235	Sedgwick	Br #065 over OKT RR (SL)		Bridge Overlay	262	SM	2001
I-235	Sedgwick	Wichita - MacArthur, NW to Central	7.0	Surface Preservation	309	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-235	Sedgwick	In Wichita-MacArthur Rd, NE to Seneca		Fence Replace	26	SM	2000
I-235	Sedgwick	In Wichita-MacArthur Rd, NE to Seneca		Lt Tower Replace	35	SM	2000
I-235	Sedgwick	In Wichita - NB S of US-54		Sign Truss Repair	15	SM	2001
I-235	Sedgwick	Br #087, WL over US-54		Bridge Overlay	22	SM	2002
	Sedgwick	Br #088, EL over US-54		Bridge Overlay	22	SM	2002
I-235	Sedgwick	Br #095 over Zoo Blvd, KSW RR (EL)		Bridge Overlay	19	SM	2001
I-235	Sedgwick	Br #094 over Zoo Blvd, KSW RR (WL)		Bridge Overlay	21	SM	2001
I-235	Sedgwick	Br #096, Arkansas Riv (WL)		Bridge Overlay	18	SM	2001
I-235	Sedgwick	Br #097, Arkansas Riv (EL)		Bridge Overlay	20	SM	2001
I-235	Sedgwick	Br #099, Wichita Flood Cntrl Canal (WL)		Bridge Overlay	18	SM	2001
I-235	Sedgwick	Br #100, Wichita Flood Cntrl Canal (EL)		Bridge Overlay	20	SM	2001
I-235	Sedgwick	Br #106, Little Arkansas Riv (SL)		Bridge Overlay	34	SM	2001
I-235	Sedgwick	Br #105, Little Arkansas Riv (NL)		Bridge Overlay	36	SM	2001
I-235	Sedgwick	Br #107 over Arkansas Ave (NL)		Bridge Overlay	6	SM	2001
I-235	Sedgwick	Br #110 over BN-SF RR, Broadway (SL)		Bridge Overlay	30	SM	2001
I-235	Sedgwick	Br #109 over BN-SF RR, Broadway (NL)		Bridge Overlay	22	SM	2001
K-236	Nemaha	Jct US-36, N to Oneida	1.5	Surface Preservation	96	SM	2000
K-236	Nemaha	UP RR Xing S of Oneida		Upgrade RR Protection	144	MM	2000
K-238	Doniphan	Jct US-36, N to KS-NE St L	1.4	Surface Preservation	20	SM	2001
K-239	Linn	BN-SF RR Xing in Prescott		Upgrade RR Crossing Surface	66	MM	2001
K-243	Washington	Jct K-148, E to Pony Express Station	0.9	Surface Preservation	20	SM	2002
K-245	Jefferson	Jct K-4, NW to SCL Meriden	0.3	Surface Preservation	72	SM	2000
K-246	Brown	UP RR Xing W of Morrill		Upgrade RR Protection	160	MM	2000
K-252	Lincoln	Jct K-18, S to NCL Beverly	0.5	Surface Preservation	23	SM	2001
K-253	Sherman	Jct I-70, N to Jct Old US-24	0.7	Surface Preservation	43	SM	2001
K-254	Butler	El Dorado-W of Marmaton,E to E of Haverhill	0.9	Surface Preservation	233	SM	2002
K-254	Butler	El Dorado- Jones St E to E of Alleghany St	0.4	Roadway Reconstruction to 5-Lane	943	MM	2003
K-254	Butler	El Dorado - Alleghany St to High St	0.2	Surface Preservation	70	SM	2003
K-254	Butler	El Dorado - K-254 & Haverhill Rd	0.1	Intersection Improvement	145	MM	2001
K-254	Sedgwick	Jct K-135, E to Middle Fork Chisholm Cr	3.0	Surface Preservation	145	SM	2002
K-254	Sedgwick	Br #197, Middle Fork Chisholm Cr (SL)		Bridge Overlay	109	SM	2002
K-254	Sedgwick	Br #196, Middle Fork Chisholm Cr (NL)		Bridge Overlay	110	SM	2002
K-254	Sedgwick	Intchgs at Hillside, Oliver & Woodlawn	0.0	Install Lighting	480	SM	2005-09
K-254	Sedgwick	Br #198, NL, Over 45th St		Bridge Overlay	172	SM	2000
K-254	Sedgwick	Br #199, SL, Over 45th St		Bridge Overlay	172	SM	2000
K-254	Sedgwick	Br #207, SL, Over Hillside Ave		Bridge Overlay	88	SM	2000
K-254	Sedgwick	Br #206, NL, Over Hillside Ave		Bridge Overlay	74	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-255	Ellis	I-70, S to NCL Victoria	1.1	Surface Preservation	156	SM	2001
K-256	Marion	Br #048, Cottonwood Riv		Bridge Overlay	188	SM	2001
K-256	Marion	UP RR Xing in Marion		Upgrade RR Protection	127	MM	2000
K-260	McPherson	S Jct I-135, W & N to N Jct I-135	3.6	Surface Preservation	646	SM	2000
K-267	Sherman	ECL Kanorado, S to Jct I-70	0.8	Surface Preservation	43	SM	2001
K-268	Osage	Jct US-75, E to Jct K-68	9.5	Surface Preservation	588	SM	2000
K-277	Crawford	Jct K-7, E to E R/W BN-SF RR	0.7	Surface Preservation	33	SM	2002
K-277	Crawford	BN-SF RR Xing N of Farlington		Upgrade RR Crossing Surface	26	MM	2002
US-281	Barber	7.6 Mi N of E Jct US-160		Drainage Repair	103	SM	2002
US-281	Barton	Great Bend - 19th St to 24th St	0.4	Surface Preservation	348	SM	2003
US-281	Barton	NCL Great Bend, N to SCL Hoisington	8.9	Surface Preservation	658	SM	2001
US-281	Barton	Br #019, Cheyenne Bottom Drg		Bridge Replace	561	PB	2003
US-281	Barton	Br #020, Blood Cr Drg		Bridge Replace	608	PB	2003
US-281	Barton	Br #021, Blood Cr		Bridge Replace	404	PB	2003
US-281	Barton	Br #022, Blood Cr Drg		Bridge Replace	432	PB	2003
US-281	Barton	E Jct K-4, W to WCL Hoisington	0.3	Surface Preservation	37	SM	2002
US-281	Barton	WCL Hoisington, W to W Jct K-4	4.3	Surface Preservation	25	SM	2001
US-281	Barton	W Jct K-4, N to BT-RS Co L	11.1	Surface Preservation	992	SM	2000
US-281	Osborne	RS-OB Co L, N to SCL Osborne	20.5	Surface Preservation	239	SM	2002
US-281	Osborne	Br #032, S Fk Solomon Riv		Bridge Replace	2,780	PB	2005-09
US-281	Osborne	Osborne-Massachusetts, N to Jefferson	0.7	Roadway Reconstruction	1,821	MM	2002
US-281	Osborne	Kyle RR Xing in Osborne		Upgrade RR Crossing Surface	110	MM	2001
US-281	Osborne	N Jct US-24, N to OB-SM Co L	4.0	Surface Preservation	533	SM	2002
US-281	Osborne	Br #036 N Fork Solomon Riv		Bridge Paint	157	SM	2001
US-281	Pratt	BA-PR Co L, N to N of Jct K-64	12.6	Surface Preservation	632	SM	2001
US-281	Pratt	Pratt - S of Central Ks RR, N to 10th St	0.1	Roadway Reconstruction	600	MM	2004
US-281	Pratt	Pratt - RR tracks, N to NCL	0.2	Surface Preservation	76	SM	2001
US-281	Pratt	Pratt - N & S Apprs to RR Xing	0.1	Roadway Reconstruction	287	MM	2002
US-281	Russell	BT-RS Co L, N to SCL Russell	11.7	Surface Preservation	169	SM	2002
US-281	Russell	Br #036, Landon Cr		Bridge Replace	1,407	PB	2003
US-281	Russell	Br #037, Smoky Hill Riv		Bridge Replace	2,160	PB	2003
US-281	Russell	Russell - SCL, N to Dorrance St	1.0	Surface Preservation	281	SM	2001
US-281	Russell	W Jct K-18, E to E Jct K-18	8.5	Surface Preservation	415	SM	2000
US-281	Russell	E Jct K-18, N to RS-OB Co L	1.0	Surface Preservation	12	SM	2002
US-281	Smith	OB-SM Co L, N to SCL Smith Center	16.9	Surface Preservation	234	SM	2002
US-281	Smith	Kyle RR Xing in Smith Center		Upgrade RR Protection	216	MM	2001
US-281	Stafford	Jct US-50, N to Jct K-19	14.0	Surface Preservation	678	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-283	Clark	N Jct US-160, N to Jct US-54	11.5	Surface Preservation	1,402	SM	2001
US-283	Graham	0.1 Mi S NCL Hill City, N to GH-NT Co L	13.4	Surface Preservation	439	SM	2000
US-283	Graham	C&G in Hill City, N to GH-NT Co L	13.5	Roadway Reconstruction	14,100	MM	2004
US-283	Graham	Br #025, S Fork Solomon Riv Drg		Bridge Replace	387	MM	2004
US-283	Graham	Br #026, S Fork Solomon Riv Drg		Bridge Replace	89	MM	2004
US-283	Graham	Br #028, Bow Cr Drg		Bridge Replace	207	MM	2004
US-283	Hodgeman	Jct K-156, N to HG-NS Co L	12.0	Surface Preservation	166	SM	2000
US-283	Ness	HG-NS Co L, N to NCL Ness City	13.7	Surface Preservation	1,588	SM	2002
US-283	Ness	Central Kansas RR Xing in Ness City		Upgrade RR Crossing Surface	49	MM	2002
US-283	Norton	GH-NT Co L, N & W to W Jct K-9	6.0	Surface Preservation	220	SM	2000
US-283	Norton	GH-NT Co L, N & W to W Jct K-9	6.0	Roadway Reconstruction	6,708	MM	2003
US-283	Norton	Br #014, N Fork Solomon Riv Drg		Bridge Replace	186	MM	2003
US-283	Norton	Br #060, N Fork Solomon Riv		Bridge Repair	2	MM	2003
US-283	Norton	Br #016, N Fork Solomon Riv Drg		Bridge Replace	329	MM	2003
US-283	Norton	Kyle RR Xing in Norton		Upgrade RR Protection	243	MM	2000
US-283	Norton	Jct US-36 in Norton, N to KS-NB St L	11.3	Roadway Reconstruction	12,099	MM	2001
US-283	Norton	Br #020, Spring Cr		Bridge Replace	204	MM	2001
US-283	Norton	Br #021, Deer Cr		Bridge Replace	229	MM	2001
US-283	Norton	Br #068, Sideroad		Bridge New	86	MM	2001
US-283	Trego	NS-TR Co L, N 10.0 Mi	10.0	Roadway Reconstruction	10,096	MM	2005-09
US-283	Trego	Br #034, Smoky Hill Riv		Bridge Replace	2,359	MM	2005-09
US-283	Trego	Br #035, Cedar Bluff Resv Drg		Bridge Replace	72	MM	2005-09
US-283	Trego	10 Mi N NS-TR Co L, N to 0.1 Mi S I-70	11.8	Roadway Reconstruction	11,954	MM	2005-09
US-283	Trego	Br #036, Cedar Bluff Resv Drg		Bridge Replace	106	MM	2005-09
US-283	Trego	Br #037, Cedar Bluff Resv Drg		Bridge Replace	106	MM	2005-09
US-283	Trego	Br #038, Big Cr Drg		Bridge Replace	68	MM	2005-09
US-283	Trego	Br #039, Big Cr Drg		Bridge Replace	83	MM	2005-09
US-283	Trego	Br #040, Big Cr		Bridge Replace	907	MM	2005-09
K-284	Lincoln	Jct K-14, E to WCL Barnard	5.6	Surface Preservation	58	SM	2000
K-360	Cowley	Winfield-Jct US-77, E 2.0 Mi	2.0	Flood Repair	3	SM	2001
K-368	Osage	Jct K-268, N to Vassar State Park	1.0	Surface Preservation	5	SM	2000
K-383	Decatur	WCL Jennings, NE to DC-NT Co L	7.3	Roadway Rehabilitation	5,597	MM	2005-09
K-383	Norton	DC-NT Co L, NE & N to W Jct US-36	13.6	Roadway Rehabilitation	7,414	MM	2000
K-383	Norton	Br #022, Prairie Dog Cr Drg		Bridge Overlay	167	MM	2000
K-383	Norton	Br #023, Prairie Dog Cr Drg		Bridge Overlay	167	MM	2000
K-383	Norton	Br #024, Prairie Dog Cr Drg		Bridge Handrail	37	MM	2000
K-383	Norton	Br #025, Prairie Dog Cr Drg		Bridge Handrail	37	MM	2000
K-383	Norton	Br #026, Prairie Dog Cr		Bridge Handrail	92	MM	2000
K-383	Norton	Br #027 over MSPA RR		Bridge Overlay	133	MM	2000
K-383	Norton	Br #028, Norton Resv Drg		Guard Fence	Incl	MM	2000
K-383	Phillips	Br #028, Elk Cr		Bridge Replace	711	PB	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-383	Phillips	Br #029, Prairie Dog Cr		Bridge Replace	840	PB	2001
K-383	Phillips	Br #030, Jack Cr		Bridge Replace	625	PB	2001
K-383	Phillips	Br #031, Dry Cr		Bridge Replace	625	PB	2001
US-400	Butler	End Concrete at E Jct US-54, E 3.7 Mi	3.7	Surface Preservation	875	SM	2000
US-400	Butler	0.6Mi E of RS1010,E to 3.2Mi E of RS80	12.3	Surface Preservation	3,296	SM	2002
US-400	Cherokee	BN-SF RR Xing 2.5 Mi N of Riverton		Upgrade RR Crossing Surface	46	MM	2001
US-400	Ford	W of Dodge City-US-50 S & E to US-56/US-283	2.5	New 2-Lanes on 4-Lane R/W	11755	SE	2005-09
US-400	Ford	Bridges		Bridges New	7,324	SE	2005-09
US-400	Ford	Br #015, Arkansas Riv Drg		Bridge Replace	602	PB	2005-09
US-400	Ford	Br #057, Arkansas Riv		Bridge Repair	50	SM	2002
US-400	Greenwood	Brs #050, N Br Otter Cr & #051 Drg		Bridge Approach Repair	16	SM	2000
US-400	GW,WL,MG,LB	BU-GW Co L, E to 5.5 Mi W of US-59	77.8	Upgrade Pavement Marking	222	SM	2000
US-400	GW,WL,MG,LB	BU-GW Co L, E, SE & E to W of Parsons	78.4	Upgrade Pavement Marking	326	SM	2001
US-400	Labette	Parsons Bypass	10.9	Grading-New 2-Lanes on 4-Lane	6,879	SE	2001
US-400	Labette	Bridges		Bridges New	4,409	SE	2001
US-400	Labette	Parsons Bypass (Turnback)		Surface Rehabilitation	189	SE	2001
US-400	Labette	Parsons Bypass (Turnback)		Surface Rehabilitation	363	SE	2002
US-400	Labette	Parsons Bypass (Turnback)		Surface Rehabilitation	253	SE	2002
US-400	Labette	Parsons Bypass		Surfacing-New 2-Lanes on 4-Lane	16,153	SE	2003
US-400	Labette	Parsons Bypass (Jct US-59/US-400)(Turnback)		Intersection Improvement	334	SE	2003
US-400	WL,MG	At US-75 & US-169 Interchgs		Install Lighting	170	SM	2000
I-435	Johnson	Br #049, WL Antioch Rd over I-35		Bridge Repair	52	SM	2000
I-435	Johnson	US-169, W to 0.4 Mi W of US-69	2.4	Surfacing Reconstruction, Add 2-Lanes	36,348	MM	2005-09
I-435	Johnson	Br #051, SL over US-169		Bridge Widen	711	MM	2005-09
I-435	Johnson	Br #050, NL over US-169		Bridge Widen	711	MM	2005-09
I-435	Johnson	Br #206, Antioch (EL) over I-435		Bridge Replace	873	MM	2005-09
I-435	Johnson	Br #049, Antioch (WL) over I-435		Bridge Replace	873	MM	2005-09
I-435	Johnson	Br #047, Indian Cr (NL)		Bridge Widen	784	MM	2005-09
I-435	Johnson	Br #048, Indian Cr (SL)		Bridge Widen	784	MM	2005-09
I-435	Johnson	Overland Park - I-435 & Antioch		New Interchange	42,699	SE	2005-09
I-435	Johnson	Bridges		Interchange Bridges	22,703	SE	2005-09
I-435	Johnson	Overland Park-WB at US-169 & at Quivira		Intersection Improvement	503	MM	2000
I-435	Johnson	0.7 Mi N of 87th St, N 1.4 Mi	1.4	Surface Preservation	1,449	SM	2001
I-435	Johnson	Br #217, 53rd St over SB I-435		Bridge Repair	25	SM	2000
I-435	Wyandotte	Br #199, EL over K-32 & UP RR		Bridge Repair	137	SM	2002
I-435	Wyandotte	Br #198, WL over K-32 & UP RR		Bridge Repair	137	SM	2002
I-435	Wyandotte	At I-435 & Donahoo Rd		New Interchange	10,403	MM	2005-09
I-470	Shawnee	Jct I-70, SE to E of Gage Blvd	5.0	Upgrade Pavement Marking	116	SM	2001
I-470	Shawnee	Br #046, WB over I-70		Bridge Repair	72	SM	2002
I-470	Shawnee	Topeka - SB I-470 & 21st St		Intersection Improvement	183	SM	2001
I-470	Shawnee	Martin Dr, E to Topeka Blvd		Landscape Care	150	MM	2000
I-470	Shawnee	MP 6.5 eastbound at Topeka		Med. Barrier Repair	13	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-635	Wyandotte	Br #040 over BN-SF RR, old K132		Bridge Overlay	3,890	SM	2003
I-635	Wyandotte	Br #041 over BN-SF RR, old K132		Bridge Overlay	3,890	SM	2003
I-635	Wyandotte	K-32, N to 0.3 Mi N US-24	2.3	Surface Reconstruction	31,498	MM	2003
I-635	Wyandotte	Br #042, Ramp Br over 42nd St		Bridge Redeck	446	MM	2003
I-635	Wyandotte	Br #043 over Speaker Rd (WL & EL)		Bridge Redeck	759	MM	2003
I-635	Wyandotte	Br #044 over Ks Rv, K-32, UP RR (WL)		Bridge Redeck	7,010	MM	2003
I-635	Wyandotte	Br #045 over Ks Rv, K-32, UP RR (EL)		Bridge Redeck	6,435	MM	2003
I-635	Wyandotte	Br #149, EB I-70(KTA) over NB I-635		Bridge Replace	2,245	MM	2003
I-635	Wyandotte	Br #150, SB ramp to EB I-70 over I-635		Bridge Replace	1,545	MM	2003
I-635	Wyandotte	Br #152, SB ramp from WB I-70 ovr I635		Bridge Repair	489	MM	2003
I-635	Wyandotte	Br #153, EB I-70(KTA) over SB I-635		Bridge Replace	2,401	MM	2003
I-635	Wyandotte	Br #154, WB I-70(KTA) over NB I-635		Bridge Replace	2,090	MM	2003
I-635	Wyandotte	Br #155, NB ramp to WB I-70 over I-635		Bridge Replace	1,753	MM	2003
I-635	Wyandotte	Br #156, WB I-70(KTA) over SB I-635		Bridge Replace	2,717	MM	2003
I-635	Wyandotte	Br #157, NB ramp from EB I-70 ovr I635		Bridge Repair	109	MM	2003
I-635	Wyandotte	Br #046, Orville Ave over I-635		Guard Fence	Incl	MM	2003
I-635	Wyandotte	Br #048 over US-24 (WL)		Bridge Widen	313	MM	2003
I-635	Wyandotte	Br #049 over US-24 (EL)		Bridge Widen	304	MM	2003
I-635	Wyandotte	Br #050 Over 43rd Street		Bridge Widen	370	MM	2003
I-635	Wyandotte	Br #096, WB I-70(KTA) over Park Dr		Bridge Repair	235	MM	2003
I-635	Wyandotte	Br #New, C-D Rd, WB I-70 to I-635		Bridge New	4,892	MM	2003
I-635	Wyandotte	Br #057, EL over 38th St		Bridge Repair	71	SM	2002
I-635	Wyandotte	Br #183, EL over K-5		Bridge Repair	116	SM	2002
I-635	Wyandotte	0.3 Mi N US-24 to Missouri Riv Br	2.9	Surface Reconstruction	35,735	MM	2005-09
I-635	Wyandotte	Br #052 Over Victory Drive (SB)		Bridge Replace	955	MM	2005-09
I-635	Wyandotte	Br #053 Over Victory Drive (NB)		Bridge Replace	955	MM	2005-09
I-635	Wyandotte	Br #054, Parallel over I-635		Bridge Replace	2,165	MM	2005-09
I-635	Wyandotte	Br #055, Georgia Ave over I-635		Bridge Overlay	126	MM	2005-09
I-635	Wyandotte	Br #056 over 38th St (WL)		Bridge Overlay	276	MM	2005-09
I-635	Wyandotte	Br #057 over 38th St (EL)		Bridge Overlay	276	MM	2005-09
I-635	Wyandotte	Br #058 over K-5 (Leavnwth Rd) (WL&EL)		Bridge Replace	2,442	MM	2005-09
I-635	Wyandotte	Br #060, 34th St over I-635		Bridge Replace	740	MM	2005-09
I-635	Wyandotte	Br #182, 27th St over I-635 & K-5		Guard Fence	Incl	MM	2005-09
I-635	Wyandotte	Br #183 over K-5 (EL)		Bridge Overlay	240	MM	2005-09
I-635	Wyandotte	Br #184 over I-635 NB & K-5		Guard Fence	Incl	MM	2005-09
	Butler	Towanda - Hunter Rd, Kechi Rd to K-254	0.6	Roadway Reconstruction	564	MM	2002
	Butler	El Dorado-6th Ave, N to Haverhill Rd	0.6	Roadway Reconstruction	843	MM	2002
	BU,RN,SF	K-254 & Jct US-50/US-281		Install Lighting	93	SM	2000
	Cherokee	Culv #110, Mined Land Wildlife Area		Culvert Replace	85	SM	2000
	Clay	Clay Center Area Parking Lots		Surface Preservation	107	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
	Crawford	Pittsburg-E Ford Ave, US-69 B, E to Joplin Ave	0.2	Roadway Reconstruction to 3-Lane	557	MM	2000
	Crawford	Pittsburg - 23rd St over KCS RR		New RR Grade Separtion	2,444	MM	2002
	Dickinson	Dickinson Co.-on RS197,from RS124,W 1.0Mi	1.0	Roadway Rehabilitation	322	MM	2003
	Dickinson	Chapman- SCL, N to NCL on Marshall St	0.4	Roadway Reconstruction	331	MM	2003
	Dickinson	Herrington - Trapp St over UP RR		New RR Grade Separtion	5,166	MM	2005-09
	Elk	Elk Co - RS 679 S of Fall River, S & W	5.8	Roadway Rehabilitation	1,201	MM	2004
	FI,HM,ME	Locations on US-50 & US-54		Upgrade Guard Fence	398	MM	2004
	Ford	Wright - Casey Jones, S to Jewell on St Andrews	0.3	Roadway Reconstruction	382	MM	2004
	Johnson	Overland Park- spot intersections		Intersection Monitoring	311	SM	2002
	Johnson	Olathe- spot intersections		Intersection Monitoring	166	SM	2002
	Johnson	Olathe - College Blvd over BN-SF RR		New RR Grade Separtion	6,511	MM	2004
	JO,SN,WY	Various Locations		Surface Preservation	194	SM	2001
	Leavenworth	Br R2-LVSL-01 at Leavenworth Co St Lake		Bridge Redeck	151	PB	2001
	Leavenworth	Lvnwrth-Hughes,N of Esnhwr,N to Muncie	0.3	Roadway Reconstruction	431	MM	2001
	Leavenworth	Leavenworth Co-Gilman Rd, US-73, E 0.5 Mi	0.5	Roadway Reconstruction	1,066	MM	2001
	Lyon	Emporia-Americus Rd, US-50,N to 18th St	0.5	Roadway Reconstruction	1,967	MM	2002
	Lyon	Emporia-Peyton to Penny Ln on South Ave	0.4	Roadway Reconstruction	758	MM	2003
	Lyon	Emporia - Weaver, E on South Ave	0.3	Roadway Reconstruction	722	MM	2004
	Marshall	Marysville, E of Big Blue Riv & N of Spring Cr		Construct Levee, RR Embankment	18,559	MM	2004
	Marshall	Marysville, E of Big Blue Riv & N of Spring Cr		Relocate Railroad	14,244	MM	2005-09
	Miami	Paola-New Road, K-263, SE to Centennial	0.4	Construct New 4-Lane Roadway	1,019	MM	2000
	Miami	Miami Co-Old KC Rd,prop Moonlight Rd E 1.0 Mi	1.0	Roadway Rehabilitation	1,057	MM	2002
	Miami	Springhill-SCL,N to South St on Webster	0.5	Roadway Reconstruction to 3-Lane	943	MM	2003
	Nemaha	UP RR Xing, Old US-36 at Baileyville		Close RR Crossing	316	MM	2000
	Nemaha	Seneca-Community Dr, Main, N to US-36	0.6	Roadway Reconstruction	910	MM	2001
	Neosho	Chanute-S Santa Fe, 21st S 0.3 Mi	0.3	Roadway Reconstruction	1,304	MM	2001
	Neosho	Chanute-18th St to 21st St on S SantaFe	0.2	Roadway Reconstruction	672	MM	2002
	Neosho	Chanute-Plummer, K-39 to Ash Grove Rd	0.5	Roadway Reconstruction to 3-Lane	1,398	MM	2002
	Pottawatomie	Br #1.40(W&P), Pottawatomie Co St Lake		Bridge Replace	90	PB	2002
	Riley	Ogden- WCL, E to ECL on Riley Ave	0.5	Roadway Rehabilitation	501	MM	2003

