TABLE OF CONTENTS

A Letter From...

Secretary E. Dean Carlson

The Kansas Department of Transportation's primary focus over the last year has been implementing the Comprehensive Transportation Program (CTP) that was passed by the 1999 legislature. This historic ten-year program is a crucial link between the transportation needs of Kansans in the 20th century and their transportation needs in the 21st century.

This past year saw the selection of the 29 System Enhancement projects that will substantially improve safety, relieve congestion, improve access, enhance economic development in their locations, and have a beneficial impact on the whole State Highway System.

The System Enhancement project selection process may have been in the spotlight, but it was just one of the steps of progress that KDOT has taken in the past year. Here are just a few examples:

- the CTP-created Airport Assistance program has funded dozens of improvements at our state's general aviation airports;
- the Local Partnership Grade Separation program is giving communities another avenue to improve safety at more of our state's railroad-highway crossings;
- and cities and counties have more dollars to use for their own local projects, thanks to the increases in the Special City County Highway Fund payments authorized by the CTP.

KDOT is using the funding provided by the CTP to make the transportation infrastructure of Kansas safer, more efficient, and more durable. The agency has managed to do this in the

face of reductions in the sales tax demand transfer in both FY 2000 (approximately $27 million) and FY 2001 (approximately $40 million). At the same time, KDOT has seen increased cost estimates because of higher bids, increased project scopes, and inflation. The margin between success and failure is getting thinner.

This is why this coming year is a crucial one in the life of the Comprehensive Transportation Program. While KDOT will make every effort to control operating costs, erosion of funding would severely impact KDOT's ability to complete all of the projects currently included in the Comprehensive Transportation Program. It is too early to determine the ones that could be affected, but it is not too early to say that any project eliminated will have a debilitating effect on the Kansans looking forward to that project's completion.

I look forward to working with the Governor and all legislators to make sure that we stay on the path of Continued Transportation Progress that is embodied in the Comprehensive Transportation Program.

Sincerely,

E. Dean Carlson
Secretary of Transportation

WHO WE ARE ...

The Secretary of Transportation 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.

We depend on our employees and business partners to get the job done.

Leaders in KDOT

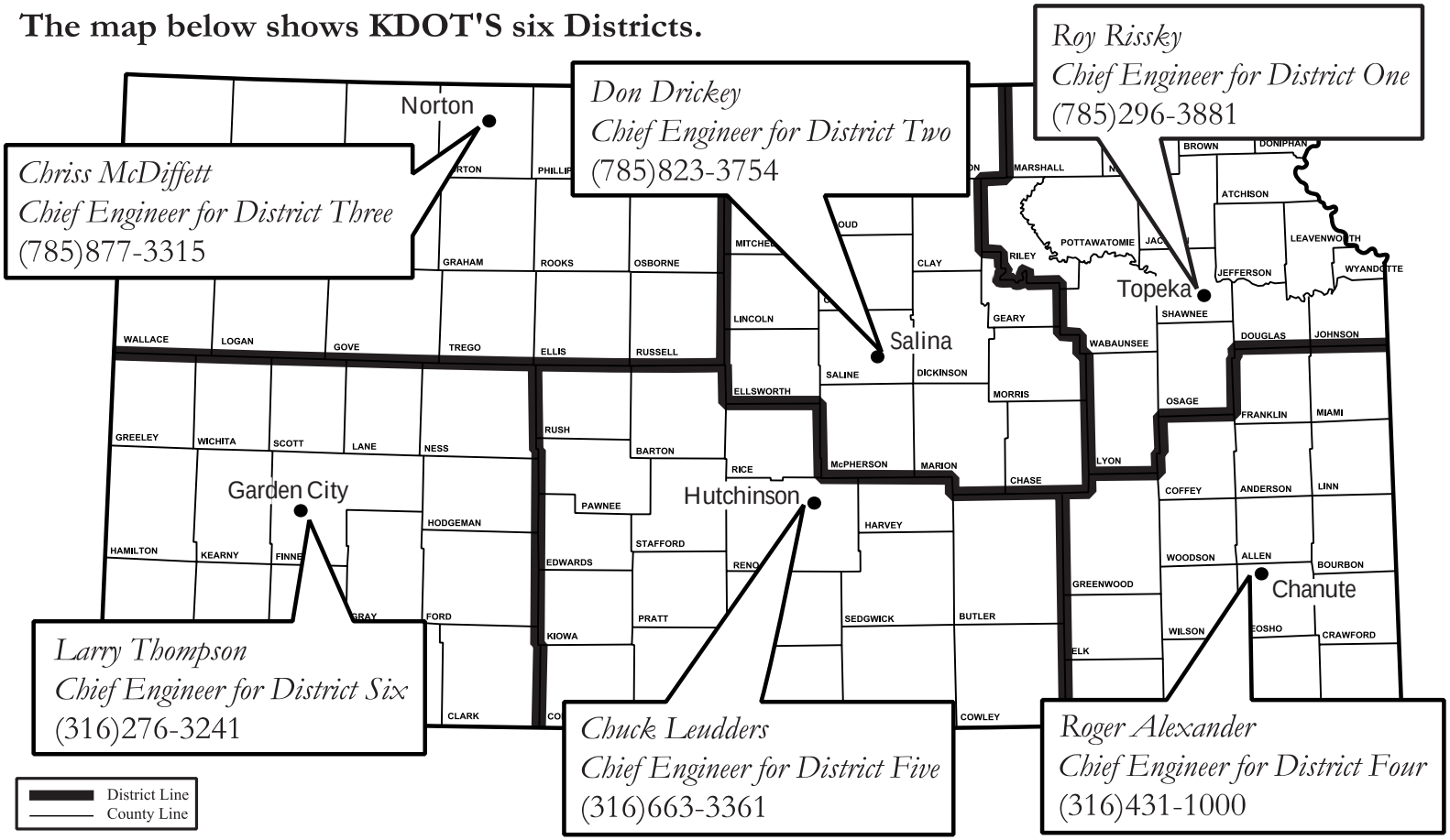
Headquarters

- E. Dean Carlson,
  Secretary of Transportation
- Warren Sick,
  Assistant Secretary / State Transportation Engineer
- Nancy Bogina,
  Special Assistant / Director of Public Affairs
- Bob Haley,
  Director of Administration
- Mike Armour,
  Director of Aviation
- G. David Comstock,
  Director of Engineering and Design
- Steve Woolington,
  Director of Operations
- Terry Heidner,
  Director of Planning and Development

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

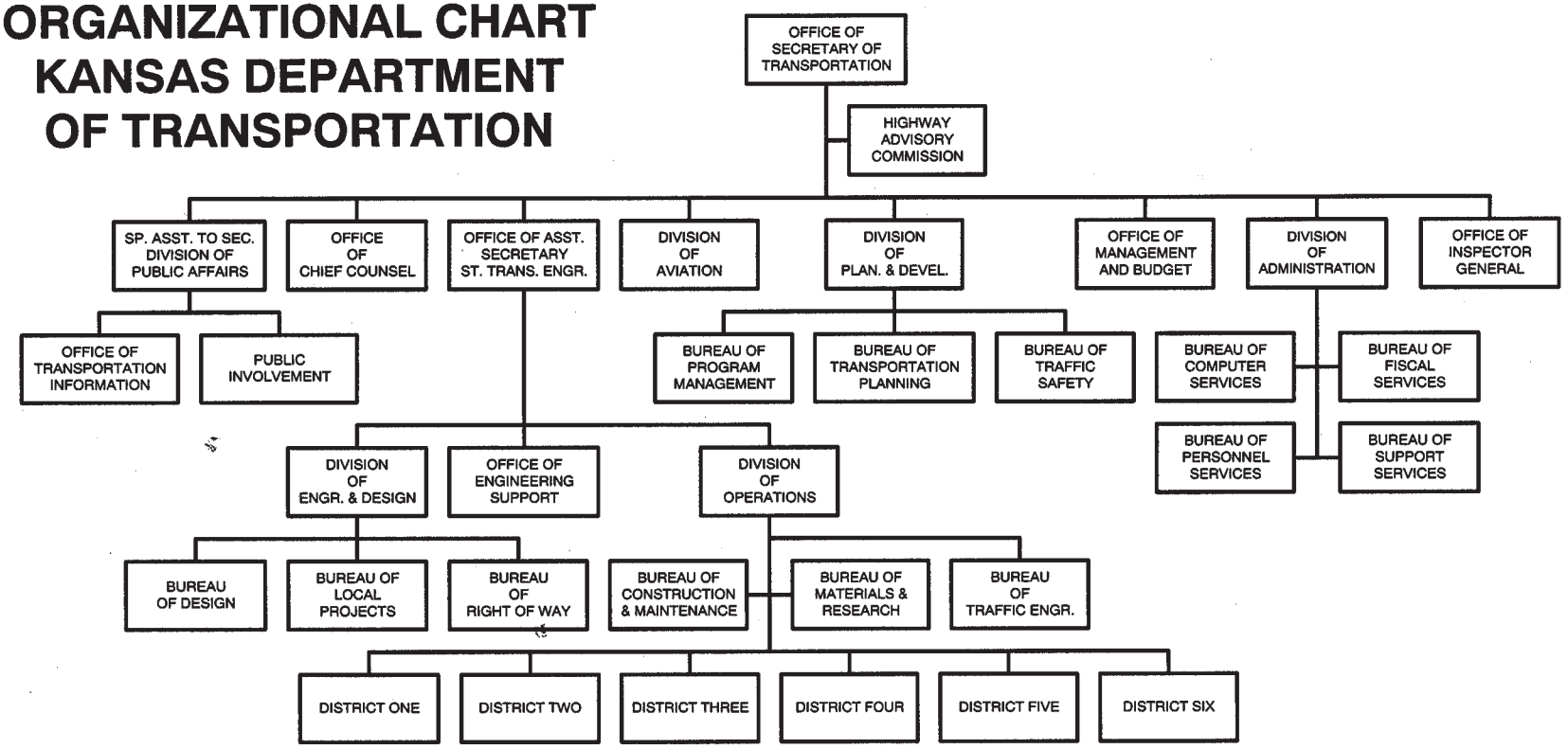
KDOT's experienced workforce has a diverse background. From civil engineers to equipment operators to office assistants to application programmers to engineering technicians, Department employees strive to provide the many quality services necessary for a safe and efficient transportation system in Kansas.

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 works to achieve its goal of providing a statewide transportation system to meet the needs of Kansas 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 partership, 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 9,600 miles, or 7 percent of the total number of public road miles, are included in the State Highway System. However, the State Highway System and its 823 miles of City Connecting Links (city streets which connect rural portions of the State Highway System) carry 52 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% of total travel	**KDOT**	♦State Highway Fund ♦Federal funds ♦Local funds
Non-state highway system 123,440 miles 43% 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% 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.

STATE HIGHWAY PROGRAM COMPONENTS of the CTP

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

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."

KDOT received about $5 billion in project requests. Local governments submitted projects for funding in one of six categories: Rural Corridor, Rural Bypass, Rural Interchange, Urban Corridor, Urban Bypass, and Urban Interchange. 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 volune, 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.

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.

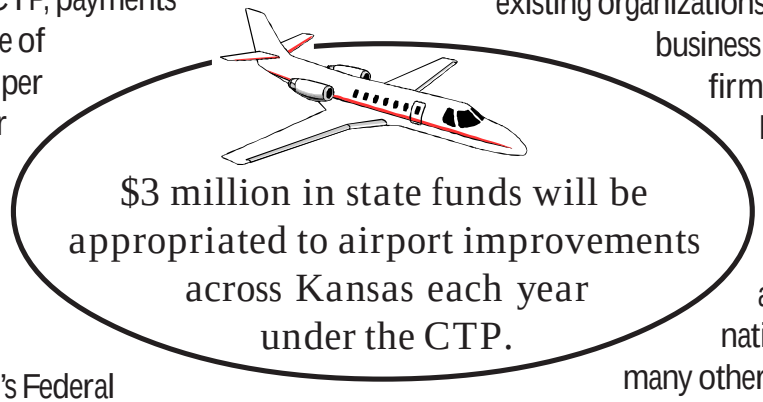
The KLINK Resurfacing Set-aside Program provides funding for resurfacing projects on City Connecting Links. KDOT funds these projects on a 75 percent state / 25 percent local match basis for cities with less than 10,000 population. For cities greater than 10,000 population, KDOT funds resurfacing projects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



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 and counties 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

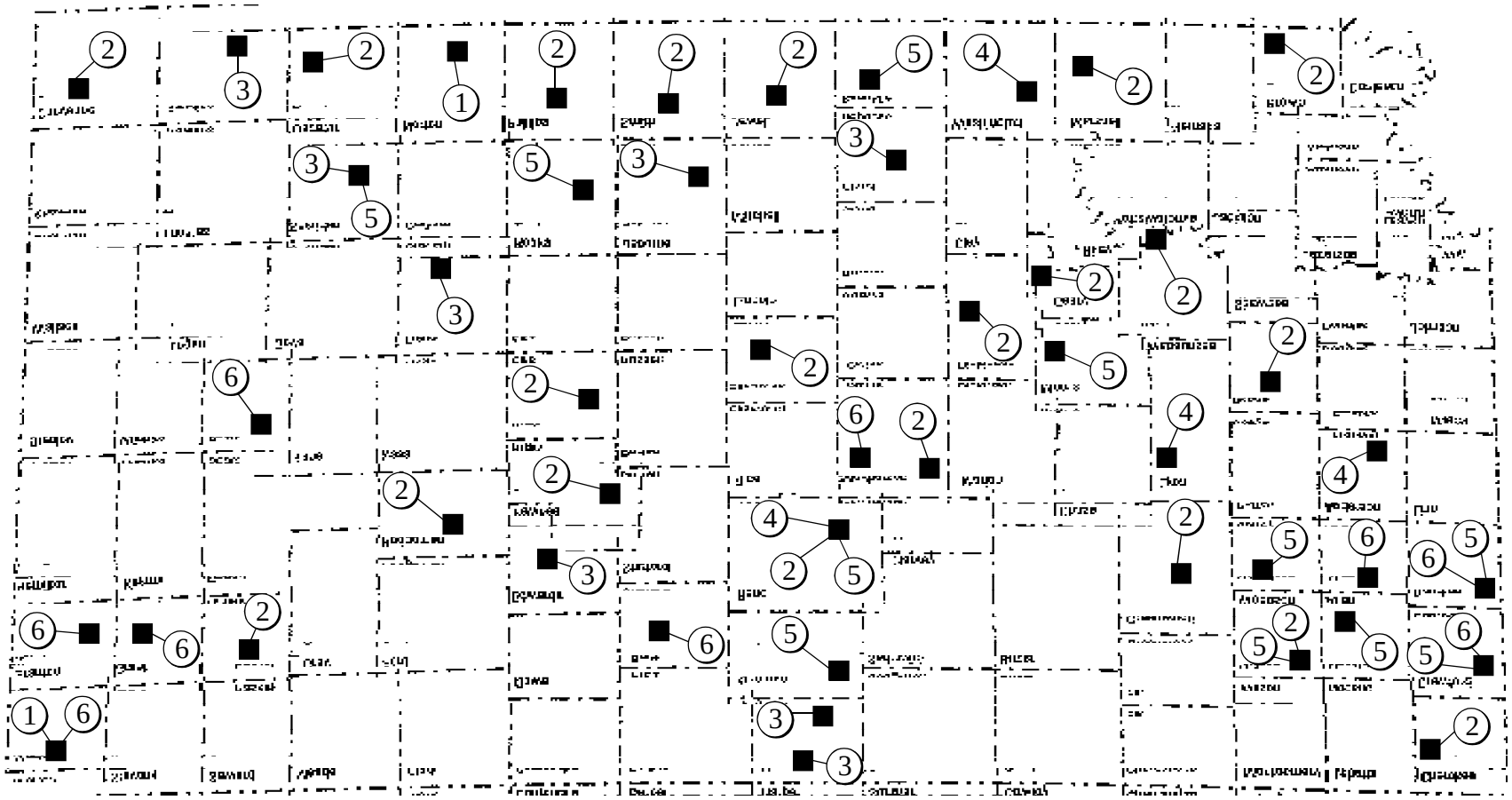
Kansas Airport Improvement Program

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. Additionally, agricultural application, charter, and private air travel, and the link to the national air transportation system and many other services are only available because of airports.

Prior to the CTP, the only nonlocal assistance for airport improvement in Kansas was provided by the federal government through the Federal Aviation Administration's Airport Improvement Program (AIP) that yearly assisted less than 5 percent of the 132 public-use general aviation airports in Kansas. Today, the Kansas Airport Improvement Program's $3 million a year in state funds, along with local matching funds, results in an estimated $4 to $4.5 million in improvements.

The goals of the Kansas Airport Improvement Program

Fiscal Year 2000, 2001 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

include:

◆Improving the systems runway condition rating to "very good;"

◆Minimizing surface travel time to air ambulance pick-up locations;

◆Increasing safety by improvements to taxiways, ramps, and lighting;

◆Enhancing community economic development appeal.

The state/sponsor match is determined by the sponsor's population. Sponsors with a population of less than 10,000 will participate at a 75 percent state/25 percent sponsor match rate. Sponsors with a population that is greater than 10,000 will participate at a 50 percent state/50 percent sponsor match rate.

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

In the first two years, the program provided funding to 48 public-use airports. These projects are illustrated on page 9. The projects included: construction of all new runways; runway rehabilitation and/or extension; crack sealing and slurry coats; construction or rehabilitation or taxiways or ramps; lighting, communication or navigation systems; and installation of Automated Weather Reporting Systems.

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 the truck 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 will receive $3 million per year for eight years and will be administered by KDOT's Rail Affairs section. The fund makes available to shortline railroads operating in Kansas low-interest, long-term (ten-year) loans to be used primarily for track rehabilitation projects. Loans may also be used for financing and acquisition activities.

It is anticipated that at the end of this eight-year period the Rail Service Improvement Fund will become self-sustaining 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 and loans made within the Rail Service Improvement Fund loan 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.

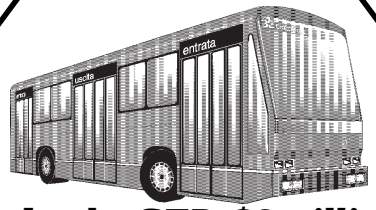
◆The qualified entity must average more than 20 carloads per mile during the past year of operation, but haul less than 5,000,000 gross-ton miles per mile annually.

◆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 of 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 2000, five shortline railroads used the Rail Service Improvement Fund loan program to undertake six rehabilitation projects. These projects included the replacement of ties, ballast, rail, anchors, and spikes in 14 counties across the state. It is anticipated that six more rehabilitation projects will be launched during FY 2001 with the bulk of the work focused on the replacement of ties, ballast, rail, anchors, and spikes.



Under the CTP, $6 million a year will be available in the state program to provide services.

Public Transit

One state and two 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 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

$792,000 is available yearly to Kansas under this program.

Funding for the state program is available from the Elderly & Disabled Coordinated Public Transportation Assistance Fund. Under the CTP, the state program has been increased to $6 million a year from $1 million to provide 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.

During FY 2000, the state program provided a total of $3.77 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 $3.23 million in FY 2000. They will receive similar amounts in FY 2001.

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. Steps were taken to begin publicly-funded transit service in Lawrence for the first time. 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. Also, a major new transit service began in Reno County. Project selection criteria include:

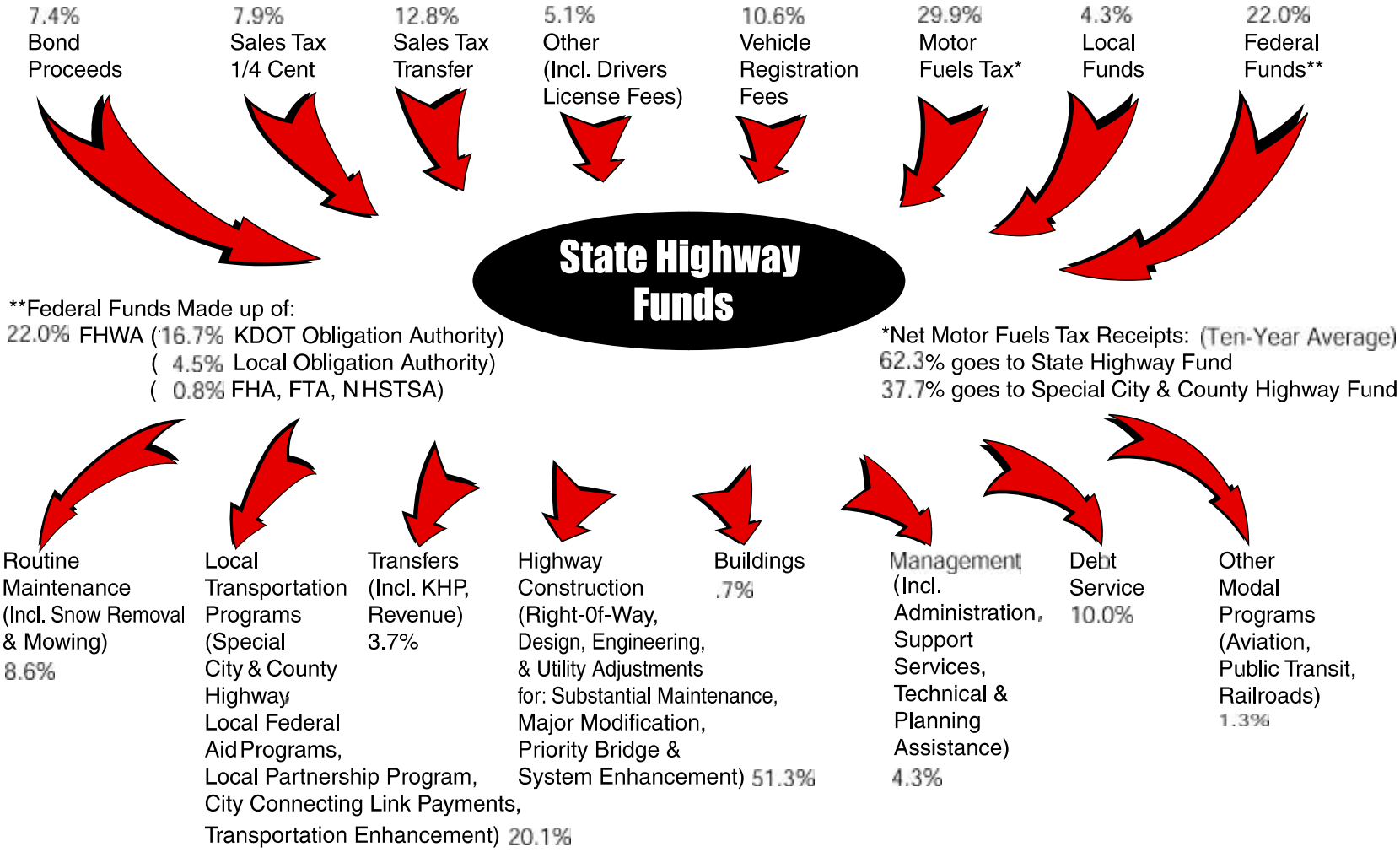
- Identification of needs – demand for service, number of people in service area, type of trips.
- Utilization of services – service indicators such as vehicle service per week, average miles per month per vehicle, etc.; passenger type statistics; cost indicators.
- Coordination of services – coordination 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, and bond proceeds and are 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 Groups and current statutes. Estimated motor fuel tax

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



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 2 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 and FY 2001 were reduced by $27.2 million and $39.2 million respectively from the statutory amounts during the 2000 Legislative Session. These reductions were part of an overall financing plan to manage a temporary shortfall in the State General Fund.

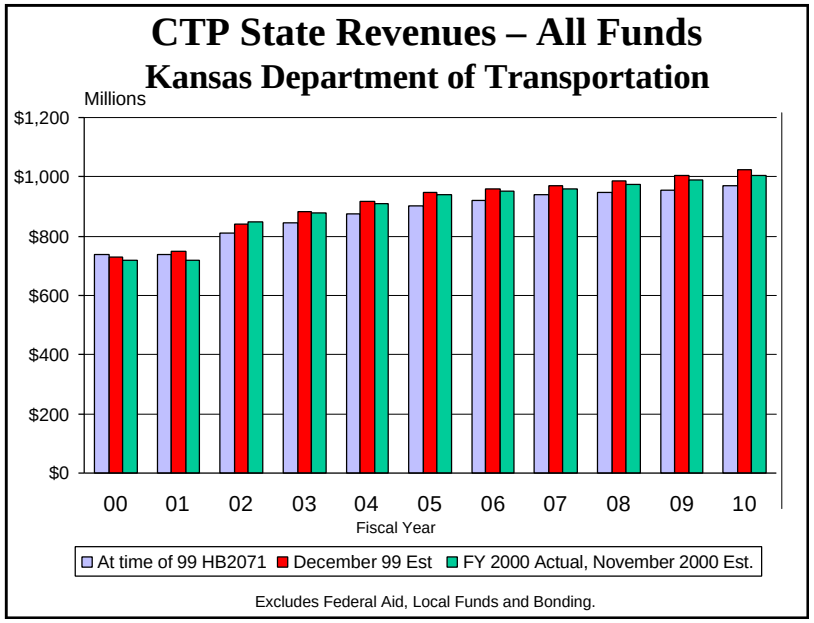
The long-term interest and inflation rate projections used in KDOT's estimates have been changed from those used in the 2000 Annual Report due to changes in projections by the estimating groups.

In November and December 2000, the Department sold $350 million of the $995 million in bonds authorized by the CTP. The Department had sold $325 million in bonds in 1999 and anticipates selling the remaining $320 million in FY 2002.

In general, KDOT expects to receive less revenue and have a lower ending cash balance at the end of the CTP than previously reported.