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
	Riley	Riley Co-Wildcat Cr Rd at Eureka Valley Trib.		Bridge Replace	365	MM	2004
	Rooks	Palco - Ash to Douglas on Main St	0.2	Roadway Reconstruction	744	MM	2004
	Rush	LaCrosse - 12th to K-4 on Oak St	0.3	Roadway Reconstruction	806	MM	2004
	Russell	Russell-Wichita Ave, St Johns to US-281	0.6	Roadway Reconstruction	1,078	MM	2002
	Saline	Salina- At Centen'al,W on Schilling& S on Centen'al	0.6	Roadway Reconstruction	1,295	MM	2003
	Saline	Salina - N Ohio St over UP RR & CK RR		New RR Grade Separtion	13,664	MM	2005-09
	SA,MP	I-70 Exits 244,249, I-135 Exit 72	0.0	Install Lighting	465	SM	2004
	Sedgwick	Various Brs in Sedgwick Co		Upgrade Pavement Marking	42	SM	2000
	Sedgwick	In Wichita-Locs on State System	16.3	Upgrade Lighting System	254	SM	2000
	Sedgwick	Various Locations	0.1	Upgrade Signing	35	SM	2001
	Sedgwick	Wichita-Intersec of Pawnee & Oliver		Intersection Improvement	846	MM	2001
	Sedgwick	Wichita - Various Locations		Rehabilitate Light Towers	600	SM	2002
	Sedgwick	Wichita Metropolitan Area		Highway Reflector Markers	52	MM	2002
	Seward	Liberal - Kansas, E to Calvert on Tucker	0.5	Roadway Reconstruction to 4-Lane	704	MM	2004
	Shawnee	Topeka - S Topeka to 37th on S Kansas	0.5	Construct New 4-Lane Roadway	2,178	MM	2004
	District 1	Various Locations		Upgrade Signing	294	SM	2000
	District 1	Various Locations		Upgrade Signing	132	SM	2001
	District 1	Various Locations		Upgrade Signing	244	SM	2002
	District 1	Various Locations		Upgrade Signing	180	SM	2003
	District 1	Various Locations		Upgrade Signing	373	SM	2004
	District 1	Various Locations		Upgrade Signing	320	SM	2005-09
	District 2	Various Locations		Upgrade Signing	29	SM	2000
	District 2	Various Locations		Upgrade Signing	130	SM	2001
	District 2	Various Locations		Upgrade Signing	114	SM	2002
	District 2	Various Locations		Upgrade Signing	284	SM	2003
	District 2	Various Locations		Upgrade Signing	132	SM	2004
	District 2	Various Locations		Upgrade Signing	307	SM	2005-09
	District 3	Various Locations		Upgrade Signing	116	SM	2000
	District 3	Various Locations		Upgrade Signing	83	SM	2002
	District 3	Various Locations		Upgrade Signing	129	SM	2003
	District 3	Various Locations		Upgrade Signing	96	SM	2004
	District 3	Various Locations		Upgrade Signing	200	SM	2005-09
	District 4	Various Locations		Upgrade Signing	119	SM	2000
	District 4	Various Locations		Upgrade Signing	128	SM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
	District 4	Various Locations		Upgrade Signing	279	SM	2003
	District 4	Various Locations		Upgrade Signing	120	SM	2004
	District 4	Various Locations		Upgrade Signing	219	SM	2005-09
	District 5	Various Locations		Upgrade Signing	127	SM	2000
	District 5	Various Locations		Upgrade Signing	173	SM	2001
	District 5	Various Locations		Upgrade Signing	151	SM	2002
	District 5	Various Locations		Upgrade Signing	134	SM	2003
	District 5	Various Locations		Upgrade Signing	108	SM	2004
	District 5	Various Locations		Upgrade Signing	128	SM	2005-09
	District 5	Various Locations		Upgrade Pavement Marking	124	SM	2002
	District 6	Various Locations		Upgrade Signing	126	SM	2001
	District 6	Various Locations		Upgrade Signing	160	SM	2002
	District 6	Various Locations		Upgrade Signing	111	SM	2003
	District 6	Various Locations		Upgrade Signing	181	SM	2004
	Statewide	Interstate & Freeways		Logo Signs	997	MM	2003

PROJECTS COMPLETED IN FISCAL YEAR 2001

Note: Due to the current metric conversion process, some project descriptions are stated in kilometer (km) measurements. All project length figures are represented in mile measurements.

SUBSTANTIAL MAINTENANCE

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Allen	US-54	East City Limits Iola, East to End Concrete East of Laharpe	5.1	2,662	Overlay
Allen	US-169	Bridge 045, Neosho River, Local Road	0.0	164	Joint Repair
Allen	US-169	0.4 km South Tank Farm Road, North to 0.6 km South of Junction US-54	9.3	398	Shoulders
Atchison	US-59	Missouri River Bridge 13	0.0	1,242	Bridge Repair
Atchison	K-9	East Junction US-159, East to Junction US-73	4.9	240	25 mm Overlay (1 inch)
Atchison	K-9	JA-AT County Line, East to West Junction US-159	2.0	132	25 mm Overlay (1 inch)
Atchison	US-73	1.4 km Northwest Junction K-9, Northwest to AT-BR County Line	7.0	19	Crack Repair
Atchison	US-59	JF-AT County Line, Northeast to West City Limits Atchison	14.4	100	Crack Repair
Atchison	US-159	JF-AT County Line, Northwest to AT-BR County Line	26.7	92	Crack Repair
Barber	US-160	East City Limits-Medicine Lodge, East to BA-HP County Line	13.2	1,063	40 mm Overlay (1-1/2 inches)
Barton	US-281	West Junction K-4, North to BT-RS County Line	11.1	959	40 mm Overlay (1-1/2 inches)
Barton	US-56	West City Limits of Ellinwood, East to BT-RC County Line	6.2	513	40 mm Overlay (1-1/2 inches)
Barton	US-56	East City Limits Pawnee Rock, Northeast to South City Limits Great Bend	11.5	566	Slurry Seal
Bourbon	US-69	US-69/K-7 and 12th Street, City of Fort Scott	0.0	102	Traffic Signals
Bourbon	K-7	Bridge 034, Lost Creek (0.68 km North of East Junction K-31)	0.0	101	Bridge Overlay
Bourbon	K-65	Bridge 046, Little Osage River, 9.2 km East Junction K-3	0.0	148	Bridge Overlay
Brown	US-73	AT-BR County Line, Northwest to East City Limits Horton	8.5	21	Crack Repair
Brown	US-73	North City Limits Horton, North to South City Limits Hiawatha	11.6	36	Crack Repair
Brown	US-159	Horton: US-159, South of 4th to 15th	0.0	28	Conventional Seal
Butler	US-400	End Concrete at East Junction US-54, East 6.135 km	3.8	835	Overlay
Butler	US-77	El Dorado: 4th Avenue North to 12th Avenue on US-77	0.8	113	Milling and Overlay
Chase	US-50	East of Strong City (2 Locations) Test Site	0.0	93	Milling and Overlay
Chase	K-177	South City Limits of Cottonwood Falls, North to Junction US-50/K-57	3.2	259	40 mm Overlay (1-1/2 inches)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Chase	K-177	BU-CS County Line, North to South City Limits of Cottonwood Falls	20.9	1,062	40 mm Overlay (1-1/2 inches)
Chase	K-177	Culvert, 13.8 km North of BU-CS County Line	0.0	70	Culvert
Chase	US-50	Junction K-150, Northeasterly to West City Limits of Strong City	7.7	797	Concrete Pavement
Chautauqua	US-166	CL-CQ County Line, East to 200 m West of K-99	19.8	1,411	50 mm Overlay
Cherokee	K-96	Bridge 60, Shawnee Creek, .6 km East of East Junction US-69	0.0	121	Bridge Overlay
Cherokee	K-7	Junction US-160, North to Junction US-400	11.1	384	25 mm Overlay (1 inch)
Cherokee		Culvert 110, Mined Land Wildlife Area	0.0	89	Culvert
Cherokee	K-66	K-66 and Water Street, City of Galena, Cherokee County	0.0	47	Traffic Signals
Cherokee	US-69	OK-KS State Line, North to Junction US-166	2.4	18	Crack Repair
Cheyenne	US-36	Kansas-Colorado State Line, East 19.779 km	12.3	713	40 mm Overlay (1-1/2 inches)
Clark	US-283	Bridge 21, Bullard Creek, 1.9 km North OK-KS State Line	0.0	263	Bridge Overlay
Clark	US-160	South Junction US-283, East to CL-CM County Line (Exception 1.219 km)	23.4	1,303	50 mm Overlay
Clay	K-15	DK-CY County Line, North to South City Limits Clay Center	16.1	1,287	40 mm Overlay (1-1/2 inches)
Clay	US-24	Bridge 027, North Branch Five Creek	0.0	64	Bridge Repair
Clay	K-9	WS-CY County Line, East to South Junction K-15	8.6	20	Crack Repair
Cloud	US-81	Along US-81 Corridor at Concordia	0.0	79	Lighting
Cloud	US-24	MC-CD County Line, East to Junction K-189	27.1	77	Crack Repair
Cloud	K-194	North City Limits Simpson, North to Junction US-24	1.6	3	Crack Repair
Cowley	K-15	North Junction US-77, West to East City Limits of Udall	5.9	302	40 mm Overlay (1-1/2 inches)
Cowley	K-55	SU-CL County Line, East to end of K-55	2.0	91	40 mm Overlay (1-1/2 inches)
Cowley	US-160	SU-CL County Line, East to West City Limits of Winfield	7.6	293	25 mm Overlay (1 inch)
Cowley	US-77	US-77 (Main Street) and 14th Street, City of Winfield	0.0	64	Traffic Signals
Cowley	US-77 B	Entire Route	3.7	9	Fencing
Cowley	K-15	Bridge 58 Walnut River Drainage, 0.95 Mile West North Junction US-77	0.0	5	Bridge Repair
Cowley	US-77	Winfield: On Main:South City Limits North to Walnut River Bridge	0.7	328	Milling and Overlay
Crawford	K-57	Bridge 20, Lightning Creek, 16.9 km East of NO-CR County Line	0.0	118	Bridge Overlay
Crawford	K-57	CR-NO County Line, East to West City Limits of Girard	12.5	1,052	Overlay
Decatur	US-83	Bridge 9, Sappa Creek Drainage, 5.7 km South of Junction US-36	0.0	242	Bridge Repair
Dickinson	K-209	North City Limits of Woodbine, East to DK-MR County Line	3.4	114	40 mm Overlay (1-1/2 inches)
Dickinson	K-15	West Junction K-18, North to DK-CY County Line	11.0	854	40 mm Overlay (1-1/2 inches)
Dickinson	I-70	1.5 km West of K-15, East to 3.6 km East of K-43	8.9	930	Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Douglas	US-59	Bridge 22 over US-59, 1.2 km North of Junction K-10	0.0	23	Bridge Repair
Douglas	K-10	From County Road 438, South and East to South Junction US-59	8.3	2,500	Overlay
Edwards	K-19	Junction US-50, North to ED-PN County Line	3.7	193	25 mm Overlay (1 inch)
Elk	K-99	East Junction US-160, to EK-GW County Line	16.6	166	Sealing
Elk	US-160	CL-EK County Line, East to East Junction K-99	14.2	147	Sealing
Ellsworth	I-70	RS-EW County Line East to Junction K-14	16.9	12,200	Grade, Bridge and Surfacing
Ellsworth	I-70	Junction K-14 East to EW-LC County Line	6.3	8,498	Grade, Bridge and Surfacing
Ellsworth	K-14	RC-EW County Line, North to South City Limits of Ellsworth	15.0	864	40 mm Overlay (1-1/2 inches)
Ellsworth	K-156	Junction K-140, Northeast to I-70	10.7	864	40 mm Overlay (1-1/2 inches)
Ellsworth	K-156	East City Limits of Holyrood, Northeast to Junction K-140	15.0	796	25 mm Overlay (1 inch)
Ellsworth	K-232	Old Junction US-40, North to EW-LC County Line	3.3	376	40 mm Overlay (1-1/2 inches)
Finney	US-50 B	Garden City: Ballinger Street to Fleming Street on Fulton Street	29.8	221	Surfacing
Ford	US-50	0.3 km East of East Junction US-283, East to 1.6 km East RS 257	10.8	550	Slurry Seal
Ford	US-50	3.22 km West of East Junction US-283, East to East Junction US-283	2.0	18	Slurry Seal
Ford	US-56	Junction US-50B/US-400, Northeast to East Junction US-283	4.8	95	Slurry Seal
Franklin	K-68	OS-FR County Line, East to West A Street in Pomona	3.1	155	40 mm Overlay (1-1/2 inches)
Franklin	K-68	East B Street in Pomona, East to West City Limits of Ottawa	8.8	549	40 mm Overlay (1-1/2 inches)
Geary	K-57	North Junction US-77, to South Junction US-77	5.4	104	Conventional Seal
Graham	US-24	0.4 km West of East City Limits Hill City, East to Junction K-18	8.5	1,197	40 mm Overlay (1-1/2 inches)
Graham	US-283	0.2 km South of North City Limits of Hill City, North to GH-NT County Line	13.4	401	25 mm Overlay (1 inch)
Graham	US-24	Bridge 13, South Fork Solomon River Drainage and Bridge 15, Coon Creek Drainage	0.0	514	Bridge Overlay
Grant	K-25	1.6 km North US-160 Junction, North to GT-KE County Line	10.0	761	40 mm Overlay (1-1/2 inches)
Gray	K-144	HS-GY County Line, East to US-56 Junction	4.8	371	Overlay
Greenwood	K-99	EK-GW County Line, to West Junction US-400	2.1	23	Sealing
Greenwood	K-57	Culvert 537, 13.6 km South and East of LY-GW County Line	0.0	104	Culvert
Greenwood	US-54	BU-GW County Line, to East Junction K-99	19.6	246	Conventional Seal
Hamilton	K-27	ST-HM County Line, North to South City Limits of Syracuse	16.2	210	Sealing
Harper	K-179	OK-KS State Line, North to South City Limits of Anthony	11.1	598	40 mm Overlay (1-1/2 inches)
Harper	US-160	North Junction K-2, East to HP-SU County Line	11.9	464	Slurry Seal
Harper	K-14	Junction US-160, North to HP-KM County Line	7.5	340	40 mm Overlay (1-1/2 inches)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Harper	US-160	Bridges 001, 002, 003 and 004	0.0	407	Bridge Overlay
Harper	K-2	Anthony: Junction K-2/K-44, North to North City Limits on K-2	0.5	128	Surfacing
Harvey	I-135	Bridges 37 (southbound) and 38 (northbound) over RS 875 (Old)	0.0	242	Bridge Overlay
Haskell	US-56	SW-HS County Line, Northeast to US-83 Junction	12.5	1,321	Recycle and Overlay
Haskell	K-144	US-83 Junction, East to HS-GY County Line	12.0	904	Overlay
Haskell	US-83	North Junction US-160, North to HS-FI County Line	12.0	1,120	50 mm Overlay
Hodgeman	US-283	FO-HG County Line, North to South End Bridge 29	11.5	572	Slurry Seal
Hodgeman	US-283	Junction K-156, North to HG-NS County Line	12.0	159	Sealing
Jackson	K-9	NM-JA County Line, East to JA-AT County Line	13.5	690	25 mm Overlay (1 inch)
Jackson	K-16	PT-JA County Line, East to West City Limits Holton	14.8	21	Crack Repair
Jackson	K-16	East City Limits Holton, East to JA-JF County Line	12.1	15	Crack Repair
Jefferson	US-24	3.2 km East of SN-JF County Line, East to 4-Lane/2-Lane	5.3	412	Joint Repair
Jefferson	K-245	Junction K-4, Northwest to South City Limits of Meriden	0.3	53	Overlay
Jefferson	US-24	4-Lane/2-Lane, East to Junction US-59	6.4	135	Pavement Patching
Jefferson	K-4	Bridge 19, Rock Creek, 2.2 km Northeast of Junction K-245	0.0	183	Bridge Overlay
Jefferson	K-92	Bridge 24, Perry Reservoir, 6.8 km East of Junction K-4	0.0	1,061	Bridge Overlay
Jefferson	K-16	JF-JA County Line, East to West City Limits Valley Falls	7.5	12	Crack Repair
Jefferson	K-4	Culvert at Milepost 4.0	0.0	33	Culvert
Jefferson	US-59	Culvert at Milepost 20.2 (182.5)	0.0	46	Culvert
Johnson	K-10	K-10 Bridges 236 and 237 over Mill Creek and ATSF Railroad	0.0	229	Bridge Repair
Johnson	I-435	Bridge 221, Eastbound K-10 RP to Northbound I-435	0.0	311	Bridge Repair
Johnson	K-7	0.6 km North Junction K-10, North to Kansas River Bridge	7.9	6,863	Special
Johnson	K-7	K-7 and 43rd Street in City of Shawnee	0.0	205	Traffic Signals
Johnson	I-35	Bridge 11, Local Road over I-35 (West lane-East lane), 11.5 km Northeast County Line	0.0	88	Bridge Overlay
Johnson	US-69	Bridge 132, 103rd Street over, 0.8 km North of Junction I-435	0.0	733	Bridge Overlay
Johnson	K-7	North of Junction K-10 to South Side of Bridge over Kansas River	6.8	3,837	Overlay
Johnson	I-435	53rd Street Bridge 217 over Southbound I-435	0.0	34	Bridge Repair
Johnson	K-7	Northbound Exit Ramp to K-10 Westbound, Outside Shoulder	0.0	9	Signing
Johnson	US-169	I-35 and US-169/K-7/151st Street Interchange Bridges 294 and 295	0.0	136	Joint Repair
Kearny	K-25	Junction US-50, North to KE-WH County Line	22.1	721	25 mm Overlay (1 inch)
Kearny	US-50	West City Limits of Lakin, East to KE-FI County Line	10.4	546	25 mm Overlay (1 inch)
Kingman	K-14	Junction US-54, North to KM-RN County Line	6.0	386	40 mm Overlay (1-1/2 inches)
Kingman	K-17	Junction US-54, North to KM-RN County Line	4.5	191	40 mm Overlay (1-1/2 inches)
Kingman	K-14	HP-KM County Line, North to Junction K-42	5.0	245	40 mm Overlay (1-1/2 inches)
Kingman	K-42	Bridge 67, Chikaskia River, 11.8 km West of Junction K-14	0.0	113	Bridge Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Kiowa	US-54	Junction US-183, East to East City Limits of Greensburg	2.3	181	Slurry Seal
Labette	US-166	MG-LB County Line, East to West Junction US-59	23.5	1,619	25 mm Overlay (1 inch)
Labette	K-101	US-166 Junction, North to K-96 Junction (Entire Route)	10.0	407	40 mm Overlay (1-1/2 inches)
Labette	K-134	US-166 Junction, North to South City Limits Bartlett (Entire Route)	0.2	10	25 mm Overlay (1 inch)
Labette	US-160	MG-LB County Line, to West Junction US-59	14.0	137	Sealing
Labette	US-59	Bridge 2, Neosho River Drainage, 3.3 km North of OK-KS State Line	0.0	159	Bridge Overlay
Labette	K-96	Bridge 47, Deer Creek Drainage, 11.6 km East Junction K-222	0.0	71	Bridge Repair
Labette	US-59	Bridge 14, 1.2 km North of US-400	0.0	100	Bridge Repair
Labette	US-166	On US-166, approximately 5.6 km (3.5 Miles) West of West Junction US-59	0.0	44	Culvert
Lane	K-4	SC-LE County Line, East to LE-NS County Line	24.2	2,572	40 mm Overlay (1-1/2 inches)
Leavenworth	K-5	WY-LV County Line, North to Junction US-73	7.6	580	40 mm Overlay (1-1/2 inches)
Leavenworth	K-192	JF-LV County Line Northeast to Junction US-73	8.5	32	Crack Repair
Lincoln	K-232	EW-LC County Line, North to LC-RS County Line	5.0	588	40 mm Overlay (1-1/2 inches)
Lincoln	K-181	Culvert 531, 1.6 km North of RS 1759	0.0	87	Culvert
Linn	K-52	North Junction US-69, to KS-MO State Line	3.5	170	40 mm Overlay (1-1/2 inches)
Linn	K-152	West City Limits of La Cygne, to Junction US-69	4.9	268	40 mm Overlay (1-1/2 inches)
Linn	US-69	4 km South of North Junction K-52, North to Junction K-152	8.6	492	40 mm Overlay (1-1/2 inches)
Logan	US-83	SC-LG County Line, North 22.861 km	14.2	1,416	40 mm Overlay (1-1/2 inches)
Logan	K-25	Bridge 16, Twin Butte Creek, 10.4 km North WH-LG County Line	0.0	141	Bridge Overlay
Logan	US-83	West Junction US-40, North to LG-TH County Line	1.0	3	Crack Repair
Logan	US-83	12.9 km North of RS-1067, North to East Junction US-40	14.9	18	Shoulders
Lyon	K-99	North Junction I-35, North to North Ramp at Junction K-170	10.7	574	25 mm Overlay (1 inch)
Lyon	K-170	Junction K-99, East to LY-OS County Line	8.0	432	25 mm Overlay (1 inch)
Lyon	I-35	Bridge 014, Westbound I-35 over Burlington Northern Santa Fe (NE Corner of Bridge)	0.0	68	Slide Repair
Lyon	K-99	Emporia: Constit to Market and Kansas Avenue to 2nd and 13th to North City Limits	1.4	482	Milling and Overlay
Marion	K-15	East Junction US-56, North to MD-DK County Line	17.0	1,163	40 mm Overlay (1-1/2 inches)
Marion	US-56	MP-MN County Line, East to East Junction K-15	8.5	753	40 mm Overlay (1-1/2 inches)
Marion	US-77	BU-MN County Line, North 6.437 km	4.0	108	Sealing
Marion	US-77	Junction US-50, North to Junction K-150/US-56	8.8	255	Sealing
Marion	K-256	Bridge 48, Cottonwood River, 1.1 km South Junction US-56	0.0	215	Bridge Overlay
Marion	US-50	Bridge 050 Approaches	0.0	15	Mudjacking
Marshall	K-99	Junction US-36, North to Kansas-Nebraska State Line	14.5	164	Sealing
Marshall	US-36	WS-MS County Line, East to End of 4-Lane Divided	7.6	175	Sealing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Marshall	US-36	Bridge 8, North Fork Black Vermillion River, 0.7 km East Junction K-110	0.0	205	Bridge Overlay
Marshall	K-99	PT-MS County Line, North to Junction US-36	19.3	31	Crack Repair
Mcpherson	I-135	1.59 km South Junction K-61, North 15.2 km	9.5	651	Sealing
Mcpherson	I-135	16.21 km South of SA-MP County Line, North to SA-MP County Line	10.1	729	Sealing
Mcpherson	K-260	South Junction I-135, West to North Junction I-135	3.6	612	40 mm Overlay (1-1/2 inches)
Mcpherson	K-153	Junction K-61, North to South City Limits of McPherson	2.9	237	25 mm Overlay (1 inch)
Mcpherson	K-153S	Junction K-61, Northeast to Junction K-153	1.2	96	25 mm Overlay (1 inch)
Mcpherson	US-81 A	Junction K-61, North to South City Limits of McPherson	1.4	74	25 mm Overlay (1 inch)
Mcpherson	US-81 B	US-56/US-81B and Lakeside Drive; US-81B and A Avenue - McPherson	0.0	102	Traffic Signals
Mcpherson	US-56	RC-MP County Line, East to Junction K-153	13.2	1,546	Overlay
Meade	US-54	West City Limits of Meade to Spring Lake and State Street to 4-Lane/2-Lane	1.9	375	Overlay
Meade	US-54	Meade: Meade Center to State Street (Waterline)	0.0	101	Special
Meade	K-98	Junction K-23, East and South to Junction US-54	8.4	94	Sealing
Miami	K-68	Junction US-169, East to Kansas-Missouri State Line	12.2	206	Overlay
Miami	US-69	9.5 km North of Junction K-68, North to MI-JO County Line	2.3	26	Crack Repair
Mitchell	US-24	Junction K-14, East to MC-CD County Line	12.1	813	40 mm Overlay (1-1/2 inches)
Mitchell	K-193	Entire Length, Asherville, North to Junction US-24	0.5	24	40 mm Overlay (1-1/2 inches)
Mitchell	K-14	LC-MC County Line, North to South City Limits of Beloit	16.7	857	40 mm Overlay (1-1/2 inches)
Mitchell	K-181	Culvert 525, 3.4 km South of Tipton	0.0	69	Culvert
Mitchell	US-24	OB-MC County Line, East to Junction K-14	20.7	105	Crack Repair
Montgomery	US-166	East Junction US-169, East to MG-LB County Line	3.5	321	25 mm Overlay (1 inch)
Montgomery	US-166	1.654 km West of West City Limits, East to West City Limits Coffeyville	1.0	153	25 mm Overlay (1 inch)
Montgomery	US-160	South Junction US-169, to MG-LB County Line	4.5	43	Sealing
Montgomery	US-169	North End East Junction US-166, North to South Junction US-160	11.6	87	Crack Repair
Morris	US-77	Junction K-209, Northeast to MR-GE County Line	5.5	453	40 mm Overlay (1-1/2 inches)
Morris	K-209	DK-MR County Line, East to Junction US-77	0.4	19	40 mm Overlay (1-1/2 inches)
Morris	K-4	Culverts #520, #524, East of White City	0.0	180	Culvert
Morris	K-57	East Junction K-4, South to North City Limits Council Grove	12.0	37	Crack Repair
Morton	K-51	Kansas-Colorado State Line, East to South Junction K-27	7.9	70	Sealing
Nemaha	K-9	South Junction K-63, East to NM-JA County Line	14.0	693	25 mm Overlay (1 inch)
Nemaha	K-187	Junction K-9, North to Junction US-36	8.0	218	Sealing
Nemaha	K-236	Junction US-36, North to Oneida	1.5	75	25 mm Overlay (1 inch)
Nemaha	US-36	Junction K-236, East to West Junction US-75	8.0	467	25 mm Overlay (1 inch)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Neosho	K-47	WL-NO County Line, East to Junction US-59	14.0	298	Slurry Seal
Neosho	US-59	Bridge 8, Little Canville Creek, 1.5 km South of North Junction K-39	0.0	100	Bridge Overlay
Ness	US-283	Location North of K-4 on US-283	0.0	5	Milling
Ness	K-4	LE-NS County Line, East to Junction US-283	19.0	1,892	40 mm Overlay (1-1/2 inches)
Norton	US-283	GH-NT County Line, North and West to West Junction K-9	6.0	193	25 mm Overlay (1 inch)
Norton	K-67	Bridge 54, Prairie Dog Creek, 1 km North Junction US-36	0.0	160	Bridge Overlay
Osage	K-31	East City Limits of Osage City, East to Junction US-75	6.7	86	Sealing
Osage	K-170	LY-OS County Line, East to K-31 Junction	13.7	717	25 mm Overlay (1 inch)
Osage	K-268	Junction US-75, East to Junction K-68	9.5	551	25 mm Overlay (1 inch)
Osage	K-68	Junction K-268, East to OS-FR County Line	1.0	67	25 mm Overlay (1 inch)
Ottawa	K-41	Bridge 25, Dry Creek, 4.3 km West of Junction US-81	0.0	119	Bridge Overlay
Ottawa	US-81	Brs 1 and 2,(West lane and East lane) Local Road, 1.6 km North of SA-OT County Line	0.0	261	Bridge Overlay
Pawnee	K-19	ED-PN County Line, North to Junction K-19S	11.5	575	25 mm Overlay (1 inch)
Pawnee	K-19 S	Junction K-19, North to Pawnee River Bridge (South City Limits Larned)	0.4	20	25 mm Overlay (1 inch)
Phillips	US-36	East City Limits Phillipsburg, East to PL-SM County Line	13.6	1,446	40 mm Overlay (1-1/2 inches)
Pottawatomie	K-63	Bridges 41 and 42, Bartlett Creek and Union Pacific Railroad	0.0	524	Bridge Overlay
Pottawatomie	K-13	RL-PT County Line, Northeast to Junction K-16	13.6	141	Sealing
Pottawatomie	K-99	South Junction K-16, North to PT-MS County Line	5.0	8	Crack Repair
Pottawatomie	US-24	East City Limits Belvue, East to PT-SN County Line (Except St Marys, 2.2 km)	7.8	78	Crack Repair
Pratt	K-61	Junction US-54, North to 2-Lane	1.1	130	Slurry Seal
Pratt	US-54	Pratt: Intersections at Jackson Street and Ninescah Street on 1st	0.0	228	Intersection Improvement
Reno	K-61	Bridge 43, North Fork Ninnescah River	0.0	280	Bridge Repair
Reno	K-96	North City Limits of South Hutchinson, South 2.906 km	1.8	33	Pavement Marking
Reno	K-14	KM-RN County Line, North to Junction K-61	10.7	691	40 mm Overlay (1-1/2 inches)
Reno	K-17	KM-RN County Line, North 18.185 km	11.3	503	40 mm Overlay (1-1/2 inches)
Reno	K-61	West City Limits of Turon, East to Junction K-14	14.1	521	Slurry Seal
Reno	US-50	Bridge 14, MOPAC Railroad, 0.9 km East of Junction K-96	0.0	214	Bridge Overlay
Reno	US-50	Bridge 3, Salt Creek Drainage 19.1 km East of Old US-50	0.0	72	Bridge Repair
Reno	K-96	Bridge 60, Avenue B, 1.2 km South of 5th Avenue in Hutchison	0.0	127	Bridge Repair
Reno	US-50	Junction K-14, East to West Junction K-61	7.7	860	Overlay
Reno	US-50	West Junction K-61, East to Junction K-96	6.0	1,694	Overlay
Reno	US-50	Junction K-96, East to Halstead Street	3.7	607	Overlay
Reno	K-96	Hutchinson: K-96: West City Limits to Adams Street	2.0	235	Surfacing
Reno	K-61	Hutchinson: North of Avenue G, South of Lorraine and Avenue A Ramps (K-61)	0.9	337	Milling and Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Republic	US-36	2 km East Junction US-81, East to RP-WS County Line	13.6	1,092	40 mm Overlay (1-1/2 inches)
Republic	K-139	Entire Length - West City Limits Cuba, North to Junction US-36	1.0	62	40 mm Overlay (1-1/2 inches)
Republic	US-36	Bridge 11, Junction US-81/US-36	0.0	409	Bridge Overlay
Rice	K-14	Junction K-4, North to RC-EW County Line	0.5	35	40 mm Overlay (1-1/2 inches)
Rice	US-56	BT-RC County Line, East to West City Limits of Lyons	14.1	896	40 mm Overlay (1-1/2 inches)
Riley	K-13	Junction US-24, Northeast to RL-PT County Line	1.0	11	Sealing
Riley	US-24	.36 km West of Junction K-82, East to West Junction US-77	9.4	519	25 mm Overlay (1 inch)
Riley	K-18	Bridge 41, Kansas River, 0.2 km North of GE-RL County Line	0.0	388	Joint Repair
Riley	US-24	East Junction US-77, East to Junction K-13	9.6	95	Crack Repair
Riley	US-24	West Junction US-77, East to East Junction US-77	4.1	76	Conventional Seal
Riley	US-77	GE-RL County Line, North to West Junction US-24	11.4	205	Conventional Seal
Riley	K-16	Big Blue River Bridge 017 (Tuttle Creek Reservoir), 3.6 km East of US-77	0.0	24	Slurry Seal
Russell	K-18	East Junction US-281, East to RS-LC County Line	13.3	1,193	40 mm Overlay (1-1/2 inches)
Russell	K-176	North City Limits Lucas, North to Jct K-18 (Entire Route)	0.2	13	40 mm Overlay (1-1/2 inches)
Russell	K-232	LC-RS County Line, West and North to Junction K-18 (Entire Route)	9.0	709	40 mm Overlay (1-1/2 inches)
Russell	US-281	West Junction K-18, East to East Junction K-18	8.5	480	40 mm Overlay (1-1/2 inches)
Scott	K-4	Junction US-83, East to SC-LE County Line	11.9	1,448	40 mm Overlay (1-1/2 inches)
Sedgwick	I-135	85th Street (Coliseum), North to SG-HV County Line	5.0	1,845	Overlay
Sedgwick	K-163	Junction US-54, South to North City Limits Garden Plain (Entire Route)	0.5	83	25 mm Overlay (1 inch)
Sedgwick	K-49	SU-SG County Line, North to Junction K-42	1.0	40	25 mm Overlay (1 inch)
Sedgwick	K-163	Bridge 125, over US-54, North and South Lanes	0.0	398	Bridge Overlay
Sedgwick	K-254	Bridges 198, 199, 206 and 207	0.0	636	Bridge Overlay
Sedgwick		Various Locations in the City of Wichita	0.0	271	Lighting
Sedgwick	K-15	K-15 and Red Powell Road, City of Derby, Sedgwick County	0.2	97	Intersection Improvement
Sedgwick		Various Bridges in Sedgwick County	0.8	54	Pavement Marking
Sedgwick	I-235	Bridges 095,094,096,097,099,100	2.3	119	Bridge Overlay
Sedgwick	I-235	Bridges 106,105,107,110,109	0.0	119	Bridge Overlay
Sedgwick	I-235	From MacArthur Ramps North to Central Ramps	7.0	840	Pavement Patching
Sedgwick	US-54	Wichita: US-54: KTA, East to 127th Street (Westbound Lane Only)	2.2	310	Milling and Overlay
Seward	US-56	SV-SW County Line, Northeast to SW-HS County Line	0.8	81	Recycle and Overlay
Seward	US-83	Oklahoma-Kansas State Line, North to South End of Liberal Bypass	0.8	55	Overlay
Seward	US-54	Oklahoma-Kansas State Line, NE to West City Limits Liberal	3.6	170	25 mm Overlay (1 inch)
Seward	US-54	East City Limits Liberal, Northeast to West End Cimarron River Bridge	10.7	140	Sealing
Seward	US-83	Cimarron River Bridge 005, 8.96 km North K-51	0.0	201	Bridge Repair
Seward	US-83	Liberal: 11th Street North to Tucker Road	1.2	369	Milling and Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Shawnee	US-75	Bridges 110 and 109, Local Road; 113, RS 207; 111 and 112, Wakarusa River	0.0	451	Bridge Overlay
Shawnee	I-70	East End of Polk-Quincy Viaduct, East to 300 m East Carnahan	3.2	395	Joint Repair
Shawnee	I-470	Junction I-70 South and East to 1.2 km East of Gage Boulevard	5.0	146	Pavement Marking
Shawnee	US-24	West City Limits Rossville, East to 2-lane/4-lane	13.1	131	Crack Repair
Shawnee	I-470	I-470, at Milepost 6.50 on Eastbound I-470 in Topeka	0.0	12	Special
Sheridan	K-23	GO-SD County Line, North to Junction US-24 (Except Concrete)	15.5	1,142	Recycle and Overlay
Sherman	I-70	1.0 km West of Junction K-27, East 18.4 km	11.4	10,687	Surface and Bridge
Sherman	I-70	1.0 km West Junction K-27, East 18.4 km	11.4	12,679	Surface and Bridge
Sherman	I-70	CO-KS South Line, East 27.647 km (just West of K-27)	17.2	2,981	Sealing
Sherman	I-70	CO-KS State Line, East to 0.2 km West of CL K-27 (I-70/K-27)	17.2	37	Shoulders
Sherman	K-27	6 km North of North Junction US-24B, North to SH-CN County Line	12.8	144	Conventional Seal
Sherman	US-24 B	0.015 km East of North Junction K-27, East, Southeast to Junction I-70	2.3	45	Conventional Seal
Smith	US-36	PL-SM County Line, East to 0.5 km East of East City Limits of Smith Center	16.0	1,329	40 mm Overlay (1-1/2 inches)
Stafford	US-281	Junction US-50, North to Junction K-19	14.0	570	Slurry Seal
Stevens	US-56	South City Limits of Moscow, Northeast to SV-SW County Line	9.2	987	Recycle and Overlay
Sumner	US-81	US-81 and Harvey, City of Wellington	0.0	77	Traffic Signals
Sumner	K-55	East City Limits Belle Plaine, East to SU-CL County Line	6.7	281	40 mm Overlay (1-1/2 inches)
Sumner	US-81	4.8 km South of Wellington, North to South City Limits of Wellington	3.0	150	40 mm Overlay (1-1/2 inches)
Sumner	US-160	East City Limits of Wellington, East to KTA	2.2	173	40 mm Overlay (1-1/2 inches)
Sumner	US-160	East City Limits of Oxford, East to SU-CL County Line	0.7	29	25 mm Overlay (1 inch)
Sumner	K-49	South City Limits Conway Springs, East to SU-SG County Line	6.2	279	25 mm Overlay (1 inch)
Sumner	K-55	Bridge 116, Arkansas River Drainage, 7.63 Miles East of US-81	0.0	6	Bridge Repair
Sumner	US-160	Wellington: On 8th Street: East EWS Slate Creek Bridge, East 0.124 km	0.1	109	Grade and Surfacing
Thomas	I-70	Brs 22(Westbound) and 23(Eastbound), UPRR, 9.4 km Southeast of Junction K-25	0.0	417	Bridge Overlay
Thomas	US-83	LG-TH County Line, North to Junction US-24	18.0	80	Crack Repair
Thomas	US-24	Colby: K-25: Cedar-4th and US-24	1.7	327	Milling and Overlay
Trego	I-70	GO-TR County Line, East to .206 km East Junction US-283	16.0	14,003	Surface and Bridge
Trego	US-283	0.1 km North I-70, North to Barcley Avenue in Wakeeney	0.4	411	Overlay
Wabaunsee	K-4	North Junction K-177, East to North City Limits Eskridge	24.6	40	Crack Repair
Wallace	K-27	GL-WA County Line, North to West Junction US-40 (Except Concrete)	14.5	743	25 mm Overlay (1 inch)
Wallace	K-27	East Junction US-40, North to WA-SH County Line	16.2	728	25 mm Overlay (1 inch)
Wallace	US-40	Bridge 5, Pond Creek, 10.5 km East of East Junction K-27	0.0	126	Bridge Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Washington	US-36	Junction K-22, East to East City Limits of Washington	13.3	1,467	40 mm Overlay (1-1/2 inches)
Washington	US-36	2-Lane/4-Lane, East to WS-MS County Line	4.1	100	Sealing
Washington	US-36	RP-WS County Line, East to Junction K-22	4.0	280	40 mm Overlay (1-1/2 inches)
Washington	K-22	Entire Length (Junction US-36, North to South City Limits Haddam)	3.1	175	40 mm Overlay (1-1/2 inches)
Washington	K-9	South Junction K-15, East to WS-MS County Line	25.4	50	Crack Repair
Washington	K-15	Junction K-9, North to Junction US-36	7.0	15	Crack Repair
Wilson	K-47	Junction US-75, East to WL-NO County Line (Except Bridges 053 and 054)	7.2	157	Slurry Seal
Wilson	K-47	Junction US-400, East to Junction US-75 (Exclude K-5757-01)	8.2	68	Conventional Seal
Wilson	US-75	Bridge 007, Chetopa Creek (5 km North of Neodesha)	0.0	159	Bridge Overlay
Woodson	K-105	Bridge 21 Cedar Creek, 2.2 km Southeast US-54	0.0	295	Bridge Repair
Woodson	US-54	East City Limits Yates Center, East to WO-AL County Line	11.8	504	Slurry Seal
Wyandotte	US-69	Bridge 136	0.0	24	Bridge Repair
Wyandotte	K-5	RP 14.9, North to WY-LV County Line	2.0	136	40 mm Overlay (1-1/2 inches)
Wyandotte	K-32	Bridges 94, Mill Creek and 93, Little Turkey Creek	0.0	873	Bridge Overlay
Wyandotte	I-70	Bridge 029, Eastbound over Union Pacific Railroad and three city streets	0.0	23	Bridge Repair
Wyandotte	US-69	Kansas River Bridge 136	0.0	35	Bridge Repair
Wyandotte	US-69	18th St Expressway Br 136, SB Lanes, Kansas River and Burlington Northern Santa Fe	0.0	1,081	Bridge Repair
Statewide		Various Locations in District 3	175.6	117	Signing
Statewide		Various Locations in District 5	257.3	133	Signing
Statewide		Various Locations in District 5	441.8	245	Signing
Statewide		Various Locations in District 6	265.3	112	Signing
Statewide		Various Locations in District 4	119.5	42	Signing
Statewide	I-70	Interchange at Oakley, Quinter, Bunker Hill	0.0	156	Lighting
Statewide	I-35	MI-JO County Line, North to Southwest Boulevard in Wyandotte County	32.3	2,265	Pavement Marking
Statewide	US-75	Junction Northwest 62 Street - SN County Line, North to 158 Street in JA County Line	12.0	744	Pavement Marking
Statewide	I-70	I-70 in Western Trego and in Western Ellis Counties	0.0	9	Milling
Statewide	K-96	At K-17 and at Haven (RN County) and at Mt Hope and at Andale Road (SG County)	0.0	59	Lighting
Statewide		Butler County: Various Locations; Stafford County; Junction US-50/US-281	0.0	99	Lighting
Statewide	US-169	200 m South of US-400, Northeast to 892 m North of LB-NO County Line	3.6	68	Slurry Seal
Statewide		Various Locations in Johnson, Shawnee and Wyandotte Counties	0.0	141	Regular Maintenance
		TOTAL SUBSTANTIAL MAINTENANCE		187,672	

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type

MAJOR MODIFICATIONS

Allen		0.2 Mile West of Humboldt	0.1	470	Grade, Bridge and Surfacing
Allen	US-54	Various Locations on US-54 in Allen County (Iola, East to Gas City)	0.0	95	Guard Fence
Barber		11.0 Miles South and 3.0 Miles West Medicine Lodge	0.2	357	Grade, Bridge and Surfacing
Barber		Medicine Lodge: Stolp Street East of Oak	0.0	219	Grade, Bridge and Surfacing
Bourbon		7.5 Miles West and 9.0 Miles South of Ft Scott	0.2	248	Grade and Bridge
Bourbon	US-69	CR-BB County Line North to 0.75 Mile South of K-7	6.1	6,865	Grade, Bridge and Surfacing
Brown		Union Pacific Railroad and Rural Secondary 61 West of Hamlin	0.0	129	Flashing Light Signal
Brown		Union Pacific Railroad and Rural Secondary 63 East of Morrill	0.0	150	Flashing Light Signal
Brown	K-246	Union Pacific Railroad and K-246 West of Morrill	0.0	160	Flashing Light Signal
Brown		Union Pacific Railroad and RS-1293, 2 Miles Northwest of Hiawatha	0.0	129	Flashing Light Signal
Butler		Burlington Northern Santa Fe and High Street in El Dorado	0.0	166	Flashing Light Signal
Butler		Burlington Northern Santa Fe and Washington Street in Cassoday	0.0	248	Flashing Light Signal
Chase		0.5 Mile South and 0.4 Mile West of Wonsevu	0.2	266	Grade, Bridge and Surfacing
Chase		RS-90: 2.5 Miles South Cedar Point	0.0	5	Grade and Surfacing
Chase		RS-1076: Clements Road South of US-50	0.0	9	Grade and Surfacing
Chase		RS-1918/RS-856: 0.75 Mile East Cottonwood Falls	0.0	17	Grade and Surfacing
Chase		RS-1078: at Lyon County Line, South 1 Mile from Burlington Northern Santa Fe	0.0	20	Grade and Surfacing
Chase	K-177	Scenic Overlook South of Cottonwood Falls	0.0	441	Scenic or Historic Highway Programs
Cherokee	US-69 A	2.1 km North of Junction K-66, North to Junction K-96	5.8	3,528	Grade, Bridge and Surfacing
Cherokee	US-69 A	US-166, Northwest to Ex US-69A and then Northeast 3.4 Miles	6.2	8,966	Grade and Bridge
Cherokee	US-69 A	US-166, Northwest to Ex US-69A and then Northeast 3.4 Miles	6.2	7,530	Surfacing
Clark	US-160	Ashland: Humphries Street, East to Highland Street	0.4	456	Grade and Surfacing
Cowley		RS-786: 5.0 Miles South and 2.0 Miles East Winfield	0.0	5	Grade and Surfacing
Cowley		Arkansas City: Radio Lane, Summit West to 15th Street	0.0	1,284	Grade, Bridge and Surfacing
Crawford		2.0 Miles South and 1.6 Miles East Girard, East	0.1	387	Grade, Bridge and Surfacing
Crawford		9.0 Miles North and 3.8 Miles East Junction US-69 and K-57	0.1	364	Grade, Bridge and Surfacing
Crawford	US-69	North Junction Arma Bypass North to CR-BB County Line	8.1	15,717	Grade, Bridge and Surfacing
Crawford	US-69	419 m North US-69B, North to 170 m South McKay Street in Frontenac	0.7	191	Surfacing
Crawford		Pittsburg: On East Ford: Broadway-Joplin	0.2	571	Grade and Surfacing
Decatur	US-36	Nebraska Kansas and Colorado Rail and US-36 4 Miles West of Norcatur	0.0	43	Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Dickinson		1.5 Miles East and 4.6 Miles North Woodbine	0.1	421	Grade, Bridge and Surfacing
Dickinson		6.5 Miles South and 3.0 Miles West of Abilene	0.1	225	Grade, Bridge and Surfacing
Dickinson	US-56 B	Broadway to East City Limits of Herington	0.7	682	Grade and Surfacing
Dickinson		Burlington Northern Santa Fe and 1st Street in Abilene	0.0	142	Flashing Light Signal
Dickinson		Burlington Northern Santa Fe and 2nd Street in Abilene	0.0	153	Flashing Light Signal
Dickinson		Union Pacific Railroad and Cherry Street in Abilene	0.0	129	Flashing Light Signal
Edwards		8.0 Miles North Kinsley, North	3.0	300	Surfacing
Elk		Elk Falls Pratt Truss Bridge	0.0	12	Historic Preservation
Finney	US-50	US-50/US-83 Intersection, North of Garden City	0.0	1,327	Grade and Surfacing
Finney		Along Railroad Avenue from Redford to Nunn - Holcomb	0.8	113	Pedestrian and Bicycle Paths
Finney		Mary Street, Taylor Avenue to VFW Road	0.0	1,499	Grade and Surfacing
Ford	K-154	2-Lane/4-Lane in Dodge City Southeast to 4th Street in Ford	15.2	14,074	Grade, Bridge and Surfacing
Franklin		0.3 Mile North of Lane on RS-266	0.0	8	Grade and Surfacing
Franklin	I-35	.7 Mile East of RS 1647, Northeast to .24 Mile West of West US-50B	5.1	11,182	Pavement Reconstruction
Franklin	I-35	US-59 and 23rd Street Intersection in Ottawa	0.0	2,000	Intersection Improvement
Geary		1.0 Mile North and 13.0 Miles East Junction City	0.0	117	Grade, Bridge and Surfacing
Geary	I-70	East City Limits of Grandview Plaza, Northeast and East 7.8 Miles	0.0	29,131	Pavement Reconstruction
Geary	I-70	1 Mile East McDowell Creek Road, East to the GE-RL County Line	7.5	20,177	Pavement Reconstruction
Geary	I-70	West Junction City Safety Rest Areas, 2-1505 and 2-1506	0.0	165	Safety Rest Area
Geary		East Chestnut: Washington East 304.8 m East RR	0.4	609	Grade and Surfacing
Geary		Union Pacific Railroad and Chestnut Street in Junction City	0.0	145	Flashing Light Signal
Gove		4.6 Miles East and 20.4 Miles South Quinter	0.2	408	Grade and Bridge
Grant		Ulysses: Nebraska Street, Colorado to Missouri	0.5	631	Grade and Surfacing
Gray	K-23	Burlington Northern Santa Fe and K-23, Main Street in Cimarron	0.0	262	Flashing Light Signal
Gray	K-23	Cimarron Valley Railroad and K-23 at K-23 US-56 Junction	0.0	16	Surfacing
Greenwood		RS-780: 3.5 Miles North K-96	0.0	10	Grade and Surfacing
Greenwood		RS-292/RS-782: 3.5 Miles North US-54	0.0	8	Grade and Surfacing
Greenwood		RS-291: 0.3 Mile West of RS-292	0.0	2	Grade and Surfacing
Greenwood		RS-1114: 1.0 Mile North Quincy	0.0	3	Grade and Surfacing
Greenwood	K-96	5 Miles East of East Junction K-99 East to GW-WL County Line	10.1	8,823	Surfacing
Greenwood	US-54	West of MOPAC Railroad East to East of Fall River-Eureka	0.0	2,499	Grade, Bridge and Surfacing
Greenwood	US-54	Safety Rest Area #4-5501 3.2 km West of K-105	0.0	424	Safety Rest Area

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Hamilton	K-27	Burlington Northern Santa Fe and K-27, Main Street in Syracuse	0.0	258	Flashing Light Signal
Harvey		RS-1892: Junction K-15 to McPherson County Line	5.5	633	Grade and Surfacing
Harvey	I-135	SG-HV County Line, North to 0.3 Mile South of South Junction K-15	7.4	19,424	Pavement Reconstruction
Harvey	I-135	On Spencer Road from 1st Street, North to Broadway	0.6	2,055	Grade and Surfacing
Harvey		Burlington Northern Santa Fe and Cow Palace Road West of Newton	0.0	247	Flashing Light Signal
Haskell		8.0 Miles East and 12.0 Miles North Sublette to 6 Miles North	6.0	362	Surfacing
Jefferson	K-4	K-4 at Wyandotte and Miller, East of Meriden	0.3	463	Intersection Improvement
Jewell	K-28	Custer Street to Lincoln Street - Jewell	0.1	94	Curb and Gutter-New, Repair, or Replace
Johnson		Overland Park: 95th and Metcalf	0.3	699	Intersection Improvement
Johnson		Overland Park: 119th/Switzer and 119th/Quivira	0.4	940	Intersection Improvement
Johnson		Overland Park: 119th Street and Grant/Hayes	0.0	124	Traffic Signals
Johnson		Overland Park: 112th and Nall	0.0	105	Traffic Signals
Johnson		Merriam: Merriam Drive over Turkey Creek	0.0	58	Bridge Repair
Johnson		Lenexa: Woodland Road South of 91st	0.0	15	Grading
Johnson		Lenexa: 87th Street Parkway East of Candlelight Lane	0.0	24	Grading
Johnson		Overland Park: Metcalf, 119th to 135th	2.0	178	Grading
Johnson	I-435	Westbound I-435/US-169/US-050 Off Ramp at Quivira Road, Overland Park	0.1	488	Intersection Improvement
Johnson		City of Prairie Village (Off-System, Citywide)	0.0	81	Signing
Johnson		North End Mill Creek Park to South End TE-0056-01	2.4	841	Pedestrian and Bicycle Paths
Kingman		2.0 Miles North Cummingham, North	4.0	264	Grade and Surfacing
Kiowa		0.25 Mile Northwest Belvidere at Medicine Lodge River	0.2	507	Grade and Bridge
Kiowa		Union Pacific Railroad and C-150 1 Mile West of Haviland	0.0	134	Flashing Light Signal
Labette	US-160	Parsons, East to Rural Secondary 1137	4.0	2,094	Grade and Surfacing
Lane	K-96	Central Kansas Railroad and K-96, 3.2 Miles East of Dighton	0.0	29	Surfacing
Leavenworth		1.7 km South and 1.25 km West Lansing	0.1	332	Grade and Bridge
Leavenworth		East Edge of Lansing City Limits	0.3	508	Grade, Bridge and Surfacing
Leavenworth		Intersection RS-385/RS-1904 and RS-383	0.2	713	Intersection Improvement
Leavenworth		Intersection RS-2153 and RS-392	0.0	5	Grading
Leavenworth		RS-392 1.5 Miles North of RS-2153	0.0	5	Grading
Leavenworth		RS-392 1.6 Miles North RS-2153	0.0	8	Grading
Lincoln		0.25 km South Shady Bend, North 0.2 km	0.1	356	Grade and Bridge
Lincoln		Bridge 032 (on Old K-181)	0.1	43	Rehab and Oprtn Historic Trans Building