The revenue estimates are down compared to last year's for two primary reasons. First, the estimating groups have adjusted their estimates downward to reflect current economic trends and these estimates are used in KDOT's projections. (Details on the estimates are included in Part E - Financial Compliance.) Also, the $66.4 million reduction in the sales tax transfer noted above is now reflected in KDOT's estimates. These were not accounted for in last year's report because the decision to reduce the transfer was made after the report was published. In addition, this report is based on statutory sources and estimates and does not take into consideration either the Governor's budget recommendations or 2001 legislative actions.

The revised estimates and the $66.4 million reduction in sales tax transfer had a negative impact on the estimated ending cash balances compared to last year's report. Less revenue means less money to begin with and thus, less money at the end. A third



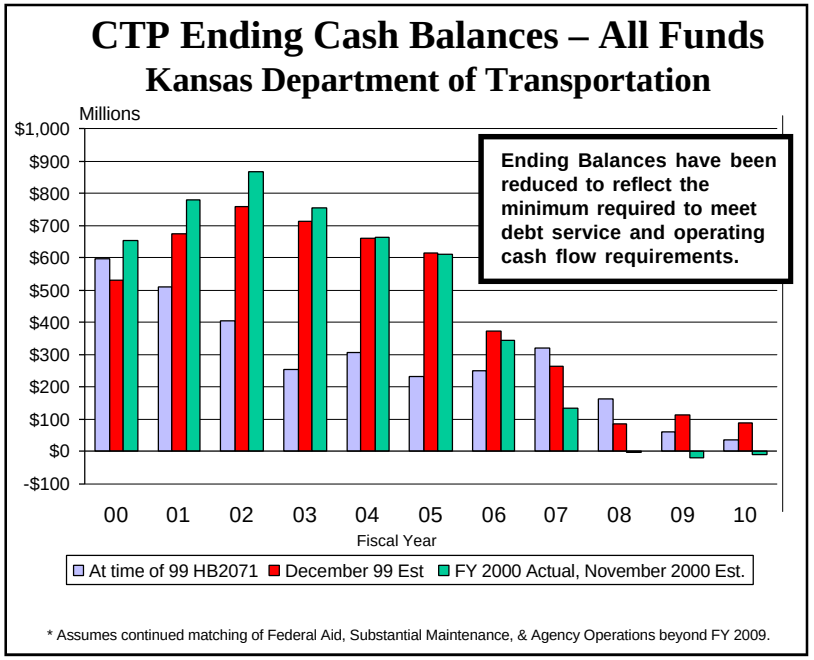
factor is also tugging at the ending balance and that is an increase in estimated expenditures.

When KDOT made its initial projections for the CTP, the expenditure estimates were based on what was known about the anticipated projects at the time, and project development had only just begun on the majority of the projects. Since then, KDOT has been able to further investigate and research the projects as detailed project design has progressed. Based on this improved information, KDOT has refined its project estimates and in many cases these estimates are higher than the initial estimates.

The chart on B-14 and the chart at right illustrate the projected state revenues and ending cash balances, comparing current estimates to those made last year and those made when the CTP was passed (spring 1999). The Department continues to estimate available Federal Highway Trust Funds at 90 percent of apportioned funds. It is important to note that much of the State Highway Fund's revenue sources are not inflation sensitive. The sales tax is the only source that increases due to inflation.

Conversely, most of KDOT's expenditures are very sensitive to inflation, which means that the amount of work that can be done for the same amount of money is reduced over time.

The ending cash balances chart at right does show increases in the early years of the program, compared to the estimates in last year's report. This reflects the shifting of federal aid towards the front of the program as well as the proceeds from bond sales. However, this cannot be interpreted as an increase in the amount of money available for the ten-year program. These funds are required in future years, both within and outside the ten-year period, to pay for the completion of projects already committed to in the CTP.



Based on information available at the time of this report's publication, the Secretary is hopeful that the projects committed to in the CTP can be completed. However, it is imperative to note that there are no excess revenues in this program, and the Department will be required to carefully manage the available funds to ensure successful completion of the CTP. The margin between success and failure is getting thinner.

Initiatives to Assist Public, Improve Safety

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 as the conditions occur. The public was able to access the GIS map for the first time in winter 2000 on KDOT's web site at kanroad.org and view a map showing real-time weather-related road conditions.

Internet and GIS technologies have 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 only one application on the web server, collection of Snow and Ice Performance Data (SNICE), and availability of real-time information to the public. It is the first KDOT interactive web site. RCRS will complement the Road Condition Hot Line for road conditions.

The next project involving RCRS will be the Construction Detour Reporting system. It will place Planned Construction Projects on a GIS map linked to the RCRS map.

http://kanroad.org

Road Condition Hot Line

KDOT and the Kansas Highway Patrol have operated the toll-free Road Condition Hot Line since January 1995. It provides travelers 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 Office of Transportation Information updates the construction detour information on a weekly basis.

KDOT upgraded the system last year so it can handle an influx of hot line calls, especially in inclement weather. The phone number is 1-800-585-ROAD (7623).

Work Zone Safety

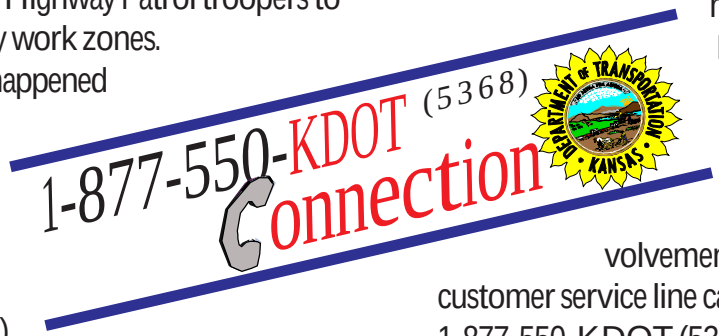
KDOT continues its efforts to reduce highway work zone accidents and fatalities. Those efforts included taking part in National Work Zone Safety Awareness Week in April. Information distributed across the state pointed out that the victims of highway work zone accidents are usually not the highway workers, but the motorists. The safety events resulted in solid, positive media coverage across the state. KDOT reinforced the message by once again airing its "Give 'Em A Brake" and "Get the Picture, Listen to the Signs" public service advertisements on radio and television stations. The agency also continued funding a program that pays overtime and mileage for off-duty Kansas Highway Patrol troopers to provide extra enforcement in highway work zones.

In 1999, a total of 1,627 accidents happened in highway work zones. As with accidents on any segment of the State Highway System, most of them resulted only in property damage- 1,139 (about 70 percent). However, 13 of the accidents (less than one percent) killed 14 people. Of those 14 people killed, only one was a highway worker. The other 13 were motorists. The remaining 475 accidents (about 29 percent) injured 747 people. Work zone accidents generally occurred between 7 a.m. and 6 p.m. with most accidents taking place between 4 p.m. to 5 p.m. The month of June had the most accidents with a total of 191.

KDOT remains committed to further reducing the number of accidents in highway works zones by continuing its two-fold approach of enforcement and education.

Public Involvement

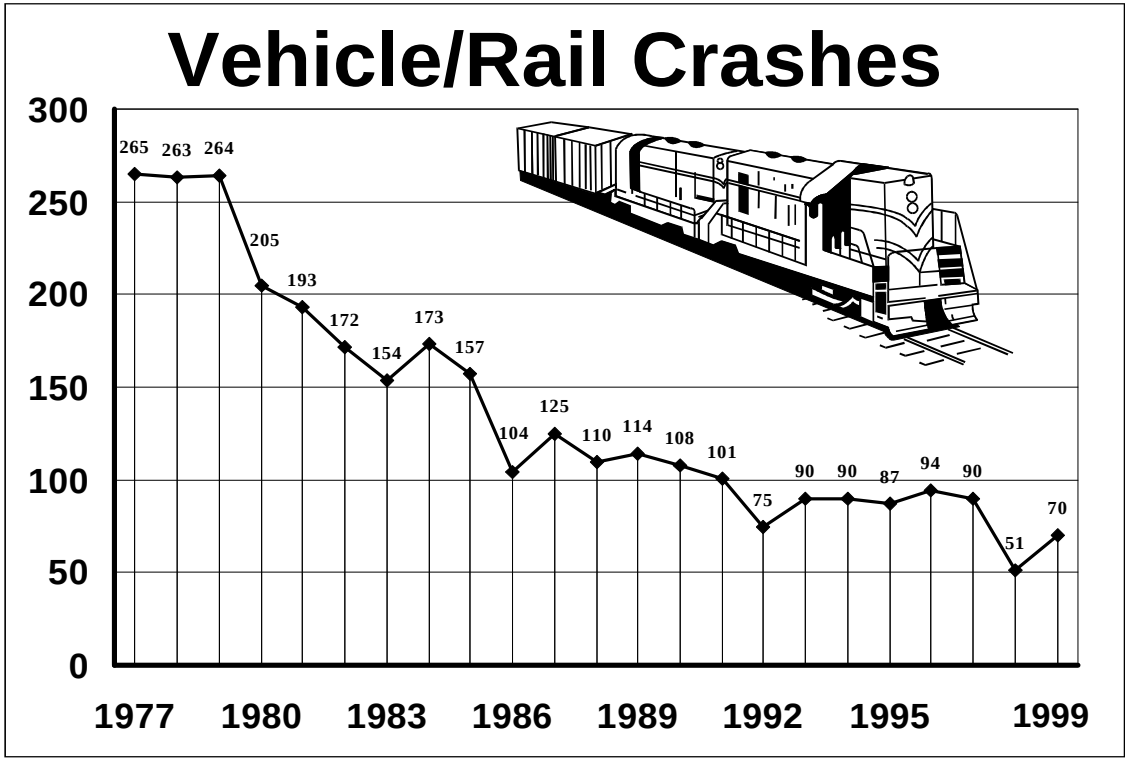
Public Involvement continues to be a priority for the agency. KDOT's Public Involvement Plan aims to expand the public's role in the decision-making process and develop better overall relationships with customers. The Public Involvement Administrator oversees the statewide program, two Headquarters Public Involvement Liaisons assist with project-specific public involvement efforts, and six District Public Involvement Liaisons are stationed around the state to coordinate local public involvement activities.



KDOT has made a number of significant advances in the public involvement arena in the last year including a toll-free customer service line called KDOT Connection. This number, 1-877-550-KDOT (5368), automatically routes callers to the district headquarters closest to them. This allows local KDOT employees to address local issues, and helps the agency decentralize its communication processes.

Public involvement also continues to gain momentum in the project-specific arena as well as at the local level. The Public Involvement Liaisons for Headquarters are always looking

for ways to get early and continuous input from the public. They use avenues like project work groups, public meetings, project newsletters, telephone calls and meetings with the public, and news media interaction. The District Public Involvement Liaisons do an extensive amount of public involvement at the grassroots level. Efforts like booths at county fairs, small group meetings with land and business owners, contact with local officials, and interaction with news media are just a few examples.



Highway/Rail Safety Crossing Programs

KDOT has five programs 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 at-grade highway/railroad crossing approaches and surface upgrades.

These programs, along with the existing three safety programs (Railroad/Highway Crossing projects, Kansas Corporation Commission projects, and Railroad Grade Separations), work together to improve safety for motorists and have proven to be effective. While vehicle and train traffic have increased dramatically, the graph on the previous 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.

Design work is proceeding between KDOT and the Missouri DOT to develop ITS in the Kansas City metropolitan area. Wichita has completed an ITS Early Deployment Study that recommends ITS technologies and programs to benefit all agencies in the city and county. Development of a joint-use traffic operations center in Wichita will be the cornerstone of the future transportation management system there.

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. An ITS Steering Committee was created in 1997 to direct the use of ITS to improve the state transportation system. Membership is made up of representatives from various bureaus within KDOT and from outside agencies.

PARTNERING

The Partnering Program plays an important role in the completion of construction projects. The process brings together two organizations (normally KDOT and a contractor) to work as a team and achieve mutually beneficial goals. It focuses on cooperation and problem solving, and it creates win-win situations with both participants dealing with one another as true partners. Partnering will be a critical factor in the successful administration and completion of the CTP.

KDOT and the Kansas Contractors Association have had an "Excellence in Partnering" awards program for a number of years to recognize projects where the partnering process was utilized effectively. Starting this year, nominations were made for projects in each of KDOT's six districts. One project per district was selected to receive an award with presentations made in each district to allow contractors' personnel as well as KDOT's field employees to be recognized for their achievements.

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.

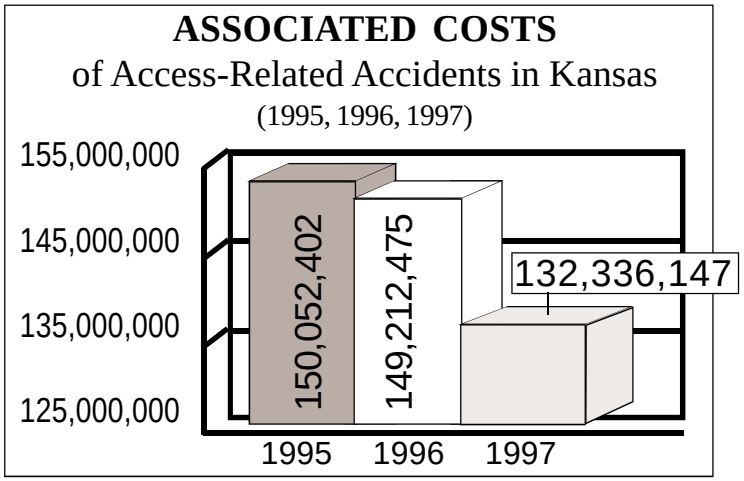
The program protects and assists stranded motorists, provides highway incident congestion management, assists KDOT and local law enforcement agencies in preventing incidents that endanger motorists and disrupt normal traffic flow, and frees troopers to perform duties requiring law enforcement powers. In FY 2000, services were rendered to 14,921 motorists.

Corridor Management

Corridor management combines right of way protection and access management. It involves using measures to prevent or minimize development within the right of way of a planned improvement or future corridor and to preserve the safety and operational efficiency of existing facilities. Critical corridors have been identified in all six Districts and access master plans developed in conjunction with local officials. Approximately 12 corridor projects have been approved on qualifying corridors.

Without the ability to set aside right of way for transportation corridors, these corridors may be lost to development. This delays project development and increases the costs of improvements. A corridor could also be forced into a more environmentally sensitive area, increasing environmental damage as well as cost.

Research into the associated costs of access-related accidents has also taken place as shown in the graph above.



From January 1, 1995, to December 31, 1997, the associated costs of accidents positively related to access exceeded $100 million each year. The Federal Highway Administration, with the authorization of TEA-21, has placed greater emphasis on preserving existing capacity rather than creating new capacity.

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 TEA-21, a national committee has been appointed, including Secretary E. Dean Carlson, to

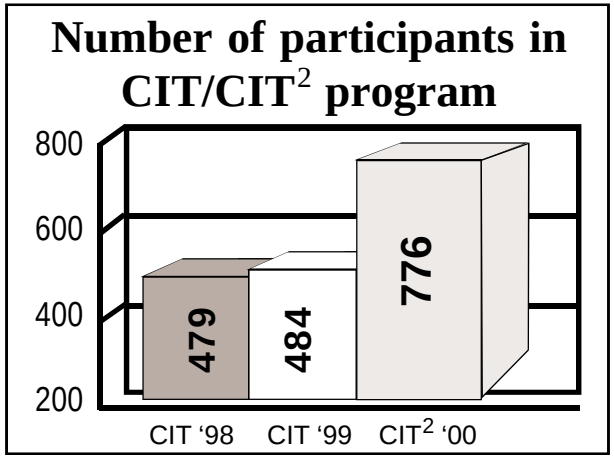
determine the goals, purposes, research agenda and projects, administrative structure, and fiscal needs of a new strategic highway research program.

National Quality Initiative

One of the steps taken to meet KDOT's National Quality Initiative for longer lasting pavements involves the restructuring of the Certified Inspector Training (CIT) Program. The former program focused on teaching fundamentals of inspection and testing.

The new Certified Inspection and Testing Training (CIT^2) Program is taking KDOT into the 21st century with better trained personnel to monitor the materials used on projects. Part of the new CIT^2 Program requires a higher standard for individuals who perform testing and inspection roles. Certified testers help to minimize variance due to sampling and testing that permits the focus to be directed at the variability of the material being produced.

Higher standards are necessary under KDOT's Quality Control / Quality Assurance (QU / QA) specifications. The specifications require contractors to perform the QC testing and KDOT representatives perform verification testing. Adding contractors to the training program has significantly increased the numbers to certify (see graph on B-20). This new program aids both contractor and KDOT in understanding how materials impact the process and how better to utilize the materials.



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 reached its ten-year milestone in August 2000.

Projects are jointly developed based on ideas received from KDOT staff, local government officials, faculty, and industry. Seventeen projects were funded last year, and more than $81 million of benefits have been determined through analysis of 64 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.

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.

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.

SUBSTANTIAL MAINTENANCE COMPONENTS

- ***Non-Interstate Resurfacing***
- ***Interstate Resurfacing***
- ***KLINK Resurfacing***
- ***Contract Maintenance***
- ***Safety Projects***
- ***Emergency Repair***
- ***Bridge and Culvert Repair***
- ***Bridge Painting***
- ***Signing***
- ***Pavement Marking***
- ***Lighting***

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 40 lane miles of divided Interstate roadway (80 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 finance with existing maintenance funds; 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, pavement resurfacing, traffic signals, signing, and pavement marking can be cost effective in reducing accidents at these locations.

The Bureau of Traffic Engineering conducts studies on the physical and operational characteristics of high-accident 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. uprovide 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 1,300 bridge structures on the Kansas State Highway System that require periodic painting of the structural steel to slow corrosion. These structures contain nearly 303,000 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 1,200 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 60 bridges).

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 which 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 superior 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, geometry, surface condition, accident 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 accident 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 Hazard Elimination programs. Only a portion of the Railroad / Highway Crossing and Hazard Elimination 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.

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-22.

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-23.

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 state funds 75 to 100 percent and the city funds up to 25 percent (depending on the size of the city) of a project's cost.

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 (STP) 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 hazard elimination 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 on page C-23 is used to rate the relative hazard potential for all crossings and is based on the following data items:

- Highway traffic;
- Number of fast trains (60 mph or greater in rural areas and all trains in incorporated areas);
- Number of slow trains (less than 60 mph in rural areas);
- Sight distance (sum of sight distances in all four quadrants);
- Angle of crossing with the roadway; and
- Number of main line tracks.

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.

Hazard Elimination (HES) Projects

These federal-aid projects provide safety improvements on all federal-aid systems except the Interstate System. Federal Hazard Elimination (HES) funds provide 90 percent of these projects' construction and construction engineering costs. The Bureau of Traffic Engineering administers the majority of the HES 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 HES 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 accident data for up to five high-accident locations on federal-aid routes within their areas. High-accident locations are determined and ranked by descending equivalent-property-damage-only (EPDO) accident rate. The top 50 (approximately) are considered high-accident 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 accident location, a comparison is made between the actual accident rate and the statewide average rate for similar highways. A high-frequency accident location is one where statistically the actual accident rate is significantly higher than the statewide average accident rate. The Bureau of Traffic Engineering conducts county-wide road safety audits. From these audits and from traffic studies, high-accident locations are established. High-accident locations are ranked in descending EPDO accident rate order. The top ten are considered high-accident 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-accident 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. No project is implemented without an expected benefit / cost ratio greater than or equal to one.

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 Design Hazard Rating formula. This is the ranking formula also used for the Major Modification Railroad / Highway Crossing projects. The formula is based on railroad and highway physical and 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.

MAJOR MODIFICATION COMPONENTS

- ***Non-Interstate Roadway and Associated Bridges***
- ***Interstate Roadways and Associated Bridges***
- ***Economic Development***
- ***Geometric Improvement***
- ***Railroad/Highway Crossing***
- ***Hazard Elimination (HES)***
- ***Railroad Grade Separations***
- ***Guard Fence Upgrades***
- ***Corridor Management***
- ***Railroad Crossing Surfacing***
- ***Local Partnership Railroad Grade Separations***
- ***Intelligent Transportation Systems (ITS)***

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 the Design Hazard Rating formula. This is the ranking formula also used for the Major Modification Railroad / Highway Crossing projects. The formula is based on railroad and highway physical and 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. Use of the funding is open to projects that 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 those 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 the following criteria:

- ◆project support and ability to integrate;
- ◆telecommunication considerations;
- ◆design considerations;
- ◆factors of success;
- ◆funding sources;
- ◆deployment timeline;
- ◆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), 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-23.

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." The bill specified 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. The bill also states that 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 travelled 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. The Governor 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,

PROGRAM TIMELINE

The following is how the System Enhancement program progressed after passage of the CTP.

1999

◆**June 22** – KDOT announces that it is soliciting letters of intent from local units of government for System Enhancement projects. Application packet mailed to all county commissioners, county engineers, road supervisors, mayors, city engineers, and street superintendents.

◆**July 1** – Nine-member Economic Development Review panel selected by the Governor.

◆**August 2** – Deadline for letters of intent. KDOT receives ***350*** letters of intent and begins screening for eligibility.

◆**September 15** – KDOT announces that ***193*** of the letters of intent qualify for consideration as System Enhancement projects and notifies local governments as to its decision. Governments may submit final applications for any project deemed eligible.

◆**October 20** – KDOT conducts workshop in Salina for local governments on how to put together System Enhancement applications.

◆**December 8** – Deadline for System Enhancement applications. KDOT receives ***143*** applications.

2000

◆**February 3-4** – Economic Development Review panel holds Urban Regional Field meeting in Emporia.

◆**February 17** – Economic Development Review panel holds Northeastern Regional Field meeting in Washington.

◆**February 22-23** – Economic Development Review panel holds Western Regional Field meeting in Scott City.

◆**February 29** – Economic Development Review panel holds Central Regional Field meeting in Hillsboro.

◆**March 9** – Economic Development Review panel holds Southeastern Regional Field meeting in Iola.

◆**May 8** – KDOT announces it will hold public hearings to seek input on lane miles being offered for extra credit as a part of the System Enhancement applications.

◆**May 11** – Economic Development Review panel ratings announced.

◆**June 1** – KDOT sends letters to the remaining ***139*** project applications to confirm project location, project scope, and extra credit calculations (percent local match, lane miles removed for credit, partially complete project development).

◆**June 12** - Public Hearing regarding lane miles in Chanute (District Four headquarters).

◆**June 13-14** – Public Hearing regarding lane miles in Hutchinson (District Five headquarters).

◆**June 15** – Public Hearing regarding lane miles in Salina (District Two headquarters).

◆**June 16** – Public Hearing regarding lane miles in Garden City (District Six headquarters).

◆**June 21** – Public Hearing regarding lane miles in Topeka (District One headquarters).

◆**June 30** – Signed copy of June 1, 2000 letter due back to KDOT.

◆**July** – KDOT runs final priority analysis on ***137*** remaining projects.

◆**August 4** - System Enhancement project selection announced. KDOT announces ***29 projects*** have been selected.

◆**Fall 2000** – City/County agreements with the state initiated. Project details to be reviewed and local commitments to be confirmed.

◆**Project Development begins** after city/county agreements with the state have been signed.

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.

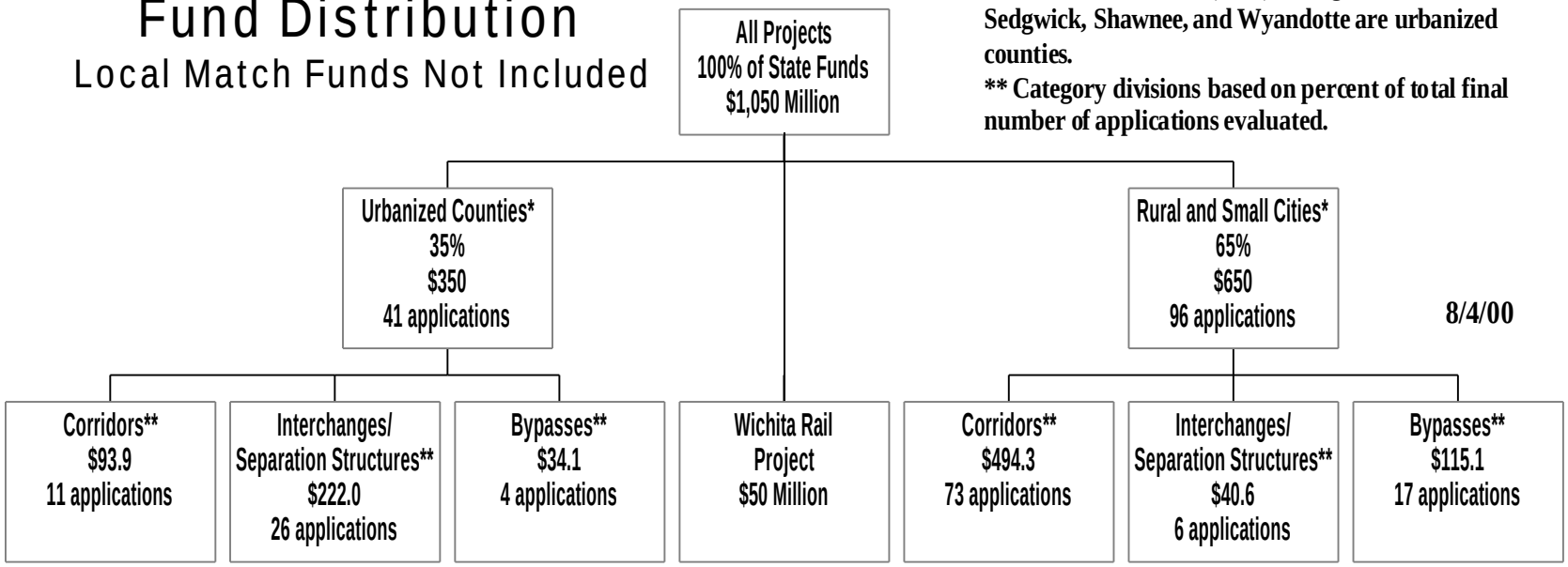
Project Evaluation - As specified in HB 2071, KDOT evaluated and ranked the eligible project requests based on criteria developed by the Department.