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Logan		Junction US-83/RS-1635 East 0.8 Mile	0.8	133	Surfacing
Lyon		RS-1507: Emporia City Limits South to Cottonwood River	0.0	8	Grade and Surfacing
Lyon		RS-418: 2.5 Miles East K-99	0.0	12	Grade and Surfacing
Lyon		RS-418: 4.5 Miles East K-99	0.0	9	Grade and Surfacing
Lyon		From RS-418, South 1.5 Miles	0.0	7	Grade and Surfacing
Lyon		RS-418: 6.5 Miles East of K-99	0.0	4	Grade and Surfacing
Lyon		RS-418: 8.5 Miles East of K-99	0.0	3	Grade and Surfacing
Lyon	I-35	East Junction US-50, East to the LY-CF County Line	10.3	33,747	Pavement Reconstruction
Marion	K-256	Union Pacific Railroad and K-256, (Main Street) in Marion	0.0	127	Flashing Light Signal
Marshall		Union Pacific Railroad and First Street in Axtell	0.0	153	Flashing Light Signal
Marshall		Union Pacific Railroad and 5th Street in Axtell	0.0	178	Flashing Light Signal
Marshall		Union Pacific Railroad and Prairie Street in Axtell	0.0	142	Flashing Light Signal
Marshall	K-99	Union Pacific Railroad and K-99 at Summit	0.0	133	Flashing Light Signal
Marshall	US-36	Union Pacific Railroad and US-36 East of Home City	0.0	145	Flashing Light Signal
Marshall		Union Pacific Railroad and T-132 at Home City	0.0	133	Flashing Light Signal
Mcpherson		3.2 km (2.0 Miles) Southeast of City of McPherson	0.2	405	Grade, Bridge and Surfacing
Mcpherson	K-61	Junction K-153, Northeast to US-81B	2.0	5,470	Grade, Bridge and Surfacing
Mcpherson	US-81 B	Junction I-135, West to Junction K-61 (North lane and South lane)	0.0	6,122	Grade, Bridge and Surfacing
Mcpherson		Union Pacific Railroad and RS-1065 East of McPherson	0.0	159	Flashing Light Signal
Miami		2.4 Miles North and 0.2 Miles West of Paola	0.2	947	Grade, Bridge and Surfacing
Miami		Union Pacific Railroad and RS-259 East of Osawatomie	0.0	176	Flashing Light Signal
Mitchell	K-9	Kyle and K-9 East of Beloit at Gilbert Station	0.0	16	Surfacing
Montgomery	K-96	WL-MG County Line South and East to MG-LB County Line	11.9	16,104	Surface and Bridge
Montgomery	K-96	New Safety Rest Area near US-169	0.0	1,481	Safety Rest Area
Montgomery	US-160	South Kansas and Oklahoma Railroad and US-160 4 Miles South of Cherryvale	0.0	16	Surfacing
Montgomery	US-75	South Kansas and Oklahoma Railroad and US-75 Southwest of Independence	0.0	36	Surfacing
Morris	US-56	US-56 (Main) and K-57/K-177 (Union), Council Grove	0.0	136	Intersection Improvement
Nemaha		Union Pacific Railroad and Rural Secondary 687 East of Oneida	0.0	133	Flashing Light Signal
Nemaha	K-236	Union Pacific Railroad and K-236 South of Oneida	0.0	144	Flashing Light Signal
Nemaha	US-36	Union Pacific Railroad and US-36 at Baileyville	0.0	147	Flashing Light Signal
Nemaha		Realignment of Old US-36 at Baileyville	0.0	313	Grade and Surfacing
Nemaha	K-187	Union Pacific Railroad and K-187 West of Seneca	0.0	146	Flashing Light Signal
Nemaha		Union Pacific Railroad and Main Street in Baileyville	0.0	154	Flashing Light Signal

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Nemaha		Union Pacific Railroad and 4th Street in Sabetha	0.0	120	Flashing Light Signal
Nemaha		Union Pacific Railroad and 9th Street in Sabetha	0.0	134	Flashing Light Signal
Nemaha		Union Pacific Railroad and T-80 West of Sabetha	0.0	124	Flashing Light Signal
Nemaha		Union Pacific Railroad and T-119 West of Sabetha	0.0	121	Flashing Light Signal
Neosho		RS-499: 1.5 Miles West of K-57 at Neosho River	0.0	10	Grading
Neosho		RS-1788: 3.0 Miles South of K-96 at Neosho River	0.0	12	Grading
Neosho	US-169	0.64 km Northeast LB-NO County Line, Northeast to South City Limits Thayer	6.8	1,769	Grade and Bridge
Norton	K-383	DC-NT County Line, Northeast and North to West Junction US-36	13.6	8,873	Grade, Bridge and Surfacing
Norton	US-36	Nebraska Kansas and Colorado Railroad and US-36 East of Reager	0.0	69	Surfacing
Osage	K-31	Osage City: 7th Street East North and East 0.8 km on K-31	0.5	1,213	Grade and Surfacing
Osage	US-56	Santa Fe Trail High School Entrance, 7.2 km West Overbrook	0.3	289	Grade and Surfacing
Osage	K-31	Burlington Northern Santa Fe and K-31, Market Street, in Osage City	0.0	192	Flashing Light Signal
Ottawa	US-81	Safety Rest Areas 2-4509 and 2-4510 .4 km North SA-OT County Line	0.0	913	Safety Rest Area
Pawnee		7.2 Miles East and 3.3 Miles North Larned, East	0.5	579	Grade and Bridge
Pawnee	US-56	Intersection of US-56 and K-156 - Larned	0.1	308	Intersection Improvement
Rawlins		11.0 Miles South and 6.0 Miles East of Atwood	0.0	130	Grade and Bridge
Reno	K-96	Intersection K-96 and Hendricks Street - Hutchinson	0.1	517	Grade and Surfacing
Reno		Hutchinson: Avenue F: Bridge over Cow Creek	0.6	314	Grade, Bridge and Surfacing
Reno		Hutchinson: B Avenue over Cow Creek	0.1	392	Grade, Bridge and Surfacing
Reno		23rd and Severence, Hutchinson	0.0	512	Intersection Improvement
Reno		Union Pacific Railroad and Cleveland Street in Hutchinson	0.0	116	Flashing Light Signal
Reno		Union Pacific Railroad and Monroe Street in Hutchinson	0.0	168	Flashing Light Signal
Reno		Kansas Southern Railway and Hendricks Street in Hutchinson	0.0	250	Flashing Light Signal
Reno		Union Pacific Railroad and Mowhawk Road Southwest of Hutchinson	0.0	221	Flashing Light Signal
Reno		Burlington Northern Santa Fe and Mowhawk Road Southwest of Hutchinson	0.0	193	Flashing Light Signal
Reno		Central Kansas Railroad Company and Plum Street in Hutchinson	0.0	458	Flashing Light Signal
Reno		Central Kansas Railroad Company and Monroe Street in Hutchinson	0.0	205	Flashing Light Signal
Republic		1.4 Miles North and 3.0 Miles West Narka	0.2	213	Grade and Bridge
Republic	US-81	Belleville Inspection Station, North to 1.3 Miles Northeast US-36	0.0	11,883	Grade, Bridge and Surfacing
Republic	US-81	1.3 Miles Northeast US-36 (Belleville) Northeast 1.9 Miles	1.9	5,147	Grade and Surfacing
Republic	K-148	Burlington Northern Santa Fe and K-148 at Kackley	0.0	148	Flashing Light Signal
Riley	I-70	GE-RL County Line, East to the RL-WB County Line	0.0	540	Bridge

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Rush		2.75 Miles East Rush Center and 0.25 Mile South K-96	0.2	290	Grade, Bridge and Surfacing
Rush		2.0 Miles West and 0.2 Mile South Rush Center	0.2	245	Grade, Bridge and Surfacing
Saline		1.5 Miles East Salina on Simpson Road	0.1	149	Grade, Bridge and Surfacing
Saline		3.5 Miles South Gypsum	0.1	206	Grade, Bridge and Surfacing
Saline		RS-1763: 0.6 Mile South of RS-1816 at Smokey Hill River	0.0	64	Grading
Saline	I-70	LC-SA County Line, East 8.0 Miles	8.0	18,060	Pavement Reconstruction
Sedgwick		103rd Street at Ninnescah: 1.5 Miles West Clearwater	0.1	1,927	Grade, Bridge and Surfacing
Sedgwick	US-81	US-81 and 63rd Street South, Northeast of Haysville	0.2	421	Intersection Improvement
Sedgwick		Wichita: Broadway: Kellogg to Douglas	0.5	1,650	Surfacing
Sedgwick		25th Street North, Market to Park Place at Chisholm Creek	0.1	565	Grade, Bridge and Surfacing
Sedgwick		Wichita: Central: I-235 to West Street	1.0	3,116	Grade and Surfacing
Sedgwick		Wichita: Harry: Webb to Greenwich	1.0	1,522	Grade and Surfacing
Sedgwick		Wichita: 33rd Street at West Drain	0.2	518	Grade and Bridge
Sedgwick		Wichita: 55th Street South at Big Slough	0.0	660	Bridge
Sedgwick		Wichita: Lincoln at Dry Creek	0.0	650	Grade and Bridge
Sedgwick		Maple from Maize Road to 119th Street West	0.0	2,023	Grade and Surfacing
Sedgwick		Wichita: 29th Street North, Oliver to Woodlawn	1.0	1,049	Grade and Surfacing
Sedgwick		Central Kansas Railroad Company and Bayley Street Corridor	0.0	1,050	Flashing Light Signal
Sedgwick		Central Kansas Railroad Company and 101st Street near Mount Hope	0.0	158	Flashing Light Signal
Shawnee		Northwest 39th Street East of Button Road	0.2	261	Grade, Bridge and Surfacing
Shawnee		77th Street from New US-75 to Old US-75	1.0	636	Grade and Surfacing
Shawnee		Topeka: Topeka Boulevard: 11th Street to 15th Street	0.0	2,185	Grade and Surfacing
Shawnee		Branner Street Bridge over Shunga Creek	0.1	757	Grade, Bridge and Surfacing
Shawnee		Union Pacific Railroad and Curtis Street in Topeka	0.0	170	Flashing Light Signal
Sheridan		12.7 Miles South and 7.0 Miles East of Hoxie	0.3	237	Grade and Bridge
Sherman		Kyle Railroad and Cherry Street in Goodland	0.0	223	Flashing Light Signal
Smith		2.0 Miles West of Lebanon, East	0.3	148	Bridge Replacement
Smith		4.0 Miles North and 2.1 Miles East of Kensington	0.2	135	Grade and Bridge
Smith		2.2 Miles East of Cedar	0.2	267	Grade and Bridge
Stafford	US-50	Safety Rest Area #5-1503 9.7 km West of Stafford	0.0	610	Safety Rest Area
Stevens		14.4 km South Hugoton, East 6.44 km	4.0	316	Surfacing
Stevens		14.4 km South and 6.4 km East Hugoton, East 6.4 km	4.0	316	Surfacing
Sumner		2.8 Miles North and 0.5 Miles West Oxford at Ninnescah	0.1	1,134	Grade, Bridge and Surfacing
Sumner		RS-160: 3.25 Miles North and 1.0 Mile West of Oxford	0.0	30	Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Sumner		RS-160: 3.4 Miles West and 4.0 Miles North of Oxford	0.0	6	Surfacing
Sumner		RS-2228: 3.0 Miles South and 6.6 Miles West of Conway Springs	0.0	4	Grade and Surfacing
Sumner		RS-1577: 4.0 Miles South and 4.0 Miles West Wellington	0.0	6	Surfacing
Sumner		RS-2230: 8.0 Miles East and 4.25 Miles North Wellington	0.0	7	Surfacing
Thomas	I-70	Various Locations on I-70 in Thomas County	0.0	517	Guard Fence
Trego		Union Pacific Railroad and 4th Street in Wakeeney	0.0	230	Flashing Light Signal
Washington		5.0 Miles South and 2.5 Miles East Barnes	0.3	274	Grade, Bridge and Surfacing
Washington		4.5 Miles North and 0.9 Mile East of Hanover	0.2	169	Grade and Bridge
Washington		Hollenberg Pony Express Station-Hanover	0.0	235	Historic Preservation
Wilson	K-96	GW-WL County Line, East and South to Junction K-47	12.0	10,843	Surfacing
Wilson	US-75	Wilson County State Lake (Outlet Pipe in Dam)	0.0	284	Culvert
Woodson	US-75	Safety Rest Area #4-5506 8.0 km North of Yates Center	0.0	456	Safety Rest Area
Wyandotte	I-635	Merriam Drive, North to K-32 (East lane and West lane)	3.3	19,337	Grade, Bridge and Surfacing
Wyandotte		Kansas City: 65th Street: K-32 to State Avenue	1.2	3,809	Grade and Surfacing
Wyandotte		Kansas City: 57th and Muncie Streets	0.0	2	Grading
Wyandotte		Kansas City: 74th and State Street	0.0	275	Grading
Wyandotte		Kansas City: Mission Road and Southwest Boulevard	0.0	11	Traffic Signals
Wyandotte		Kansas City: 75th and State Street	0.0	6	Traffic Signals
Wyandotte		Kansas City: 34th and Parallel Streets	0.0	4	Traffic Signals
Wyandotte		Kansas City: 99th and Parallel Streets	0.0	4	Traffic Signals
Wyandotte		Kansas City: 78th and I-70	0.0	4	Traffic Signals
Wyandotte		Kansas City: Southwest Boulevard	0.0	20	Bridge Repair
Wyandotte		Kansas City: Intersection of Ramps West Side of I-435/K-32 Junction	0.0	9	Traffic Signals
Wyandotte		Kansas City: Intersection of Ramps West Side of I-435/K-32 Junction	0.0	10	Traffic Signals
Statewide	I-35	9 Miles N LY-OS Co Line; 3.5 Miles N OS-FR Co Line; 2.4 Miles N FR-MI Co Line	0.0	25	Guard Fence
		TOTAL MAJOR MODIFICATIONS		358,293	

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
PRIORITY BRIDGES					
Cherokee	K-96	SLSF Railroad Bridge 57 and Brush Creek Drainage Bridge 58	0.0	3,315	Bridge Replacement
Clay	K-82	Milford Lake Bridge 026, 11.07 km East of K-15	0.0	2,887	Bridge Widen
Clay	K-82	Milford Lake Bridge 026, 11.07 km East of K-15	0.0	1,004	Bridge Widen
Coffey	K-57	Neosho River Bridge 42, 7.32 km East South Junction US-75	0.0	2,667	Bridge Replacement
Coffey	K-31	Rock Creek Bridge 33, 0.23 km East of East City Limits Waverly	0.0	279	Bridge Replacement
Crawford	K-57	Culvert 534, about 1.8 km East of K-7 Junction	0.0	507	Bridge
Dickinson	K-15	Bridge 57, Smoky Hill River, 5.68 km South of I-70	0.0	1,081	Bridge Deck
Douglas	US-56	Tauy Creek Bridge 10, 11.9 Miles East OS-DG County Line	0.0	736	Bridge Replacement
Geary	US-77	Republican River Bridge 42, 0.85 km North of US-77A	0.0	2,965	Bridge Replacement
Geary	K-57	Clark Creek Bridge 54, 5.1 km Southeast of I-70	0.0	833	Bridge Replacement
Harvey	K-196	Purchase 3 Temporary Detour Bridges	0.0	500	Special
Johnson	US-56	Bridge 75, over US-69 (Metcalfe) in Mission	0.0	3,842	Bridge Replacement
Johnson	US-56	Bridges 76, 77, 78, and 79 at Roe Avenue	0.0	5,845	Bridge Replacement
Labette	US-59	US-59 Under MKT Railroad Bridge 6, 1.5 Miles North of Oswego	0.0	75	Grade and Surfacing
Linn	K-52	Culverts 509, 510, 525-2.2, 4.3, 4.8 km East Junction US-69	0.0	860	Bridge
Lyon	K-99	Bridge 55, 142 Mile Creek, 0.21 km North US-56	0.0	839	Bridge Replacement
Nemaha	K-63	Tennessee Creek Bridge 19, 8.5 km North K-9 North Junction	0.0	925	Bridge Replacement
Republic	US-36	Republican River Bridge 7, 5.8 km (3.6 Miles) East K-266	0.0	199	Special
Riley	US-24	Phiel Creek Brs 9 (West lane) and 10 (East lane) 1 km Southeast North Junction K-13	0.0	823	Bridge Replacement
Saline	I-70	Solomon (76 and 77), Union Pacific Railroad (78 and 79),and Mulberry (63)	0.0	6,914	Bridge Repair
Sedgwick	K-42	Wichita Flood Control Canal Bridges 173 and 174	0.0	4,301	Bridge Replacement
Sumner	US-81	Ninnescah River Drainage Bridge 50, 13.7 km North North Junction US-160	0.0	486	Bridge Replacement

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Wilson	K-47	Chetopa Creek Bridge 32, 6.9 Miles East of US-75	0.0	750	Bridge Replacement
Wilson	K-47	Bridges 30 Little Cedar Creek and 31 Big Cedar Creek	0.0	1,368	Bridge Replacement
Wyandotte	US-169	Bridge 181 (West lane) over SLSF Railroad Turkey Creek Local Road	0.0	2,348	Bridge Deck
		TOTAL PRIORITY BRIDGES		46,348	

SYSTEM ENHANCEMENTS

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Allen	US-169	.5 Mile South US-54, East of Iola, North to AL-AN County Line	8.5	6,033	Grade and Bridge
Allen	US-169	.5 Mile South US-54, East of Iola, North to AL-AN County Line	8.5	3,783	Surfacing
Anderson	US-169	AL-AN County Line, North to 1 Mile North of Colony	3.0	789	Grading
Anderson	US-169	AL-AN County Line, North to 1 Mile North of Colony	3.0	2,218	Surfacing
Anderson	US-169	County Road, New US-169/K-57 Junction to Old US-169; Northeast on Old US-169	6.0	61	Sealing
Anderson	K-57	(Relocate K-57) 1 Mile North Colony West to K-57	2.2	247	Grading
Anderson	K-57	Relocate K-57 1 Mile North Colony West to K-57	2.2	1,556	Surface and Bridge
Anderson	K-57	Old K-57: Junction Old US-169 North to Junction New K-57	0.0	10	Sealing
Butler	K-254	SG-BU to +/- 1.2 Miles East of Santa Fe Lake Road	7.2	10,266	Surfacing
Ellis	US-183	US-183/I-70 Ramp Terminals	0.0	40	Traffic Signals
Leavenworth	US-24	North of 2nd Street (Tonganoxie) East to 4-Lane East WY County Line	10.4	24,328	Grade, Bridge and Surfacing
Sedgwick	US-54	Roosevelt to Sylvan Lane in Wichita	1.1	26,178	Grade, Bridge and Surfacing
Sedgwick	K-254	East of Woodlawn, East to SG-BU County Line	6.0	6,955	Surfacing
		TOTAL SYSTEM ENHANCEMENTS		82,464	

2001 FISCAL YEAR TOTAL	674,778

PROJECTS UNDER CONSTRUCTION AS OF OCTOBER 31, 2001

Note: Due to the current metric conversion process, some project descriptions are stated in kilometer (km) measurements. All project length figures are represented in mile measurements.

SUBSTANTIAL MAINTENANCE

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Atchison	US-73	Atchison: 10th/Main to South City Limits on US-73/K-7	1.8	150	Surfacing
Barton	US-281	North City Limits Great Bend, North to South City Limits Hoisington	8.9	674	25 mm Overlay (1 inch)
Bourbon	K-3	Bridges 028 Marmaton River, and 029 Little Osage River	0.0	623	Bridge Overlay
Bourbon	US-69	Bridges 015 and 016, over National Avenue (West lane and East lane)	0.0	287	Bridge Overlay
Bourbon	US-54	AL-BB County Line, East to West City Limits Fort Scott	21.3	1,110	40 mm Overlay (1-1/2 inches)
Bourbon	US-69	.5 km South of North Junction US-54, North to BB-LN County Line	13.0	1,803	Overlay
Bourbon	US-69	Bridge 009, over Eastbound US-54 in Fort Scott	0.0	122	Bridge Repair
Brown	US-36	East Junction US-75, East to 3.9 km West of Junction US-73	9.0	231	Conventional Seal
Brown	US-73	US-73 (First Street) and Iowa Street, City of Hiawatha	0.0	95	Traffic Signals
Brown	US-73	South City Limits Hiawatha to Iowa Street/Utah Street to Cheyenne on 1st	1.0	350	Milling and Overlay
Butler	US-54	East City Limits Augusta, East to Jct US-77; East on US-400; North on US-54	7.4	3,111	Joint Repair
Butler	US-54	Brs 118 and 119 over Burlington Northern Santa Fe, Ohio St (North Lane/South Lane)	0.0	410	Bridge Repair
Butler	K-177	Bridge 053 over KTA	0.0	123	Bridge Overlay
Butler	US-54	Bridges 127 and 128, North Lane and South Lane Walnut River	0.0	92	Bridge Repair
Butler	US-400	1 km East of RS 1010, East 19.8 km	12.3	3,044	Joint Repair
Butler	US-77	Augusta: US-54 from South City Limits, 2nd to 7th Streets	0.5	200	Milling and Overlay
Chase	US-50	Approximately 3.2 km (2 Miles) West of Strong City	0.0	118	Grading
Chase	K-177	Bridge 32, over ATSF Railroad, 17.5 km North of BU-CS County Line	0.0	256	Bridge Overlay
Chase	US-50	Bridge 56, Buckeye Creek Drainage, 10.16 Miles East K-177	0.0	32	Bridge Repair
Chase	US-50	Bridge 48, Diamond Creek, 2.79 Miles Northeast K-150	0.0	64	Bridge Repair
Chase	US-50	Bridge 59, Gould Creek, 9.67 Miles Northeast of MN-CS County Line	0.0	3	Bridge Repair
Chase	US-50	Bridge 58, Cottonwood River Drainage, 9.34 Miles East MN-CS County Line	0.0	30	Bridge Repair
Chase	US-50	Bridge 72, Silver Creek, 7.82 Miles Northeast MN-CS County Line	0.0	68	Bridge Repair
Chase	US-50	Bridge 70, Cottonwood River Drainage, 4.56 Miles Northeast MN-CS County Line	0.0	8	Bridge Repair
Chase	US-50	Bridge 69, French Creek, 2.80 Miles Northeast MN-CS County Line	0.0	8	Bridge Repair