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

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

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.

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 will be 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	**Percent Relative Weight**
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	**Relative Weight**
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	**Relative Weight**
Lane-Miles Removed	Unlimited
Percent Local Match	0 to 100*****
Partially Complete Project Development	0 to 47

— System Enhancement —

Selected Projects (Rural)

Rural Bypass (4 projects)

◆Parsons - North of town (US-160 / 400 Bypass)
◆El Dorado - Southeast quadrant only (US-54 Bypass)
◆Dodge City - Southwest of town (US-400 Bypass)
◆Arkansas City - SE quadrant construction and SW quadrant study (US-77 / 166 Bypass)

Rural Interchange (5 projects)

◆Salina - I-135 & Waterwell Road (Construct New Interchange)
◆South Hutchinson - K-96 & US-50 (Reconstruct and Upgrade Existing Interchange)
◆Newton - US-50 & K-15 (Reconstruct and Upgrade Existing Interchange)
◆Jackson County - US-75 & County Road 150 (Construct New Interchange)
◆Junction City - I-70 & Chestnut / East Streets (Exit 298) (Reconstruct and Upgrade Existing Interchange)

Rural Corridor (10 projects)

◆Reno and McPherson Counties - K-61 from Hutchinson to McPherson (Four-lane Improvement)
◆Hays - US-183 from I-70 north to 55th Street (Four-lane Expressway)
◆Lansing - US-73 / K-7 from Gilman Road to Connie Street (Five-lane Urban Section)
◆Garden City - US-50 from Kearny / Finney County Line to US-83 junction (Four-lane Improvement from west of Holcomb to Garden City, with Preliminary Engineering on to county line)
◆Atchison - US-59 at the Amelia Earhart Bridge over the Missouri River (Four-lane Bridge Replacement with state of Missouri's cooperation)
◆Liberal - US-83 from south of Liberal to north of Liberal (Right-of-Way only, as requested)
◆Coffeyville - US-169 from County Road 2400 to County Road 2800 (Four-lane Improvement)
◆US-400 east of Garden City to Mullinville (Location, Design, and Concept Study)
◆US-54 / 400 from Kingman to Mullinville (Location, Design, and Concept Study and Four-lane Improvement starting east of Kingman to the west as funding permits)
◆Coffeyville - US-169 from US-166 junction to County Road 2400 (Four-lane Improvement)

System Enhancement

Selected Projects (Urban)

Urban Bypass (2 projects)

◆Wichita - Northwest Expressway from US-54 to K-96 (Preliminary Engineering and Right-of-Way only, as requested)

◆Goddard - US-54 Bypass (Preliminary Engineering and Right-of-Way only, as requested)

Urban Interchange (4 projects)

◆Wichita - US-54 (Kellogg) from Sylvan Lane to Mission Road (Construct Woodlawn Interchange)

◆Wichita - US-54 (Kellogg) from Mission Road to Heather Street (Construct Rock Road Interchange)

◆Overland Park - I-435 & Antioch (Construct New Interchange)

◆Lenexa - I-35 / US-69 & 87th Street (Reconstruct and Upgrade Existing Interchange)

Urban Corridor (4 projects)

◆Kansas City / Wyandotte County - US-24 / 40 (State Avenue) from K-7 to 118th Street (Five-Lane Urban Section)

◆Wichita - US-81 (47th Street) from Broadway Ave. to I-135 (Preliminary Engineering study, as requested)

◆Lawrence - US-40 (6th Street) from K-10 to Wakarusa Street (Four-lane Divided Urban Section)

◆Overland Park - US-69 from 75th Street to 119th Street (Reconstruction of roadway-partially funded)

A Note About 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 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.

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	Unstabilized	*	*
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-13

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 Crossing

Design Hazard Rating = 1/4

x

Traffic Factor

x

Visual Clearance Factor + Crossing Geometry Factor + Track Factor

PROJECT LISTINGS

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

The projects are organized by either route number or 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:

- *Project listing for projects planned for FY 2000-2009,*
  pages 2 to 55.
- *Project listing for projects completed in FY 2000,*
  pages 56 to 73.
- *Project listing for projects under construction as of October 31, 2000,*
  pages 74 to 94.

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 Bride Replacement/Rehabilitation projects. Not all of the Substantial Maintenance and set-aside projects have been identified at this time. System Enhancement projects are 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	Kiowa- Inters 4th & K-2 & RR Ave & K-2		Intersection Improvement	54	MM	2003
K-2	Harper	Br #022, Little Sandy Cr		Bridge Replacement	1,116	PB	2003
K-2	Harper	Anthony-Jct K-44, N to NCL	0.5	Surface Preservation	119	SM	2000
K-3	Bourbon	Br #028, Marmaton Riv		Bridge Overlay	470	SM	2001
K-3	Bourbon	Br #029, Little Osage Riv		Bridge Overlay	180	SM	2001
K-3	Crawford	Br #053, Big Walnut		Bridge Redeck	231	PB	2001
K-4	Barton	Br #043, Cow Cr		Bridge Replacement	1,043	PB	2004-09
K-4	Dickinson	Br #041, East Holland Cr		Bridge Replacement	697	PB	2004-09
K-4	Dickinson	Br #042, W Branch Turkey Cr		Bridge Replacement	514	PB	2004-09
K-4	Jefferson	Culv at RP 340.5		Culvert Repair	21	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 Replacement	6,210	PB	2004-09
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 Replacement	430	PB	2004-09
K-4	Ness	LE-NS Co L, E to Jct US-283	19.0	Surface Preservation	1,765	SM	2000
K-4	Rice	Br #025, Lost Cr		Bridge Replacement	572	PB	2001
K-4	Rice	Jct K-14, E to RC-EW Co L	10.1	Surface Preservation	26	SM	2000
K-4	Rush	Br #007, Big Timber Cr		Bridge Replacement	804	PB	2004-09
K-4	Saline	E of N Jct I-135, E & N to Jct K-104	2.5	Roadway Reconstruction	2,731	MM	2004-09
K-4	Saline	Br #106, Dry Cr		Bridge Replacement	423	MM	2004-09
K-4	Saline	Br #146, East Dry Cr		Bridge Overlay	199	MM	2004-09
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 Replacement	518	PB	2002
K-4	Shawnee	K-4/I-70/KTA Interchange E of Topeka	3	Seeding, Landscaping	2,589	MM	2001
K-4	Shawnee	K-4/I-70/KTA Interchange E of Topeka		Landscape Care	580	MM	2003
K-4	Wabaunsee	N Jct K-177, E to NCL Eskridge	24.6	Surface Preservation	45	SM	2000
K-4	Wabaunsee	Br #040, Dragoon Cr Drg		Bridge Replacement	567	PB	2003

@ Note: Program Categories 07/01/2000
MM = Major Modification, PB = Priority Bridge, SM = Substantial Maintenance