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Chase	US-50	Bridge 66, Brund Creek, 0.38 Mile Northeast MN-CS County Line	0.0	5	Bridge Repair
Chase	US-50	Bridge 68, Cottonwood River Drainage, 1.78 Miles Northeast of MN-CS County Line	0.0	85	Bridge Repair
Chase	K-177	Culvert at Milepost 8.852	0.0	83	Culvert
Cherokee	K-26	Junction US-166, North to Junction K-66	3.6	212	25 mm Overlay (1 inch)
Cherokee	K-57	Junction US-69, East to KS-MO State Line	4.9	248	25 mm Overlay (1 inch)
Cherokee	K-66	West City Limits Galena, East to KS-MO State Line	1.8	241	40 mm Overlay (1-1/2 inches)
Cherokee	US-69	OK-KS State Line, North to Junction US-166	2.2	118	40 mm Overlay (1-1/2 inches)
Cherokee	US-69 A	OK-KS State Line, North to Junction US-400 - Except 12th to 9th-Baxter Springs	4.0	284	40 mm Overlay (1-1/2 inches)
Cherokee	US-166	LB-CK County Line, East to East City Limits Baxter Springs	19.4	1,531	40 mm Overlay (1-1/2 inches)
Clay	US-24	East City Limits Clay Center, East to CY-RL County Line	8.1	819	40 mm Overlay (1-1/2 inches)
Clay		Clay Center Area and Subarea Offices	0.0	104	Overlay
Cloud	K-9	Culvert #546 at Milepost 12.17	0.0	61	Culvert
Cloud	K-194	Culvert #533, 2.22 km South of US-24	0.0	57	Culvert
Cloud	K-9	MC-CD County Line, East and North to Junction K-28	17.8	1,050	40 mm Overlay (1-1/2 inches)
Cloud	K-9	Bridge 034, Ash Creek	0.0	159	Bridge Repair
Cloud	K-9	Concordia: Cloud Street to East City Limits	0.8	157	Milling and Overlay
Coffey	K-57	About 1.5 Miles West of West City Limits of Gridley, East to Atherlyst	0.0	186	Culvert
Coffey	I-35	Approx 0.6 km West of US-75, East to CF-OS County Line-Northbound & Southbound	1.5	143	40 mm Overlay (1-1/2 inches)
Coffey	I-35	LY-CF County Line, East to Approximately 0.6 km West of US-75	11.9	399	Sealing
Cowley	US-77	Timber Creek Bridge, North to CL-BU County Line; 0.4 km on K-15 West of K-77 Jct	15.7	2,430	40 mm Overlay (1-1/2 inches)
Cowley	US-77 B	Arkansas City: Kansas Avenue to North City Limits on US-77B	1.5	270	Milling and Overlay
Crawford	K-57	East City Limits Girard, East to North Junction US-69	7.1	243	25 mm Overlay (1 inch)
Crawford	US-69	CR-CK County Line, North to North Junction US-69B	7.7	381	Slurry Seal
Decatur	US-36	1.07 km East of Junction US-83, East to DC-NT County Line	18.2	2,404	50 mm Overlay
Dickinson	K-206	North City Limits of Chapman, North to Junction I-70	1.0	88	40 mm Overlay (1-1/2 inches)
Dickinson	US-56	Junction US-77, East to DK-MR County Line	0.1	12	Overlay
Dickinson	K-15	MN-DK County Line, North to West Junction K-18 (Except Abilene)	26.7	51	Crack Repair
Dickinson	K-15	Abilene: 15th Street to North of I-70 on K-15	0.7	243	Overlay
Douglas	US-59	Bridges 063, 068 and 067	0.0	399	Bridge Overlay
Douglas	US-59	Bridge 022, Irving Hill Road over US-59	0.0	68	Bridge Paint
Douglas	US-24	US-24/US-40 and US-59, Douglas County	0.0	91	Traffic Signals
Douglas	K-10	K-10 Westbound Exit Ramp (RS-1347), North 175 m, East & West Side	0.2	520	Slide Repair
Douglas	US-59	Lawrence: K-10, Iowa to Louisiana/US-59, 34th to 31st Street	1.5	500	Milling and Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Elk	US-160	1.1 km West of EK-MG, East to EK-MG County Line	0.7	37	25 mm Overlay (1 inch)
Ellis	I-70	TR-EL County Line, East to Junction US-183	13.9	14,743	Surface and Bridge
Ellis	I-70	Junction US-183, East to EL-RS County Line	15.6	17,440	Overlay
Ellis	K-255	I-70, South to North City Limits Victoria (Entire Route)	1.1	153	Milling and Overlay
Ellis	US-183	RH-EL County Line, North to Junction US-183 Alternate	11.4	368	Slurry Seal
Ellsworth	K-140	Junction K-14, East to EW-SA County Line	16.4	1,624	40 mm Overlay (1-1/2 inches)
Ellsworth	K-141	Junction K-4, North to Junction K-140 (Entire Route)	13.5	724	40 mm Overlay (1-1/2 inches)
Ellsworth	K-14	Bridge 034, Ash Creek	0.0	280	Bridge Repair
Finney	US-50 B	East City Limits of Garden City, East to Junction US-400	0.6	138	50 mm Overlay
Finney	US-83	.8 km Northeast of US-83B Junction, Northeast to end of Concrete Pavement	2.4	149	25 mm Overlay (1 inch)
Finney	US-83 B	0.9 km Northwest of US-83 Junction, Northwest to Arkansas River Bridge	1.7	69	25 mm Overlay (1 inch)
Finney	K-156	0.763 km Northeast of Junction US-50/83, Northeast to West Junction K-23	21.7	1,909	50 mm Overlay
Finney	US-83	End Concrete at Junction US-50, North to FI-SC County Line	17.7	951	Slurry Seal
Finney	K-156	0.8 km Northeast of Jct US-400, Northeast to West Jct K-23	21.7	270	Sealing
Finney	K-156	Garden City: College Drive to 265 Feet East of Campus Drive	0.2	313	Grade and Surfacing
Finney	US-50 B	Garden City: Fulton (US-50B), East of 1st to Ballinger	0.2	355	Grade and Surfacing
Ford	US-50	1.4 km East of RS-257, Northeast to FO-ED County Line	9.4	740	40 mm Overlay (1-1/2 inches)
Ford	US-50	GY-FO County Line, East to RS-944 (Howell)	2.0	246	40 mm Overlay (1-1/2 inches)
Ford	US-400	Bridge 057, Arkansas River	0.0	22	Bridge Repair
Franklin	US-50 B	East City Limits of Ottawa, to I-35 Interchange	1.1	216	25 mm Overlay (1 inch)
Franklin	K-68	End PCCP to FR-MI County Line	7.6	5,456	Surfacing
Geary	K-177	0.546 km South of I-70, North to GE-RL County Line	1.1	49	Conventional Seal
Geary	US-40 B	Junction City: Franklin to 450 Feet East Filley on US-40B	0.5	129	Milling and Overlay
Graham	US-24	SD-GH County Line, East to 0.4 km East of Junction US-283	17.3	1,440	40 mm Overlay (1-1/2 inches)
Graham	K-84	Penokee, North to Junction US-24 (Entire Route)	0.9	48	40 mm Overlay (1-1/2 inches)
Graham	K-85	North City Limits Morland, North to Junction US-24 (Entire Route)	0.8	43	40 mm Overlay (1-1/2 inches)
Grant	US-160	East City Limits Ulysses, East to GT-HS County Line	14.2	1,143	40 mm Overlay (1-1/2 inches)
Grant	US-160	ST-GT County Line, East to West City Limits Ulysses	8.4	233	40 mm Overlay (1-1/2 inches)
Gray	US-56	HS-GY County Line, East to West City Limits of Ensign	23.8	3,104	50 mm Overlay
Gray	US-50	East City Limits Cimarron, East to GY-FO County Line	6.9	847	40 mm Overlay (1-1/2 inches)
Greenwood	US-54	Eureka: West of Oak, East to East of Jefferson on River (US-54)	0.9	172	Milling and Overlay
Hamilton	US-50	CO-KS State Line, Southeast to West City Limits Syracuse	16.1	1,317	40 mm Overlay (1-1/2 inches)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Harper	US-160	Bridges 006, 011, 012, 013, 014	0.0	876	Bridge Overlay
Harper	US-160	Bridges 020, East Spring Creek, and 021, Chikaskia River	0.0	581	Bridge Overlay
Harper	K-44	Anthony: Railroad Tracks East of Vermont, East to East City Limits on Main (K-44)	1.1	181	Conventional Seal
Harvey	K-15	Bridge 064, Sand Creek	0.0	159	Bridge Overlay
Harvey	US-50	RN-HV County Line, East to Approximately East City Limits Burrton	2.0	30	Crack Repair
Haskell	US-160	GT-HS County Line, East to Junction US-83/K-144	12.1	996	40 mm Overlay (1-1/2 inches)
Jefferson	US-24	4-Lane/2-Lane, East to Junction US-59	7.7	1,034	40 mm Overlay (1-1/2 inches)
Jewell	K-128	East Junction US-36, to KS-NE State Line	15.9	903	40 mm Overlay (1-1/2 inches)
Jewell	K-14	East Junction US-36, North to KS-NE State Line	15.2	802	40 mm Overlay (1-1/2 inches)
Johnson	I-35	Bridge 298, 151st Street over US-169/K-7 and over I-35	0.0	4,028	Bridge Repair
Johnson	US-169	MI-JO County Line, North to 175th Street	5.2	6,863	Pavement Patching
Johnson	I-435	I-435 from 1.09 km North 87th, North 2.25 km (MP 11.594 to 12.992)	1.4	1,645	Surfacing
Johnson	K-10	DG-JO County Line, East to PCCP	12.4	3,514	40 mm Overlay (1-1/2 inches)
Johnson		City of Olathe, Johnson County (Spot Intersections Locations)	0.0	166	Special
Johnson	K-10	Just East of Junction K-7, East to Junction I-435	4.5	4,255	Overlay
Johnson	I-435	West side of I-35 Bridge, to East side of K-10 Overpass Bridge	1.4	2,299	Overlay
Johnson	US-169	Overland Park: 103rd Street to I-435 on US-169	0.0	317	Milling and Overlay
Kingman	K-14	Kingman: Central Kansas Railroad North to D Avenue on K-14	0.3	182	Surfacing
Kiowa	US-54	FO-KW County Line, East to KW-PR County Line	30.4	2,194	40 mm Overlay (1-1/2 inches)
Labette	US-59	West Junction US-160, North to South City Limits Parsons	8.3	1,561	Diamond Grinding Concrete Pavement
Leavenworth	US-73	WY-LV County Line, North to 113 m North of Eisenhower Road in Leavenworth	4.5	1,691	40 mm Overlay (1-1/2 inches)
Lincoln	K-14	Bridge 006, Bullfoot Creek and Bridge 008 over Union Pacific Railroad	0.0	603	Bridge Overlay
Linn	US-69	BB-LN County Line, North to End of Concrete Pavement	2.8	449	Overlay
Linn	US-69	North Edge of Wearing Surface of Bridge over K-152, North to LN-MI County Line	3.1	418	50 mm Overlay
Logan	US-40	WA-LG County Line, East to 0.2 km West of West Junction US-83	35.7	3,401	40 mm Overlay (1-1/2 inches)
Lyon	I-35	Approx 1.403 km West of LY-CF County Line, East to LY-CF County Line-NB/SB	0.9	30	Sealing
Lyon	I-35	From US-50 KTA Interchange, East to US-50 Interchange	5.8	83	Pavement Marking
Lyon	US-50	Emporia: Intersection of US-50 and Prairie Street	0.1	301	Milling and Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Marion	K-15	HV-MN County Line, North to West Junction US-56	13.1	807	25 mm Overlay (1 inch)
Marion	K-168	Junction US-56, North to South City Limits of Lehigh	0.5	20	Overlay
Marion	K-215	East City Limits Goessel, East to Junction K-15	0.5	28	25 mm Overlay (1 inch)
Mcpherson	US-56	4-lane divided/2-lane, East to MP-MN County Line	13.2	1,122	Overlay
Mcpherson	K-86	Junction US-56, North to South City Limits Canton	0.3	16	Overlay
McPherson	I-135	1.6 km South of K-61 Junction, North to 1.5 km North of RS-448	9.5	647	Overlay
McPherson	US-56	McPherson: Junction K-153 to Maple Street on US-56	0.9	261	Surfacing
Meade	US-54	Meade: Meade Center Street, East to State Street	0.4	1,198	Surfacing
Meade	K-23	Oklahoma-Kansas State Line, North, East and North to Junction US-54	26.5	1,330	Overlay
Meade	US-54	SW-ME County Line, Northeast to South City Limits Plains	2.9	301	40 mm Overlay (1-1/2 inches)
Miami	US-169	From South of 223rd Street, North to MI-JO County Line	1.7	6,863	Special
Miami	US-69	LN-MI County Line, North 7.5 km	4.6	594	50 mm Overlay
Mitchell	K-181	Culverts at Mileposts 9.454 and 9.504	0.0	79	Culvert
Mitchell	K-9	Junction US-24, East to MC-CD County Line	9.3	556	40 mm Overlay (1-1/2 inches)
Montgomery	US-166	Sycamore Creek, in Coffeyville	0.0	430	Special
Montgomery	US-75	West Junction US-160, East to West City Limits Independence	1.1	129	25 mm Overlay (1 inch)
Montgomery	US-160	EK-MG County Line, East to West Junction US-75	16.9	844	25 mm Overlay (1 inch)
Morris	US-56	DK-MR County Line, East to Junction RS 819	14.1	755	40 mm Overlay (1-1/2 inches)
Morris	US-56	Junction RS 819, East to West City Limits Council Grove	8.8	816	40 mm Overlay (1-1/2 inches)
Morris	US-56	East City Limits Council Grove, East to MR-LY County Line	6.5	755	40 mm Overlay (1-1/2 inches)
Neosho	US-169	4.8 km North of Junction K-47, North to NO-AL County Line	11.6	1,313	Pavement Patching
Neosho	K-57	Junction K-59, East to East City Limits St Paul	6.0	468	40 mm Overlay (1-1/2 inches)
Neosho	US-59	0.179 km North Junction K-146, North to 0.515 km South Junction K-39	5.1	666	Diamond Grinding Concrete Pavement
Osage	K-276	East City Limits of Olivet, East to Junction US-75	1.0	74	40 mm Overlay (1-1/2 inches)
Osage	US-75	Bridges 041 and 042 over US-56 (West Lane and East Lane)	0.0	156	Bridge Paint
Osage	K-31	192 m West of Junction US-75, East to South City Limits Melvern	3.5	316	40 mm Overlay (1-1/2 inches)
Osage	US-75	North Junction K-31/K-268, North to 2-lane/4-lane	9.5	878	40 mm Overlay (1-1/2 inches)
Osage	US-75	2-lane/4-lane, North to OS-SN County Line	6.5	1,407	40 mm Overlay (1-1/2 inches)
Osage	I-35	CF-OS County Line, East to approx 0.698 km East of East Junction K-31 - NB/SB	6.5	655	40 mm Overlay (1-1/2 inches)
Osage	US-75	Bridges 045, East Lane over Local Road and 046 Local Road over US-75	0.0	324	Bridge Repair
Osborne	US-281	Bridge 036, North Fork Solomon River	0.0	154	Bridge Paint
Osborne	US-281	RS-OB County Line, North to South City Limits Osborne	20.5	248	Conventional Seal

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Ottawa	US-81	SA-OT County Line, North to 2.1 km South Junction K-106	10.2	1,083	Milling and Overlay
Ottawa	K-106	Minneapolis: South City Limits to 1st Street on K-106	0.3	53	Surfacing
Phillips	US-36	NT-PL County Line, East to West City Limits Phillipsburg	17.1	2,547	40 mm Overlay (1-1/2 inches)
Pottawatomie	US-24	US-24 and Green Valley Road, Pottawatomie County	0.2	305	Intersection Improvement
Pottawatomie	US-24	1.6 km East of East City Limits Wamego, East to East City Limits Belvue	5.9	464	25 mm Overlay (1 inch)
Pratt	US-54	KW-PR County Line, East to West City Limits Pratt	14.2	1,156	40 mm Overlay (1-1/2 inches)
Pratt	US-281	PR-BA County Line, North to approximately 165 m North of Junction K-64	12.6	620	Slurry Seal
Rawlins	US-36	15.9 km East of CN-RA County Line, East to West End of Concrete-Atwood	10.0	458	Slurry Seal
Rawlins	K-117	Junction US-36, North to KS-NE State Line	12.0	587	40 mm Overlay (1-1/2 inches)
Reno	US-50	50 m East of Halstead Road, East to RN-HV County Line	9.9	94	Crack Repair
Republic	K-148	Culvert, 9.5 km West of RP-WS County Line	0.0	74	Culvert
Republic	US-81	US-81 at US-36, at 18th Street and at 23rd Street Intersections	0.0	91	Lighting
Republic	K-148	Junction US-81, to RP-WS County Line	16.7	929	40 mm Overlay (1-1/2 inches)
Rice	K-14	North City Limits Lyons, North to Junction K-4	10.8	818	50 mm Overlay
Rice	K-4	Junction K-14, East to RC-EW County Line	10.1	1,287	40 mm Overlay (1-1/2 inches)
Rice	K-14	Sterling: Garfield Street North to Railroad Tracks on K-14	0.3	146	Milling and Overlay
Riley	US-24	Junction K-13, Southeast to PCCP (7.6 km)	4.7	641	25 mm Overlay (1 inch)
Riley	K-177	GE-RL County Line, North 11.128 km	6.9	358	Conventional Seal
Rush	US-183	Junction K-4, North to RH-EL County Line	11.1	669	25 mm Overlay (1 inch)
Rush	K-4	NS-RS County Line, East to Junction US-183	21.5	1,070	25 mm Overlay (1 inch)
Russell	I-70	1.2 km West of Junction US-40B, East to RS-EW County Line	16.8	18,822	Surface and Bridge
Russell	K-231	North City Limits Dorrance, North to Junction I-70 (Entire Route)	0.7	55	40 mm Overlay (1-1/2 inches)
Russell	US-281	BT-RS County Line, North to South City Limits Russell	11.7	177	Conventional Seal
Russell	US-281	East Junction K-18, North to RS-OB County Line	1.0	12	Conventional Seal
Russell	I-70	Eastbound and Westbound from EL-RS County Line, East Approximately 19.4 km	12.1	358	Milling and Overlay
Russell	US-281	Russell: South City Limits to Dorrance Street on US-281	1.0	268	Milling and Overlay
Saline	US-81	Junction I-70, North to SA-OT County Line	5.8	620	Milling and Overlay
Saline	K-140	EW-SA County Line, Northeast to Junction I-135	16.8	1,672	40 mm Overlay (1-1/2 inches)
Scott	US-83	FI-SC County Line, North to Concrete at Scott City (12th Street)	14.9	833	Slurry Seal
Scott	US-83	Scott City: 39 feet North 3rd Street to 114 feet North 1st Street on US-83	0.1	395	Grade and Surfacing

(Projects Under Construction as of 10/31/01)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Sedgwick	US-54	Light Tower #5032 Approximately 1137.5 feet West of Hillside	0.0	27	Lighting
Sedgwick	I-235	Bridges 066 and 065 over OKT Railroad (North lane and South lane)	0.0	508	Bridge Overlay
Sedgwick	K-42	119th Street, Northeast to Ridge Road	3.4	315	Slurry Seal
Sedgwick	US-54	Washington Street Bridge, East to Hillside Avenue	1.7	1,476	Overlay
Sedgwick	US-81	SU-SG County Line, North to Haysville Concrete Section	6.0	311	25 mm Overlay (1 inch)
Sedgwick	K-254	Bridges 197 and 196, Middle Fork Chisholm Creek South lane and North lane	0.0	218	Bridge Repair
Sedgwick	I-135	Between US-54 and Pawnee Avenue, Northbound and Southbound Lanes	0.0	170	Pavement Patching
Sedgwick	I-235	25th Street Bridge (098) over I-235 in Wichita	0.0	283	Bridge Repair
Sedgwick	US-54	Eastbound US-54 between Washington Street and I-135 in Wichita	0.0	16	Signing
Sedgwick	US-54	Wichita: From KTA, East to 127th Street (Eastbound Lanes Only)	2.2	262	Milling and Overlay
Seward	US-54	South City Limits Kismet, Northeast to SW-ME County Line	4.5	477	40 mm Overlay (1-1/2 inches)
Seward	K-51	SV-SW County Line, East to Junction US-83	8.0	22	Crack Repair
Seward	US-83	OK-KS State Line, North to 1.52 km North of Junction K-51	13.7	749	25 mm Overlay (1 inch)
Shawnee	I-70	8th Street Bridge over I-70 in Topeka	0.0	20	Special
Shawnee	I-470	Southbound I-470/US-75 Exit Ramp at 21st Street, Topeka	0.1	181	Intersection Improvement
Shawnee	US-40	0.8 km East of Junction K-4, East to SN-DG County Line	5.7	469	25 mm Overlay (1 inch)
Shawnee	US-75	OS-SN County Line, North 3.96 km	2.5	506	40 mm Overlay (1-1/2 inches)
Shawnee	US-75	Pt 1 - 0.35 km South US-24, North to Soldier Creek; Pt 2 - North & South of 46th Street	1.3	164	Slurry Seal
Shawnee	US-24	Bridges 076 and 077 North lane and South lane over Goodyear Plant Entrance	0.0	233	Bridge Repair
Shawnee	US-75	Bridge 157 (West lane) over US-24, North of Topeka	0.0	68	Bridge Repair
Sheridan	US-24	0.3 km West of Junction K-23, East to SD-GH County Line	15.2	987	40 mm Overlay (1-1/2 inches)
Sherman	K-27	WA-SH County Line, North to .075 km North of South City Limits Goodland	13.2	1,142	50 mm Overlay
Sherman	K-253	Junction I-70, North to Junction Old US-24	0.7	54	40 mm Overlay (1-1/2 inches)
Sherman	K-267	East City Limits Kanorado, South to Junction I-70	0.8	55	40 mm Overlay (1-1/2 inches)
Sherman	I-70	East and Westbound SRA Approximately 11.2 km East of CO-KS State Line	0.0	156	40 mm Overlay (1-1/2 inches)
Smith	K-191	Culverts 533 and 534 at Mileposts 0.1 and 0.8	0.0	87	Culvert
Smith	US-36	0.473 km East of East City Limits Smith Center, East to SM-JW County Line	14.3	1,237	40 mm Overlay (1-1/2 inches)
Smith	US-281	OB-SM County Line, North to South City Limits Smith Center	16.9	255	Conventional Seal
Stafford	US-50	ED-SF County Line, East to SF-RN County Line	30.0	935	Slurry Seal
Stanton	US-160	North Junction K-27, East to ST-GT County Line	12.9	1,050	40 mm Overlay (1-1/2 inches)
Stanton	K-27	South Junction US-160, North to ST-HM County Line	12.0	1,373	40 mm Overlay (1-1/2 inches)
Stevens	K-51	East City Limits Hugton, East to SV-SW County Line	14.9	52	Crack Repair
Stevens	K-25	OK-KS State Line, North to West Junction US-56	10.9	121	Conventional Seal
Stevens	K-25	OK-KS State Line, North to West Junction US-56	0.0	270	Stockpile Bituminous Material

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Sumner	K-55	Junction US-81, East to West City Limits Belle Plaine	2.5	183	25 mm Overlay (1 inch)
Sumner	US-81	North City Limits Wellington, North to SU-SG County Line	15.9	845	25 mm Overlay (1 inch)
Thomas	I-70	SH-TH County Line, East to 0.53 km West of US-24 Interchange	10.3	1,034	Slurry Seal
Wabaunsee	K-31	Junction K-99 East to WB-OS County Line	10.1	605	25 mm Overlay (1 inch)
Washington	K-148	RP-WS County Line, to West Junction K-9	17.0	944	40 mm Overlay (1-1/2 inches)
Washington	K-15	West Junction US-36, North to KS-NE State Line	13.2	1,366	40 mm Overlay (1-1/2 inches)
Washington	K-148	East Junction K-9, North to KS-NE State Line	20.4	357	Conventional Seal
Washington	K-234	East City Limits Hanover, East to Junction K-148	0.3	7	Conventional Seal
Washington	K-243	Junction K-148, East to Pony Express Station	0.9	17	Conventional Seal
Wichita	K-96	West City Limits Leoti, East to WH-SC County Line (Except PCCP in Leoti)	13.1	967	40 mm Overlay (1-1/2 inches)
Wichita	K-167	Junction K-96, North to Marienthal	0.5	49	40 mm Overlay (1-1/2 inches)
Wilson	K-39	Junction US-400, to West Junction US-75 (South of Buffalo) excp .9 km	14.7	806	25 mm Overlay (1 inch)
Wyandotte	I-70	Intercity Viaduct 29, 30, 31, 173 thru 178	0.0	5,137	Bridge Paint
Wyandotte	US-69	Southbound US-69 Fairfax Bridge 67 over Missouri River	0.0	5,089	Bridge Paint
Wyandotte	I-635	Bridges 44 and 45 Northbound and Southbound over Kansas River	0.0	1,113	Bridge Repair
Wyandotte	K-32	Bridge 104, Old K-132/K-32 Interchange	0.0	373	Bridge Overlay
Wyandotte	K-5	Bridge 192 over 10th Street	0.0	323	Bridge Overlay
Wyandotte	US-24	LV-WY County Line, East to 118th Street in Kansas City	3.0	635	40 mm Overlay (1-1/2 inches)
Wyandotte	US-73	Junction US-24, North to WY-LV County Line	6.1	1,016	40 mm Overlay (1-1/2 inches)
Wyandotte	I-35	2.8 km Southwest of KS-MO State Line, Northeast to KS-MO State Line	1.7	517	Milling and Overlay
Wyandotte	I-70	78th East to West of I-635; West of 18th Street East to East of Central Avenue	7.2	1,325	Joint Repair
Wyandotte	I-435	Bridges 199 and 198, East lane and West lane over K-32 and Union Pacific Railroad	0.0	288	Bridge Repair
Wyandotte	I-635	Bridges 057, East lane over 38th and 183, East lane over K-5	0.0	175	Pavement Patching
Wyandotte	I-70	Bridge 212 (Westbound), 0.36 km West of Junction I-435	0.0	22	Bridge Repair
Statewide		Various Locations in District 1	77.0	129	Signing
Statewide		Various Locations in District 3	453.0	1,194	Signing
Statewide	US-160	US-183 Junction, East to Medicine Lodge (Gyp Hills)	41.0	6	Signing
Statewide	US-400	US-400/US-169 Intersection (MG County): US-400/US-75 Intersection (WL County)	0.0	166	Lighting
Statewide	K-10	K-10 from the East City Limits of Lawrence, East to I-435	0.0	880	Signing
Statewide	K-190	K-190, from Satanta South and East to US-83	9.9	282	Stockpile Bituminous Material
Statewide	US-400	BU-GW County Line, Southeast thru GW, WL, MG, LB Counties to West of Parsons	78.4	319	Pavement Marking
Statewide		District 5, Area 1 - BA,CM,KW,ED,KM,PR,SF Counties	2.4	114	Pavement Marking
Statewide	I-70	Various Locations in GO, LG, SD, WA Counties	31.6	159	Pavement Marking
Statewide	K-18	East Jct I-70, Northeast to Union Pacific Railroad Overpass at Ogden	4.9	67	Pavement Patching
		TOTAL SUBSTANTIAL MAINTENANCE		222,575	

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
MAJOR MODIFICATIONS					
Allen		0.4 Mile South of Humboldt, South	0.1	648	Grade, Bridge and Surfacing
Anderson		Union Pacific Railroad and Division Street in Westphalia	0.0	133	Flashing Light Signal
Atchison	US-73	Leavenworth-Atchison County Line, North 6.67 km	4.1	4,929	Grade and Surfacing
Atchison	US-59	Atchison 0.4 km East of West Junction US-73 (Walmart)	0.1	320	Grade and Surfacing
Barber	K-2	Burlington Northern Santa Fe and K-2 in Kiowa	0.0	110	Surfacing
Barton	K-156	East Junction US-56, Northeast to BT-EW County Line	17.2	17,263	Grade, Bridge and Surfacing
Barton		From Stone Lake East to Locust Street	1.5	108	Pedestrian and Bicycle Paths
Barton		Great Bend - 3.2 km West of City at Great Bend Expo Area	0.0	181	Historic Preservation
Barton	US-56	Central Kansas Railroad and US-56 East of Ellinwood	0.0	16	Surfacing
Bourbon	K-31	Burlington Northern Santa Fe and K-31 (Spruce Street) in Fulton	0.0	120	Flashing Light Signal
Bourbon	K-31	Burlington Northern Santa Fe and K-31 in Fulton	0.0	23	Surfacing
Brown		2.4 km North Reserve	0.2	247	Grade, Bridge and Surfacing
Brown		0.7 km East Reserve	0.2	306	Grade, Bridge and Surfacing
Brown	US-36	3.1 km East of RS-1265, East to BR-DP County Line	12.4	7,510	Surface and Bridge
Butler		0.8 Mile West and 2.0 Miles South of Towanda	0.2	513	Grade, Bridge and Surfacing
Butler		North City Limits of Augusta: From RS-83 to RS-74	4.0	1,993	Grade, Bridge and Surfacing
Butler		2.9 Miles South of Smileyberg	0.1	403	Grade, Bridge and Surfacing
Butler		Custer: 100th (Old US-54) North to Belmont	1.9	1,561	Grade and Surfacing
Butler	K-254	K-254 (Central) and Haverhill Road, El Dorado	0.0	144	Intersection Improvement
Chase	K-150	MN-CS County Line, East to Junction US-50	8.7	11,500	Grade and Surfacing
Chase	K-177	Washington Street, North to South End RR Row on K-177 (Strong City)	0.5	965	Pavement Reconstruction
Chase		Burlington Northern Santa Fe and County Road South Edge of Bazaar	0.0	254	Flashing Light Signal
Chase		Burlington Northern Santa Fe and RS-90 at Cedar Point	0.0	159	Flashing Light Signal
Cherokee		Columbus: West Country Road	0.1	253	Bridge
Cherokee	US-69	Burlington Northern Santa Fe and US-69 South of Columbus	0.0	181	Flashing Light Signal
Cherokee	US-160	Burlington Northern Santa Fe and US-160 South of Cherokee	0.0	156	Flashing Light Signal
Cherokee	K-7	SEK Railroad and K-7 Southwest of Cherokee	0.0	60	Flashing Light Signal
Cherokee	K-7	Burlington Northern Santa Fe and K-7 North of Columbus	0.0	172	Flashing Light Signal
Cherokee		Burlington Northern Santa Fe and 15th Street in Baxter Springs	0.0	169	Flashing Light Signal
Cherokee		Burlington Northern Santa Fe and 19th Street near Baxter Springs	0.0	164	Flashing Light Signal
Cherokee	US-69 A	Burlington Northern Santa Fe and US-69A 2.5 Miles North of Riverton	0.0	23	Surfacing
Cherokee	K-103	Burlington Northern Santa Fe and K-103 West of Weir	0.0	13	Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Cheyenne	K-161	Nebraska Kansas Colorado Railroad and K-161 in Bird City	0.0	12	Surfacing
Clark		Union Pacific Railroad and RS-1433 Northeast of Minneola	0.0	159	Flashing Light Signal
Clay		3.0 Miles North and 5.0 Miles West of Green	0.2	264	Grade and Bridge
Clay	US-24	West City Limits to C Street; Junction K-15/US-24-Clay Center	0.4	822	Surfacing
Clay	K-15	Clay Center: Junction US-24, North to Liberty Street	0.8	663	Grade and Surfacing
Cloud	US-81	From RS-145, North to CD-RP County Line	3.0	1,384	Grade and Bridge
Cloud	US-81	From RS-145, North to CD-RP County Line	3.0	5,098	Surface and Bridge
Cloud		Burlington Northern Santa Fe and RS-143 (County Road 366) near Huscher	0.0	112	Flashing Light Signal
Cowley		Bridge 1.6 km West of US-77	0.0	317	Rehab & Oprtn Historic Trans Building
Cowley		Arkansas City-Along Arkansas River Adjacent to US-77	0.0	734	Landscaping and Beautification
Cowley		Burlington Northern Santa Fe and 33rd Avenue in Winfield	0.0	161	Flashing Light Signal
Cowley	K-55	Burlington Northern Santa Fe and K-55 at Udall	0.0	207	Flashing Light Signal
Cowley		Burlington Northern Santa Fe and T-51 North of Arkansas City	0.0	157	Flashing Light Signal
Crawford		3.0 Miles East & 0.4 Mile North of Junction Alt US-69/K-126	0.3	233	Grade, Bridge and Surfacing
Crawford	US-69	0.17 km South of Mckay Street-Frontenac, to North Junction US-69B (North Arma)	7.2	1,600	Surface and Bridge
Crawford		SEK Railroad and Jefferson Street in Pittsburg	0.0	109	Flashing Light Signal
Crawford	K-126	Burlington Northern Santa Fe and K-126 West of Pittsburg	0.0	181	Flashing Light Signal
Crawford	K-277	Burlington Northern Santa Fe and K-277 North of Farlington	0.0	13	Surfacing
Dickinson	I-70	Westbound I-70 Bridge (021) over K-43	0.0	110	Guard Fence
Dickinson	K-4	Burlington Northern Santa Fe and K-4 South Edge of Hope	0.0	33	Surfacing
Dickinson	K-43	Burlington Northern Santa Fe and K-43 at Navarre	0.0	16	Surfacing
Dickinson	K-43	Burlington Northern Santa Fe and K-43 2.5 Miles South of Enterprise	0.0	66	Surfacing
Doniphan	US-36	BR-DP County Line, East 1.1 km	0.7	192	Surface and Bridge
Douglas		Lawrence: River Ridge Road, North Iowa to North Michigan	0.0	1,308	Grade and Surfacing
Douglas	US-59	27th and Iowa (US-59), Lawrence	0.3	591	Intersection Improvement
Douglas	K-10	23rd Street (K-10) and Barker Avenue, Lawrence	0.3	355	Intersection Improvement
Ellis		11.5 Miles North and 0.6 Mile East Ellis	0.0	125	Grade, Bridge and Surfacing
Ellis		2.2 Miles North and 4.4 Miles West Hays	0.0	364	Grade, Bridge and Surfacing
Ellis		2.2 Miles North and 3.6 Miles West Hays	0.0	141	Grade, Bridge and Surfacing
Ellis	US-183	From 27th Street to North of I-70 in Hays	1.1	200	Landscaping and Beautification
Ellis	US-183	Hays: Vine Street Reconstruction: 27th to I-70	1.0	2,950	Grade and Surfacing
Ellis		Gustad Drive at Big Creek	0.2	556	Grade, Bridge and Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Ellsworth	K-156	Main Street in Holyrood, Northeast to Junction K-140	0.0	109	Special
Ellsworth		Wilson: Midland Hotel at 414 26th Street	0.0	1,062	Historic Preservation
Ellsworth		Union Pacific Railroad and Avenue E in Wilson	0.0	212	Flashing Light Signal
Ellsworth		Union Pacific Railroad and Avenue F in Wilson	0.0	148	Flashing Light Signal
Ellsworth		Union Pacific Railroad and Avenue D in Wilson	0.0	144	Flashing Light Signal
Ellsworth		Union Pacific Railroad and RS-238 East of Ellsworth	0.0	151	Flashing Light Signal
Finney		0.75 Mile South Holcomb	0.6	1,559	Grade, Bridge and Surfacing
Finney		Burlington Northern Santa Fe Depot at South 7th and Fulton in Garden City	0.0	711	Rehab & Oprtn Historic Trans Building
Finney	US-83 B	Garden City - Various Locations on Main and Stevens	0.8	577	Landscaping and Beautification
Finney		City of Garden City, Citywide	0.0	160	Signing
Finney	US-83	ATSF Railroad and US-83 (Main Street) in Garden City	0.0	352	Flashing Light Signal
Finney		Burlington Northern Santa Fe and 4th Street in Garden City	0.0	245	Flashing Light Signal
Finney		Burlington Northern Santa Fe and RS-1671 (Main Street) In Holcomb	0.0	223	Flashing Light Signal
Ford		Santa Fe Depot (101 Wyatt Earp Boulevard) Dodge City	0.0	3,353	Rehab & Oprtn Historic Trans Building
Ford		Harvey House Dorm at 101 East Wyatt Earp Boulevard	0.0	946	Rehab & Oprtn Historic Trans Building
Ford		Dodge City: Comanche Street: Central to 9th Avenue	0.6	1,395	Grade and Surfacing
Ford		Burlington Northern Santa Fe and St Andrews at Wright	0.0	216	Flashing Light Signal
Ford		Burlington Northern Santa Fe and RS-953 (Jewell) in Wright	0.0	214	Flashing Light Signal
Ford		Burlington Northern Santa Fe and RS-954 near Wright	0.0	210	Flashing Light Signal
Ford		Union Pacific Railroad and RS-958 (Road 118) East of Bloom	0.0	184	Flashing Light Signal
Ford		Union Pacific Railroad and Road 131 West of Bucklin	0.0	179	Flashing Light Signal
Ford		Union Pacific Railroad and Road 135 - 3 Miles Northeast of Bucklin	0.0	145	Flashing Light Signal
Franklin		West Edge of Leloup over Wolf Creek	0.1	259	Grade and Bridge
Franklin	I-35	0.4 km West of West Junction US-50B, Northeast and North to 0.5 km North K-68	5.4	26,041	Pavement Reconstruction
Franklin	I-35	US-50B (Elm Street to US-59) and Bridge 49	0.0	900	Bridge Removal
Franklin	I-35	0.5 km North K-68, Northeast 11.7 km	7.3	21,433	Pavement Reconstruction
Franklin		Burlington Northern Santa Fe and RS-1162 (Sand Creek Road) Northeast of Ottawa	0.0	244	Flashing Light Signal
Geary		4.0 Miles South and 3.0 Miles East of Junction City	0.1	66	Grade, Bridge and Surfacing
Geary		1.0 Mile North and 8.0 Miles East Grandview Plaza	0.1	79	Grade, Bridge and Surfacing
Gove		2.1 Miles South and 6.3 Miles East Gove	0.1	241	Grade and Bridge
Grant		K-25/Patterson East to Missouri and South to US-160	1.5	1,437	Grade and Surfacing
Grant		City of Ulysses (Citywide)	0.0	68	Signing
Greeley	K-27	Central Kansas Railroad and K-27 in Tribune	0.0	49	Surfacing
Hamilton	US-50	West City Limits of Syracuse, East to HM-KE County Line	12.4	10,870	Grade, Bridge and Surfacing
Hamilton	K-27	Burlington Northern Santa Fe and K-27 in Syracuse	0.0	49	Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Harper		Various Locations in Harper County	0.0	189	Signing
Harper	US-160	Harper: Intersection of US-160/K-14	0.2	454	Intersection Improvement
Harper		Burlington Northern Santa Fe and 753-G - 3 Miles West of Danville	0.0	160	Flashing Light Signal
Harper	K-14	Burlington Northern Santa Fe and K-14 at West City Limits of Harper	0.0	49	Surfacing
Harvey		5.25 Miles South of Newton	0.1	687	Grade, Bridge and Surfacing
Harvey	I-135	0.48 km South South Jct K-15, North and Northwest to .48 km North North Jct K-15	5.4	46,082	Pavement Reconstruction
Harvey	I-135	Broadway Street Interchange	0.0	596	Bridge
Harvey		Ridge Road Bridge over Sand Creek	0.0	608	Grade and Bridge
Jackson		3.9 Miles East of Delia	0.3	274	Grade, Bridge and Surfacing
Jackson		2.5 Miles East and 3.0 Miles South of Mayetta	0.3	144	Grade, Bridge and Surfacing
Jackson		Union Pacific Railroad and C-104 Northwest of Delia	0.0	154	Flashing Light Signal
Jefferson		1.0 Mile North and 7.0 Miles East Perry	0.1	193	Grade, Bridge and Surfacing
Jewell		3.5 Miles South and 5.2 Miles to 8.5 Miles East of Ionia	1.9	249	Grading
Jewell		5.0 Miles South and 2.1 Miles East of Jewell	0.2	68	Grade and Bridge
Johnson		175th Street/179th Street: Lackman Road-Switzer Road	3.3	3,964	Grade and Surfacing
Johnson		179th Street: Switzer Road to US-69	1.5	2,729	Grade, Bridge and Surfacing
Johnson	I-35	I-35 North Bound Ramp to 75th Street, Overland Park	0.0	444	Grade and Surfacing
Johnson	K-7	Junction Harrison, West to Lone Elm Road in Olathe	1.0	3,980	Grade, Bridge and Surfacing
Johnson	I-35	Merriam: Antioch Road: at I-35 and Burlington Northern Santa Fe and Ramp	0.5	16,604	Grade, Bridge and Surfacing
Johnson		Olathe: 3 Intersections	1.0	1,286	Grade and Surfacing
Johnson		Overland Park: Pflumm Road 119th to 127th	0.8	3,081	Grade and Surfacing
Johnson		Lenexa: Intersection 79th and Quivira	0.2	395	Grade and Surfacing
Johnson		Ridgeview, Santa Fe to 230 Feet North of KC Road	0.6	2,013	Grade and Surfacing
Johnson		Lenexa: 0.5 Mile West Pflumm Road on Marshall Drive	0.1	876	Bridge
Johnson		127th Street: Quivira to Switzer in Overland Park	0.9	3,733	Grade and Surfacing
Johnson		151st Street: Metcalf to Nall in Overland Park	1.2	5,901	Grade and Surfacing
Johnson		Shawnee: Intersection I-435 and Midland Drive	0.3	259	Intersection Improvement
Johnson		Wilder Road (47th) over Hayes Creek	0.1	865	Grade, Bridge and Surfacing
Johnson		Olathe: 159th Street, K-7/US-169 to Lone Elm Road	1.0	1,510	Grade and Surfacing
Johnson		Olathe: 111th Street, K-7 to Lone Elm	1.0	4,977	Grade and Surfacing
Johnson		Lenexa: 87th Parkway/Rosehill Road	0.2	289	Grade and Surfacing
Johnson		East of US-69 from 143rd to 151st	1.9	195	Pedestrian and Bicycle Paths
Johnson		99th and Lackman, Lenexa	0.0	815	Intersection Improvement
Johnson		Overland Park - 4 Locations	1.7	190	Grading
Johnson		Overland Park: Metcalf Avenue at I-435	0.3	353	Grade and Surfacing
Johnson		Olathe: Ridgeview Road from 151st to 159th	1.0	1,512	Grade and Surfacing
Johnson		North Extension of Indian Creek Pathway	1.3	563	Pedestrian and Bicycle Paths
Johnson		Leawood City Park, East along Indian Creek to State Line	1.0	305	Pedestrian and Bicycle Paths

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Johnson		Burlington Northern Santa Fe and Pflumm in Lenexa	0.0	140	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Kansas Avenue in Olathe	0.0	250	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Harrison Street in Olathe	0.0	155	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Dennis Avenue in Olathe	0.0	200	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Elm Street in Olathe	0.0	115	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Cedar Street in Olathe	0.0	88	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Loula Street in Olathe	0.0	77	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Park Street in Olathe	0.0	101	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Poplar Street in Olathe	0.0	63	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Prairie Street in Olathe	0.0	64	Flashing Light Signal
Johnson		Burlington Northern Santa Fe and Mulberry Street in Olathe	0.0	88	Flashing Light Signal
Kearny	US-50	HM-KE County Line, East to West City Limits of Lakin	15.0	15,390	Grade, Bridge and Surfacing
Kearny		Burlington Northern Santa Fe and RS-243 (Main Street) in Deerfield	0.0	360	Flashing Light Signal
Kingman	K-42	Kansas and Oklahoma Railroad and K-42 at Rago	0.0	18	Surfacing
Kingman	US-54	Kansas and Oklahoma Railroad and US-54 at Cunningham	0.0	160	Surfacing
Kiowa		Union Pacific Railroad and Main Street at Mullinville	0.0	153	Flashing Light Signal
Labette	US-59	SKO Railroad and US-59 in Oswego	0.0	193	Flashing Light Signal
Labette		Union Pacific Railroad and C-130 (Ottawa Road) North of Parsons	0.0	126	Flashing Light Signal
Leavenworth	US-73	2.3 km Northwest Junction K-192, Northwest to LV-AT County Line	2.4	3,623	Grade and Surfacing
Leavenworth		Lansing: Gillman Road: US-73/K-7 East 0.76 km	0.5	1,053	Grade, Bridge and Surfacing
Leavenworth		Lansing: West Mary Street: US-73 West to Desoto Road	1.1	2,387	Grade and Surfacing
Lincoln		6.4 km East of Sylvan Grove	0.3	514	Grade and Bridge
Linn		Burlington Northern Santa Fe and 10th Street in Pleasanton	0.0	170	Flashing Light Signal
Linn		Burlington Northern Santa Fe and 9th Street in Pleasanton	0.0	181	Flashing Light Signal
Linn	K-152	Burlington Northern Santa Fe and K-152 in La Cygne	0.0	16	Surfacing
Linn	K-239	Burlington Northern Santa Fe and K-239 in Prescott	0.0	33	Surfacing
Lyon		2.5 Miles East of Emporia	0.3	726	Grade, Bridge and Surfacing
Lyon	K-99	K-99, 4th Avenue to 12th Avenue, 12th/Merchant, Emporia	0.7	1,600	Landscaping and Beautification
Lyon		Burlington Northern Santa Fe and C-444 East of Neosho Rapids	0.0	179	Flashing Light Signal
Lyon	K-130	Burlington Northern Santa Fe and K-130 near Neosho Rapids	0.0	46	Surfacing
Marion		1.3 Miles East and 3.0 Miles South of Hillsboro	0.1	309	Grade and Bridge
Marion	US-50	0.16 km East RS-1410, East to MN-CS County Line	4.0	6,039	Grade, Bridge and Surfacing
Marion	US-56	South City Limits Lincolnville, North to MN-DK County Line	8.4	9,021	Grade, Bridge and Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Marion	US-77	1.6 km North North Junction RS-875, North to South City Limits Florence	6.7	11,658	Grade, Bridge and Surfacing
Marion	K-150	Junction US-56, East to MN-CS County Line	8.0	6,518	Grade, Bridge and Surfacing
Marshall		1.5 Miles South and 2.0 Miles East of Marysville	0.2	261	Bridge
Marshall		1.0 Mile North and 1.0 Mile East of Herkimer	0.2	266	Bridge
Marshall		3.5 Miles North and 1.3 Miles East of Marysville	0.2	171	Grade and Bridge
McPherson	US-56	Empire Street, East 0.45 km on US-56 - Galva	0.3	441	Grade and Surfacing
McPherson		Union Pacific Railroad and 22nd Street, 1 Mile East of Galva	0.0	205	Flashing Light Signal
Miami		0.9 Mile South of Hillsdale over Burlington Northern Santa Fe	0.1	2,499	Grade, Bridge and Surfacing
Miami		Junction RS-1604/RS-264 Northeast of Osawatomie, East to US-169	1.0	1,075	Grade, Bridge and Surfacing
Miami		1.0 Mile South Hillsdale over Ten Mile Creek	0.1	688	Grade, Bridge and Surfacing
Miami	K-68	K-68 and Old Kansas City Road (Old US-169) North of Paola	0.3	1,487	Intersection Improvement
Miami	US-169	.9 km Southwest K-7, Northeast 15.9 km to .5 km Southwest Interchange (Old K-263)	9.9	53,949	Grade, Bridge and Surfacing
Miami	US-169	Bridges K-7: Pottawatomie Creek, Southbound; Marais D Cygnes, Southbound	0.0	1,908	Bridge
Miami	US-169	Brs 094 (over UPRR(Southbound) & 096 (BNSF/Local Rd(Northbound)	0.0	292	Bridge
Miami	US-169	.5 km Southwest Interchange (Old K-263) Paola, Northeast and North	10.7	37,855	Grade, Bridge and Surfacing
Miami	US-169	Bridges 100 (over MOPAC, Northbound) and 104 (over SLSF, Northbound)	0.0	413	Bridge
Miami		Burlington Northern Santa Fe and RS-404 (Hospital Road) South of Paola	0.0	166	Flashing Light Signal
Miami		Burlington Northern Santa Fe and Roberts Road Northwest Corner of Miami County	0.0	184	Flashing Light Signal
Miami		Union Pacific Railroad and RS-1026 at Beagle	0.0	140	Flashing Light Signal
Mitchell		1.0 Mile South and 0.7 Mile East Tipton	0.2	228	Grade and Bridge
Mitchell	K-181	Kansas and Oklahoma Railroad and K-181 South Edge of Hunter	0.0	30	Surfacing
Mitchell	K-181	Kansas and Oklahoma Railroad and K-181 West Edge of Hunter	0.0	30	Surfacing
Mitchell	US-24	Kyle and US-24 at Cawker City	0.0	23	Surfacing
Mitchell	K-128	Kyle and K-128 2 Miles West of Glen Elder	0.0	16	Surfacing
Montgomery	K-96	K-37, K-39, US-75	15.5	582	Overlay
Montgomery	US-75	10th, Main North to Laurel, Independence	0.1	640	Grade and Surfacing
Montgomery	US-166	Coffeyville: Intersection of US-166/US-169	0.1	486	Intersection Improvement
Montgomery	US-169	SKO Railroad and US-169, 6 Miles South of Cherryvale	0.0	177	Flashing Light Signal
Morris	US-56	Council Grove Subarea, US-56 West of Council Grove.	0.0	166	Special
Morris	US-56	Council Gove-Main Street from Chautauqua East to 6th Street	0.8	206	Landscaping and Beautification
Morton		From 9.5 Miles North of Rolla, RS-308 East and North to RS-480	9.0	402	Surfacing
Nemaha		7.0 Miles South Seneca and 1.0 Mile West K-63	0.1	244	Grade, Bridge and Surfacing
Nemaha		.25 Mile Southeast of Seneca	0.2	365	Grade and Bridge

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Neosho		Village Creek 1.0 Mile North Chanute	0.2	751	Grade, Bridge and Surfacing
Neosho		Chanute: On South Santa Fe: 21st Street South 0.46 km	0.3	1,279	Grade and Surfacing
Neosho	K-146	Union Pacific Railroad and K-146 North of Erie	0.0	128	Flashing Light Signal
Ness	US-283	Kansas and Oklahoma Railroad and US-283 in Ness City	0.0	25	Surfacing
Norton		1.0 Mile North Calvert over Prairie Dog Creek	0.2	253	Grade, Bridge and Surfacing
Norton	US-283	Junction US-36 in Norton, North to Kansas-Nebraska State Line	11.3	13,120	Grade, Bridge and Surfacing
Norton	US-36	Intersections US-36/US-283 - Norton	0.2	480	Intersection Improvement
Norton		Kyle and 2nd Street in Norton	0.0	159	Flashing Light Signal
Norton	K-67	Kyle and K-67 East of Norton	0.0	20	Surfacing
Osage		8.0 Miles North and 1.5 Miles East of Lyndon	0.2	206	Grade, Bridge and Surfacing
Osage		Burlington Northern Santa Fe and 4th and Lord Streets in Osage City	0.0	195	Flashing Light Signal
Osage		Burlington Northern Santa Fe and Main Street in Osage City	0.0	138	Flashing Light Signal
Osborne		18.5 Miles South and 4.0 Miles East Osborne	0.2	72	Grade and Bridge
Osborne		1.8 Miles South and 5.5 Miles East of Osborne	0.5	129	Grade and Bridge
Osborne	K-181	Kyle and K-181 in Downs	0.0	66	Surfacing
Phillips		3.0 Miles West and 2.5 Miles North Kirwin	0.2	216	Grade and Bridge
Phillips	K-121	Kyle and K-121 at Stuttgart	0.0	10	Surfacing
Pottawatomie		5.0 Miles West of Westmoreland	0.2	140	Grade, Bridge and Surfacing
Pottawatomie	K-99	K-99 from 4th Street to 7th Street in Wamego	0.3	760	Landscaping and Beautification
Pottawatomie		Union Pacific Railroad and Balderson Street in Wamego	0.0	182	Flashing Light Signal
Pottawatomie	K-99	Union Pacific Railroad and K-99 in Wamego	0.0	169	Flashing Light Signal
Pratt	US-54	Country Club Road to Junction K-61 - Pratt	0.2	785	Grade and Surfacing
Rawlins	US-36	5.5 km East RS-892, East to RA-DC County Line	8.0	10,107	Grade, Bridge and Surfacing
Rawlins	K-117	Nebraska Kansas Colorado and K-117 at Herndon	0.0	13	Surfacing
Reno		East 4th Street: Halstead Street to Airport Road	0.0	3,511	Grade and Surfacing
Reno	K-96	Hutchinson Bypass: Junction US-50, North to K-96	1.6	13,977	Grade, Bridge and Surfacing
Reno	K-96	Hutchinson Bypass: Junction US-50, North to K-96	0.0	100	Care Agt (Maint New Landscape)
Reno		Hutchinson: From Martinez Sunflower Trail to Carey Park	1.9	238	Pedestrian and Bicycle Paths
Reno		Hutchinson: Lorraine Street: 17th Avenue-30th Avenue	1.0	3,331	Grade and Surfacing
Reno		11th and Monroe; 11th and Main, Hutchinson	0.0	242	Intersection Improvement
Republic	US-81	0.5 Mile South of KS-NE State Line North to State Line	0.5	1,029	Grade and Surfacing
Republic	US-81	CD-RP County Line, North to Belleville Inspection Station	9.4	5,825	Grade and Bridge
Republic	US-81	CD-RP County Line, North to Belleville Inspection Station	0.0	20,065	Surface and Bridge