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-4	Wabaunsee	Br #071, Higby Cr Drg		Bridge Replacement	664	PB	2001
K-4	Wabaunsee	Br #044, Mission Cr Drg		Bridge Replacement	664	PB	2001
K-4	Wabaunsee	Br #045, Higby Cr Drg		Bridge Replacement	664	PB	2001
K-5	Leavenworth	WY-LV Co L, N to US-73	7.6	Surface Preservation	578	SM	2000
K-5	Wyandotte	McCormick to Jct I-635	1.9	Surface Preservation	295	SM	2001
K-5	Wyandotte	Br #192 over 10th St		Bridge Overlay	350	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	265	SM	2001
K-7	Atchison	Br #026, Deer Cr		Bridge Replacement	793	PB	2003
K-7	Bourbon	Br #033, L Osage Riv		Bridge Replacement	674	PB	2002
K-7	Bourbon	Br #034, Lost Cr		Bridge Overlay	125	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	2001
K-7	Cherokee	Columbus-Intersec K-7 & Bethlehem Rd	0.2	Intersection Improvement	472	MM	2002
K-7	Cherokee	Br #037, Cherry Cr		Bridge Replacement	819	PB	2001
K-7	Cherokee	Culv #502		Culvert Replacement	327	PB	2001
K-7	Cherokee	Culv #505		Culvert Replacement	234	PB	2001
K-7	Cherokee	Culv #506		Culvert Replacement	312	PB	2001
K-7	Cherokee	Culv #543		Culvert Replacement	350	PB	2001
K-7	Crawford	CK-CR Co L, N to Jct K-126	5.0	Roadway Reconstruction	9,156	MM	2004-09
K-7	Crawford	Jct K-126, N to SCL Girard	6.5	Roadway Reconstruction	12,364	MM	2004-09
K-7	Crawford	Br #051, Second Cow Cr		Bridge Widen	114	MM	2004-09
K-7	Crawford	Br #014, Limestone Cr		Bridge Replacement	118	MM	2004-09
K-7	Crawford	Girard-SCL, N to NCL	1.7	Surface Preservation	183	SM	2000
K-7	Crawford	Br #015, Second Cow Cr		Bridge Replacement	507	PB	2001
K-7	Crawford	Br #017, W Fk Dry Wood Cr		Bridge Replacement	592	PB	2004-09
K-7	Doniphan	Jct K-20, N on new Align to K-7	5.3	Roadway Reconstruction	7,600	MM	2003
K-7	Doniphan	N Jct US-36/K-7		New Interchange	4,634	MM	2003
K-7	Doniphan	W Jct US-36, NW to KS-NE St L	18.6	Surface Preservation	538	SM	2001
K-7	Doniphan	Culv #501, 3.8 Mi NW of W Jct US-36		Culvert Repair	30	SM	2000
K-7	Johnson	In Olathe - Harrison, W to Lone Elm	1.0	Roadway Reconstruction to 4-L	2,212	MM	2001
K-7	Johnson	Br #085 over BN-SF RR		Bridge Replacement	979	MM	2001
K-7	Johnson	Olathe - Dennis St to N of Park St	0.9	Surface Preservation	365	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 Replacement	987	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 Replacement	668	PB	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	1,247	SM	2001
K-9	Cloud	Culv #546 at RP 156.29		Culvert Replacement	90	SM	2001
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	153	SM	2001
K-9	Cloud	BN-SF RR Xing in Concordia		Upgrade RR Protection	143	MM	2000
K-9	Cloud	Br #036, Elm Cr Drg		Bridge Overlay	102	SM	2000
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	Frankfort - 2nd St, N to NCL	0.6	Roadway Rehabilitation	473	MM	2002
K-9	Marshall	Br #023, Johnson Cr		Bridge Replacement	830	PB	2004-09
K-9	Marshall	Br #026, Black Vermillion Riv Drg		Bridge Replacement	376	PB	2004-09
K-9	Marshall	Br #027, Little Timber Cr		Bridge Replacement	773	PB	2004-09
K-9	Marshall	Br #028, Oikierman Cr		Bridge Replacement	838	PB	2004-09
K-9	Mitchell	Jct US-24, E to MC-CD Co L	9.3	Surface Preservation	654	SM	2001
K-9	Nemaha	Br #011, S Branch Black Vermillion Drg		Bridge Replacement	847	PB	2002
K-9	Nemaha	Br #012, S Branch Black Vermillion Drg		Bridge Replacement	919	PB	2002
K-9	Nemaha	Br #013, Illinois Cr		Bridge Replacement	918	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 Replacement	926	PB	2001
K-9	Norton	Br #045, East Elk Cr		Bridge Replacement	778	PB	2001
K-9	Norton	Br #048, Otter Cr		Bridge Replacement	943	PB	2001
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	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 Louisiana & on US-59	1.5	Surface Preservation	510	SM	2002
K-10	DG & JO	ECL Lawrence, E to I-435		Upgrade Signing	1,023	SM	2001
K-10	Johnson	DG-JO Co L, E to PCCP	12.4	Surface Preservation	3,111	SM	2001
K-10	Johnson	Br #200 over Local Rd (SL)		Bridge Overlay	150	SM	2001
K-10	Johnson	Br #182, Camp Cr, Frt Rd (NL)		Bridge Overlay	175	SM	2001
K-10	Johnson	Br #186 over Cedar Cr Rd (NL)		Bridge Overlay	120	SM	2001
K-10	Johnson	Br #187 over Cedar Cr Rd (SL)		Bridge Repair	5	SM	2001
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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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 #036, Oxide Cr		Bridge Replacement	778	PB	2003
K-14	Ellsworth	UP RR Xing in Ellsworth		Upgrade RR Protection	140	MM	2001
K-14	Harper	Jct US-160, N to HP-KM Co L	7.5	Surface Preservation	374	SM	2000
K-14	Jewell	Br #015, West Buffalo Cr		Bridge Replacement	892	PB	2004-09
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 Replacement	1,297	PB	2002
K-14	Kingman	Br #031, Chikaskia Riv Drg		Bridge Replacement	2,013	PB	2002
K-14	Kingman	Br #035, Hunter Cr		Bridge Overlay	100	SM	2001
K-14	Kingman	Kingman-Central Ks RR, N to "D" Ave	0.3	Surface Preservation	182	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	Lincoln	Br #006, Bullfoot Cr		Bridge Overlay	160	SM	2001
K-14	Lincoln	Br #008 over UP RR		Bridge Overlay	150	SM	2001
K-14	Lincoln	Br #009, Battle Cr		Bridge Replacement	719	PB	2003
K-14	Lincoln	Br #012, Rattlesnake Cr		Bridge Replacement	877	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 Replacement	1,089	PB	2004-09
K-14	Mitchell	Beloit - SCL, N to Solomon Riv Br	0.5	Surface Preservation	127	SM	2001
K-14	Mitchell	Br #030, Mulberry Cr Drg		Bridge Replacement	1,148	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	146	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	1,029	SM	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 Replacement	1,118	PB	2003
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 Anthony St	0.7	Roadway Reconstruction	700	MM	2001
K-15	Cowley	Br #055, Grouse Cr		Flood Repair	9	SM	2001
K-15	Cowley	Br #055, Grouse Cr		Bridge Replacement	1,291	PB	2004-09
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	9	SM	2001
K-15	Dickinson	BN-SF RR Xing in Abileine		Upgrade RR Protection	238	MM	2000
K-15	Dickinson	Abilene - 15th St, N to N of I-70	0.7	Surface Preservation	243	SM	2001
K-15	Dickinson	Br #058, Mud Cr Drg		Bridge Replacement	646	PB	2003
K-15	Dickinson	W Jct K-18, N to DK-CY Co L	11.0	Surface Preservation	929	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-15	Dickinson	Abilene- SCL, N to NE 13th St	1.7	Surface Preservation	234	SM	2002
K-15	Marion	HV-MN Co L, N to W Jct US-56	13.0	Surface Preservation	691	SM	2001
K-15	Marion	Br #036, N Cottonwood Riv		Bridge Replacement	1,557	PB	2002
K-15	Sedgwick	Derby - K-15 & Red Powell Rd		Intersection Improvement	161	SM	2001
K-15	Sedgwick	Wichita- NB on ramp at I-135, N to 31st St	0.2	Intersection Improvement	195	MM	2003
K-15	Washington	N Jct K-9, N to Jct US-36	7.0	Surface Preservation	10	SM	2000
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 Replacement	1,408	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
K-16	Jefferson	JA-JF Co L, E to WCL Valley Falls	7.5	Surface Preservation	17	SM	2000
K-16	Pottawatomie	Jct K-13, NE to S Jct K-99	8.1	Surface Preservation	725	SM	2000
K-16	Pottawatomie	Br #021, Mill Cr		Bridge Overlay	140	SM	2000
K-16	Pottawatomie	Br #023, Vermillion Riv		Bridge Replacement	2,003	PB	2001
K-16	Pottawatomie	Br #025, Spring Cr		Bridge Replacement	679	PB	2004-09
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 Replacement	626	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	344	PB	2001
K-18	Geary	Jct I-70, NE to GE-RL Co L	2.7	Surface Preservation	138	SM	2001
K-18	Geary	N of E Jct I-70, NE to GE-RL Co L	2.7	Roadway Rehabilitation,Add 2-Ln	10,691	MM	2004-09
K-18	Geary	Br #064 over Local Rd		Bridge Handrail	46	MM	2004-09
K-18	Geary	Br #New over Local Rd		Bridge New	461	MM	2004-09
K-18	Lincoln	Jct K-14, E to LC-OT Co L	13.2	Surface Preservation	796	SM	2001
K-18	Ottawa	LC-OT Co L, E to Jct Old US-81	17.2	Surface Preservation	1,035	SM	2001
K-18	Ottawa	Br #015, Antelope Cr		Bridge Replacement	441	PB	2004-09
K-18	Riley	Br #041, Kansas Riv		Bridge Repair	229	SM	2001
K-18	Riley	GE-RL Co L, NE to 2L/4L div	2.3	Roadway Rehabilitation,Add 2-Ln	8,870	MM	2004-09
K-18	Riley	Br #041, Kansas Riv		Bridge Overlay	796	MM	2004-09
K-18	Riley	Br #New, Kansas Riv		Bridge New	6,875	MM	2004-09
K-18	Riley	Br #042, Kansas Riv Drg		Guard Fence	Incl	MM	2004-09
K-18	Riley	Br #New, Kansas Riv Drg		Bridge New	94	MM	2004-09
K-18	Riley	Br #044, Seven Mile Cr		Bridge Handrail	65	MM	2004-09
K-18	Riley	Br #New, Seven Mile Cr		Bridge New	634	MM	2004-09
K-18	Riley	Br #045 over K-114 & Seven Mile Cr		Bridge Handrail	133	MM	2004-09
K-18	Riley	Br #New over K-114 & Seven Mile Cr		Bridge New	1,306	MM	2004-09
K-18	Riley	Br #043 over UP RR		Bridge Handrail	51	MM	2004-09
K-18	Riley	Br #New over UP RR		Bridge New	511	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-18	Riley	K-18/K-113 Interchange in Manhattan		Interchange Reconstruction	6,074	MM	2004-09
K-18	Riley	Br #026 over K-113 (NL) in Manhattan		Bridge Replacement	1,023	PB	2004-09
K-18	Riley	Br #027 over K-113 (SL) in Manhattan		Bridge Replacement	1,023	PB	2004-09
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	309	PB	2001
K-20	Doniphan	Br #027, Independence Cr Drg		Bridge Replacement	522	PB	2004-09
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	Gove	Br #025, Hackberry Cr		Bridge Replacement	475	PB	2003
K-23	Gove	Br #026, Hackberry Cr Drg		Bridge Replacement	951	PB	2003
K-23	Gove	Grainfield- Inters at 3rd & 4th	0.1	Intersection Improvement	183	MM	2003
K-23	Gray	NCL Cimarron, N to GY-FI Co L	12.8	Surface Preservation	119	SM	2000
K-23	Meade	Br #018, Crooked Cr		Bridge Replacement	1,427	PB	2004-09
K-23	Meade	Br #027, Crooked Cr		Bridge Replacement	806	PB	2004-09
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 Replacement	1,284	PB	2002
US-24	Clay	Br #027, N Branch Five Cr		Bridge Repair	50	SM	2001
US-24	Clay	Br #003, Republican Riv		Bridge Replacement	3,469	PB	2004-09
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	900	SM	2001
US-24	Cloud	MC-CD Co L, E to Jct K-189	27.1	Surface Preservation	25	SM	2000
US-24	Graham	SD-GH Co L, E to 0.2 Mi E Jct US-283	17.3	Surface Preservation	1,421	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	Br #018, S Fk Solomon Riv Drg		Bridge Replacement	452	PB	2004-09
US-24	Graham	Br #020, Spring Cr Drg		Bridge Repair	77	SM	2001
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	569	SM	2001
US-24	Leavenworth	Tonganoxie - Intersec US-24/K-16	0.4	Roadway Reconstruction	745	MM	2002
US-24	Mitchell	OB-MC Co L, E to Jct K-14	20.7	Surface Preservation	60	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-24	Mitchell	Cawker City-Oak St, E to Locust St	0.2	Roadway Rehabilitation	146	MM	2001
US-24	Mitchell	Jct K-14, E to MC-CD Co L	12.1	Surface Preservation	745	SM	2000
US-24	Osborne	Br #012, S Fork Solomon Riv Drg		Bridge Repair	65	SM	2001
US-24	Osborne	N Jct US-281, E to 2L/4L	6.9	Roadway Reconstruction	7,207	MM	2002
US-24	Osborne	Br #018, N Fork Solomon Riv Drg		Bridge Widen	38	MM	2002
US-24	Osborne	Br #019, N Fork Solomon Riv Drg		Guard Fence	Incl	MM	2002
US-24	Osborne	Br #023, N Fork Solomon Riv		Bridge Replacement	1,367	MM	2002
US-24	Osborne	Br #024, N Fork Solomon Riv Drg		Guard Fence	Incl	MM	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	374	SM	2001
US-24	Pottawatomie	ECL Wamego, E to ECL Belvue	6.9	Surface Preservation	598	SM	2001
US-24	Pottawatomie	Br #008, Vermillion Riv New Channel		Bridge Redeck	1,800	PB	2002
US-24	Pottawatomie	ECL Belvue,E to PT-SN CoL(exc St Marys)	7.8	Surface Preservation	60	SM	2000
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		Reloc RR Xing	300	MM	2001
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 Replacement	689	PB	2000
US-24	Riley	W Jct US-77, E to E Jct US-77	4.1	Surface Preservation	63	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 PCCP	4.8	Surface Preservation	443	SM	2001
US-24	Rooks	Br #009, Ash Cr		Bridge Repair	52	SM	2001
US-24	Rooks	Stockton- Elm St to Pleasant St	0.3	Roadway Reconstruction	836	MM	2003
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 Replacement	7,454	PB	2004-09
US-24	Sheridan	0.2 Mi W Jct K-23, E to SD-GH Co L	15.2	Surface Preservation	934	SM	2001
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	598	SM	2001
US-24 B	Sherman	E of N Jct K-27, E & S to Jct I-70	2.3	Surface Preservation	45	SM	2001
US-24 B	Sherman	Goodland-New Intersec Cherry & US-24 B	0.5	Intersection Improvement	777	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 Replacement	1,062	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
K-25	Thomas	LG-TH Co L, N to SCL Colby	15.5	Surface Preservation	674	SM	2000
K-25	Thomas	Br #044 over Kyle RR		Bridge Replacement	927	PB	2003
K-25	Thomas	NCL Colby, N to TH-RA Co L	11.5	Surface Preservation	553	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-25	Thomas	Br #047, S Fork Sappa Cr		Bridge Replacement	541	PB	2003
K-25	Wichita	Br #002, Sand Cr		Bridge Replacement	1,014	PB	2004-09
K-25	Wichita	Br #004, Ladder Cr		Bridge Replacement	1,213	PB	2004-09
K-26	Cherokee	Jct US-166, N to Jct K-66	3.6	Surface Preservation	218	SM	2001
K-27	Greeley	NCL Tribune, N to GL-WA Co L	15.9	Roadway Rehabilitation	12,326	MM	2003
K-27	Greeley	Br #009, Whitewoman Cr		Bridge Overlay	207	MM	2003
K-27	Greeley	Br #003, Whitewoman Cr Drg		Bridge Widen	51	MM	2003
K-27	Greeley	Br #004, Dry Lake Drg		Bridge Widen	26	MM	2003
K-27	Greeley	Br #005, Unnamed Cr		Bridge Widen	41	MM	2003
K-27	Greeley	Br #006, Ladder Cr		Bridge Replacement	663	MM	2003
K-27	Hamilton	ST-HM Co L, N to SCL Syracuse	16.2	Surface Preservation	215	SM	2000
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 Replacement	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	1,082	SM	2001
K-27	Sherman	WA-SH Co L, N to RS 1905	7.1	Roadway Reconstruction	12,650	MM	2004-09
K-27	Sherman	Br #041, N Fork Smoky Hill Riv		Bridge Replacement	2,563	MM	2004-09
K-27	Sherman	RS 1905, N to SCL Goodland	6.1	Roadway Reconstruction	6,517	MM	2004-09
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	6,257	MM	2001
K-27	Sherman	Br #042 over Kyle RR		Bridge Repair	95	MM	2001
K-27	Sherman	Br #043, Middle Fork Sappa Cr		Bridge Repair	160	MM	2001
K-27	Sherman	3.7 Mi N N Jct US-24B, N to SH-CN Co L	12.9	Surface Preservation	155	SM	2001
K-27	Sherman	1.8 Mi N RS 625, N to SH-CN Co L	10.2	Roadway Rehabilitation	6,214	MM	2001
K-27	Sherman	Br #044, N Branch S Fork Beaver Cr		Bridge Widen	212	MM	2001
K-27	Sherman	Br #045, S Branch S Fork Beaver Cr		Bridge Replacement	442	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	8,696	MM	2004-09
K-27	Stanton	Br #004, Dry Lake Drg		Bridge Widen	36	MM	2004-09
K-27	Stanton	Br #005, Sandy Arroyo Cr Drg		Bridge Widen	28	MM	2004-09
K-27	Stanton	Br #006, Sandy Arroyo Cr		Bridge Replacement	455	MM	2004-09
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 Replacement	927	PB	2003
K-27	Wallace	E Jct US-40, N to WA-SH Co L	16.2	Surface Preservation	861	SM	2000
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	67	MM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-31	Anderson	Br #033, N Fk L Osage Riv Dr		Bridge Replacement	517	PB	2004-09
K-31	Bourbon	Jct K-7, E to Jct US-69	6.8	Surface Preservation	78	SM	2000
K-31	Coffey	Br #033, Rock Cr		Bridge Replacement	296	PB	2000
K-31	Osage	Osage City-4th St to 7th St	0.3	Surface Preservation	73	SM	2001
K-31	Osage	Osage City-7th St, E, N & E	0.5	Roadway Reconstruction	1,629	MM	2001
K-31	Osage	ECL Osage City, E to Jct US-75	6.7	Surface Preservation	86	SM	2000
K-31	Osage	S Jct US-75, E to SCL Melvern	3.4	Surface Preservation	199	SM	2001
K-31	Wabaunsee	Jct K-99, E to WB-OS Co L	10.1	Surface Preservation	585	SM	2001
K-32	Leavenworth	Br #024, Stranger Cr		Bridge Replacement	1,540	PB	2004-09
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	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-Ln	11,526	MM	2000
K-32	Wyandotte	Br #107, Kansas Riv		Bridge Replacement	16,722	PB	2000
K-32	Wyandotte	Kansas City- WB between I-635 ramps	0.8	Surface Preservation	489	SM	2002
K-32	Wyandotte	Kansas City - K-32 & 68th St		New Traffic Signals	200	MM	2001
K-34	Clark	Br #028, Bluff Cr Drg		Bridge Replacement	398	PB	2004-09
K-34	Ford	Br #053, StL-SW RR over K-34 at Bucklin		Bridge Replacement	4,313	PB	2002
I-35	Coffey	LY-CF Co L, E to 0.3 Mi E K-131	5.5	Surface Reconstruction	16,378	MM	2004-09
I-35	Coffey	Br #047, Local Rd over I-35		Guard Fence	Incl	MM	2004-09
I-35	Coffey	Br #001, Coal Cr (NL-SL)		Guard Fence	Incl	MM	2004-09
I-35	Coffey	Br #002 over Local Rd (NL)		Bridge Overlay	242	MM	2004-09
I-35	Coffey	Br #003 over Local Rd (SL)		Bridge Handrail	45	MM	2004-09
I-35	Coffey	0.3 Mi E K-131, E to 0.3 Mi W US-75	6.4	Surface Reconstruction	19,688	MM	2004-09
I-35	Coffey	Br #005 over AT&SF RR (NL)		Bridge Replacement	956	MM	2004-09
I-35	Coffey	Br #006 over AT&SF RR (SL)		Bridge Replacement	956	MM	2004-09
I-35	Coffey	Br #007, Local Rd over I-35		Guard Fence	Incl	MM	2004-09
I-35	Coffey	Br #008, Local Rd over I-35		Guard Fence	Incl	MM	2004-09
I-35	Coffey	Br #009, Frog Cr (NL)		Bridge Handrail	96	MM	2004-09
I-35	Coffey	Br #010, Frog Cr (SL)		Bridge Handrail	96	MM	2004-09
I-35	Coffey	Br #011, Local Rd over I-35		Guard Fence	Incl	MM	2004-09
I-35	Coffey	0.3 Mi W US-75, NE to CF-OS Co L	1.4	Surface Reconstruction	4,129	MM	2004-09
I-35	Coffey	Br #012 over US-75 (NL)		Bridge Handrail	63	MM	2004-09
I-35	Coffey	Br #013 over US-75 (SL)		Bridge Handrail	63	MM	2004-09
I-35	Coffey	Br #014, Local Road over I-35		Guard Fence	Incl	MM	2004-09
I-35	Franklin	US-50 B, Elm to US-59		Roadway Removal	464	MM	2001
I-35	Franklin	Br #049 over Biketrail & WL US-59		Bridge Removal	Incl	MM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	23,262	MM	2001
I-35	Franklin	Br #018, EB US-50 Bus over I-35		Bridge Removal	63	MM	2001
I-35	Franklin	Br #020 over AT&SF RR, US-59 (SL)		Bridge Removal	28	MM	2001
I-35	Franklin	Br #019 over AT&SF RR, US-59 (NL)		Bridge Removal	28	MM	2001
I-35	Franklin	Br #022 over US-59 (SL)		Bridge Replacement	574	MM	2001
I-35	Franklin	Br #021 over US-59 (NL)		Bridge Replacement	574	MM	2001
I-35	Franklin	Br #024, Rock Cr (SL)		Bridge Replacement	372	MM	2001
I-35	Franklin	Br #023, Rock Cr (NL)		Bridge Replacement	372	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	95	MM	2001
I-35	Franklin	Br #026 over RS 1164 (NL)		Bridge Overlay	95	MM	2001
I-35	Franklin	Br #029, Marais Des Cygnes Riv (SL)		Bridge Overlay	506	MM	2001
I-35	Franklin	Br #028, Marais Des Cygnes Riv (NL)		Bridge Overlay	611	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 Replacement	489	MM	2001
I-35	Franklin	Br #031 over US-50 B/K-68 (NL)		Bridge Replacement	489	MM	2001
I-35	Franklin	0.3 N Jct K-68, NE 7.3 Mi	7.3	Surface Reconstruction	22,322	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 Replacement	599	MM	2001
I-35	Franklin	Br #034, Ottawa Cr & Local Rd (NL)		Bridge Replacement	599	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	304	MM	2001
I-35	Franklin	Br #037, Spring Cr (NL)		Bridge Widen	304	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	218	MM	2001
I-35	Franklin	7.3 Mi NE K-68, NE to FR-MI Co L	4.1	Surface Reconstruction	12,827	MM	2001
I-35	Franklin	Br #041, Local Road over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #042, RS 0263 over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #043, RS 0263 over I-35		Guard Fence	Incl	MM	2001
I-35	Franklin	Br #044, Walnut Cr (NL)		Bridge Overlay	196	MM	2001
I-35	Franklin	Br #045, Walnut Cr (SL)		Bridge Overlay	196	MM	2001
I-35	Franklin	Br #063, K-33 over I-35		Bridge Overlay	385	MM	2001
I-35	Franklin	Br #046, RS 1031 over I-35		Guard Fence	Incl	MM	2001
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	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	14,516	MM	2001
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	E Jct US-50, E to LY-CF Co L	10.2	Surface Reconstruction	32,733	MM	2001
I-35	Lyon	Br #118, Neosho Riv (NL)		Bridge Overlay	864	MM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-35	Lyon	Br #119, Neosho Riv (SL)		Bridge Overlay	864	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	159	MM	2001
I-35	Lyon	Br #122 over Local Rd (SL)		Bridge Overlay	158	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	478	MM	2001
I-35	Lyon	Br #125, Badger Cr (SL)		Bridge Overlay	282	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	156	MM	2001
I-35	Lyon	Br #128, Dry Cr (NL)		Bridge Overlay	310	MM	2001
I-35	Lyon	Br #129 over K-130 (NL)		Bridge Overlay	202	MM	2001
I-35	Lyon	Br #130 over K-130 (SL)		Bridge Overlay	337	MM	2001
I-35	Lyon	Br #131, RS 2066 over I-35		Guard Fence	Incl	MM	2001
I-35	Miami	FR-MI Co L, NE to MI-JO Co L	2.8	Surface Reconstruction	7,733	MM	2001
I-35	Miami	Br #001, Rock Cr (NL-SL)		Bridge Widen	222	MM	2001
I-35	Miami	Br #003 over Local Rd (SL)		Bridge Replacement	872	MM	2001
I-35	Miami	Br #002 over Local Rd (NL)		Bridge Replacement	872	MM	2001
I-35	Miami	Br #004, Local Road over I-35		Guard Fence	Incl	MM	2001
I-35	Osage	CF-OS Co L, E to 0.3 E E Jct K-31	6.4	Surface Reconstruction	20,352	MM	2004-09
I-35	Osage	Br #001, Long Cr (NL)		Bridge Overlay	262	MM	2004-09
I-35	Osage	Br #002, Long Cr (SL)		Bridge Overlay	155	MM	2004-09
I-35	Osage	Br #003, Old US-75 over I-35		Guard Fence	Incl	MM	2004-09
I-35	Osage	Br #004, Coal Cr (NL)		Bridge Overlay	171	MM	2004-09
I-35	Osage	Br #005, Coal Cr (SL)		Bridge Overlay	171	MM	2004-09
I-35	Osage	Br #006, K-31 over I-35		Guard Fence	Incl	MM	2004-09
I-35	Osage	Br #007, Local Road over I-35		Guard Fence	Incl	MM	2004-09
I-35	Osage	Br #008, K-31 over I-35		Guard Fence	Incl	MM	2004-09
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	343	SM	2001
I-35	Wyandotte	Br #016, Turkey Cr, NL		Bridge Repair	55	SM	2000
I-35	Wyandotte	E of SW Blvd, NE to KS-MO St L (NL&SL)	1.9	Surface Reconstruction	37,515	MM	2004-09
I-35	Wyandotte	Br #181,SB US169 ovr SLSF RR,Turkey Cr		Bridge Widen	621	MM	2004-09
I-35	Wyandotte	Br #070,NB US169 ovr SLSF RR,Turkey Cr		Bridge Repair	393	MM	2004-09
I-35	Wyandotte	Br #011, Turkey Cr, Rmp EB to Mission Rd		Bridge Replacement	580	MM	2004-09
I-35	Wyandotte	Br #013 over Mission Rd (NL-SL)		Bridge Widen	612	MM	2004-09
I-35	Wyandotte	Br #179, EB to SB ramp, Turkey Cr		Bridge Replacement	649	MM	2004-09
I-35	Wyandotte	Br #015 over US-169 (SL)		Bridge Overlay	167	MM	2004-09
I-35	Wyandotte	Br #180, NB to EB ramp over RR		Bridge Removal	150	MM	2004-09
I-35	Wyandotte	Br #014 over US-169 (NL)		Bridge Widen	234	MM	2004-09
I-35	Wyandotte	Br #264, Pedestrian Walkway over I-35		Bridge Removal	50	MM	2004-09
I-35	Wyandotte	Br #016, Turkey Cr (NL)		Bridge Overlay	908	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-35	Wyandotte	Br #017, Turkey Cr (SL)		Bridge Overlay	756	MM	2004-09
I-35	Wyandotte	Br #018 over Adams St (NL-SL)		Bridge Removal	181	MM	2004-09
I-35	Wyandotte	Br #019 over Cambridge St (NL-SL)		Bridge Overlay	216	MM	2004-09
I-35	Wyandotte	Br #A-1701 (MO)		Bridge Widen	1,413	MM	2004-09
US-36	Brown	E Jct US-75, E to 2.4 Mi W of Jct US-73	9.0	Surface Preservation	173	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 Rehabilitation	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	918	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	2,153	SM	2001
US-36	Doniphan	BR-DP Co L, E 0.7 Mi	0.7	Roadway Rehabilitation	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	Roadway Rehabilitation,Add 2-Ln	6,533	MM	2004-09
US-36	Doniphan	Br #033 over Local Rd		Bridge Overlay	163	MM	2004-09
US-36	Doniphan	Br #034 over Local Rd		Bridge Overlay	74	MM	2004-09
US-36	Doniphan	Br #032, K-238 over US-36		Bridge Widen	594	MM	2004-09
US-36	Doniphan	Br #031, EB over old K-238		Bridge Overlay	140	MM	2004-09
US-36	Doniphan	Br #030, WB over old K-238		Bridge Overlay	140	MM	2004-09
US-36	Jewell	Jct K-128, E to WCL Mankato	6.9	Roadway Rehabilitation	3,242	MM	2004-09
US-36	Jewell	Br #006, Limestone Cr		Bridge Replacement	562	MM	2004-09
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	3,960	MM	2004-09
US-36	Jewell	Br #008, West Marsh Cr		Guard Fence	Incl	MM	2004-09
US-36	Jewell	Br #009, East Marsh Cr		Bridge Repair	35	MM	2004-09
US-36	Marshall	WS-MS Co L, E 7.6 Mi	7.6	Surface Preservation	198	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-36	Marshall	Br #002, Big Blue Riv		Bridge Replacement	9,626	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 Rehabilitation	8,598	MM	2003
US-36	Norton	Br #001, Norton Resv Drg		Bridge Replacement	340	MM	2003
US-36	Norton	Br #002, Norton Resv Drg		Guard Fence	Incl	MM	2003
US-36	Norton	Br #003, Norton Resv Drg		Guard Fence	Incl	MM	2003
US-36	Norton	W Jct K-383, E to C&G in Norton	5.8	Roadway Rehabilitation	4,403	MM	2004-09
US-36	Norton	Br #004, Norton Resv Drg		Bridge Replacement	113	MM	2004-09
US-36	Norton	Br #005, Prairie Dog Cr Drg		Bridge Replacement	471	MM	2004-09
US-36	Norton	Br #006, Robinson Cr		Bridge Replacement	414	MM	2004-09
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 Replacement	2,797	PB	2003
US-36	Phillips	NT-PL CoL,E to 0.1Mi E WCL Phillipsburg	17.1	Surface Preservation	2,153	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	308	SM	2001
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	10,557	MM	2001
US-36	Rawlins	Br #007, Beaver Cr Drg		Bridge Replacement	720	MM	2001
US-36	Republic	2 Mi E K-266, E to WCL Belleville		Upgrade Guard Fence	419	MM	2004-09
US-36	Republic	Br #007, Republican Riv, Mo-Pac RR		Bridge Replacement	6,587	PB	2001
US-36	Republic	Br #011 over US-81		Bridge Overlay	372	SM	2000
US-36	Republic	Br #012, Riley Cr		Bridge Overlay	225	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
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	1,229	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	Chanute - W of US-169, E to Plummer	0.7	Roadway Reconstruction to 3-L	1,119	MM	2001
K-39	Neosho	Br #015 over BN-SF RR		Bridge Replacement	3,476	PB	2004-09
K-39	Neosho	Br #024, Neosho Riv		Bridge Replacement	5,262	PB	2002
K-39	Neosho	Br #027, Big Cr Overflow		Bridge Replacement	977	PB	2000
K-39	Neosho	Br #028, Big Cr		Bridge Replacement	1,615	PB	2000
K-39	Wilson	Jct US-400, NE to W Jct US-75	14.7	Surface Preservation	759	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-39	Wilson	Br #022, Verdigris Riv		Bridge Redeck	640	PB	2002
K-39	Wilson	Br #027, Village Cr		Bridge Overlay	351	SM	2000
US-40	Douglas	K-10(SLT), E to Wakarusa Dr	1.3	Roadway Reconstruction	4,730	MM	2001
US-40	Logan/Gove	W Jct US-83, E to Jct I-70 (4-L)	3.2	Surface Reconstruction	8,725	MM	2001
US-40	Shawnee	0.5 Mi E of Jct K-4, E to SN-DG Co L	5.6	Surface Preservation	387	SM	2001
US-40	Wallace	Br #005, Pond Cr		Bridge Overlay	142	SM	2000
US-40	Wallace	Safety Rest Area, E of Wallace		Rest Area Improvement	314	MM	2001
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	129	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	550	MM	2001
US-40 B	Trego	Wakeeney-on 13th, South Ave S to I-70	0.3	Roadway Reconstruction	298	MM	2001
K-41	Ottawa	ECL Delphos, E to Jct US-81	5.0	Surface Preservation	52	SM	2000
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	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 Replacement	518	PB	2000
K-42	Sedgwick	Br #165, Ninnescah Rv Drg		Bridge Replacement	208	PB	2000
K-42	Sedgwick	Br #166, Ninnescah Riv		Bridge Replacement	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	225	SM	2001
K-44	Harper	Anthony-Lawrence to Penn & 3rd to 5th	0.2	Roadway Rehabilitation	227	MM	2001
K-44	Harper	Br #037, Bluff Creek Drg		Bridge Replacement	521	PB	2002
K-44	Harper	Br #038, Rock Cr		Bridge Replacement	796	PB	2002
K-44	Harper	Br #047, Silver Cr Drg		Bridge Replacement	464	PB	2002
K-44	Harper	Br #039, Silver Cr		Bridge Replacement	628	PB	2002
K-44	Harper	Anthony-K-2 to 5th,on K-179,SCL to K-44	1.8	Surface Preservation	126	SM	2001
K-44	Sumner	Br #089, Fall Cr		Bridge Replacement	758	PB	2004-09
K-46	Rice	Jct US-56, N to SCL Little River	1.3	Surface Preservation	2	SM	2000
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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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 ECL	0.6	Roadway Reconstruction	1,666	MM	2002
US-50	Edwards	FO-ED Co L, E to AT&SF RR Br in Kinsley	8.5	Roadway Rehabilitation	5,979	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 Replacement	3,677	PB	2000
US-50	Edwards	Kinsley-Intersec US-50 & US-183	0.1	Intersection Improvement	351	MM	2001
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	5,150	MM	2001
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 FI-GY Co L	10.0	Roadway Reconstruction	29,193	MM	2003
US-50	Finney	Br #003, Arkansas Riv Drg		Bridge Replacement	79	MM	2003
US-50	Ford	GY-FO Co L, E to RS-944 (Howell)	2.1	Surface Preservation	223	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	2,072	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 near St Andrews St		Upgrade RR Protection	300	MM	2001
US-50	Ford	0.9 Mi E of RS-257, E to FO-ED Co L	9.4	Surface Preservation	656	SM	2001
US-50	Gray	Cimarron-Ash St, E to 2nd St	0.2	Roadway Reconstruction	603	MM	2001
US-50	Gray	ECL Cimarron, E to GY-FO Co L	6.9	Surface Preservation	752	SM	2001
US-50	Hamilton	Syracuse-Intersec US-50 & K-27	0.1	Intersection Improvement	410	MM	2001
US-50	Hamilton	WCL Syracuse, E to HM-KE Co L	12.4	Right-of-Way	0	MM	2000
US-50	Hamilton	WCL Syracuse, E to HM-KE Co L	12.4	Roadway Rehabilitation	9,358	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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	HV & MN	Newton, NE to 1.7 Mi E of Jct US-77	28.2	Upgrade Pave Marking	176	SM	2000
US-50	Kearny	HM-KE Co L, E to WCL Lakin	15.0	Roadway Rehabilitation	16,660	MM	2001
US-50	Kearny	Br #001, Arkansas Riv Drg		Bridge Widen	110	MM	2001
US-50	Kearny	Br #002, Sand Cr		Bridge Widen	164	MM	2001
US-50	Kearny	Br #003, Sand Cr		Bridge Widen	110	MM	2001
US-50	Kearny	Br #004, Sand Cr Drg		Bridge Widen	75	MM	2001
US-50	Kearny	Br #005, Amazon Ditch		Bridge Replacement	156	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	30	SM	2001
US-50	Lyon	Emporia-Industrial to Prairie,Elm to Constitution	1.2	Surface Preservation	387	SM	2000
US-50	Lyon	Emporia- Prairie & Construction to Market	0.4	Surface Preservation	301	SM	2002
US-50	Lyon	Br #027 over AT&SF RR, Sts		Bridge Replacement	4,162	PB	2004-09
US-50	Marion	Br #050 over UP RR		Bridge 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 Replacement	305	MM	2000
US-50	Reno	SF-RN Co L, E to Jct K-14		Upgrade Guard Fence	817	MM	2004-09
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	950	SM	2001
US-50	Reno	Jct K-14, E 6.6 Mi	6.6	Roadway Rehabilitation	2,613	MM	2004-09
US-50	Reno	Br #005, Salt Cr Drg		Guard Fence	Incl	MM	2004-09
US-50	Reno	Br #006, Salt Cr Drg		Guard Fence	Incl	MM	2004-09
US-50	Reno	W Jct K-61, E to Jct K-96	6.0	Surface Preservation	1,750	SM	2001
US-50	Reno	Jct K-96, E to Halstead St (Hutch)	3.52	Surface Preservation	513	SM	2001
US-50	Reno	Br #014, MoPac RR		Bridge Overlay	204	SM	2000
US-50	Reno	0.3 Mi E K-96, E to 0.1 W K-61	2.2	Roadway Reconstruction to 4-L	8,740	MM	2004-09
US-50	Reno	Br #014 over Mo-Pac RR		Bridge Overlay	185	MM	2004-09
US-50	Reno	Br #New over Mo-Pac RR		Bridge New	347	MM	2004-09
US-50	Reno	Br #088, Arkansas Riv Drg		Bridge Widen	629	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-50	Reno	Br #089, Arkansas Riv		Bridge Handrail	324	MM	2004-09
US-50	Reno	Br #New, Arkansas Riv		Bridge New	3,197	MM	2004-09
US-50	Stafford	ED-SF Co L, E to SF-RN Co L	30.0	Surface Preservation	1,090	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	ECL Garden City, E 0.6 Mi	0.6	Surface Preservation	148	SM	2000
US-50 B	Finney	Garden City-Ballinger, E to Fleming	0.3	Surface Preservation	202	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	Stevens	Hugoton-Commercial St, E to County Rd	0.2	Roadway Reconstruction	751	MM	2001
K-51	Stevens	Hugoton-Washington St, E to Commercial St	0.2	Roadway Reconstruction	704	MM	2001
K-52	Linn	Jct K-31, E to S Jct US-69	10.5	Surface Preservation	135	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 Replacement	269	PB	2000
K-52	Linn	Culv #510, 2.6 Mi E N Jct US-69		Culvert Replacement	289	PB	2000
K-52	Linn	Culv #525, 2.95 Mi E N Jct US-69		Culvert Replacement	289	PB	2000
K-53	Sumner	Br #107, Arkansas Riv		Bridge Widen	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	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	1,133	SM	2001
US-54	Bourbon	Br #001, Tennyson Cr		Bridge Replacement	398	PB	2004-09
US-54	Bourbon	Br #003, Walnut Cr		Bridge Replacement	577	PB	2002
US-54	Bourbon	Old US-69, E & S to S Jct US-69(NL-SL)	1.5	Surface Reconstruction	6,097	MM	2004-09
US-54	Bourbon	Br #005, Marmaton Riv		Bridge Replacement	7,600	MM	2004-09
US-54	Bourbon	Br #006 over Sycamore St (NL-SL)		Guard Fence	Incl	MM	2004-09
US-54	Bourbon	Br #007 over MKT RR (NL-SL)		Bridge Handrail	45	MM	2004-09
US-54	Bourbon	Br #008 over BN RR (NL-SL)		Bridge Overlay	333	MM	2004-09
US-54	Bourbon	0.2 W ECL Ft Scott, E to KS-MO St L	3.5	Roadway Reconstruction	9,168	MM	2001
US-54	Bourbon	Br #010, Lath Branch		Bridge Rehabilitation	71	MM	2001
US-54	Bourbon	Br #New, Lath Branch		Bridge New	356	MM	2001
US-54	Bourbon	Br #011, Lath Branch Drg		Bridge Rehabilitation	50	MM	2001
US-54	Bourbon	Br #New, Lath Branch Drg		Bridge New	278	MM	2001
US-54	Butler	Andover- S Appr of Andover Rd to US-54	0.1	Intersection Improvement	539	MM	2003
US-54	Butler	Intersect US-54 & Santa Fe Lake Rd		New Traffic Signals	122	SM	2001
US-54	Butler	W Jct US-77, E to E Jct US-77	7.5	Surface Preservation	3,457	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-54	Butler	Br #118 over BN-SF RR, Ohio St (NL)		Bridge Repair	250	SM	2001
US-54	Butler	Br #119 over BN-SF RR, Ohio St (SL)		Bridge Repair	63	SM	2001
US-54	Butler	N of US-400,N to 0.5Mi S El Dorado(EL)	8.5	Roadway Reconstruction (NB)	10,750	MM	2004-09
US-54	Butler	Br #011, BN RR over EL N of K-96		Bridge Removal	74	MM	2004-09
US-54	Butler	Br #013, Turkey Cr Drg (EL)		Bridge Replacement	85	MM	2004-09
US-54	Butler	Br #015, Cave Spring Cr (EL)		Bridge Replacement	176	MM	2004-09
US-54	Butler	Br #017, Turkey Cr (EL)		Bridge Replacement	361	MM	2004-09
US-54	Butler	Br #019, Walnut Riv Drg (EL)		Bridge Replacement	72	MM	2004-09
US-54	Butler	ECL El Dorado, E to BU-GW Co L	17.2	Surface Preservation	83	SM	2000
US-54	Greenwood	BU-GW Co L, E to E Jct K-99 (Excpt)	19.6	Surface Preservation	253	SM	2001
US-54	Greenwood	Eureka- Oak St, E to ECL	1.4	Surface Preservation	172	SM	2002
US-54	Greenwood	Br #009, Verdigris Riv		Bridge Replacement	5,769	PB	2003
US-54	Kingman	ECL Kingman, NE to 2Ln/4Ln	1.6	Roadway Rehabilitation	940	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	4,512	MM	2004-09
US-54	Kingman	Br #059, RS 0361 over US-54		Guard Fence	Incl	MM	2004-09
US-54	Kingman	Br #060, Local Rd over US-54		Guard Fence	Incl	MM	2004-09
US-54	Kingman	Br #061, Smoots Cr Drg (NL-SL)		Guard Fence	Incl	MM	2004-09
US-54	Kingman	Br #062, Smoots Cr (NL)		Bridge Handrail	148	MM	2004-09
US-54	Kingman	Br #063, Smoots Cr (SL)		Bridge Handrail	148	MM	2004-09
US-54	Kingman	Br #064, Smoots Cr Drg (NL-SL)		Guard Fence	Incl	MM	2004-09
US-54	Kingman	Br #066 over K-17 (NL)		Bridge Handrail	72	MM	2004-09
US-54	Kingman	Br #065 over K-17 (SL)		Bridge Handrail	72	MM	2004-09
US-54	Kiowa	FO-KW Co L, E to KW-PR Co L	30.4	Surface Preservation	2,052	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	242	SM	2001
US-54	Meade	SCL Plains, NE to WCL Meade	13.7	Surface Preservation	647	SM	2000
US-54	Meade	2L/4L, E to Sprg Lake in Meade	0.7	Roadway Rehabilitation	625	MM	2004-09
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	State St in Meade, E to 4L div/2L	1.3	Roadway Rehabilitation	1,172	MM	2004-09
US-54	Meade	Br #006, Crooked Cr (NL-SL)		Bridge Replacement	1,260	MM	2004-09
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	828	MM	2001
US-54	Sedgwick	KM-SG Co L, E to 0.5 Mi E K-163 (4-L)	7.5	Surface Reconstruction	16,187	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	378	MM	2003
US-54	Sedgwick	Br #115, Local Rd over US-54		Guard Fence	Incl	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 #117, N Fork Ninnescah Riv (SL)		Bridge Overlay	221	MM	2003
US-54	Sedgwick	Br #116, N Fork Ninnescah Riv (NL)		Bridge Overlay	372	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
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	Wichita - at 151st St		Right-of-Way	0	MM	2000
US-54	Sedgwick	Washington St Bridge, E to Hillside Ave	1.5	Surface Preservation	1,070	SM	2001
US-54	Sedgwick	In Wichita-W of Hillside		Lt Tower Replacement	30	SM	2001
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	272	SM	2001
US-54	Sedgwick	Wichita- 3 locs on US-54, US-81 & K-15	2.4	Surface Preservation	408	SM	2002
US-54	Seward	OK-KS St L,NE to Western Ave in Liberal	3.7	Roadway Reconstruction to 4-L	16,630	MM	2003
US-54	Seward	Liberal-0.1 Mi E of Western, E 0.5 Mi	0.5	Surface Preservation	1,722	SM	2001
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	375	SM	2001
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	564	MM	2002
US-54	Woodson	ECL Yates Center, E to WO-AL Co L	11.8	Surface Preservation	343	SM	2001
K-55	Cowley	SU-CL Co L, E to Jct K-15	2.0	Surface Preservation	79	SM	2000
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 Replacement	1,028	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	26	SM	2001
US-56	Barton	ECL Pawnee Rock, NE to SCL Great Bend	11.5	Surface Preservation	473	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	WCL Ellinwood, E to BT-RC Co L	6.2	Surface Preservation	515	SM	2000
US-56	Barton	Culvert #504		Culvert Replacement	200	PB	2002
US-56	Barton	Culvert #505		Culvert Replacement	200	PB	2002
US-56	Dickinson	Jct US-77, E to DK-MR Co L	0.1	Surface Preservation	7	SM	2001
US-56	Douglas	Br #010, W Fork Tauy Cr		Bridge Replacement	755	PB	2000
US-56	Douglas	Jct US-59, E to DG-JO Co L	11.8	Surface Preservation	864	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-56	Douglas	Baldwin-9th St, E to 3rd St	0.5	Roadway Reconstruction	1,315	MM	2000
US-56	Edwards	Jct US-50, E to WCL Kinsley	0.3	Roadway Rehabilitation	195	MM	2003
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	833	SM	2001
US-56	Johnson	Br #081, Martin Cr		Bridge Replacement	629	PB	2004-09
US-56	Lyon	Br #028, Bluff Cr		Bridge Replacement	864	PB	2001
US-56	Lyon	Br #030, Hill Cr		Bridge Replacement	684	PB	2001
US-56	Lyon	Br #031, 142 Mile Cr		Bridge Replacement	721	PB	2001
US-56	Marion	E of Jct K-15, E to Jct US-77	14.1	Surface Preservation	3,410	SM	2001
US-56	Marion	SCL Lincolnville, N to MN-DK Co L	8.4	Roadway Reconstruction	13,386	MM	2001
US-56	Marion	Br #022, Clear Cr Drg		Bridge Replacement	203	MM	2001
US-56	Marion	Br #023, Clear Cr Drg		Bridge Replacement	245	MM	2001
US-56	Marion	Br #024, Clear Cr		Bridge Replacement	183	MM	2001
US-56	Marion	Br #New, Clear Cr (Side Rd)		Bridge New	150	MM	2001
US-56	Marion	Br #New, Clear Cr (Side Rd)		Bridge New	125	MM	2001
US-56	Marion	BN-SF RR Xing E of Lost Springs		RR Crossing,Signals	148	MM	2001
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	261	SM	2001
US-56	McPherson	4L Div/2L, E to MP-MN Co L	13.4	Surface Preservation	1,121	SM	2001
US-56	McPherson	Galva-Empire St, E 0.3 Mi	0.3	Roadway Reconstruction	290	MM	2001
US-56	Morris	DK-MR Co L, E to Jct RS 819	14.1	Surface Preservation	1,275	SM	2001
US-56	Morris	Br #002, Clark Cr Drg		Bridge Replacement	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	791	SM	2001
US-56	Morris	Council Grove- WCL, E to ECL	2.0	Surface Preservation	147	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	755	SM	2001
US-56	Morton	4.9 M NE RS1488, E to MT-SV Co L	8.0	Roadway Rehabilitation	6,237	MM	2003
US-56	Osage	Br #015, Salt Cr		Bridge Replacement	693	PB	2002
US-56	Osage	Br #016, Swede Cr		Bridge Replacement	693	PB	2002
US-56	Osage	Br #017, Smith Cr		Bridge Replacement	1,188	PB	2001
US-56	Osage	Br #019, Dragoon Cr Drg		Bridge Replacement	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(Abond)		Bridge Removal	410	PB	2001
US-56	Pawnee	Larned- WCL, E,N & E to ECL	1.2	Surface Preservation	218	SM	2002
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 Replacement	1,492	PB	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-56	Rice	Br #008, Little Cow Cr		Bridge Replacement	907	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	6,264	MM	2003
US-56 B	Dickinson	Br #034, Lime Cr Drg		Bridge Replacement	274	PB	2001
US-56 B	Dickinson	Br #035, Lime Cr		Bridge Replacement	472	PB	2001
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	1.0	Surface Rehabilitation	13	MM	2001
K-57	Cherokee	Jct US-69, E to KS-MO St L	4.9	Surface Preservation	237	SM	2001
K-57	Coffey	1.5 Mi W of Gridley, E		Culvert Replacement	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	256	SM	2001
K-57	Crawford	Culv #534, 1.1 Mi E Jct K-7		Culvert Replacement	527	PB	2000
K-57	Crawford	Br #024, Second Cow Cr Drg		Bridge Replacement	507	PB	2001
K-57	Crawford	Br #026, First Cow Cr (Sideroad)		Bridge Replacement	618	PB	2001
K-57	Crawford	Br #027, First Cow Cr		Bridge Replacement	618	PB	2001
K-57	Geary	N Jct US-77, to S Jct US-77	5.4	Surface Preservation	100	SM	2001
K-57	Geary	Jct I-70, SE to GE-MR Co L	17.6	Surface Preservation	240	SM	2001
K-57	Geary	Br #054, Clark Cr		Bridge Replacement	685	PB	2000
K-57	Geary	Culvert #507		Culvert Replacement	200	PB	2002
K-57	Geary	Br #059, Dry Cr Drg		Bridge Replacement	475	PB	2001
K-57	Greenwood	Br #013, Halderman Cr Drg		Bridge Replacement	498	PB	2003
K-57	Greenwood	Br #014, Halderman Cr		Bridge Replacement	726	PB	2003
K-57	Greenwood	Culv #537, 8.4 Mi S & E of LY-GW Co L		Culvert Replacement	101	SM	2000
K-57	Lyon	1.5 Mi S of Jct US-50	1.2	Flood Repair	60	SM	2001
K-57	Morris	GE-MR Co L, S to Jct K-4	2.1	Surface Preservation	28	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	382	SM	2001
US-59	Anderson	AL-AN CoL,N to AN-FR CoL(Ex at Garnett)	24.4	Surface Preservation	34	SM	2000
US-59	Anderson	Br #002, S Fk Pottawatomie Cr Drg		Bridge Replacement	1,005	PB	2004-09
US-59	Atchison	JF-AT Co L, NE to WCL Atchison	14.4	Surface Preservation	52	SM	2001
US-59	Atchison	Br #010, White Clay Cr		Bridge Replacement	1,167	PB	2001
US-59	Atchison	Atchison- WCL. E to Missouri Riv Br	1.7	Surface Preservation	150	SM	2002
US-59	Atchison	Atchison-0.25 Mi E of W Jct US-73	0.1	Intersection Improvement	261	MM	2001
US-59	Douglas	FR-DG Co L, N to 2L/4L div	11.0	GrBr-Reconstruction to 4-L	33,311	MM	2004-09
US-59	Douglas	FR-DG Co L, N to 2L/4L div		Su-Reconstruction to 4-L	25,555	MM	2004-09
US-59	Douglas	Br #017, Wakarusa Riv Drg		Bridge Replacement	675	PB	2004-09
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	180	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-59	Douglas	Br #068, N overflow Wakarusa Riv (EL)		Bridge Overlay	125	SM	2001
US-59	Douglas	Br #067, N overflow Wakarusa Riv (WL)		Bridge Overlay	125	SM	2001
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	60	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	Lawrence-S of 19th St, N to Yale Rd	1.6	Surface Preservation	319	SM	2000
US-59	Franklin	I-35 NE of Ottawa, N to FR-DG Co L	7.7	GrBr-Reconstruction to 4-L	57,658	MM	2004-09
US-59	Franklin	I-35 NE of Ottawa, N to FR-DG Co L		Su-Reconstruction to 4-Ln	18,677	MM	2004-09
US-59	Jefferson	Culv at RP 182.5		Culvert Repair	20	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	180	MM	2001
US-59	Labette	W Jct US-160, N to SCL Parsons	8.3	Surface Preservation	1,109	SM	2001
US-59	Labette	Br #014, Labette Cr		Bridge Repair	103	SM	2000
US-59	Neosho	Br #001, Labette Cr Drg		Bridge Replacement	997	PB	2004-09
US-59	Neosho	Jct K-146, N to W Jct K-39	5.5	Surface Preservation	532	SM	2001
US-59	Neosho	Br #008, Little Canville Cr		Bridge Overlay	116	SM	2000
K-61	McPherson	Inman - Intersec K-61 & Center St	0.1	Intersection Improvement	136	MM	2002
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	350	SM	2001
K-61	Reno	Hutchinson- Intersec K-61 & Lorraine	0.3	Intersection Improvement	242	MM	2003
K-62	Jackson	Culv# 508, 0.7 Mi N of Jct K-16		Culvert Replacement	172	PB	2001
K-62	Nemaha	Culv# 503, 4.8 Mi N of JA-NM Co L		Culvert Replacement	172	PB	2001
K-63	Nemaha	Br #019, Tennessee Cr		Bridge Replacement	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 Replacement	930	PB	2004-09
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	194	SM	2001
K-66	Cherokee	WCL Galena, E to KS-MO St L	1.8	Surface Preservation	217	SM	2001
K-66	Cherokee	Galena - K-66 & Water St		New Traffic Signals	49	SM	2000
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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	3,500	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	1,000	MM	2001
K-68	Miami	Br #044, South Wea Cr		Bridge Replacement	461	PB	2004-09
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	In Ft Scott - 23rd St, N to N Jct US-54		Upgrade Guard Fence	56	MM	2001
US-69	Bourbon	Br #015 over National Ave (WL)		Bridge Overlay	175	SM	2001
US-69	Bourbon	Br #016 over National Ave (EL)		Bridge Overlay	175	SM	2001
US-69	Bourbon	Ft Scott - US-69 & 12th St		New Traffic Signals	90	SM	2000
US-69	Bourbon	N Jct US-54, N to BB-LN Co L	12.7	Roadway Rehabilitation,Add 2-Ln	22,782	MM	2004-09
US-69	Bourbon	Br #051, SB US-69 over US-54		Bridge Overlay	213	MM	2004-09
US-69	Bourbon	Br #052, NB US-69 over US-54		Bridge Overlay	213	MM	2004-09
US-69	Bourbon	Br #053, Local Rd over US-69		Guard Fence	Incl	MM	2004-09
US-69	Bourbon	Br #054, Local Rd over US-69		Guard Fence	Incl	MM	2004-09
US-69	Bourbon	Br #055, RS 1196 over US-69		Guard Fence	Incl	MM	2004-09
US-69	Bourbon	Br #056, Wolverine Cr		Bridge Widen	205	MM	2004-09
US-69	Bourbon	Br #057, Local Rd over US-69		Guard Fence	Incl	MM	2004-09
US-69	Bourbon	Br #058, RS 58 over US-69		Guard Fence	Incl	MM	2004-09
US-69	Bourbon	Br #059 over BN-SF RR		Bridge Handrail	55	MM	2004-09
US-69	Bourbon	Br #New over BN-SF RR		Bridge New	548	MM	2004-09
US-69	Bourbon	Br #060, Local Rd over US-69		Guard Fence	Incl	MM	2004-09
US-69	Bourbon	Br #061 over K-31		Bridge Overlay	146	MM	2004-09
US-69	Bourbon	Br #New over K-31		Bridge New	461	MM	2004-09
US-69	Bourbon	Br #062 over RS 1741		Bridge Overlay	128	MM	2004-09
US-69	Bourbon	Br #New over RS 1741		Bridge New	404	MM	2004-09
US-69	Bourbon	Br #063, Little Osage Riv		Bridge Handrail	105	MM	2004-09
US-69	Bourbon	Br #New, Little Osage Riv		Bridge New	1,049	MM	2004-09
US-69	Bourbon	Br #064, Little Osage Riv Drg		Bridge Widen	242	MM	2004-09
US-69	Bourbon	Br #065 over BN-SF RR		Bridge Overlay	174	MM	2004-09
US-69	Bourbon	Br #New over BN-SF RR		Bridge New	548	MM	2004-09
US-69	Bourbon	Br #066 over Local Rd		Bridge Overlay	128	MM	2004-09
US-69	Bourbon	Br #New over Local Rd		Bridge New	404	MM	2004-09
US-69	BB,LN,MI,JO	Frontier Military Scenic Byway		Logo Signs	11	MM	2002
US-69	Cherokee	OK-KS State Line, 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	97	SM	2001
US-69	Cherokee	OK-KS St L, N to Jct Jct US-166	2.2	Roadway Reconstruction	9,428	MM	2004-09
US-69	Cherokee	Jct US-166, N to SCL Columbus	9.7	Roadway Reconstruction	17,829	MM	2004-09
US-69	Cherokee	Br #007, Brush Cr Drg		Bridge Replacement	264	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-69	Cherokee	Columbus- N of RR xing, N to Maple St	0.5	Roadway Reconstruction	724	MM	2003
US-69	Crawford	CK-CR Co L, N to N Jct US-69B	7.7	Surface Preservation	222	SM	2001
US-69	Crawford	0.3 Mi N of N J US-69 B at Pittsburg, N	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	4,925	MM	2001
US-69	Crawford	Br #003, First Cow Cr Drg		Guard Fence	Incl	MM	2001
US-69	Crawford	Br #004, First Cow Cr Drg		Bridge Overlay	91	MM	2001
US-69	Crawford	Br #005, First Cow Cr Drg		Bridge Overlay	57	MM	2001
US-69	Crawford	Br #006, First Cow Cr Drg		Guard Fence	Incl	MM	2001
US-69	Johnson	Metcalf split N to College Blvd	2.7	Surface Preservation	1,122	SM	2001
US-69	Johnson	Br #132, 103 St over US-69		Bridge Overlay	754	SM	2000
US-69	Johnson	Br #135, 87th St over US-69		Culvert Repair	390	SM	2001
US-69	Johnson	0.2 Mi S of SM Parkway, N to I-35	1.9	Surface Preservation	364	SM	2001
US-69	Linn	BB-LN Co L, N to S of Jct K-239	2.0	Roadway Rehabilitation,Add 2-Ln	3,726	MM	2004-09
US-69	Linn	Br #033, Local Rd over US-69		Guard Fence	Incl	MM	2004-09
US-69	Linn	S of K-239, N to 1.1 Mi S of S Jt K-52	4.6	Roadway Reconstruction to 4-L	24,684	MM	2004-09
US-69	Linn	1.1Mi S of S J K-52,N to 0.3Mi S RS1204	6.0	Roadway Reconstruction to 4-L	38,698	MM	2004-09
US-69	Linn	0.3Mi S RS1204,N to 0.75Mi N RS 1203	6.4	Roadway Reconstruction to 4-L	45,023	MM	2004-09
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	0.75 Mi N Jct RS 1203, N to LN-MI Co L	6.4	Roadway Reconstruction to 4-L	31,049	MM	2004-09
US-69	Linn	Br #032, N Sugar Cr		Bridge Overlay	Incl	MM	2004-09
US-69	Linn	Br #New, N Sugar Cr		Bridge New	Incl	MM	2004-09
US-69	Linn	Br #009 over K-152		Bridge Overlay	Incl	MM	2004-09
US-69	Linn	Br #New over K-152		Bridge New	Incl	MM	2004-09
US-69	Linn	New Safety Rest Area		New Rest Area	2,135	MM	2004-09
US-69	Miami	LN-MI Co L, N 4.65 Mi	4.6	Roadway Reconstruction to 4-L	21,554	MM	2004-09
US-69	Miami	4.7 Mi N LN-Mi Co L, N to 2L/4L Div	10.9	Surf Reconstruction,Add 2-L	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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	4,330	MM	2003
US-69	Miami	Br #069, Local Rd over US-69		Guard Fence	Incl	MM	2003
US-69	Miami	Br #071 over Local Rd (WL)		Bridge Overlay	126	MM	2003
US-69	Miami	Br #072 over Local Rd (EL)		Bridge Overlay	126	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 Overlay	267	MM	2003
US-69	Miami	Br #077, North Wea Cr (EL)		Bridge Overlay	267	MM	2003
US-69	Miami	Br #078, RS 1016 over US-69		Bridge Overlay	111	MM	2003
US-69	Miami	Br #079 over Local Rd (WL)		Bridge Overlay	141	MM	2003
US-69	Miami	Br #080 over Local Rd (EL)		Bridge Overlay	141	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 #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
US-69 A	Cherokee	OK-KS St L, N to Jct US-400	4.0	Surface Preservation	386	SM	2001
US-69 A	Cherokee	Baxter Springs- US-166, N to N of 13th St	0.1	Surface Preservation	223	SM	2002
US-69 A	Cherokee	Baxter Springs - 12th St to 9th St	0.2	Surface Preservation	522	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	26,275	MM	2004-09
I-70	Dickinson	Br #001, K-221 over I-70		Bridge Replacement	1,047	MM	2004-09
I-70	Dickinson	Br #002, Local Rd over I-70		Guard Fence	Incl	MM	2004-09
I-70	Dickinson	Br #003, Local Rd over I-70		Bridge Repair	171	MM	2004-09
I-70	Dickinson	Br #004 over Local Rd (NL-SL)		Bridge Widen	397	MM	2004-09
I-70	Dickinson	Br #005, RS 0189 over I-70		Bridge Replacement	1,134	MM	2004-09
I-70	Dickinson	Br #006, Local Rd over I-70		Guard Fence	Incl	MM	2004-09
I-70	Dickinson	Br #007 over AT&SF RR (NL)		Bridge Replacement	594	MM	2004-09
I-70	Dickinson	Br #008 over AT&SF RR (SL)		Bridge Replacement	594	MM	2004-09
I-70	Dickinson	Br #009, Mud Cr (NL)		Bridge Replacement	766	MM	2004-09
I-70	Dickinson	Br #010, Mud Cr (SL)		Bridge Replacement	766	MM	2004-09
I-70	Dickinson	0.9 Mi W of K-15,E to 2.2 Mi E of K-43	8.9	Surface Preservation	1,261	SM	2001
I-70	Dickinson	Br #026 over Local Rd 3.4 E K43(NL&SL)		Bridge Replacement	569	PB	2004-09
I-70	District III	Five locations in District III		Variable Message Sign	125	MM	2001
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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	12,460	SM	2001
I-70	Ellis	Br #023, RS 0234 over I-70		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #058, Commerce Pkwy over I-70		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #024, RS 1877 over I-70		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #025, Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #027, SL over Local Rd		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #026, NL over Local Rd		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #029, N Fork Big Cr (SL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #028, N Fork Big Cr (NL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #030, N Fork Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #031, N Fork Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #032, K-255 over I-70		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #033, Local Rd over I-70		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #034, Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #035, Big Cr Drg (NL-SL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #036, NL over Local Rd		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #037, SL over Local Rd		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #039, SL over old US-40,RR		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #038, NL over old US-40,RR		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #041, SL over RS 0449		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #040, NL over RS 0449		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #043, Walker Cr (SL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Br #042, Walker Cr (NL)		Bridge Repair	Incl	SM	2001
I-70	Ellis	Walker Interchange		Automated De-Icing System	125	MM	2001
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 Rehabilitation	389	MM	2000
I-70	Riley	Br #002, Deep Cr, RS 1315 (SL)		Bridge Rehabilitation	388	MM	2000
I-70	Riley	Br #004, E Branch Deep Cr (SL)		Bridge Replacement	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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-70	Russell	EL-RS Co L, E to Jct US-281	10.0	Surface Preservation	9,540	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 Replacement	613	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	0.4 W I-135/US-81, E to 0.3 W RS 1050	9.4	Surface Reconstruction	25,689	MM	2003
I-70	Saline	Br #057, Mulberry Cr Drg (NL-SL)		Guard Fence	Incl	MM	2003
I-70	Saline	Br #058 over Aband UP RR (NL)		Bridge Replacement	220	MM	2003
I-70	Saline	Br #059 over Aband UP RR (SL)		Bridge Replacement	220	MM	2003
I-70	Saline	Br #060 over K-143 (NL)		Bridge Overlay	293	MM	2003
I-70	Saline	Br #061 over K-143 (SL)		Bridge Overlay	293	MM	2003
I-70	Saline	Br #062, Mulberry Cr (NL)		Bridge Redeck	481	MM	2003
I-70	Saline	Br #064, Ohio St over I-70		Bridge Replacement	1,675	MM	2003
I-70	Saline	Br #066, Saline Riv (SL)		Bridge Widen	834	MM	2003
I-70	Saline	Br #065, Saline Riv (NL)		Bridge Widen	1,036	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 #068, Saline Riv Drg, Lcl Rd (SL)		Bridge Widen	467	MM	2003
I-70	Saline	Br #067, Saline Riv Drg, Lcl Rd (NL)		Bridge Widen	467	MM	2003
I-70	Saline	Br #069 over Local Rd (NL-SL)		Bridge Repair	56	MM	2003
I-70	Saline	Br #070, Local Rd over I-70		Guard Fence	Incl	MM	2003
I-70	Saline	0.3 W RS 1050, E to SA-DK Co L	6.2	Surface Reconstruction	18,212	MM	2004-09
I-70	Saline	Br #071, RS 1050 over I-70		Guard Fence	Incl	MM	2004-09
I-70	Saline	Br #072, Local Rd over I-70 (NL-SL)		Guard Fence	Incl	MM	2004-09
I-70	Saline	Br #074, Solomon Riv Drg (NL-SL)		Guard Fence	Incl	MM	2004-09
I-70	Saline	Br #075, Local Rd over I-70		Guard Fence	Incl	MM	2004-09
I-70	Saline	Br #080, RS 1637 over I-70		Guard Fence	Incl	MM	2004-09
I-70	Shawnee	0.5 Mi W WB-SN Co L, Eto 0.3 Mi W Valencia	4.2	Surface Reconstruction	20,685	MM	2002
I-70	Shawnee	Br #002 over RS 315 (SL)		Bridge Replacement	464	MM	2002
I-70	Shawnee	Br #001 over RS 315 (NL)		Bridge Replacement	464	MM	2002
I-70	Shawnee	Br #004 over West Union Rd (SL)		Bridge Widen	485	MM	2002
I-70	Shawnee	Br #003 over West Union Rd (NL)		Bridge Widen	631	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	368	MM	2002
I-70	Shawnee	Br #New over Local Rd (SL)		Bridge New	368	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	Br #030, 8th St over I-70		Bridge Traffic Control	4	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	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
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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	Wabaunsee	RL-WB Co L, E to 0.4 Mi W Jct K-99	5.1	Surface Reconstruction	13,095	MM	2001
I-70	Wabaunsee	Br #001, Hendricks Cr (NL)		Bridge Widen	121	MM	2001
I-70	Wabaunsee	Br #002, Hendricks Cr (SL)		Bridge Overlay	71	MM	2001
I-70	Wabaunsee	Br #003, RS 0680 over I-70		Bridge Overlay	181	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 Replacement	498	MM	2000
I-70	Wabaunsee	Br #017 over K-138 (NL)		Bridge Replacement	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
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 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 Replacement	612	MM	2000
I-70	Wabaunsee	Br #024, Snokomo Cr (NL)		Bridge Replacement	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 Replacement	414	MM	2000
I-70	Wabaunsee	Br #New over RS 1440 (Vera Rd)(NL)		Bridge New	414	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 #051, K-30 over I-70		Bridge Replacement	635	MM	2000
I-70	Wabaunsee	0.4Mi E Jct K-30,E to 0.5Mi W WB-SN CoL	4.1	Surface Reconstruction	19,716	MM	2003
I-70	Wabaunsee	Br #031, Dry Cr (NL)		Bridge Replacement	661	MM	2003
I-70	Wabaunsee	Br #032, Dry Cr (SL)		Bridge Replacement	661	MM	2003
I-70	Wabaunsee	Br #033 over RS 1071 (NL)		Bridge Replacement	563	MM	2003
I-70	Wabaunsee	Br #034 over RS 1071 (SL)		Bridge Replacement	563	MM	2003
I-70	Wabaunsee	Br #New over Local Rd (NL)		Bridge New	359	MM	2003
I-70	Wabaunsee	Br #New over Local Rd (SL)		Bridge New	359	MM	2003
I-70	Wabaunsee	Br #035, Post Cr (NL-SL)		Guard Fence	Incl	MM	2003
I-70	Wyandotte	0.5 Mi W Jt K-7, E to 0.3 Mi E 118th St	2.4	Roadway Reconstruction	29,507	MM	2003
I-70	Wyandotte	W of I-635, E to E of I-635	1.3	Surface Reconstruction	6,105	MM	2002
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	4,898	SM	2001
US-73	Atchison	LV-AT Co L, N 4.1 Mi	4.1	Roadway Reconstruction	5,084	MM	2001
US-73	Atchison	Br #014, Walnut Cr Drg		Bridge Overlay	175	SM	2001
US-73	Atchison	Br #015, Walnut Cr		Bridge Overlay	175	SM	2001
US-73	Atchison	Atchison, SCL, N to 10th	1.8	Surface Preservation	261	SM	2001
US-73	Atchison	Atchison-Green St, N to Spring St	1	Roadway Rehabilitation	295	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	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	360	SM	2001
US-73	Leavenworth	WY-LV Co L, N to Eisenhower	4.4	Surface Preservation	895	SM	2001
US-73	Leavenworth	Lansing-Intersec US-73 & Fairlane	0.2	Intersection Improvement	585	MM	2001
US-73	Leavenworth	Lansing - Connie St, N to Eisenhower St	0.2	Intersection Improvement	700	MM	2001
US-73	Leavenworth	Br #013, Threemile Cr		Bridge Replacement	636	PB	2004-09
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	284	SM	2001
US-73	Leavenworth	1.4 NW Jct K-192, NW to LV-AT Co L	2.4	Roadway Reconstruction	3,270	MM	2001
US-73	Wyandotte	Jct US-24, N to WY-LV Co L	6.1	Surface Preservation	1,242	SM	2001
US-75	Brown	E Jct US-36, N to 1 Mi N Sabetha	7.5	Roadway Reconstruction	25,865	MM	2003
US-75	Brown	Br #New, US-36 Intchg		Bridge New	842	MM	2003
US-75	Brown	Br #New, Spring Cr		Bridge New	648	MM	2003
US-75	Brown	Br #New, Oregon St Intchg		Bridge New	1,325	MM	2003
US-75	Brown	Br #New, over RR		Bridge New	1,749	MM	2003
US-75	BR & NM	NCL Sabetha, N to KS-NE Co L		Upgrade Guard Fence	922	MM	2004-09
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		Bridge Replacement	4,240	PB	2004-09
US-75	Coffey	RS 1133, N to 0.99 Mi N old US-50	5.0	Roadway Rehabilitation	2,777	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-75	Montgomery	OK-KS St L, N to Jct RS 471		Upgrade Guard Fence	428	MM	2002
US-75	Montgomery	W Jct US-160, E to WCL Independence	1.1	Surface Preservation	108	SM	2001
US-75	Montgomery	Independence-27th St to 21st St	0.5	Surface Preservation	189	SM	2001
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	694	MM	2001
US-75	Montgomery	Independence - 9th St to 8th St	0.11	Roadway Reconstruction	316	MM	2002
US-75	Montgomery	Independence - Oak St to Rajah St	1.5	Surface Preservation	367	SM	2001
US-75	Nemaha	Br #009, Rock Cr		Bridge Overlay	90	SM	2001
US-75	Osage	N Jct K-31/K-268, N to 2L/4L	9.5	Surface Preservation	936	SM	2001
US-75	Osage	2L/4L, N to OS-SN Co L	6.5	Surface Preservation	1,326	SM	2001
US-75	Osage	Br #041 over US-56 (WL)		Bridge Paint	90	SM	2001
US-75	Osage	Br #042 over US-56 (EL)		Bridge Paint	90	SM	2001
US-75	Osage	Br #049 over Local Rd (EL)		Bridge Overlay	126	SM	2001
US-75	Osage	Br #051 over Local Rd (EL)		Bridge Overlay	132	SM	2001
US-75	Shawnee	OS-SN Co L, N 3.1 Mi	3.1	Surface Preservation	630	SM	2001
US-75	Shawnee	Br #110, EL over Local Rd		Bridge Overlay	126	SM	2000
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	175	SM	2001
US-75	Shawnee	Br #111, Wakarusa Riv (WL)		Bridge Paint	175	SM	2001
US-75	Shawnee	4-L/2-L, N to N of KTA	5.7	Gr Su Add 2-Ln	12,693	MM	2001
US-75	Shawnee	Br #New over BN-SF RR		Bridge New	492	MM	2001
US-75	Shawnee	Br #New over 77th St		Bridge New	501	MM	2001
US-75	Shawnee	Br #New over 57th St		Bridge New	460	MM	2001
US-75	Shawnee	Br #New over KTA		Bridge New	1,057	MM	2001
US-75	Shawnee	E Jct I-70, N to 0.2 Mi N Kansas Riv Br	0.5	Surface Reconstruction	2,444	MM	2000
US-75	Shawnee	Br #162, SB to EB Rmp over I-70		Bridge Handrail	160	MM	2000
US-75	Shawnee	Br #101, Kansas Riv, SSW RR (EL)		Bridge Replacement	9,096	PB	2000
US-75	Shawnee	Br #154, Kansas Riv, SSW RR (WL)		Bridge Rehabilitation	1,695	PB	2002
US-75	Shawnee	Kansas Riv Br, N & at 46th St	1.9	Surface Preservation	125	SM	2001
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 Replacement	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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	1,725	MM	2001
US-75	Wilson	Br #002, Fall Rv Drg		Bridge Replacement	748	MM	2001
US-75	Wilson	Br #003, Fall Riv		Bridge Replacement	722	MM	2001
US-75	Wilson	Br #007, Chetopa Cr		Bridge Overlay	130	SM	2001
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 Replacement	903	MM	2002
US-75	Wilson	Br #013, East Buffalo Cr		Bridge Replacement	421	MM	2002
US-75	WL & CF	ECL Neodesha, N & N of N Jct K-57, N		Upgrade Guard Fence	323	MM	2003
US-75	Woodson	Br #024, MoPac RR		Bridge Repair	9	SM	2000
US-77	Butler	CL-BU Co L, N to SCL Augusta	13.9	Roadway Reconstruction	18,865	MM	2003
US-77	Butler	Br #030, Little Walnut Riv		Bridge Redeck	1,124	MM	2003
US-77	Butler	Br #New		Bridge New	132	MM	2003
US-77	Butler	Br #New		Bridge New	111	MM	2003
US-77	Butler	Br #New		Bridge New	209	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	16,069	MM	2003
US-77	Butler	Br #034 over KTA		Bridge Replacement	1,008	MM	2003
US-77	Butler	Br #035, W Branch Walnut Riv Drg		Bridge Replacement	253	MM	2003
US-77	Butler	Br #036, W Branch Walnut Riv Drg		Bridge Replacement	383	MM	2003
US-77	Butler	RS 862, N to BU-MN Co L	7.3	Roadway Reconstruction	11,129	MM	2003
US-77	Cowley	NUAB Ark City,N to Wlnt Rv in Wnfld(4L)	8.9	Roadway Rehabilitation	5,714	MM	2003
US-77	Cowley	Br #004, Posey Cr Drg (WL-EL)		Bridge Repair	64	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	299	MM	2003
US-77	Cowley	Winfield-SCL, N to Walnut Riv Br	0.7	Surface Preservation	202	SM	2000
US-77	Cowley	Brs #009 & #074, Walnut Riv		Flood Repair	6	SM	2001
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	2,719	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	108	SM	2001
US-77	Geary	Br #041 over UP RR		Bridge Replacement	2,644	PB	2004-09
US-77	Geary	Junction City - N of I-70, N 0.4 Mi	0.3	Roadway Reconstruction	515	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-77	Marion	BU-MN Co L, N to 1.0 Mi N N Jct RS 875	4.4	Roadway Reconstruction	5,910	MM	2004-09
US-77	Marion	BU-MN Co L, N 4.0 Mi	4.0	Surface Preservation	146	SM	2000
US-77	Marion	1 Mi N N Jct RS 875, N to SCL Florence	6.7	Roadway Reconstruction	9,108	MM	2001
US-77	Marion	Br #025, Spring Cr (Sideroad)		Bridge Replacement	194	MM	2001
US-77	Marion	Br #026, AT&SF RR, Dolye Cr		Bridge Replacement	1,180	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	14,658	MM	2004-09
US-77	Marion	Br #027, Cottonwood Riv		Bridge Widen	1,060	MM	2004-09
US-77	Marion	Br #028, Cottonwood Riv Drg		Bridge Widen	36	MM	2004-09
US-77	Marion	Br #029, Marion Co Lake Drg		Bridge Widen	41	MM	2004-09
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 Replacement	1,527	MM	2003
US-77	Marshall	Br #New over UP RR Realign		Bridge New	2,496	MM	2003
US-77	Marshall	Br #017, Horseshoe Cr		Bridge Replacement	848	PB	2001
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	193	SM	2001
US-77	Riley	Culv #519 at RP 173.7		Culvert Repair	80	SM	2001
US-77	Riley	Br #015, Fancy Cr		Bridge Replacement	3,353	PB	2004-09
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	270	SM	2001
K-80	Clay	Br #024, Huntress Cr		Bridge Replacement	621	PB	2004-09
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-Ln	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		Su-Add 2-L,Roadway Rehabilitation	5,618	MM	2001
US-81	Cloud	Br #New		Bridge New	116	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	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	Ottawa	SA-OT Co L, N to Jct K-106		Upgrade Guard Fence	487	MM	2001
US-81	Republic	CD-RP Co L, N to Belleville Insp Sta	9.4	Grading - Add 2-Ln	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		Su-Add 2-L,Roadway Rehabilitation	23,709	MM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-81	Republic	Br #057, West Cr Drg		Bridge Replacement	307	MM	2001
US-81	Republic	Br #059, West Salt Cr		Bridge Replacement	577	MM	2001
US-81	Republic	US-36 Intchg at Belleville, N to 18th St		Install Lighting	137	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-Ln	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		Su-Add 2-L,Roadway Rehabilitation	17,097	MM	2001
US-81	Republic	Br #055, Rose Cr		Bridge Replacement	470	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	689	PB	2001
US-81	Saline	Br #090, Saline Riv WL		Bridge Redeck	689	PB	2001
US-81	Saline	N of Jct I-70/I-135,N to SA-OT Co L(4L)	5.8	Roadway Rehabilitation	5,611	MM	2004-09
US-81	Saline	Br #082 over UP RR (EL)		Bridge Overlay	416	MM	2004-09
US-81	Saline	Br #081 over UP RR (WL)		Bridge Overlay	416	MM	2004-09
US-81	Saline	Br #084, Drg Channel, Local Rd (EL)		Bridge Overlay	302	MM	2004-09
US-81	Saline	Br #083, Drg Channel, Local Rd (WL)		Bridge Overlay	302	MM	2004-09
US-81	Saline	Br #087 over Local Rd (EL)		Bridge Overlay	186	MM	2004-09
US-81	Saline	Br #086 over Local Rd (WL)		Bridge Overlay	110	MM	2004-09
US-81	Saline	Br #088 over RS 0523 (WL)		Bridge Overlay	110	MM	2004-09
US-81	Saline	Br #089 over RS 0523 (EL)		Bridge Overlay	186	MM	2004-09
US-81	Saline	Br #092, Saline Riv Drg (WL-EL)		Bridge Replacement	226	MM	2004-09
US-81	Saline	Br #093 over K-143 (WL)		Bridge Overlay	271	MM	2004-09
US-81	Saline	Br #094 over K-143 (EL)		Bridge Overlay	271	MM	2004-09
US-81	Sedgwick	SU-SG Co L, N to Haysville Conc Sect	6.0	Surface Preservation	334	SM	2001
US-81	Sedgwick	Culv #529 at RP 48.5		Culvert Replacement	75	SM	2001
US-81	Sedgwick	Br #157, Cowskin Cr		Bridge Replacement	1,066	PB	2004-09
US-81	Sedgwick	NE of Haysville - US-81 & 63rd St		Intersection Improvement	396	MM	2000
US-81	Sumner	Br #040, Bluff Cr		Flood Repair	6	SM	2001
US-81	Sumner	Br #041, Fall Cr		Flood Repair	9	SM	2001
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	960	SM	2001
US-81	Sumner	Br #050, Ninnescah Riv Drg		Bridge Replacement	583	PB	2001
US-81	Sumner	Jct K-55, N & Jct US-81, E	1.5	Flood Repair	8	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 Redeck	575	PB	2002
US-81 B	McPherson	McPherson - Ks & Lakeside, Main & A		New Traffic Signals	98	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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
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	913	SM	2001
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	799	SM	2001
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	370	SM	2001
US-83	Seward	Liberal-11th St to Tucker Rd	1.3	Surface Preservation	271	SM	2000
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
K-84	Graham	Penokee, N to Jct US-24	0.9	Surface Preservation	43	SM	2001
K-85	Graham	NCL Morland, N to Jct US-24	0.8	Surface Preservation	40	SM	2001
K-86	McPherson	Jct US-56, N to SCL Canton	0.2	Surface Preservation	9	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	Br #029, Prairie Cr		Bridge Replacement	781	PB	2004-09
K-92	Leavenworth	Leavenworth- 15th St, E to US-73	1.5	Surface Preservation	322	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	110	SM	2001
K-96	Cherokee	Br #060, Shawnee Cr		Bridge Overlay	126	SM	2000
K-96	Cherokee	Br #061, Spring Riv		Bridge Replacement	2,647	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	Embank Rehabilitation	646	SM	2001
K-96	Montgomery	WL-MG Co L, S & E to MG-LB Co L	16	Surface Rehabilitation	977	MM	2001
K-96	Ness	Br #032, N Fork Walnut Cr		Bridge Replacement	1,525	PB	2004-09
K-96	Ness	Br #033, N Fork Walnut Cr Drg		Bridge Replacement	1,078	PB	2004-09
K-96	Ness	Ness City-Intersec K-96 & Sycamore St	0.1	Roadway Rehabilitation	200	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-96	Ness	School St in Ness City, E to NS-RH Co L	17.3	Surface Preservation	1,365	SM	2001
K-96	Ness	Br #034, Long Branch		Bridge Replacement	1,293	PB	2004-09
K-96	Ness	Br #046, Walnut Cr Drg		Bridge Replacement	780	PB	2004-09
K-96	Reno	Br #060, Avenue "B"		Bridge Repair	131	SM	2000
K-96	Reno	Br #062 over SSW RR & Ave D		Bridge Replacement	1,049	PB	2003
K-96	Reno	Br #063 over Ave F		Bridge Replacement	734	PB	2003
K-96	Reno	Hutchinson-Arkansas Riv Br, N to 5th	1.3	Surface Preservation	290	SM	2003
K-96	Reno	Br #064, Arkansas Riv in Hutchinson		Bridge Repair	350	SM	2001
K-96	Reno	Hutch Bypass - US-50,NW to NW of K-96	1.6	New 2-L Roadway on 4-L	16,842	MM	2001
K-96	Reno	Hutch Bypass - US-50,NW to NW of K-96	7	Landscape Care	100	MM	2003
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 Replacement	851	PB	2004-09
K-96	Rush	Safety Rest Area W of Alexander		Rest Area Improvement	486	MM	2000
K-96	Scott	Scott City- E of US-83, E to College St	0.1	Surface Preservation	243	SM	2002
K-96	Sedgwick	2L/4L Div, SE to WCL Wichita (4-L)	6.3	Roadway Rehabilitation	3,749	MM	2002
K-96	Sedgwick	Br #271 over Maize Rd (NL)		Bridge Overlay	167	MM	2002
K-96	Sedgwick	Br #272 over Maize Rd (SL)		Bridge Overlay	167	MM	2002
K-96	Sedgwick	Br #273 over K-296 (NL)		Bridge Overlay	186	MM	2002
K-96	Sedgwick	Br #274 over K-296 (SL)		Bridge Overlay	186	MM	2002
K-96	Sedgwick	Br #276, Big Slough Cr Drg (NL-SL)		Guard Fence	Incl	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 Overlay	202	MM	2002
K-96	Sedgwick	Br #280, Tyler Rd over K-96		Bridge Handrail	87	MM	2002
K-96	Sedgwick	Br #281, Big Slough Cr (NL)		Bridge Overlay	131	MM	2002
K-96	Sedgwick	Br #282, Big Slough Cr (SL)		Bridge Overlay	131	MM	2002
K-96	Sedgwick	Br #283, Little Slough Cr (NL)		Bridge Overlay	94	MM	2002
K-96	Sedgwick	Br #284, Little Slough Cr (SL)		Bridge Overlay	94	MM	2002
K-96	Sedgwick	Br #285 over Ridge Rd (NL)		Bridge Overlay	143	MM	2002
K-96	Sedgwick	Br #286 over Ridge Rd (SL)		Bridge Overlay	143	MM	2002
K-96	Sedgwick	Br #287 over Hoover Rd (NL)		Bridge Overlay	102	MM	2002
K-96	Sedgwick	Br #288 over Hoover Rd (SL)		Bridge Overlay	102	MM	2002
K-96	Sedgwick	Br #289, West St over K-96		Bridge Overlay	265	MM	2002
K-96	Wichita	GL-WH Co L, E to ECL Leoti	12	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 Replacement	1,136	PB	2003
K-96	Wichita	WCL Leoti, E to WH-SC Co L (Excl PCCP)	13.1	Surface Preservation	825	SM	2001
K-96	Wilson	Jct K-47, SE to WL-MG Co L	29	Surface Rehabilitation	2,196	MM	2001
K-96	Wilson	Br #018, Fall Riv (old K-39)		Bridge Overlay	189	MM	2001
K-96	Wilson	Br#014,Washington Br Dry Cr (old K-37)		Bridge Replacement	336	MM	2002
K-98	Meade	Jct K-23, E to Jct US-54 (excl Fowler)	8.4	Surface Preservation	96	SM	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-99	Chautauqua	Sedan- SCL, N & W to WCL	0.9	Surface Preservation	134	SM	2002
K-99	Elk	E Jct US-160, N to EK-GW Co L	16.6	Surface Preservation	194	SM	2000
K-99	Elk	Br #018, Mound Branch		Bridge Replacement	1,248	PB	2004-09
K-99	Elk	Br #020, Pawpaw Cr		Bridge Replacement	1,437	PB	2004-09
K-99	Elk	0.1 Mi N RS 229, N to EK-GW Co L	8.9	Roadway Reconstruction	14,076	MM	2004-09
K-99	Greenwood	EK-GW Co L, N 0.8 Mi	0.8	Roadway Reconstruction	1,265	MM	2004-09
K-99	Greenwood	EK-GW Co L, N to W Jct US-400	2.1	Surface Preservation	25	SM	2000
K-99	Greenwood	Br #033, Fall Riv Drg		Bridge Replacement	864	PB	2002
K-99	Greenwood	Br #034, Homer Cr Drg		Bridge Replacement	650	PB	2004-09
K-99	Greenwood	Br #037, Slate Cr		Bridge Replacement	846	PB	2002
K-99	Greenwood	Br #038, Onion Cr		Bridge Replacement	796	PB	2004-09
K-99	Greenwood	Br #039, Willow Cr		Bridge Replacement	1,365	PB	2004-09
K-99	Lyon	Emporia-Ks Av to 2nd,13th toNCL,onUS-50	1.4	Surface Preservation	222	SM	2001
K-99	Lyon	I-35, N & E to Jct K-170	10.7	Surface Preservation	639	SM	2000
K-99	Lyon	Approx 1.0 Mi N Jct I-35		Flood Repair	23	SM	2001
K-99	Lyon	Br #055, 142 Mile Cr		Bridge Replacement	721	PB	2001
K-99	Lyon	Br #056, Elm Cr		Flood Repair	4	SM	2001
K-99	Lyon	Br #056, Elm Cr		Bridge Replacement	1,031	PB	2004-09
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 Replacement	1,025	PB	2004-09
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 of Beattie		Upgrade RR Protection	134	MM	2000
K-99	Marshall	UP RR Xing E at Summit		Upgrade RR Protection	133	MM	2000
K-99	Pottawatomie	Wamego- Valley St, N to US-24	0.7	Surface Preservation	235	SM	2002
K-99	Pottawatomie	UP RR Xing in Wamego		Upgrade RR Protection	120	MM	2001
K-99	Pottawatomie	0.1 Mi N US-24, N to SCL Westmoreland	14.1	Surface Preservation	724	SM	2000
K-99	Pottawatomie	Br #037, Rock Cr		Bridge Replacement	1,021	PB	2003
K-99	Pottawatomie	Br #038, Rock Cr Drg		Bridge Replacement	496	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 Replacement	558	PB	2004-09
K-99	Wabaunsee	Br #072, Dragoon Cr Drg		Bridge Paint	25	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 Replacement	646	PB	2001
K-104	Saline	Jct K-4, N & W to Jct I-135	2.3	Roadway Reconstruction	2,993	MM	2004-09
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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-106	Ottawa	Minneopolis - SCL, N to First St	0.3	Surface Preservation	31	SM	2001
K-116	Atchison	Br #036, Little Stranger Cr		Bridge Overlay	89	SM	2001
K-116	Jackson	Br #018, Bills Cr		Bridge Overlay	56	SM	2000
K-120	Doniphan	Br #021, Wolf Riv Drg		Bridge Replacement	498	PB	2001
K-126	Crawford	Br #030, Lightning Cr Drg		Bridge Replacement	601	PB	2004-09
K-126	Crawford	Br #034, Lime Cr		Bridge Replacement	578	PB	2004-09
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 Replacement	679	PB	2004-09
K-126	Crawford	Br #033, Lightning Cr		Bridge Replacement	530	PB	2004-09
K-126	Crawford	BN-SF RR Xing 0.4 Mi E of K-7		Upgrade RR Protection	130	MM	2001
K-128	Jewell	E Jct US-36, N to KS-NE St L	15.9	Surface Preservation	743	SM	2001
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 Replacement	5,336	PB	2004-09
I-135	Harvey	Detour-from I-135,E on 36th,N on Spencer		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 Replacement	304	MM	2000
I-135	Harvey	Br #016 over SE 14th St (WL)		Bridge Replacement	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 Replacement	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 Replacement	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
I-135	Harvey	Br #026, 24th St over I-135		Bridge Overlay	89	MM	2000
I-135	Harvey	Br #027, Sand Cr (WL)		Bridge Replacement	795	MM	2000
I-135	Harvey	Br #028, Sand Cr (EL)		Bridge Replacement	795	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 #030 over K-15 (EL)		Bridge Replacement	570	MM	2000
I-135	Harvey	Br #029 over K-15 (WL)		Bridge Replacement	570	MM	2000
I-135	Harvey	Br #032, Sand Cr Drg (WL-EL)		Bridge Widen	33	MM	2000
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	21,922	MM	2003
I-135	Harvey	Br #033 over Local Rd (WL)		Bridge Overlay	228	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	227	MM	2003
I-135	Harvey	Br #039, Middle Emma Cr (WL)		Bridge Overlay	221	MM	2003
I-135	Harvey	Br #040, Middle Emma Cr (EL)		Bridge Overlay	372	MM	2003
I-135	Harvey	Br #042 over RS 306 (EL)		Bridge Handrail	54	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	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 Replacement	581	MM	2000
I-135	Saline	Br #002, Smoky Hill Riv (EL)		Bridge Replacement	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 Replacement	520	MM	2000
I-135	Saline	Br #014, Dry Cr (EL)		Bridge Replacement	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 Replacement	1,463	MM	2001
I-135	Saline	Br #003 over K-4,US-81B, UP&MP RR (WL)		Bridge Replacement	1,825	MM	2001
I-135	Sedgwick	In Wichita-Pawnee St, N to Kellogg		Fence Replacement	75	SM	2000
I-135	Sedgwick	N of Pawnee St, N to Beg Viaduct	2.3	Surface Reconstruction	19,943	MM	2004-09
I-135	Sedgwick	Br #307, Mt Vernon St over I-135		Bridge Overlay	1,162	MM	2004-09
I-135	Sedgwick	Br #295, Harry St over I-135		Bridge Overlay	1,676	MM	2004-09
I-135	Sedgwick	Br #310, Lincoln St over I-135		Bridge Overlay	1,676	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-135	Sedgwick	Br #304, EB US-54 to NB Rmp over I-135		Bridge Handrail	142	MM	2004-09
I-135	Sedgwick	Br #305, SB I-135 to EB US-54 ovr I135		Bridge Repair	799	MM	2004-09
I-135	Sedgwick	Br #292, EB US-54 over I-135		Bridge Handrail	334	MM	2004-09
I-135	Sedgwick	Br #299, NB I-135 to WB US-54 ovr I135		Bridge Handrail	533	MM	2004-09
I-135	Sedgwick	Br #293, WB US-54 over I-135		Bridge Repair	1,276	MM	2004-09
I-135	Sedgwick	Br #306, WB US-54 to SB Rmp over I-135		Bridge Overlay	391	MM	2004-09
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 Replacement	647	MM	2002
I-135	Sedgwick	Br #020 over 21st St NL (WL)		Bridge Replacement	647	MM	2002
I-135	Sedgwick	Br #___, 21st St, Central Canal		Bridge Replacement	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	85th St, N to SG-HV Co L	5.0	Surface Preservation	1,944	SM	2000
I-135	Sedgwick	0.3 Mi N 85th St, N to SG-HV Co L	4.8	Surface Reconstruction	14,871	MM	2004-09
I-135	Sedgwick	Br #049, RS 612 & 684 over I-135		Bridge Widen	405	MM	2004-09
I-135	Sedgwick	Br #050, Local Rd over I-135		Bridge Handrail	76	MM	2004-09
I-135	Sedgwick	Br #052, Gooseberry Cr (EL)		Bridge Overlay	92	MM	2004-09
I-135	Sedgwick	Br #051, Gooseberry Cr (WL)		Bridge Overlay	92	MM	2004-09
I-135	Sedgwick	Br #055 over RS 307 (EL)		Bridge Overlay	236	MM	2004-09
I-135	Sedgwick	Br #054 over RS 307 (WL)		Bridge Overlay	140	MM	2004-09
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 Replacement	638	PB	2004-09
K-140	Ellsworth	Jct K-14, E to EW-SA Co L	16.4	Surface Preservation	1,495	SM	2001
K-140	Ellsworth	Br #048, Alum Cr		Bridge Replacement	618	PB	2004-09
K-140	Saline	EW-SA Co L, NE to Jct I-135	16.8	Surface Preservation	1,525	SM	2001
K-141	Ellsworth	Jct K-4, N to Jct K-140	13.5	Surface Preservation	824	SM	2001
K-147	Trego	Br #046, Big Cr		Bridge Replacement	798	PB	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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	Jct US-81, E to RP-WS Co L	16.7	Surface Preservation	941	SM	2001
K-148	Republic	Br #034, East Cr		Bridge Replacement	680	PB	2001
K-148	Republic	Culv #___, 0.9 Mi W of RS 569		Culvert Replacement	60	SM	2001
K-148	Washington	RP-WS Co L, E to Jct K-9	17.0	Surface Preservation	958	SM	2001
K-148	Washington	Br #021, Cottonwood Cr		Bridge Replacement	789	PB	2001
K-150	Chase	MN-CS Co L, E to Jct US-50	8.7	Roadway Reconstruction	14,717	MM	2001
K-150	Marion	Jct US-56, E to MN-CS Co L	8.0	Roadway Reconstruction	8,223	MM	2001
K-150	Marion	Br #037, Martin Cr Drg		Bridge Widen	23	MM	2001
K-150	Marion	Br #038, Martin Cr		Bridge Widen	29	MM	2001
K-152	Linn	WCL La Cygne, E to Jct US-69	4.9	Surface Preservation	214	SM	2000
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 Replacement	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	Br #020, Plum Cr		Bridge Replacement	860	PB	2002
K-156	Ellsworth	Br #023, Smoky Hill Riv		Bridge Redeck	1,114	PB	2001
K-156	Ellsworth	Br #024, UP Railroad, RS 238		Bridge Replacement	2,605	MM	2001
K-156	Ellsworth	ECL Holyrood, NE to Jct K-140	15.1	Roadway Reconstruction	19,033	MM	2004-09
K-156	Ellsworth	Br #021, Plum Cr Drg		Bridge Replacement	113	MM	2004-09
K-156	Ellsworth	Br #025, Local Rd over K-156		Guard Fence	Incl	MM	2004-09
K-156	Finney	Garden City - College to E of Campus	0.2	Surface Preservation	313	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	Hodgeman	Br #015, Buckner Cr		Bridge Replacement	1,130	PB	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
K-156	Hodgeman	Br #016, Buckner Cr Drg		Bridge Replacement	765	PB	2004-09
K-156	Pawnee	Br #009, Pawnee Riv		Bridge Replacement	1,240	PB	2001
K-156	Pawnee	Br #010, Cocklebur Cr		Bridge Replacement	699	PB	2001
K-156	Pawnee	Br #012, Pawnee Riv Drg		Bridge Replacement	1,094	PB	2004-09
US-159	Atchison	JF-AT Co L, NW to AT-BR Co L	26.7	Surface Preservation	60	SM	2001
US-159	Brown	Horton- SCL, N to US-73	0.8	Surface Preservation	34	SM	2002
US-160	Barber	Br #004, Bitter Cr		Bridge Replacement	825	PB	2004-09
US-160	Barber	Br #006, Cedar Cr		Bridge Replacement	1,262	PB	2004-09
US-160	Barber	Medicine Lodge-E Jct US-281,E to Spring St	0.6	Roadway Reconstruction	780	MM	2001
US-160	Barber	ECL Medicine Lodge, E to BA-HP Co L	13.2	Surface Preservation	1,082	SM	2000
US-160	Cherokee	Br #051, Cherry Cr		Bridge Widen	84	PB	2002
US-160	Cherokee	Br #052, Cherry Cr		Bridge Replacement	989	PB	2002
US-160	Cherokee	Br #053, Cherry Cr		Bridge Replacement	1,619	PB	2002
US-160	Cherokee	Br #054, Cherry Cr		Bridge Replacement	680	PB	2002
US-160	Clark	Br #002, Johnson Cr		Bridge Replacement	873	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 Replacement	1,426	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 Replacement	1,693	PB	2004-09
US-160	Comanche	Br #003, Cavalry Cr		Bridge Replacement	1,517	PB	2004-09
US-160	Comanche	Br #009, Mule Cr		Bridge Replacement	1,279	PB	2004-09
US-160	CM & BA	Jct US-183, E to Medicine Lodge	41.0	Scenic Byway Signing	6	SM	2001
US-160	Cowley	SU-CL Co L, E to WCL Winfield	7.6	Surface Preservation	300	SM	2000
US-160	Crawford	Reloc N Jct US-69, E to KS-MO St L	4.8	Roadway Reconstruction	10,005	MM	2003
US-160	Crawford	Br #New over KCS RR		Bridge New	695	MM	2003
US-160	Crawford	Br #010, E Cow Cr Drg		Bridge Replacement	101	MM	2003
US-160	Crawford	Br #011, E Cow Cr		Bridge Replacement	310	MM	2003
US-160	District IV	Various Locations		Upgrade Signing	105	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 Replacement	1,393	PB	2002
US-160	Elk	Br #002, Caney Riv Drg		Bridge Replacement	947	PB	2002
US-160	Elk	Br #003, Corum Cr		Bridge Replacement	501	PB	2001
US-160	Elk	Culvert #501		Culvert Replacement	200	PB	2002
US-160	Elk	Culvert #502		Culvert Replacement	200	PB	2002
US-160	Elk	Culv #503, 2,1 Mi W W Jct K-99		Culvert Replacement	625	PB	2000
US-160	Elk	Culv #504, 0.7 Mi E E Jct K-99		Culvert Replacement	409	PB	2000
US-160	Elk	Br #022, Stream		Bridge Replacement	589	PB	2002
US-160	Elk	Br #010, Hitchen Cr		Bridge Replacement	982	PB	2002
US-160	Elk	0.7 Mi W EK -MG Co L, E to EK-MG Co L	0.7	Surface Preservation	26	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-160	Grant	ST-GT Co L, E to WCL Ulysses	8.4	Surface Preservation	652	SM	2001
US-160	Grant	ECL Ulysses, E to GT-HS Co L	14.2	Surface Preservation	1,094	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	215	SM	2001
US-160	Harper	Br #011, Rush Cr Drg		Bridge Overlay	90	SM	2001
US-160	Harper	Br #012, Rush Cr Drg		Bridge Overlay	100	SM	2001
US-160	Harper	Br #013, Rush Cr		Bridge Overlay	100	SM	2001
US-160	Harper	Br #014, Spring Cr		Bridge Overlay	90	SM	2001
US-160	Harper	Harper-Intersec US-160 & K-14	0.2	Intersection Improvement	335	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 #019 over AT&SF RR		Bridge Redeck	1,024	PB	2000
US-160	Harper	Br #020, E Spring Cr		Bridge Overlay	110	SM	2001
US-160	Harper	Br #021, Chikaskia Riv		Bridge Overlay	270	SM	2001
US-160	Haskell	GT-HS Co L, E to Jct US-83/K-144	12.1	Surface Preservation	909	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 Replacement	86	PB	2001
US-160	Labette	Culv# 534, 1.9 Mi E of MG-LB Co L		Culvert Replacement	57	PB	2001
US-160	Labette	Br #047, Deer Cr Drg		Bridge Repair	70	SM	2001
US-160	Meade	SW-ME Co L, E to W Jct US-54	3.8	Roadway Reconstruction	4,136	MM	2004-09
US-160	Montgomery	EK-MG Co L, E to W Jct US-75	16.9	Surface Preservation	613	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 Replacement	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	Seward	S Jct US-83, E to SW-ME Co L	12.9	Roadway Reconstruction	13,958	MM	2004-09
US-160	Stanton	N Jct K-27, E to ST-GT Co L	12.9	Surface Preservation	986	SM	2001
US-160	Sumner	Wellington-Slate Cr Br, E 0.1 Mi	0.1	Surface Preservation	161	SM	2001
US-160	Sumner	Wellington- 0.4 Mi W of Popular, E to Popular	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	ECL Oxford, E to SU-CL Co L	0.7	Surface Preservation	33	SM	2000
K-161	Cheyenne	Br #011, Big Timber Cr		Bridge Replacement	928	PB	2004-09
K-163	Sedgwick	Br #125, US-54, NL-SL		Bridge Overlay	303	SM	2000
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	1,532	SM	2001
US-166	Cherokee	Br #035, Spring Riv Drg		Bridge Replacement	1,276	PB	2000
US-166	Cherokee	Br #036, Spring Riv		Bridge Replacement	3,090	PB	2000