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Republic	US-81	3.2 Miles Northeast US-36, North to 0.5 Mile South KS-NE State Line	9.9	5,302	Grade and Bridge
Republic	US-81	3.2 Miles Northeast US-36, North to 0.5 Mile South State Line	9.9	20,954	Surface and Bridge
Republic	K-148	Burlington Northern Santa Fe and K-148 at Kackley	0.0	16	Surfacing
Rice	K-14	Central Kansas Railroad and K-14, 2 Miles West of Geneseo	0.0	33	Surfacing
Riley		Scenic Drive: Anderson to K-18	3.0	648	Grade and Surfacing
Riley	I-70	GE-RL County Line East to RL-WB County Line	6.0	18,410	Pavement Reconstruction
Riley	K-18	Kansas River Bridge 31at Manhattan	0.0	90	Care Agt (Maint New Landscape)
Riley		Union Pacific Railroad Depot at K-18 Bridge over Kansas River in Manhattan	0.0	421	Rehab & Oprtn Historic Trans Building
Riley	US-24	Manhattan: Tuttle Creek Boulevard, Bluemont Avenue to Leavenworth Street	0.4	1,073	Landscaping and Beautification
Rooks	US-183	From 7th Street, North to US-24 (Main Street) Stockton	0.5	1,153	Pavement Reconstruction
Rooks	US-183	Kyle and US-183 in Stockton	0.0	52	Surfacing
Saline		6.4 Miles North Hedville	0.0	476	Grade, Bridge and Surfacing
Saline	I-135	.48 km North of Junction K-104 North to .48 km North Jct I-70	9.7	38,711	Pavement Reconstruction
Saline	I-135	MP-SA County Line, North to 0.5 km North Junction K-104	9.4	28,447	Pavement Reconstruction
Saline	I-135	Bridges 003 (West lane) and 004 (East lane) over K-4/US-81B	0.0	2,563	Bridge Replacement
Saline		Shilling Road West of I-135 over Dry Creek	0.1	853	Grade, Bridge and Surfacing
Saline		Union Pacific Railroad and Crawford Street West of Salina	0.0	139	Flashing Light Signal
Sedgwick		85th Street North over Wichita Valley Center Floodway	0.2	1,633	Grade, Bridge and Surfacing
Sedgwick		Clearwater East to Viola	6.1	3,292	Grade and Surfacing
Sedgwick	K-96	K-96 From Arkansas River Bridge, East to Junction I-235	0.0	161	Guard Fence
Sedgwick		Maple and Seneca, Wichita	0.0	832	Intersection Improvement
Sedgwick		Park City: 61st Street: Broadway to Hydraulic	1.0	1,945	Grade and Surfacing
Sedgwick		Wichita: Webb Road, Pawnee to Harry	1.0	1,947	Grade and Surfacing
Sedgwick		Central, Big Ditch to Woodchuck	0.0	2,869	Grade and Surfacing
Sedgwick		Wichita: Pawnee, Rock to Webb	1.0	2,016	Grade and Surfacing
Sedgwick		Wichita: Seneca and Maple Intersection	1.0	441	Grade and Surfacing
Sedgwick		Wichita: Lincoln Street at Fabrique Ditch	0.0	126	Grade, Bridge and Surfacing
Sedgwick		Wichita: Central Avenue and Rock Road	0.5	1,137	Grade and Surfacing
Sedgwick		I-235 13th Street North and East to Broadway in Wichita	0.0	302	Landscaping and Beautification
Sedgwick		Along K-96: Oliver Street to East City Limits of Wichita	4.0	577	Pedestrian and Bicycle Paths
Sedgwick		Along Gypsum Creek at Cessna Park in Wichita	2.5	350	Pedestrian and Bicycle Paths
Sedgwick		1300 South Broadway in Wichita	0.0	48	Historic Preservation
Sedgwick		KSW and Harry Street in Wichita	0.0	230	Flashing Light Signal
Sedgwick		Burlington Northern Santa Fe and 2nd Street in Valley Center	0.0	183	Flashing Light Signal
Sedgwick		Burlington Northern Santa Fe and 5th Street in Valley Center	0.0	72	Flashing Light Signal
Sedgwick		Burlington Northern Santa Fe and Harry Street in Wichita	0.0	208	Flashing Light Signal
Sedgwick		Central Kansas Railroad and Mclean Boulevard in Wichita	0.0	200	Flashing Light Signal
Sedgwick		Central Kansas Railroad and Meridian Avenue in Wichita	0.0	160	Flashing Light Signal

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Sedgwick		Burlington Northern Santa Fe and Red Powell Road North of Derby	0.0	145	Flashing Light Signal
Sedgwick		Burlington Northern Santa Fe and 91st Street South of Derby	0.0	162	Flashing Light Signal
Sedgwick		Burlington Northern Santa Fe and 1st Street (RS-307) at Sedgwick	0.0	283	Flashing Light Signal
Seward		RS-1562 from US-83, West 6.0 Miles	6.0	1,027	Surfacing
Seward		Cimarron Hotel/Grier House at US-83 and Trail Street	0.0	1,308	Rehab & Oprtn Historic Trans Building
Seward		Liberal: Western Avenue: 15th to Tucker Road	1.0	2,270	Grade and Surfacing
Shawnee		Northwest 46th Street: 3.0 Miles Northeast of Silver Lake	0.5	150	Grade, Bridge and Surfacing
Shawnee	I-470	West of Martin Drive, East to Topeka Blvd and KTA Entrance & Topeka Blvd	0.0	140	Care Agt (Maint New Landscape)
Shawnee	I-70	.3 Mile West of Valencia Road, East 1.6 Miles East Junction K-4	5.0	30,391	Pavement Reconstruction
Shawnee	US-75	East Junction I-70, North to 0.3 km North Kansas River Bridge	0.5	2,773	Pavement Reconstruction
Shawnee	US-75	0.4 km North Kansas River Bridge, North to 1.1 km Northeast US-24	1.7	17,331	Pavement Reconstruction
Shawnee	K-4	K-4/I-70/KTA (I-470) Interchange at Topeka	2.1	62,783	Grade, Bridge and Surfacing
Shawnee	K-4	K-4 Interchange at US-40	0.5	5,263	Grade, Bridge and Surfacing
Shawnee	K-4	K-4/I-70/KTA (I-470) Interchange in Topeka	0.0	579	Care Agt (Maint New Landscape)
Shawnee	I-70	Fabrication and Delivery of Structural Steel for Bridges 001 and 002	0.0	309	Special
Shawnee	I-70	Crossover at East End and Eastbound Lanes	3.7	685	Detour
Shawnee	US-75	US-75/35th Street North of Topeka	0.0	5,152	Grade, Bridge and Surfacing
Shawnee	US-75	End of 4-Lane, South of Topeka, North to North of KTA	5.7	13,375	Grade, Bridge and Surfacing
Shawnee		Shunga Trail Extension in Topeka	0.5	442	Pedestrian and Bicycle Paths
Shawnee		Topeka: Southwest Huntoon, Fairlawn Road to McAlister	0.7	1,677	Grade, Bridge and Surfacing
Shawnee		Burlington Northern Santa Fe and Rice Road in Topeka	0.0	146	Flashing Light Signal
Shawnee		Burlington Northern Santa Fe and Croco Road East of Topeka	0.0	164	Flashing Light Signal
Sheridan		Cottonwood Historic Site (House Stabilization)	0.0	128	Historic Preservation
Sherman	K-27	North City Limits of Goodland, North to 2.9 km North RS-625	6.3	5,287	Grade, Bridge and Surfacing
Sherman	K-27	2.9 km North RS-625, North to SH-CN County Line	10.2	6,863	Grade, Bridge and Surfacing
Sherman	US-24 B	US-24/Cherry Street Intersection at Goodland	0.5	769	Intersection Improvement
Sherman		Goodland - Intersections on Main at 6th, 7th and 8th Streets	0.1	278	Historic Preservation
Sherman	I-70	In the I-70 Eastbound Rest Area 14.4 km West of Goodland	0.0	1,775	Special
Smith	US-281	Kyle and US-281 (Main Street) in Smith Center	0.0	216	Flashing Light Signal
Stevens	K-51	Hugoton: Commercial Street, East County Road	0.2	831	Grade and Surfacing
Sumner		0.1 Mile South and 2.0 Miles West of Ashton	0.1	155	Grade, Bridge and Surfacing
Sumner		6.0 Miles West and 3.0 Miles North of Adamsville	0.1	180	Grade, Bridge and Surfacing
Sumner	K-53	Burlington Northern Santa Fe and K-53 (Bridge Street) in Mulvane	0.0	60	Flashing Light Signal
Sumner		Burlington Northern Santa Fe and 8th and Union Streets in Belle Plaine	0.0	179	Flashing Light Signal
Sumner		Burlington Northern Santa Fe and 100th and Merchant Streets North of Belle Plaine	0.0	225	Flashing Light Signal

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Sumner		Burlington Northern Santa Fe and Osborne Street at Mayfield	0.0	317	Flashing Light Signal
Sumner		Union Pacific Railroad and 30th Avenue North of Wellington	0.0	138	Flashing Light Signal
Trego		Various Locations in Trego County	0.0	174	Signing
Trego	US-40 B	13th (US-40B), South Avenue North to Union Pacific Railroad-Wakeeney	0.5	431	Grade and Surfacing
Trego	US-40 B	Wakeeney: I-70, North to South Avenue	0.3	219	Grade and Surfacing
Wabaunsee	I-70	0.48 km West of K-99, East to 0.48 km West of Junction K-138	5.5	21,196	Pavement Reconstruction
Wabaunsee	I-70	0.48 km West of K-138, East to 0.48 km East Junction K-30	8.7	41,780	Pavement Reconstruction
Wabaunsee	I-70	RL-WB County Line, East to 0.6 km West Junction K-99	5.1	17,155	Pavement Reconstruction
Wabaunsee	I-70	Crossover at West End and Eastbound Lanes	4.1	554	Detour
Wabaunsee	I-70	Safety Rest Area on I-70, Approximately 6.3 km East of K-138	0.0	193	Safety Rest Area
Wabaunsee		Union Pacific Railroad and T-141 at Volland, Southwest of Alma	0.0	246	Flashing Light Signal
Wilson		3.5 Miles South and 1.0 Mile East of Altoona	0.1	414	Grade, Bridge and Surfacing
Wilson	US-75	East of Junction US-400 (Old K-96), East to West City Limits Neodesha	0.9	3,644	Grade, Bridge and Surfacing
Wilson	K-96	K-37, K-39, K-47, and K-96	29.4	1,358	Surfacing
Wilson	K-47	Rural Secondary 1378, East through US-75 Intersection	2.7	6,567	Grade, Bridge and Surfacing
Wilson		South Kansas and Oklahoma Railroad and Fredonia Corridor	0.0	412	Flashing Light Signal
Wilson		Union Pacific Railroad and Illinois Street in Neodesha	0.0	165	Flashing Light Signal
Woodson		3.4 Miles East and 2.1 Miles South Batesville, Thence North	0.5	263	Bridge Replacement
Woodson		10.0 Miles West and 2.5 Miles South Yates Center	0.2	181	Grade and Bridge
Woodson	US-75	Safety Rest Area #4-5506 8.0 km North of Yates Center	0.0	23	Safety Rest Area
Wyandotte	K-32	East of Old K-132 Interchange, Southeast to 55 Street in Kansas City	1.0	11,594	Grade, Bridge and Surfacing
Wyandotte		Interstate Improvements	0.0	16,445	Grade and Surfacing
Wyandotte		State Avenue (US-24), from 118th, East to I-435	0.0	17,402	Grade and Surfacing
Wyandotte		110th Street	0.0	10,349	Grade and Surfacing
Wyandotte		New Jersey Avenue	0.0	1,500	Grade and Surfacing
Statewide	US-40	West Junction US-83 in Oakley, East to Junction I-70 (4-Lanes)	3.2	8,942	Pavement Reconstruction
Statewide	I-35	ITS (Construction of Traffic Operation Center and Equipment) Kansas City	0.0	1,413	Intelligent Transportation System
Statewide		Statewide Interstates and Freeways (Logo Signing)	0.0	997	Signing
Statewide	US-69	US-69: 23rd to US-54 (Ft Scott) and North City Limits Pittsburg to North K-57	0.0	304	Guard Fence
Statewide		Kansas and Oklahoma Railroad in KM, SG, and SU Counties	0.0	31	Signing
		TOTAL MAJOR MODIFICATIONS		961,917	

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
PRIORITY BRIDGES					
Atchison	US-59	Bridge 10, White Clay Creek, 15.4 km Northeast K-116	0.0	1,338	Bridge Replacement
Brown	K-20	Bridge 26, Delaware River, 6.1 km East of Junction US-75	0.0	505	Bridge Deck
Cherokee	US-166	Spring River Drainage Bridge 35 and Spring River Bridge 36	0.0	4,503	Bridge Replacement
Cherokee	K-7	Culverts 502, 505, 506 and 543, North of K-96	0.0	1,129	Culvert
Cherokee	K-7	Bridge 37, Little Cherry Creek 0.66 km South K-102	0.0	674	Bridge Replacement
Clark	US-160	Little Sandy Creek Bridge 7, 8.41 km East US-283	0.0	1,463	Bridge Replacement
Clay	K-15	Bridge 015, Otter Creek, 6.5 km North K-82	0.0	749	Bridge Replacement
Crawford	K-57	2nd Cow Creek Drainage Bridge 24, 5.16 km East Junction K-7	0.0	387	Bridge Replacement
Crawford	K-7	Bridge 15, Second Cow Creek, 8.58 km North of K-57	0.0	307	Bridge Replacement
Crawford	K-57	Bridges 26 and 27, First Cow Creek, 9.0 km East K-7	0.0	721	Bridge Replacement
Crawford	K-126	Bridges 31and 35, 9.66 and 1.87 km West K-7	0.0	265	Bridge
Crawford	K-3	Bridge 53, Big Walnut, 11.1 km North Junction K-57	0.0	275	Bridge Deck
Dickinson	K-18	Bridge 70, Chapman Creek, 7.8 km East East Junction K-15	0.0	502	Bridge Deck
Doniphan	K-120	Wolf River Drainage Bridge 21, 3.62 km North K-20	0.0	536	Bridge Replacement
Edwards	US-50	Bridge 2 over ATSF Railroad and US-56, 1 km Northeast US-56	0.0	3,734	Bridge Replacement
Elk	US-160	Culverts 503 and 504, 3.4 km West and 1.1 km East K-99	0.0	1,006	Bridge
Ford	K-34	Bridge 053, STLSW Railroad over K-34 at Bucklin	0.0	3,812	Bridge Replacement
Geary	K-57	Dry Creek Drainage Bridge 59, 19.7 km Southeast of I-70	0.0	569	Bridge Replacement
Harper	US-160	Bridge 19, ATSF Railroad, 12.3 km East of North Junction K-2	0.0	1,062	Bridge Deck
Harvey	K-196	West Bridge Whitewater River Bridge 69, at HV-BU County Line	0.0	837	Bridge Replacement
Harvey	K-196	Bridge 67, Wildcat Creek and 68, Gypsum Creek	0.0	1,368	Bridge Replacement
Jackson	K-16	Bridge 9, Soldier Creek, 1.0 km East Junction K-62	0.0	1,284	Bridge Replacement
Kearny	K-25	Amazon Ditch Bridge 10, 1.21 km North of Junction US-50	0.0	1,511	Bridge Replacement
Labette	US-160	Culverts 534 and 533, 3.0 km and 2.9 km East of MG-LB County Line	0.0	443	Culvert

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Leavenworth		Wildlife and Parks Bridge R2-LVSL-01 (Leavenworth County State Lake)	0.0	148	Bridge Deck
Marshall	US-77	Bridge 17, Horseshoe Creek, 6.1 km North of West Junction US-36	0.0	1,003	Bridge Replacement
Mitchell	K-14	Bridge 30, Mulberry Creek Drainage, 8.1 km North of US-24	0.0	943	Bridge Replacement
Montgomery	US-160	Bridge 019, Verdigris River, 2.1 km East East Junction US-75	0.0	1,702	Bridge Replacement
Nemaha	K-9	Illinois Creek Bridge (013), 15.9 km East MS-NM County Line	0.0	831	Bridge Replacement
Neosho	K-39	Big Creek Overflow Bridge 27 and Big Creek Bridge 28	0.0	2,538	Bridge Replacement
Norton	K-9	Bridges 43, Elk Creek, 45, East Elk Creek, and 48, Otter	0.0	2,730	Bridge Replacement
Osage	US-56	MOPAC Railroad Overpass Bridge 26, 5.7 Miles East US-75	0.0	469	Bridge Removal
Osage	US-56	Bridge 17, Smith Creek, 1.2 km North South Junction K-31	0.0	835	Bridge Replacement
Osage	US-56	Bridge 019, Dragoon Creek Drainage	0.0	471	Bridge Replacement
Osborne	US-281	Bridge 32, South Fork Solomon River, 32.7 km North RS-OB County Line	0.0	105	Special
Ottawa	US-81	Bridges 35 and 36 Solomon River 3.9 km North Junction K-18	0.0	2,173	Bridge Deck
Pawnee	K-156	Bridges 9, Pawnee River, and 10, Cocklebur Creek	0.0	2,063	Bridge Replacement
Phillips	K-383	Bridges 28 Elk; 29 Prairie Dog; 30 Jack; 31 Dry Creek	0.0	2,758	Bridge Replacement
Pottawatomie	K-16	Vermillion River Bridge 23, 1.26 km East K-259	0.0	1,748	Bridge Replacement
Republic	US-36	Republican River Bridge 7, 5.8 km (3.6 Miles) East K-266	0.0	5,945	Bridge Replacement
Republic	K-148	Bridge 34, East Creek, 12.7 km East and North US-81	0.0	711	Bridge Replacement
Rice	US-56	Little Cow Creek Bridge 8, 21 km East BT-RC County Line	0.0	948	Bridge Replacement
Rice	K-4	Lost Creek Bridge 25, 8.13 km East Junction K-171	0.0	808	Bridge Replacement
Riley	US-24	Timber Creek Bridge 6, 0.56 km East K-82	0.0	779	Bridge Replacement
Saline	US-81	Bridges 90 (West lane) and 91 (East lane) Saline River, 5.1 km North I-70	0.0	1,627	Bridge Deck
Shawnee	US-75	Kansas River Bridge 101 East lane, 0.8 km North I-70/US-75	0.0	8,978	Bridge Replacement
Sumner	K-53	Arkansas River Bridge (107) 6.4 km East Junction US-81	0.0	3,431	Bridge Superstructure

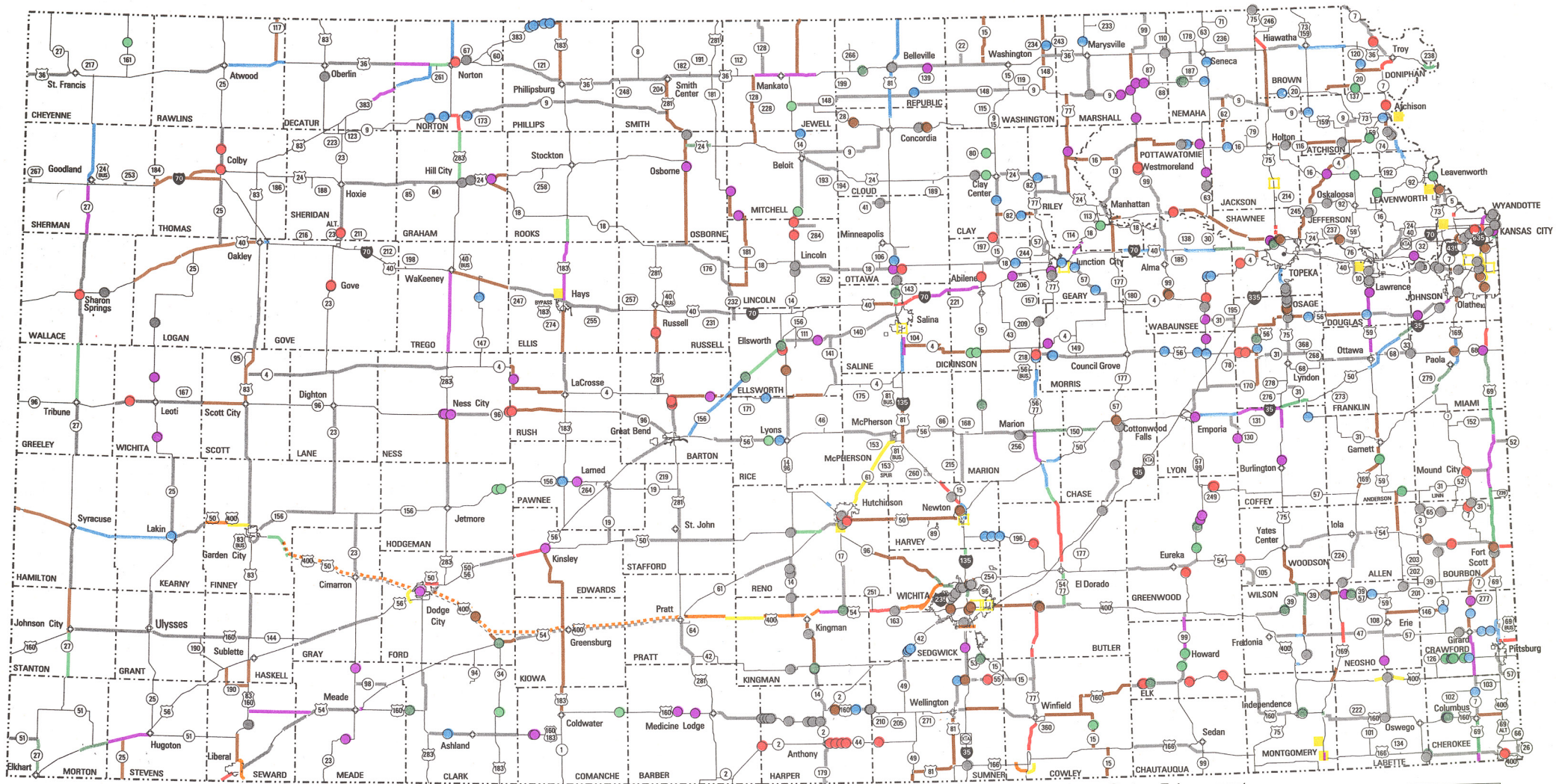
County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Trego	K-147	Big Creek Bridge 46, 7.9 km South I-70	0.0	883	Bridge Replacement
Washington	K-148	Cottonwood Creek Bridge 21, 4.78 km North US-36	0.0	622	Bridge Replacement
Wyandotte	K-32	Bridge (107), Kansas River	0.0	16,697	Bridge Replacement
		TOTAL PRIORITY BRIDGES		90,928	

SYSTEM ENHANCEMENTS

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Labette	US-400	US-400, Approx 3.5 Miles W of W City Limits to 2.5 Miles E of E City Limits Parsons	10.9	11,124	Grade and Bridge
Labette	US-400	Old US-400 from Station 113+27 to 122+07	0.2	236	Surfacing
Shawnee	US-75	End Existing 4-Lane North to I-470/Burlingame Road	5.0	1	Care Agt (Maint New Landscape)
		TOTAL SYSTEM ENHANCEMENTS		11,361	

2001 FISCAL YEAR TOTAL	1,286,782

FY 2000-2009 COMPREHENSIVE TRANSPORTATION PROGRAM



Major Modification Interstate and Non-Interstate and Priority Bridge

	2000 - 2001	2002	2003	2004	2005 - 2009
Bridge					
Roadway					

Substantial Maintenance

2000 - 2001	2002

Substantial Maintenance Projects are selected one year at a time, and the remainder of the CTP Substantial Maintenance projects have not been selected.