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-166	Cowley	Br #037, Arkansas Riv		Flood Repair	10	SM	2001
US-166	Cowley	Br #089, Walnut Riv		Flood Repair	13	SM	2001
US-166	Cowley	0.9 Mi E N Jct US-77, E 0.1 Mi		Embank Rehabilitation	259	MM	2001
US-166	Labette	ECL Chetopa, E to LB-CK Co L	0.5	Surface Preservation	37	SM	2001
US-166	Labette	Br #038, Neosho Riv		Debris Removal	64	SM	2001
US-166	Labette	Br #038, Neosho Riv		Bridge Replacement	2,861	PB	2002
US-166	Montgomery	Sycamore Cr in Coffeyville		Drainage Improvement	430	SM	2000
US-166	Montgomery	Coffeyville-Intersec US-166 & US-169	0.1	Intersection Improvement	439	MM	2001
US-166	Montgomery	Coffeyville - US-166 & Buckeye St	0.3	Intersection Improvement	500	MM	2001
US-166	Sumner	Br #077 over KTA (I-35)		Bridge Paint	175	SM	2001
K-167	Wichita	Jct K-96, N to Marienthal	0.5	Surface Preservation	44	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	120	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 Replacement	336	MM	2002
US-169	Allen	Br #030, Elm Cr (old US-169)		Bridge Overlay	304	MM	2002
US-169	Anderson	AL-AN Co L, N to 1.0 Mi N of Colony	6.0	Surface Rehabilitation	71	MM	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	753	SM	2001
US-169	Johnson	Overland Park- 75th St, N to S of 63rd St	1.4	Surface Preservation	506	SM	2002
US-169	Miami	Br #New over K-7		Bridge Steel	230	MM	2001
US-169	Miami	Br #New, Pottawatomie Cr		Bridge Steel	799	MM	2001
US-169	Miami	Br #New, Marais Des Cygnes Riv Drg		Bridge Steel	1,337	MM	2001
US-169	Miami	Br #New over UP RR		Bridge Steel	243	MM	2001
US-169	Miami	Br #New over BN RR, Local Rd		Bridge Steel	176	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-Ln	31,249	MM	2001
US-169	Miami	Br #053 over K-7		Bridge Repair	128	MM	2001
US-169	Miami	Br #New over K-7		Bridge New	501	MM	2001
US-169	Miami	Br #054, Local Rd over US-169		Bridge Repair	17	MM	2001
US-169	Miami	Br #055, Pottawatomie Cr		Bridge Repair	336	MM	2001
US-169	Miami	Br #New, Pottawatomie Cr		Bridge New	1,304	MM	2001
US-169	Miami	Br #056 over Main St (Oswatme)		Bridge Overlay	289	MM	2001
US-169	Miami	Br #New over Main St (Oswatme)		Bridge New	686	MM	2001
US-169	Miami	Br #047, Marais Des Cygnes Riv Drg		Bridge Overlay	1,201	MM	2001
US-169	Miami	Br #New, Marais Des Cygnes Riv Drg		Bridge New	2,292	MM	2001
US-169	Miami	Br #048 over K-279		Bridge Overlay	238	MM	2001
US-169	Miami	Br #New over K-279		Bridge New	568	MM	2001
US-169	Miami	Br #049 over Lookout Rd		Bridge Overlay	103	MM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-169	Miami	Br #New over Lookout Rd		Bridge New	398	MM	2001
US-169	Miami	Br #058, Marais Des Cygnes Riv Drg		Bridge Widen	102	MM	2001
US-169	Miami	Br #050 over 335th St		Bridge Overlay	184	MM	2001
US-169	Miami	Br #New over 335th St		Bridge New	704	MM	2001
US-169	Miami	Br #051 over UP RR		Bridge Overlay	282	MM	2001
US-169	Miami	Br #New over UP RR		Bridge New	484	MM	2001
US-169	Miami	Br #052 over 327th St		Bridge Overlay	151	MM	2001
US-169	Miami	Br #New over 327th St		Bridge New	702	MM	2001
US-169	Miami	Br #026 over BN RR, Local Rd		Bridge Overlay	343	MM	2001
US-169	Miami	Br #New over BN RR, Local Rd		Bridge New	629	MM	2001
US-169	Miami	Br #027, Bull Cr		Bridge Overlay	271	MM	2001
US-169	Miami	Br #New, Bull Cr		Bridge New	965	MM	2001
US-169	Miami	Br #028, RS 1705 over US-169		Bridge Repair	1	MM	2001
US-169	Miami	Br #New over MoPac RR		Bridge Steel	555	MM	2001
US-169	Miami	Br #New over SL-SF RR		Bridge Steel	185	MM	2001
US-169	Miami	0.3 Mi SW K-263, NE to 2 Ln/4 Ln div	10.7	Roadway Rehabilitation,Add 2-Ln	33,743	MM	2001
US-169	Miami	Br #029 over K-263		Bridge Overlay	231	MM	2001
US-169	Miami	Br #New over K-263		Bridge New	829	MM	2001
US-169	Miami	Br #030, Dorsey Cr		Bridge Widen	510	MM	2001
US-169	Miami	Br #031, RS 1021 over US-169		Bridge Repair	37	MM	2001
US-169	Miami	Br #New over 287th St		Bridge New	379	MM	2001
US-169	Miami	Br #032 over 287th St		Bridge Overlay	103	MM	2001
US-169	Miami	Br #033, K-68 over US-169		Bridge Widen	527	MM	2001
US-169	Miami	Br #034 over MoPac RR		Bridge Overlay	351	MM	2001
US-169	Miami	Br #New over MoPac RR		Bridge New	435	MM	2001
US-169	Miami	Br #035 over Local Rd		Bridge Overlay	89	MM	2001
US-169	Miami	Br #New over Local Rd		Bridge New	337	MM	2001
US-169	Miami	Br #036 over RS 460		Bridge Overlay	114	MM	2001
US-169	Miami	Br #New over RS 460		Bridge New	420	MM	2001
US-169	Miami	Br #037, Ten Mile Cr		Bridge Overlay	225	MM	2001
US-169	Miami	Br #New, Ten Mile Cr		Bridge New	598	MM	2001
US-169	Miami	Br #038 over SL-SF RR		Bridge Overlay	265	MM	2001
US-169	Miami	Br #New over SL-SF RR		Bridge New	586	MM	2001
US-169	Miami	Br #039, Local Rd over US-169		Bridge Repair	51	MM	2001
US-169	Montgomery	Coffeyville-15th St, N to 11th St	0.3	Surface Preservation	485	SM	2001
US-169	Montgomery	Coffeyville-0.1 Mi S of 15th, N to 15th	0.1	Surface Preservation	403	SM	2002
US-169	Montgomery	E Jct US-166, N to S Jct US-160	11.2	Surface Preservation	32	SM	2000
US-169	Montgomery	2L/4L div, N to S Jct US-160 (4-L)	1.1	Roadway Reconstruction	2,089	MM	2001
US-169	Montgomery	SKO RR Xing at Cherryvale		Upgrade RR Protection	177	MM	2000
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	Neosho	SCL Thayer, N to 3 Mi N Jct K-47	6.1	Roadway Reconstruction	9,563	MM	2002

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-169	Neosho	Br #011, Elk Cr Drg		Bridge Replacement	182	MM	2002
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	5,489	PB	2004-09
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	160	SM	2001
K-177	BU,CS,MR	Cassidy, N to Council Grove Scenic Byway		Parking Area	148	MM	2002
K-177	BU,CS,MR	Cassidy, N to Council Grove Scenic Byway		Radio System	100	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 Replacement	75	SM	2001
K-177	Chase	Culv #___, 10.6 Mi N of BU-CS Co L		Culvert Replacement	77	SM	2001
K-177	Chase	Br #032, ATSF Railway		Bridge Overlay	208	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	250	SM	2001
K-177	Chase	Strong City-SCL, N to RR R/W	0.7	Roadway Reconstruction	995	MM	2001
K-177	Morris	In Council Grove at Community Center Scenic Byway		Const Restroom	188	MM	2001
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	2001
K-181	Lincoln	Culv #531, 4 Mi N of K-18		Culvert Replacement	81	SM	2000
K-181	Mitchell	Br #033, N Branch Spillman Cr Drg		Bridge Replacement	536	PB	2004-09
K-181	Mitchell	Br #035, Clay Cr Drg		Bridge Replacement	635	PB	2004-09
K-181	Mitchell	Culv at RP 33.35		Culvert Replacement	63	SM	2001
K-181	Mitchell	Culv at RP 33.4		Culvert Replacement	62	SM	2001
K-181	Mitchell	Culv #525, 10.5 Mi N,W&N of LC-MC Co L		Culvert Replacement	125	SM	2001
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 & 43rd St (W connection)		Right-of-Way	0	MM	2000
US-183	Ellis	Hays - US-183 & 43rd St (E connection)		Right-of-Way	0	MM	2001
US-183	Ellis	NCL Hays, N to EL-RO Co L	16.5	Roadway Rehabilitation	8,514	MM	2004-09
US-183	Ellis	Br #049, N Fork Big Cr		Bridge Repair	23	MM	2004-09
US-183	Ellis	Br #050, N Fork Big Cr Drg		Guard Fence	Incl	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-183	Ellis	Br #051, Saline Riv Drg		Bridge Repair	23	MM	2004-09
US-183	Ellis	Br #052, Saline Riv		Bridge Replacement	2,510	MM	2004-09
US-183	Rooks	EL-RO Co L, N to SCL Plainville	6.2	Roadway Reconstruction	5,547	MM	2002
US-183	Rooks	Br #019, Paradise Cr		Bridge Replacement	93	MM	2002
US-183	Rooks	Br #020, Paradise Cr Drg		Bridge Replacement	159	MM	2002
US-183	Rooks	Stockton-12th St, N to US-24	0.9	Roadway Reconstruction	1,130	MM	2001
US-183	Rush	NCL LaCrosse, N to RH-EL Co L	11.1	Surface Preservation	587	SM	2001
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-190	HS & SW	Satanta, S & E to Jct US-83	9.9	Surface Preservation	300	SM	2000
K-191	Smith	Culv #533 at RP 0.1		Culvert Replacement	100	SM	2001
K-191	Smith	Culv #534 at RP 0.8		Culvert Replacement	100	SM	2001
K-192	Jefferson	Br #030, Crooked Cr		Bridge Replacement	638	PB	2004-09
K-192	Leavenworth	JF-LV Co L, NE to Jct US-73	8.5	Surface Preservation	51	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 Replacement	80	SM	2001
K-196	Butler	Br #061, Fourmile Cr		Bridge Replacement	718	PB	2003
K-196	Harvey	Br #067, Wildcat Cr		Bridge Replacement	841	PB	2001
K-196	Harvey	Br #068, Gypsum Cr		Bridge Replacement	885	PB	2001
K-196	Harvey	Br #067 & #068, Wildcat & Gypsum Cr		Detour Bridges	742	PB	2001
K-196	Harvey	Br #069, W Branch Whitewater Riv		Bridge Replacement	1,223	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 Replacement	666	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	24	SM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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
I-235	Sedgwick	Br #066 over OKT RR (NL)		Bridge Overlay	200	SM	2001
I-235	Sedgwick	Br #065 over OKT RR (SL)		Bridge Overlay	200	SM	2001
I-235	Sedgwick	Wichita - MacArthur, NW to Central	7.0	Surface Preservation	246	SM	2001
I-235	Sedgwick	In Wichita-MacArthur Rd, NE to Seneca		Fence Replacement	26	SM	2000
I-235	Sedgwick	In Wichita-MacArthur Rd, NE to Seneca		Lt Tower Replacement	35	SM	2000
I-235	Sedgwick	I-235/US-54 Intchg in Wichita		Right-of-Way	0	MM	2000
I-235	Sedgwick	Br #095 over Zoo Blvd, KSW RR (EL)		Bridge Overlay	9	SM	2001
I-235	Sedgwick	Br #094 over Zoo Blvd, KSW RR (WL)		Bridge Overlay	10	SM	2001
I-235	Sedgwick	Br #096, Arkansas Riv (WL)		Bridge Overlay	9	SM	2001
I-235	Sedgwick	Br #097, Arkansas Riv (EL)		Bridge Overlay	10	SM	2001
I-235	Sedgwick	Br #099, Wichita Flood Cntrl Canal (WL)		Bridge Overlay	9	SM	2001
I-235	Sedgwick	Br #100, Wichita Flood Cntrl Canal (EL)		Bridge Overlay	10	SM	2001
I-235	Sedgwick	Br #106, Little Arkansas Riv (SL)		Bridge Overlay	17	SM	2001
I-235	Sedgwick	Br #105, Little Arkansas Riv (NL)		Bridge Overlay	18	SM	2001
I-235	Sedgwick	Br #107 over Arkansas Ave (NL)		Bridge Overlay	3	SM	2001
I-235	Sedgwick	Br #110 over BN-SF RR, Broadway (SL)		Bridge Overlay	15	SM	2001
I-235	Sedgwick	Br #109 over BN-SF RR, Broadway (NL)		Bridge Overlay	11	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	21	SM	2001
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	21	SM	2001
K-253	Sherman	Jct I-70, N to Jct Old US-24	0.7	Surface Preservation	39	SM	2001
K-254	Butler	El Dorado- Marmaton Rd, E to Haverhill Rd	0.6	Surface Preservation	233	SM	2002
K-254	Butler	El Dorado- Jones St E to E of Alleghany St	0.4	Roadway Reconstruction	943	MM	2003
K-254	Butler	El Dorado - K-254 & Haverhill Rd	0.1	Intersection Improvement	150	MM	2001