System Enhancement Projects

- Interchanges
- Corridors & Bypasses
- Corridor Studies
- Preliminary Engineering and / or Right of Way Only

10 0 10 20 30
MILES

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
MAP3_CTP.DGN NOVEMBER 9, 2001
USING CANSYS DATABASE 3/01 BPM CTP DATA 07/01/01

Explanation of Changes To / From 2001 Annual Report

Comprehensive Transportation Program FY 2000-2009
Major Modification Interstate and Non-Interstate and Priority Bridge Projects Only
Assumes Funding as per HB2071 as Passed April 30, 1999

New Priority Bridge Deck Replacement Projects (Identified Only One Year at a Time) Followed by Program Category

K-7	Doniphan	Wolf River, northwest of West Jct US-36 (Annual addition for Redeck set-aside program)	PB
K-18	Ottawa	Solomon River, northeast of US-81 (Annual addition for Redeck set-aside program)	PB

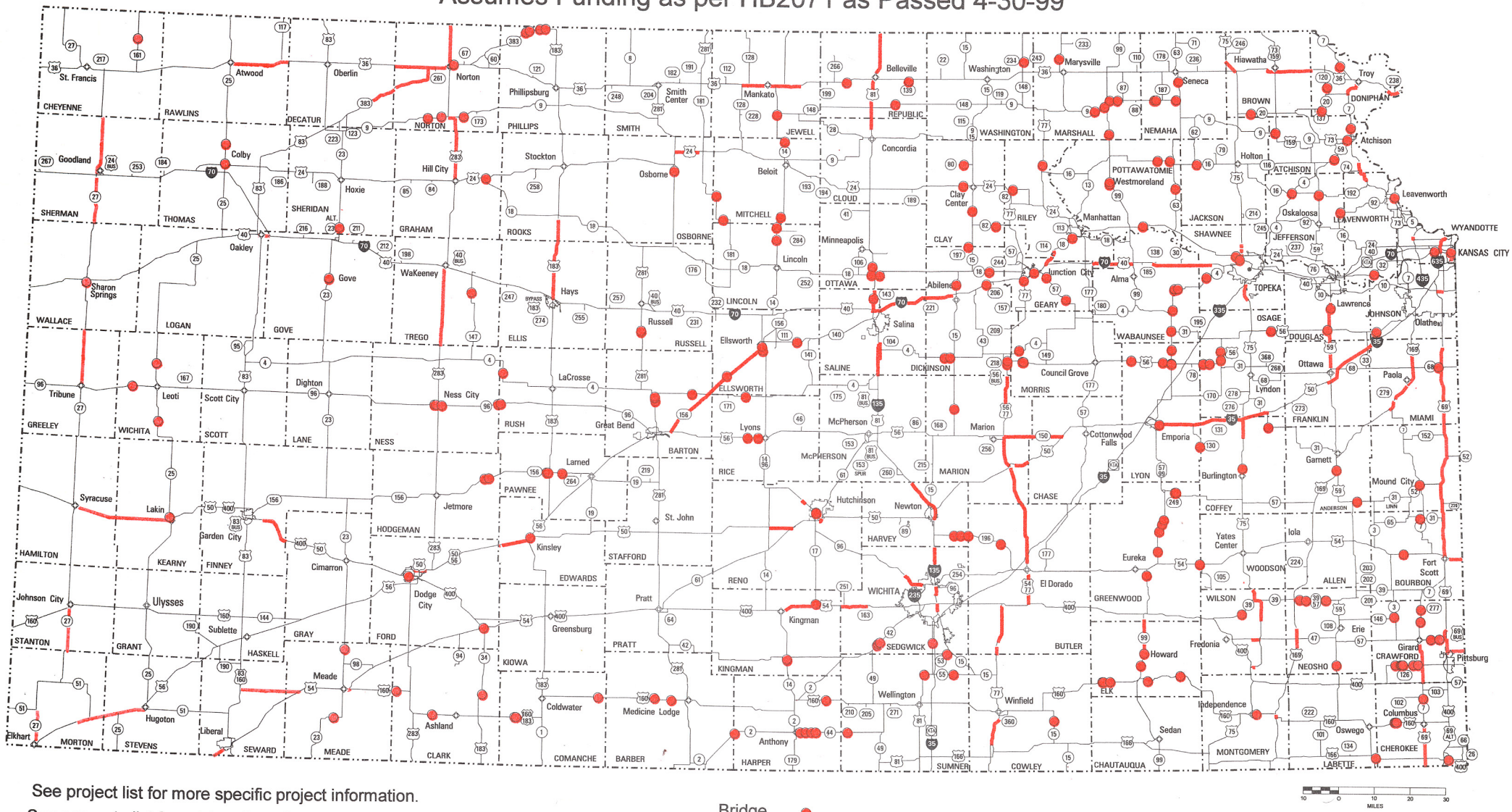
Project Additions / Deletions Due to Changed Conditions Followed by Program Category

US-59	Atchison	Stranger Creek, northeast of K-116 (Added as a result of deteriorated bridge condition)	PB
I-70	Wyandotte	.5 mi west of Jct. K-7, east to 0.3 mi east of 118th St. (Was added as a result of KTA project, but since suspended due to funding constraints)	MM
I-435	Wyandotte	I-435 and Donahoo Road (New interchange added as a result of federal demo funds; no state funds)	MM

Project Category Changes Due to Scope Refinement Followed by Program Category

US-54	Bourbon	Tennyson Creek, east of Bourbon-Allen County Line (Converted to SM project due to actual bridge condition)	PB
US-81B	McPherson	Smoky Hill River, 3.4 miles northwest of Jct I-135 (Was annual addition for Redeck set-aside program; now part of SE turnback work)	PB
K-156	Ellsworth	Bridge over UP Railroad, Holyrood (Was annual addition for Redeck set-aside program; now incorporated into encompassing MM project)	PB

COMPREHENSIVE TRANSPORTATION PROGRAM FY 2000-2009
Major Modification Interstate and Non-Interstate and Priority Bridge Only
Assumes Funding as per HB2071 as Passed 4-30-99



See project list for more specific project information.

See separate list for explanation of changes from 2001 annual report map.

Bridge

Roadway

10 0 10 20 30
MILES

PREPARED BY THE

KANSAS DEPARTMENT OF TRANSPORTATION

BUREAU OF TRANSPORTATION PLANNING

MAP2_REDMAP.DGN NOVEMBER 13, 2001

USING CANSYS DATABASE 3/01 BPM CTP DATA 07/01/01

Part E

Financial Report

FINANCIAL COMPLIANCE ...

In accordance with K.S.A. 68–2315, each year the Department is required to provide to the Governor and each member of the Legislature summary financial information and a statement of assurance that the Department has prepared a comprehensive financial report of all funds for the preceding year. The financial report must include a report by independent public accountants attesting that the financial statements present fairly the financial position of the Department in conformity with generally accepted accounting principles (GAAP).

The Department has prepared a Comprehensive Annual Financial Report (CAFR) for Fiscal Year (FY) 2001. Included in the CAFR is the report of the independent public accountants, Berberich Trahan & Co., P.A., and Allen Gibbs & Houlik, L.C., attesting that the financial statements present fairly the financial position of the Department in conformity with accounting principles generally accepted in the United States of America. Also included in the report is a certificate of achievement awarded to the Department for excellence in financial reporting for the 2000 CAFR. The award for 2000 marks the thirteenth consecutive year the Department has received the award for excellence in financial reporting. The FY 2001 CAFR has been submitted for consideration of the award.

The complete CAFR for FY 2001 is available upon request by contacting KDOT's Bureau of Transportation Information, 915 Harrison, Topeka, Kansas, 66612 - 1568, or by telephone 785-296-3585 (Voice)/(TTY). The CAFR will also be available in January 2002 by accessing the Information Network of Kansas at www.ink.org/public/kdot/publicinfo/.

TRANSPORTATION PROGRAM INFORMATION

The award of construction contracts for the Comprehensive Highway Program (CHP) was completed in FY 1997. The Department continued an interim program during fiscal years 1998 and 1999 oriented toward preservation of the existing highway system. During the 1999 legislative session, a Comprehensive Transportation Program (CTP) was passed and Governor Bill Graves signed the legislation on May 10, 1999. The CTP commenced on July 1, 1999, and the ten-year program continues through June 30, 2009. The program includes funding to improve and maintain the State Highway System, assist local governments with roads and bridges not on the State Highway System, and state funding assistance for short line railroads, aviation, and public transit.

The legislation implementing the Comprehensive Transportation Program provided additional funding from motor fuel taxes, the sales tax transfer, and bond proceeds as follows:

◆The motor fuel tax was increased by four cents per gallon. This increase is being phased in with a two-cent increase in FY 2000, a one-cent increase in FY 2002, and an additional one cent in FY 2004. These tax increases will "sunset" on July 1, 2020.

◆The original legislation increased the statutory transfer rate of sales tax receipts from the State General Fund. This rate was to incrementally increase to 12.0 percent in FY 2005 and thereafter. However, these transfers were capped at 101.7 percent of the prior year's transfer in FYs 2000 and 2001. The FY 2000 and 2001 transfers were further reduced by $27.2 million and $39.2 million, respectively. The FY 2002 transfer was reduced $18.7 million by the 2001 Legislature, and it is anticipated that the 2002 Legislature will further reduce this amount by an additional $26.5 million. For FYs 2003-2009 it is estimated that the transfers will be reduced by $20 million annually in exchange for the $277 million additional bonding authority discussed below.

◆The program originally included $995 million in bonding authority. Because the 2001 Legislature voted to reduce the demand transfer by $20 million, the bonding authority was increased by $277 million. The bonds will have a maximum term of 20 years.

During August 1999, the Department sold $325 million of Highway Revenue Bonds, Series 1999. The bonds were sold with an effective interest rate of 5.48 percent. The bonds received the AA rating from each of the three rating agencies.

In November 2000, the Department sold an additional $150 million Highway Revenue Bonds, Series 2000A with an effective interest rate of 5.22 percent. The $200 million Adjustable Tender Highway Revenue Bonds, Series 2000 B & C were sold December 5 with an interest rate that is reset daily and weekly, respectively. The rate for the 11 months ended October 2001 has been equal to a 2.91 annual percentage rate. All the Series 2000 bonds received an AA rating from the three rating agencies.

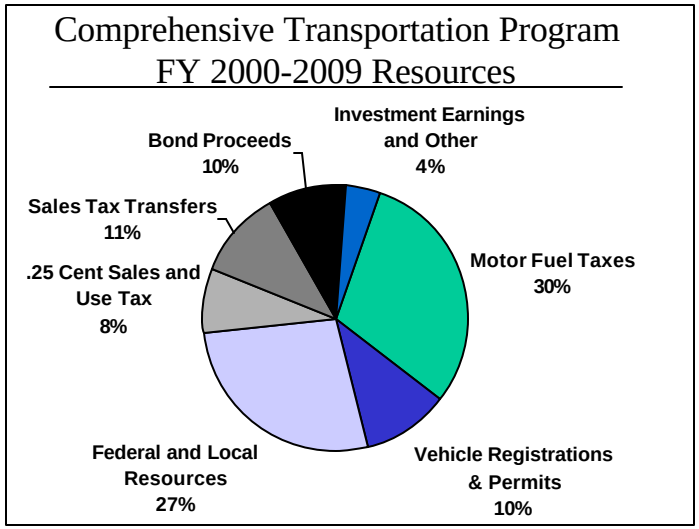
The CTP is an expanded program for all modes of transportation: highways, aviation, rail, and public transit. Descriptions of the programs for each of the modes can be found in Section 2, "What We Do." For highways, the ten-year CTP will provide nearly $1.9 billion for the substantial maintenance program, $3.8 billion for major modification and priority bridge programs, and over $1.4 billion for system enhancement projects. In addition, the CTP will provide approximate state funding of $30 million for the aviation program over 10 years, $60 million for the public transit program over 10 years, and $24 million for the rail program over eight years.

Enhanced local support includes $1.58 billion over 10 years in the distributions of the Special City and County Highway Fund; local federal aid projects (including required local matching funds) of $760 million over 10 years; local partnership pro-

grams (including required local matching funds) which consist of resurfacing programs, economic development and geometric improvements of $249 million over 10 years; and city connecting link maintenance payments of $33 million over 10 years.

The graph below depicts the estimated resources for the life of the CTP as of November 2001 using current budget information and the November 2001 estimates of the State Consensus Estimating Group and the Highway Revenue Estimating Group. Changes that have occurred since the January 2001 Annual Report to the Governor and Legislature are listed below.

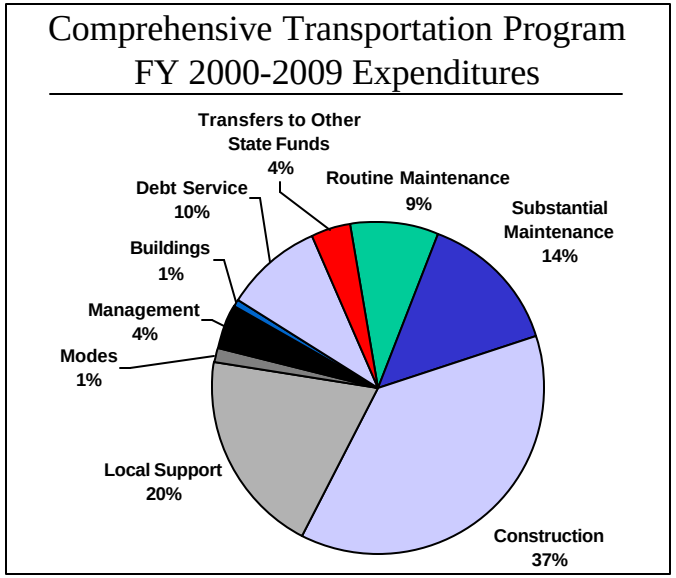
Sales Tax Transfer – Based on the November estimates and a gradual return to a normal economic growth in in-state collections, anticipated transfers were reduced by $33 million or 2.3 percent through FY 2009.



Sales and Compensating Use Tax (1/4 cent) – The slower growth in-state collections is offset by a robust growth in compensating use tax collections and the estimated receipts were reduced by $6 million through FY 2009.

Motor Fuel Taxes – The review of motor fuel taxes by the Highway Revenue Estimating Group reflected a recent decline in motor fuel collections which indicate a short period of stable consumption before normal growth in consumption was expected to return with the anticipated strengthening of the economy. Future estimates were reduced by $51 million or 1.3 percent over the life of the CTP.

The following graph depicts the estimated expenditures for the life of the CTP using current information.



The Comprehensive Transportation Program is based on 10-year projections. The schedule below is a snapshot solely comparing FY 2000 revenues and expenditures to FY 2001 revenue and expenditures.

FY 2001 Financial Information

The following schedule is a summary of revenues and expenditures for FY 2001 and the amount and percent of increases or decreases in relation to prior year amounts. The financial information is prepared according to GAAP and includes the Special City and County Highway Fund and the County Equalization and Adjustment Fund. **All amounts are in thousands.**

	2001	Percent of Total	Increase (Decrease) from prior year Amount	Percent
REVENUES				
Motor Fuel Taxes	$ 356,398	34 %	$ 329	0 %
Vehicle Registrations and Permits	140,798	14	(1,074)	(1)
Intergovernmental	299,898	29	(28,398)	(9)
Sales Tax Transfer	51,709	5	(10,531)	(17)
Sales and Use Taxes	89,959	9	2,079	2
Investment Earnings	84,917	8	46,632	122
Motor Carrier Property Taxes	10,343	1	(839)	(8)
Other	4,247	0	(1,056)	(20)
Transfers from Other State Funds	3,769	0	146	4
Total Revenues	$ 1,042,038	100 %	$ 7,288	1 %

	2001	Percent of Total	Increase (Decrease) from prior year Amount	Percent
EXPENDITURES				
Current Operating:				
Maintenance	$ 254,298	22 %	$ (25,970)	(9) %
Construction	505,645	44	6,540	1
Local Support	177,555	16	10,146	6
Management	47,613	4	540	1
Debt Service:				
Principal	42,945	4	2,000	5
Interest and fees	68,193	6	13,057	24
Transfers to Other State Funds	41,543	4	(8,424)	(17)
Total Expenditures	$ 1,137,792	100 %	$ (2,111)	0 %
OTHER FINANCING SOURCES				
Revenue Bond Proceeds	$ 156,229	100 %	$ (171,043)	(52) %
Total Other Financing Sources	$ 156,229	100 %	$ (171,043)	(52) %
Excess of Revenues and Other Sources Over Expenditures	$ 60,475	100 %	$ (161,644)	(73) %

Total revenues during FY 2001 were $ 1.042 billion, which represents an increase of $ 7 million or 1 percent in comparison to the prior fiscal year.

Intergovernmental revenues consist of federal and local reimbursements. During FY 2001, federal reimbursements showed a decrease. Federal reimbursements are dependent upon the volume of construction expenditures and the mix of those expenditures on Federal versus state-funded projects. The decline in Federal reimbursements was the result of the mix of construction expenditures. The timing and mix of future construction expenditures will influence future federal and local reimbursements. No significant increase in the rate of future reimbursements is anticipated.

The Sales Tax Transfer decreased in FY 2001 due to legislative action taken to relieve projected cash short falls in the State General Fund.

Investment earnings increased during the fiscal year by $47 million because the quantity of funds available for investment in FY 2001 was greater than the prior fiscal year. This increase was a result of the issuance of bonds authorized by the CTP but was offset by additional debt service expenditures. In addition, as a result of market conditions at year end, the portfolio had generated unrealized gains. In compliance with GAAP requirements, these unrealized gains are included in investment earnings for the current year.

Total expenditures during FY 2001 were $1.138 billion, which is a decrease of $2 million over the prior fiscal year.

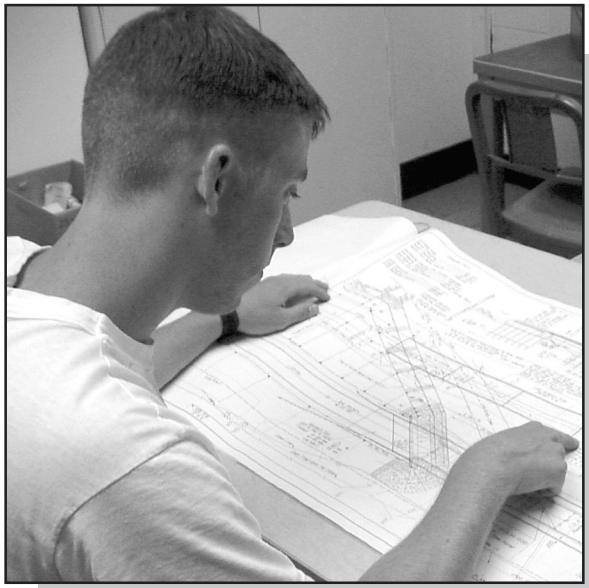
Maintenance expenditures decreased by $26 million. These expenditures include Substantial Maintenance projects that are let to contractors for completion. The decrease was a result of delays in getting the work started on these projects at the beginning of the construction season.

Debt service increased by $15 million during FY 2001 as a result of scheduled principal payments on Highway Revenue Bonds and Highway Revenue Refunding Bonds and additional interest costs incurred on the Series bonds issued early in the fiscal year. Future increases in debt service expenditures are expected as the CTP-authorized bonds are issued.

The decrease in Other Financing Sources is a result of the issuance of fewer bonds in Fiscal Year 2001 than in Fiscal Year 2000.

Part F

Reference Information



REFERENCE NFORMATION

Catch KDOT on the web: www.ink.org/public/kdot

KDOT'S WEB SITE HAS DETAILS ON MANY TOPICS INCLUDING:

KDOT Welcome Center - How to reach and information about various KDOT offices throughout the state, primary contacts.
Publications and Maps - City, county, and state maps; pamphlets on bikes and trails, traffic engineering, and strategic management.
Other Modes - Aviation, public transit, and rail.
Road Conditions - Links latest road condition information.
Public Information and news releases - Adopt-A-Highway; KDOT projects, reports, and studies; news releases; KDOT financial information.
FAQs - Frequently asked transportation-related questions.
Safety information - Bicycle safety, Driving Under the Influence, safety belts; speed limits.
Employment - Career Opportunities.
Doing business - Local units of government, highway contractors, design consultants, vendors, commercial vehicle information, and disadvantaged business enterprises.

GLOSSARY OF COMMONLY USED KDOT TERMS

At-grade intersection - An intersection with two or more roadways that provide for the movement of traffic on the same level.

City Connecting Link (KLINK) - A city street that connects two rural portions of state highway. Normally a city is responsible for maintaining the connecting link.

Culvert - Generally a drainage structure constructed beneath an embankment. Box sections, pipes, and arches are examples of various culvert shapes.

Deck - That portion of a bridge which provides direct support of and the riding surface for vehicular and pedestrian traffic. The deck distributes traffic and deck weight loads to the superstructure elements.

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Expressway - Multilane divided highway where access is allowed at public roads via at-grade intersections.

Fiscal Year - A 12-month period to which the annual operating budget applies and at the end of which a government determines its financial position and the results of its operations. The State of Kansas fiscal year (FY) is July 1 through June 30. The federal fiscal year (FFY) is October 1 through September 30.

Freeway - Multilane highway where access is provided only at grade separated interchanges.

Geometric Improvement - A project that includes roadway improvements other than a surface treatment, such as shoulder and lane widening, curb and gutter work ,or roadway alignment.

Intersections - Where two or more roadways meet. An interchange has two or more roadways that provide for the movement of traffic on different levels (grade separated). An at-grade intersection has two or more roadways that provide for the movement of traffic on the same level.

Kansas Turnpike Authority - A 238-mile toll highway facility extending from Kansas City west and south past Wichita to the Kansas / Oklahoma state line. It is supported by user toll fees and is operated by the Kansas Turnpike Authority. KDOT has no jurisdiction over the KTA.

Let - Advertise and award a contract to the lowest responsible bidder.

Major Modification - Program of projects to improve the service and safety of the existing highway system.

Pavement Management System (PMS) - A comprehensive program of data gathering and analysis used by KDOT to select surface preservation locations and actions. The system can be used to determine actions to achieve the best statewide pavement surface conditions possible using available funds or alternatively to determine the minimum cost to achieve a given level of performance.

Priority Bridge - Program of projects to replace or rehabilitate bridges which are deteriorated or have deficiencies in load carrying capacity, width, or traffic service.

Reconstruction - Type of improvement designed to replace the existing roadway or bridge when it has reached the end of its useful life. Often accompanied by improvements to the functional and operational capacity of the highway.

Rehabilitation - Type of improvement designed to preserve and extend the service life and enhance the safety of an existing roadway or bridge when total replacement is not warranted.

Retroreflectivity - Light reflected back to the driver's eye from reflective material on pavement marking or signing.

Rideability - A measure of the smoothness and riding characteristics of a road surface.

Right of Way - Land or property used specifically for transportation purposes.

Route Classification System - A detailed classification system which groups all state highway routes into five levels as follows:

Class A - the Interstate System.

Class B - Routes that serve as the most important statewide and Interstate corridors for travel.

Class C - Defined as arterials, these routes are closely integrated with Class A and B routes in service to all of the state.

Class D - These routes provide access to arterials and serve small urban areas not on a Class A, B, or C route, or access to county-seat cities.

Class E - Primarily used for local service only, these routes are typified by very short trips.

Set-aside - A program of funds reserved for a specific purpose.

Separation Structure - A bridge that separates the grades of two or more intersecting roadways or a highway and a railroad.

State Highway System - All state, US, and Interstate roadways in Kansas. State routes have K prefixes (K-7, K-99, etc.); US routes are designated such as US-54, US-283, etc; Interstates have I prefixes (I-70, I-35, etc.).

Substantial Maintenance - Program of projects to protect the investment in the State Highway System by preserving existing roadways and bridges.

Substructure - The abutments, piers, or other constructed bridge elements built to support the span of a bridge superstructure. The substructure transfers loads from the superstructure to the foundation soil or rock.

Superstructure - The entire portion of a bridge structure which primarily receives and supports traffic loads transmitted through the bridge deck. The superstructure carries these loads across the span and then transfers them to the bridge substructure.

Surface Preservation - Projects designed to preserve the "as built" condition of roadways. This work can include a variety of actions including overlay, milling, crack repair, patching, edge drains, or mudjacking.

Surface Reconstruction - Projects designed to replace only the existing surface of a roadway whose geometric characteristics meet current standards.

System Enhancement - Program of projects to relieve congestion, improve access, enhance economic development, or improve safety on major segments of the State Highway System. Projects are in three basic categories - corridors, interchanges/separations, and bypasses. The program was originally established by the Comprehensive Highway Program and was reauthorized on a one-time only basis for the CTP FY 2000-2009.

TEA-21 - Congress passed the Transportation Equity Act for the 21st Century (TEA-21) on June 9, 1998. It provided authorizations for highway, highway safety, and mass transit for six years. TEA-21 expires September 30, 2003.

Work Zone - A designated area where highway construction or maintenance is taking place.

County Abbreviations

COUNTY	ABR	COUNTY	ABR	COUNTY	ABR	COUNTY	ABR	COUNTY	ABR
ALLEN	AL	DONIPHAN	DP	JACKSON	JA	MORRIS	MR	SALINE	SA
ANDERSON	AN	DOUGLAS	DG	JEFFERSON	JF	MORTON	MT	SCOTT	SC
ATCHISON	AT	EDWARDS	ED	JEWELL	JW	NEMAHA	NM	SEDGWICK	SG
BARBER	BA	ELK	EK	JOHNSON	JO	NEOSHO	NO	SEWARD	SW
BARTON	BT	ELLIS	EL	KEARNY	KE	NESS	NS	SHAWNEE	SN
BOURBON	BB	ELLSWORTH	EW	KINGMAN	KM	NORTON	NT	SHERIDAN	SD
BROWN	BR	FINNEY	FI	KIOWA	KW	OSAGE	OS	SHERMAN	SH
BUTLER	BU	FORD	FO	LABETTE	LB	OSBORNE	OB	SMITH	SM
CHASE	CS	FRANKLIN	FR	LANE	LE	OTTAWA	OT	STAFFORD	SF
CHAUTAUQUA	CQ	GEARY	GE	LEAVENWORTH	LV	PAWNEE	PN	STANTON	ST
CHEROKEE	CK	GOVE	GO	LINCOLN	LC	PHILLIPS	PL	STEVENS	SV
CHEYENNE	CN	GRAHAM	GH	LINN	LN	POTTAWATOMIE	PT	SUMNER	SU
CLARK	CA	GRANT	GT	LOGAN	LG	PRATT	PR	THOMAS	TH
CLAY	CY	GRAY	GY	LYON	LY	RAWLINS	RA	TREGO	TR
CLOUD	CD	GREELEY	GL	MARION	MN	RENO	RN	WABAUNSEE	WB
COFFEY	CF	GREENWOOD	GW	MARSHALL	MS	REPUBLIC	RP	WALLACE	WA
COMANCHE	CM	HAMILTON	HM	MCPHERSON	MP	RICE	RC	WASHINGTON	WS
COWLEY	CL	HARPER	HP	MEADE	ME	RILEY	RL	WICHITA	WH
CRAWFORD	CR	HARVEY	HV	MIAMI	MI	ROOKS	RO	WILSON	WL
DECATUR	DC	HASKELL	HS	MITCHELL	MC	RUSH	RH	WOODSON	WO
DICKINSON	DK	HODGEMAN	HG	MONTGOMERY	MG	RUSSELL	RS	WYANDOTTE	WY

NOTE: This information is available in alternative accessible formats. Contact the KDOT Bureau of Transportation Information, Docking State Office Building, Room 754, Topeka, Kan., 66612-1568, or phone (785) 296-3585 (Voice)/(TTY).