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
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
K-256	Marion	Br #048, Cottonwood Riv		Bridge Overlay	153	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	44	SM	2001
K-268	Osage	Jct US-75, E to Jct K-68	9.5	Surface Preservation	588	SM	2000
US-281	Barton	NCL Great Bend, N to SCL Hoisington	8.9	Surface Preservation	659	SM	2001
US-281	Barton	Br #019, Cheyenne Bottom Drg		Bridge Replacement	562	PB	2003
US-281	Barton	Br #020, Blood Cr Drg		Bridge Replacement	609	PB	2003
US-281	Barton	Br #021, Blood Cr		Bridge Replacement	405	PB	2003
US-281	Barton	Br #022, Blood Cr Drg		Bridge Replacement	433	PB	2003
US-281	Barton	W Jct K-4, N to BT-RS Co L	11.1	Surface Preservation	992	SM	2000
US-281	Osborne	Br #032, S Fk Solomon Riv		Bridge Replacement	2,285	PB	2004-09
US-281	Osborne	Osborne-Massachusetts, N to Jefferson	0.7	Roadway Reconstruction	1,821	MM	2002
US-281	Osborne	Br #036 N Fork Solomon Riv		Bridge Paint	120	SM	2001
US-281	Pratt	Pratt - RR tracks, N to NCL	0.3	Surface Preservation	216	SM	2001
US-281	Pratt	Pratt - N & S Apprs to RR Xing	0.1	Roadway Reconstruction	287	MM	2002
US-281	Russell	Br #036, Landon Cr		Bridge Replacement	785	PB	2002
US-281	Russell	Br #037, Smoky Hill Riv		Bridge Replacement	1,490	PB	2002
US-281	Russell	Russell - SCL, N to Dorrance St	1.0	Surface Preservation	268	SM	2001
US-281	Russell	W Jct K-18, E to E Jct K-18	8.5	Surface Preservation	415	SM	2000
US-281	Smith	Kyle RR Xing in Smith Center		Upgrade RR Protection	195	MM	2001
US-281	Stafford	Jct US-50, N to Jct K-19	14.0	Surface Preservation	678	SM	2000
US-283	Clark	N Jct US-160, N to Jct US-54	11.5	Surface Preservation	1,225	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	12,649	MM	2003
US-283	Graham	Br #025, S Fork Solomon Riv Drg		Bridge Replacement	269	MM	2003
US-283	Graham	Br #026, S Fork Solomon Riv Drg		Bridge Replacement	67	MM	2003
US-283	Graham	Br #028, Bow Cr Drg		Bridge Replacement	64	MM	2003
US-283	Hodgeman	Jct K-156, N to HG-NS Co L	12.0	Surface Preservation	166	SM	2000
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	5,671	MM	2003

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-283	Norton	Br #014, N Fork Solomon Riv Drg		Bridge Widen	59	MM	2003
US-283	Norton	Br #016, N Fork Solomon Riv Drg		Bridge Replacement	388	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	15,919	MM	2001
US-283	Norton	Br #020, Spring Cr		Bridge Replacement	269	MM	2001
US-283	Norton	Br #021, Deer Cr		Bridge Replacement	301	MM	2001
US-283	Norton	Br #068, Sideroad		Bridge New	113	MM	2001
US-283	Trego	NS-TR Co L, N 10.0 Mi	10.0	Roadway Reconstruction	10,154	MM	2004-09
US-283	Trego	Br #034, Smoky Hill Riv		Bridge Replacement	2,373	MM	2004-09
US-283	Trego	Br #035, Cedar Bluff Resv Drg		Bridge Replacement	72	MM	2004-09
US-283	Trego	10 Mi N NS-TR Co L, N to 0.1 Mi S I-70	11.8	Roadway Reconstruction	12,024	MM	2004-09
US-283	Trego	Br #036, Cedar Bluff Resv Drg		Bridge Replacement	106	MM	2004-09
US-283	Trego	Br #037, Cedar Bluff Resv Drg		Bridge Replacement	106	MM	2004-09
US-283	Trego	Br #038, Big Cr Drg		Bridge Replacement	69	MM	2004-09
US-283	Trego	Br #039, Big Cr Drg		Bridge Replacement	83	MM	2004-09
US-283	Trego	Br #040, Big Cr		Bridge Replacement	912	MM	2004-09
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	8	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	4,288	MM	2004-09
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 Replacement	763	PB	2001
K-383	Phillips	Br #029, Prairie Dog Cr		Bridge Replacement	854	PB	2001
K-383	Phillips	Br #030, Jack Cr		Bridge Replacement	684	PB	2001
K-383	Phillips	Br #031, Dry Cr		Bridge Replacement	684	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	Ford	Br #015, Arkansas Riv Drg		Bridge Replacement	607	PB	2004-09
US-400	Greenwood	Brs #050, N Br Otter Cr & #051 Drg		Bridge 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

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
US-400	WL,MG	At US-75 & US-169 Interchanges		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	Surf Reconstruction,Add 2-Ln	36,778	MM	2004-09
I-435	Johnson	Br #051, SL over US-169		Bridge Widen	719	MM	2004-09
I-435	Johnson	Br #050, NL over US-169		Bridge Widen	719	MM	2004-09
I-435	Johnson	Br #206, Antioch (EL) over I-435		Bridge Replacement	884	MM	2004-09
I-435	Johnson	Br #049, Antioch (WL) over I-435		Bridge Replacement	884	MM	2004-09
I-435	Johnson	Br #047, Indian Cr (NL)		Bridge Widen	793	MM	2004-09
I-435	Johnson	Br #048, Indian Cr (SL)		Bridge Widen	793	MM	2004-09
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	1,462	SM	2001
I-435	Johnson	Br #217, 53rd St over SB I-435		Bridge Repair	25	SM	2000
I-470	Shawnee	Jct I-70, SE to E of Gage Blvd	5.0	Upgrade Pavement Marking	343	SM	2001
I-470	Shawnee	Topeka - SB I-470 & 21st St		Intersection Improvement	184	SM	2001
I-470	Shawnee	Martin Dr, E to Topeka Blvd		Landscape Care	150	MM	2000
I-635	Wyandotte	Br #041 over BN-SF RR, old K132		Bridge Repair	100	SM	2001
I-635	Wyandotte	K-132, N to 0.3 Mi N US-24	2.3	Surface Reconstruction	29,405	MM	2002
I-635	Wyandotte	Br #042, Ramp Br over 42nd St		Bridge Redeck	431	MM	2002
I-635	Wyandotte	Br #043 over Speaker Rd (WL & EL)		Bridge Redeck	733	MM	2002
I-635	Wyandotte	Br #044 over Ks Rv, K-32, UP RR (WL)		Bridge Redeck	6,028	MM	2002
I-635	Wyandotte	Br #045 over Ks Rv, K-32, UP RR (EL)		Bridge Redeck	6,567	MM	2002
I-635	Wyandotte	Br #149, EB I-70(KTA) over NB I-635		Bridge Replacement	2,168	MM	2002
I-635	Wyandotte	Br #150, SB ramp to EB I-70 over I-635		Bridge Replacement	1,492	MM	2002
I-635	Wyandotte	Br #152, SB ramp from WB I-70 ovr I635		Bridge Handrail	472	MM	2002
I-635	Wyandotte	Br #153, EB I-70(KTA) over SB I-635		Bridge Replacement	2,319	MM	2002
I-635	Wyandotte	Br #154, WB I-70(KTA) over NB I-635		Bridge Replacement	2,019	MM	2002
I-635	Wyandotte	Br #155, NB ramp to WB I-70 over I-635		Bridge Replacement	1,693	MM	2002
I-635	Wyandotte	Br #156, WB I-70(KTA) over SB I-635		Bridge Replacement	2,624	MM	2002
I-635	Wyandotte	Br #157, NB ramp from EB I-70 ovr I635		Bridge Handrail	105	MM	2002
I-635	Wyandotte	Br #046, Orville Ave over I-635		Guard Fence	Incl	MM	2002
I-635	Wyandotte	Br #048 over US-24 (WL)		Bridge Widen	302	MM	2002
I-635	Wyandotte	Br #049 over US-24 (EL)		Bridge Widen	294	MM	2002
I-635	Wyandotte	Br #050 Over 43rd Street		Bridge Widen	357	MM	2002
I-635	Wyandotte	Br #New, C-D Rd, WB I-70 to I-635		Bridge New	4,725	MM	2002
I-635	Wyandotte	Br #096, WB I-70(KTA) over Park Dr		Bridge Handrail	227	MM	2002
I-635	Wyandotte	0.3 Mi N US-24 to Missouri Riv Br	2.9	Surface Reconstruction	38,027	MM	2004-09
I-635	Wyandotte	Br #052 Over Victory Drive (SB)		Bridge Replacement	894	MM	2004-09
I-635	Wyandotte	Br #053 Over Victory Drive (NB)		Bridge Replacement	894	MM	2004-09

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
I-635	Wyandotte	Br #054, Parallel over I-635		Bridge Replacement	2,243	MM	2004-09
I-635	Wyandotte	Br #055, Georgia Ave over I-635		Bridge Overlay	162	MM	2004-09
I-635	Wyandotte	Br #056 over 38th St (WL)		Bridge Overlay	259	MM	2004-09
I-635	Wyandotte	Br #057 over 38th St (EL)		Bridge Overlay	259	MM	2004-09
I-635	Wyandotte	Br #058 over K-5 (Leavnwth Rd) (WL&EL)		Bridge Replacement	2,243	MM	2004-09
I-635	Wyandotte	Br #060, 34th St over I-635		Bridge Replacement	960	MM	2004-09
I-635	Wyandotte	Br #182, 27th St over I-635 & K-5		Guard Fence	Incl	MM	2004-09
I-635	Wyandotte	Br #183 over K-5 (EL)		Bridge Overlay	291	MM	2004-09
I-635	Wyandotte	Br #184 over I-635 NB & K-5		Guard Fence	Incl	MM	2004-09
	Butler	El Dorado-6th Ave, N to Haverhill Rd	0.6	Roadway Reconstruction	904	MM	2001
	Butler	Towanda - Hunter Rd, Kechi Rd to K-254	0.6	Roadway Reconstruction	564	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 Replacement	85	SM	2000
	Crawford	Pittsburg-E Ford Ave, US-69 B, E to Joplin Ave	0.2	Roadway Reconstruction	557	MM	2000
	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
	FI,HM,ME	Locations on US-50 & US-54		Upgrade Guard Fence	398	MM	2004-09
	Johnson	Overland Park- spot intersections		Photo Enforcement	300	SM	2001
	KM,RN,SG	Locations on US-50, US-54 & K-96		Upgrade Guard Fence	769	MM	2001
	Leavenworth	Leavenworth Co-Gilman Rd, US-73, E 0.5 Mi	0.5	Roadway Reconstruction	1,095	MM	2001
	Leavenworth	Br R2-LVSL-01 at Leavenworth Co St Lake		Bridge Redeck	129	PB	2001
	Leavenworth	Leavenworth-Hughes, N of Eisenhower, N to Muncie	0.3	Roadway Reconstruction	577	MM	2001
	Lyon	Emporia-Americus Rd, US-50,N to 18th St	0.5	Roadway Reconstruction	1,095	MM	2001
	Lyon	Emporia-Peyton to Penny Ln on South Ave	0.4	Roadway Reconstruction	758	MM	2003
	Marshall	Marysville, E of Big Blue Riv & N of Spring Cr		Const Levee & RR Embank	11,251	MM	2004-09
	Miami	Paola-New Road, K-263, SE to Centennial	0.4	Const New Roadway	1,019	MM	2000
	Miami	Miami Co-Old KC Rd,prop Moonlight Rd E 1.0 Mi	1.0	Roadway Reconstruction	1,027	MM	2001
	Miami	Springhill-SCL,N to South St on Webster	0.4	Roadway Reconstruction	744	MM	2003

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
	Montgomery	Montgomery Co-Rd3300,Rd3875, S to US-75	0.6	Roadway Reconstruction	724	MM	2001
	Nemaha	UP RR Xing, Old US-36 at Baileyville		Close RR Xing	316	MM	2000
	Nemaha	Seneca-Community Dr, Main, N to US-36	0.6	Roadway Reconstruction	700	MM	2001
	Neosho	Chanute-S Santa Fe, 21st S 0.3 Mi	0.3	Roadway Reconstruction	1,326	MM	2001
	Neosho	Chanute-Plummer, K-39 to Ash Grove Rd	0.5	Roadway Reconstruction	914	MM	2001
	Neosho	Chanute-18th St to 21st St on S SantaFe	0.2	Roadway Reconstruction	698	MM	2003
	Pottawatomie	Br #1.40(W&P), Pottawatomie Co St Lake		Bridge Replacement	134	PB	2002
	Riley	Ogden- WCL, E to ECL on Riley Ave	0.5	Roadway Rehabilitation	501	MM	2003
	Russell	Russell-Wichita Ave, St Johns to US-281	0.6	Roadway Reconstruction	1,078	MM	2002
	Saline	Salina- At Centennial,W on Schilling& S on Centennial	0.6	Roadway Reconstruction	1,295	MM	2003
	Sedgwick	In Wichita-Locs on State System		Upgrade Lighting System	254	SM	2000
	Sedgwick	Various Brs in Sedgwick Co		Upgrade Pavement Marking	42	SM	2000
	Sedgwick	Various Locations		Upgrade Signing	32	SM	2001
	Sedgwick	Wichita-Intersec of Pawnee & Oliver	0.1	Intersection Improvement	933	MM	2001
	Sedgwick	Wichita Metropolitan Area		Variable Message Sign	20	MM	2001
	Sedgwick	Wichita Metropolitan Area		Highway Ref Markers	50	MM	2001
	District I	Various Locations		Upgrade Signing	294	SM	2000
	District I	Various Locations		Upgrade Signing	162	SM	2001
	District I	Various Locations		Upgrade Signing	244	SM	2002
	District I	Various Locations		Upgrade Signing	180	SM	2003
	District I	Various Locations		Upgrade Signing	373	SM	2004-09
	District I	Various Locations		Upgrade Signing	320	SM	2004-09
	District II	Various Locations		Upgrade Signing	29	SM	2000
	District II	Various Locations		Upgrade Signing	162	SM	2001
	District II	Various Locations		Upgrade Signing	114	SM	2002
	District II	Various Locations		Upgrade Signing	284	SM	2003
	District II	Various Locations		Upgrade Signing	132	SM	2004-09
	District II	Various Locations		Upgrade Signing	307	SM	2004-09
	District III	Various Locations		Upgrade Signing	116	SM	2000
	District III	Various Locations		Upgrade Signing	83	SM	2002
	District III	Various Locations		Upgrade Signing	129	SM	2003

Route	County	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
	District III	Various Locations		Upgrade Signing	96	SM	2004-09
	District III	Various Locations		Upgrade Signing	200	SM	2004-09
	District IV	Various Locations		Upgrade Signing	119	SM	2000
	District IV	Various Locations		Upgrade Signing	128	SM	2002
	District IV	Various Locations		Upgrade Signing	279	SM	2003
	District IV	Various Locations		Upgrade Signing	120	SM	2004-09
	District IV	Various Locations		Upgrade Signing	219	SM	2004-09
	District V	Various Locations		Upgrade Signing	127	SM	2000
	District V	Various Locations		Upgrade Signing	288	SM	2001
	District V	Various Locations		Upgrade Signing	151	SM	2002
	District V	Various Locations		Upgrade Signing	134	SM	2003
	District V	Various Locations		Upgrade Signing	108	SM	2004-09
	District V	Various Locations		Upgrade Signing	128	SM	2004-09
	District VI	Various Locations		Upgrade Signing	288	SM	2001
	District VI	District VI		Moble Radio Systems	75	MM	2001
	District VI	Various Locations		Upgrade Signing	160	SM	2002
	District VI	Various Locations		Upgrade Signing	111	SM	2003
	District VI	Various Locations		Upgrade Signing	181	SM	2004-09
	Statewide	Statewide		IVI Showcase Vehicle	45	MM	2001
	Statewide	One Location in each Distrist		Video Equip for RWIS	50	MM	2001
	Statewide	Topeka Metropolitan Area		Work Zone Speed Boards	60	MM	2001
	Statewide	Interstate & Freeways		Logo Signing	1,000	MM	2003

PROJECTS COMPLETED IN FISCAL YEAR 2000

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-169	NO-AL County Line, North to 0.55 km North Junction K-269 (on K-269)	12.0	1,268	Special Patching and Sealing
Allen	K-269	0.55 km Junction US-169, North 3.818 km to South of Junction US-54	2.4	178	Special Patching and Sealing
Allen	US-54	Iola: Elm Street to East City Limits on US-54	0.5	170	Surfacing
Anderson	US-59	North Junction US-169, North to North City Limits Garnett	2.5	112	40 mm Overlay (1-1/2 Inch)
Anderson	US-169	North Junction US-59, Northeast to AN-FR County Line	12.8	479	25 mm Overlay (1 Inch)
Anderson	K-31	Bridge 19 Pottawatomie Creek, 20.5 km Southeast of Coffey County Line	0.0	205	Bridge Overlay
Anderson	US-59	AN-AL County Line to AN-FR Co Line (less South Jct US-169 to Garnett)	24.4	33	Crack Repair
Atchison	K-7	North City Limits Atchison, North to AT-DP County Line	5.1	239	25 mm Overlay (1 Inch)
Atchison	US-73	0.24 km Northwest West Jct US-59, West to 0.22 km North Jct RS 25	8.7	2,064	Special Patching and Sealing
Barber	US-160	CM-BA County Line, East to West Junction US-281	22.4	959	40 mm Overlay (1-1/2 Inch)
Barber	K-2	Junction US-281, East & Northeast to BA-HP County Line	16.3	951	40 mm Overlay (1-1/2 Inch)
Barber	K-8	Kansas-Oklahoma State Line, North to Junction K-2	1.3	84	40 mm Overlay (1-1/2 Inch)
Barton	K-4	East Junction US-281, East to East of Elm-Hoisington	0.2	20	Overlay
Barton	K-4	0.2 km East of Junction K-156, East to BT-RC County Line	1.3	68	25 mm Overlay (1 Inch)
Barton	US-281	East Junction K-4, North, West and North to West Junction K-4	4.6	576	40 mm Overlay (1-1/2 Inch)
Barton	US-56	PN-BT County Line, Northeast to East City Limits Pawnee Rock	0.7	49	Slurry Seal
Barton	K-4	Rush-Barton County Line, East to West Junction US-281	9.6	8	Crack Sealing
Barton	K-96	RH-BT County Line, East to North City Limits Great Bend	13.6	161	Conventional Seal
Bourbon	US-69	22nd Street in Fort Scott, North to North Junction US-54	3.0	440	Overlay
Bourbon	US-54	Junction Old US-69, East 0.6 km	0.4	207	Overlay
Bourbon	US-54	East City Limits Fort Scott, East to Kansas-Missouri State Line	3.5	180	40 mm Overlay (1-1/2 Inch)
Bourbon	K-39	Bridge 45, Pawnee Creek, 12 km East of East Junction K-3	0.0	151	Bridge Overlay
Bourbon	K-7	Bridge 31 Mill Creek, 1.9 km North US-54	0.0	185	Bridge Overlay
Bourbon	K-31	Junction K-7 to Junction US-69	7.0	74	Sealing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Brown	US-73	Bridges13 (Walnut Creek),14 (Over Railroad),15 (Over Road)	0.0	285	Bridge Overlay
Brown	US-73	Bridge 7, Otter Creek	0.0	157	Bridge Overlay
Brown	US-36	Culvert 501, 1.3 km East of East City Limits of Fairview	0.0	26	Culvert
Brown	K-246	Junction US-75, Northeast to West City Limits Morrill (Entire Route)	6.1	67	Sealing
Butler	US-177	14.5 km North of Junction US-54, Northeast to BU-CS County Line	13.3	562	25 mm Overlay (1 Inch)
Butler	K-196	HV-BU County Line, East 15.192 km	9.4	647	40 mm Overlay (1-1/2 Inch)
Butler	K-196	Bridges 57, Dry Creek; 59 Whitewater River; 60 Diamond Creek	0.0	393	Bridge Overlay
Butler	US-54	East City Limits El Dorado, East to BU-GW County Line	17.2	80	Crack Repair
Butler	US-77	El Dorado: ATSF Overpass to 4th Street on Main (US-77)	0.8	196	Surfacing
Chase	US-50	Bridges 48, 56, 58, 59, 66, 68, 69, 70, 72, and Ditches	30.3	339	Flood Damage
Chautauqua	K-99	West Junction US-166, North to CQ-EK County Line	13.5	553	25 mm Overlay (1 Inch)
Chautauqua	US-166	Culvert located East of Peru	0.0	381	Culvert
Cherokee	US-69	Junction US-166, North to Maple Street in Columbus	9.6	1,262	Diamond Grinding Conc Pavement
Cherokee	US-69	Junction US-69A/K-96, North to CK-CR County Line	11.1	354	Slurry Seal
Cherokee	K-96	LB-CK County Line, East to Junction K-7	13.6	775	Overlay
Cherokee	US-160	0.1 km East LB-CK County Line, East to Junction US-69/US-40	20.3	757	25 mm Overlay (1 Inch)
Cherokee	US-69	US-69/K-7 & Maple, City of Columbus	0.0	58	Traffic Signals
Clark	US-54	ME-CA County Line, Northeast to CA-FO County Line	10.1	241	Slurry Seal
Clark	US-183	Oklahoma-Kansas State Line, North to West Junction US-160	13.5	782	40 mm Overlay (1-1/2 Inch)
Clark	US-160	ME-CA County Line, East to Junction US-283	5.0	87	Sealing
Clay	K-9	WS-CY County Line, East to South Junction K-15	8.6	559	40 mm Overlay (1-1/2 Inch)
Clay	US-24	CD-CY County Line, East to West City Limits of Clay Center	11.9	966	40 mm Overlay (1-1/2 Inch)
Clay	K-197	DK-CY County Line, East to Junction K-15	0.3	4	Sealing
Cloud	K-9	East City Limits Concordia, East to CD-WS County Line	14.6	921	40 mm Overlay (1-1/2 Inch)
Cloud	US-24	MC-CD County Line, East to Junction K-189	27.1	1,802	40 mm Overlay (1-1/2 Inch)
Cloud	K-194	North City Limits Simpson, North to Junction US-24	1.6	63	40 mm Overlay (1-1/2 Inch)
Cloud	K-9	Junction K-28, East to West City Limits of Concordia	1.7	107	25 mm Overlay (1 Inch)
Cloud	US-24	Junction K-189, East to CD-CY County Line	4.2	348	40 mm Overlay (1-1/2 Inch)
Cloud	K-28	JW-CD County Line, East to Junction K-9	14.9	747	25 mm Overlay (1 Inch)
Cloud	K-189	East City Limits of Miltonville, North to Junction US-24	0.9	34	40 mm Overlay (1-1/2 Inch)
Cloud	K-9	Bridge 34, Plum Creek, 7.2 km East US-81	0.0	175	Bridge Overlay
Cloud	K-9	Bridge 36, Elm Creek Drainage, 12.5 km East of Junction US-81	0.0	114	Bridge Repair
Coffey	US-75	7.3 km North of WO-CF County Line, North 9.2 km	5.8	167	Overlay
Coffey	I-35	LY-CF Co Line, East to US-75 Interchange N-bound & S-bound Shoulders	12.4	230	Shoulders

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Coffey	US-75	North City Limits of Burlington to 0.9 km South of I-35	16.9	56	Crack Repair
Comanche	US-160	North City Limits of Coldwater, East to CM-BA County Line	18.2	788	40 mm Overlay (1-1/2 Inch)
Comanche	US-183	US-160 Junction, North to CM-KW County Line	7.1	307	40 mm Overlay (1-1/2 Inch)
Comanche	K-1	Oklahoma-Kansas State Line, North to Junction US-160	13.4	786	40 mm Overlay (1-1/2 Inch)
Comanche	US-160	CL-CM County Line, East to Junction K-1	12.0	532	40 mm Overlay (1-1/2 Inch)
Comanche	US-160	Junction K-1, North to Railroad Tracks in Coldwater	5.0	232	40 mm Overlay (1-1/2 Inch)
Cowley	K-15	North City Limits of Udall, Northwest to CL-SU County Line	3.1	216	40 mm Overlay (1-1/2 Inch)
Cowley	US-77	Bridges 9 East Lane and 74 West Lane, Walnut River and Local Road	0.0	1,927	Bridge Overlay
Cowley	US-160	Walnut River Bridge 24, 13.4 km East SU-CL County Line	0.0	384	Bridge Repair
Crawford	US-69 B	South Junction US-69, North to North Junction US-69	2.7	27	Sealing
Crawford	K-7	Girard: South City Limits to North City Limits on K-7	1.7	197	Surfacing
Decatur	US-83	Bridges 24 (BNRailroad), 25 (Beaver Creek), 26 (Beaver Creek Drainage)	0.0	632	Bridge Overlay
Decatur	US-36	RA-DC County Line, East to East City Limits of Oberlin	11.7	690	25 mm Overlay (1 Inch)
Decatur	US-83	1.6 km N of South Jct RS 180, North 0.1 km N of South City Limits Oberlin	8.0	922	40 mm Overlay (1-1/2 Inch)
Decatur	US-83	Bridges 11 (Sappa Creek Drg) and 23 (Oberlin Lake)	0.0	264	Bridge Overlay
Dickinson	K-15	MN-DK County Line, North to West Junction K-18 (Except Abilene)	26.7	1,600	50 mm Overlay
Dickinson	K-18	OT-DK County Line, East to West Junction K-15	9.0	710	Recycle and Overlay
Dickinson	US-77	Bridge 37, Over the Missouri Pacific Railroad, 1.4 km North K-4	0.0	156	Bridge Overlay
Dickinson	I-70	Approximately 1.5 km West K-15, East to DK-GE County Line	15.2	1,053	Pavement Marking
Dickinson	K-197	Industry, East to DK-CY County Line	1.7	21	Sealing
Dickinson	K-209	Bridge 76, Lyon Creek Drainage, 0.8 km West of Junction US-77	0.0	154	Bridge Overlay
Doniphan	US-36	0.3 Mile SE North City Limits, SE to 0.3 Mile NW South City Limits-Wathena	1.3	41	Pavement Marking
Doniphan	K-7	AT-DP County Line, North to Junction K-20	6.1	276	25 mm Overlay (1 Inch)
Doniphan	US-36	1.1 km East of BR-DP County Line, East to 2 km East of K-7	14.5	1,147	Special Patching and Sealing
Doniphan	US-36	0.7 km East of East City Limits Wathena, East KS-MO State Line	4.3	578	Special Patching and Sealing
Doniphan	K-120	Junction K-20, North to South City Limits of Highland	8.9	394	40 mm Overlay (1-1/2 Inch)
Doniphan	K-7	Culvert 501, 5.5 km North of West Junction US-36	0.0	32	Culvert
Doniphan	US-36	Culvert 516, South City Limits of Wathena	0.0	45	Culvert
Douglas	K-10	East City Limits of Lawrence, East to DG-JO County Line	8.7	1,688	Milling And Overlay
Douglas	US-40	SN-DG County Line, East to Wakarusa Lane	11.8	640	25 mm Overlay (1 Inch)
Douglas	US-59	FR-DG County Line, North to South City Limits of Lawrence	12.7	1,026	25 mm Overlay (1 Inch)
Douglas	US-40	Brs 082 & 081, Eastbound & Westbound over Kansas River & ATSF Railroad	0.2	857	Bridge Repair
Douglas	K-10	0.1 km West of Wakarusa River Bridge, East 0.1 km	0.0	252	Slide Repair
Douglas	US-59	Bridge 64, South Overflow Wakarusa River, 13.9 km North of Jct US-56	0.0	206	Bridge Overlay
Douglas	K-10	625 m West of Junction Wakarusa Drive, East to 50 m East of Intersection	0.4	85	Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Douglas	US-59	Lawrence: 183 m South of 19th North to Yale Road on Iowa Street (US-59)	1.5	323	Milling And Overlay
Edwards	US-56	South City Limits of Kinsley, Northeast to ED-PN County Line	7.8	515	25 mm Overlay (1 Inch)
Edwards	US-50	FO-ED County Line, East to West City Limits of Kinsley	8.3	16	Crack Repair
Elk	K-99	CQ-EK County Line, North to West Junction US-160	4.8	210	25 mm Overlay (1 Inch)
Ellsworth	K-14	South City Limits Ellsworth, North, East & North to EW-LC County Line	12.9	453	25 mm Overlay (1 Inch)
Ellsworth	K-111	North City Limits Kanopolis, North to US-156 Junction	5.3	267	25 mm Overlay (1 Inch)
Ellsworth	K-4	RC-EW County Line, North and East to EW-MP County Line	6.7	15	Crack Repair
Finney	K-23	East Junction K-156, West to West Junction K-156	6.0	454	Recycle and Overlay
Finney	US-50	Ramps A and B at East Junction US-83	0.5	201	Concrete Pavement
Finney	US-83	4.7 km North of RS 247, North to 1 km South of US-83B	5.3	346	25 mm Overlay (1 Inch)
Finney	US-50	.53 km West RS 245, East and South 21.5 m South of Schulma	10.7	470	Pavement Marking
Finney	K-23	GY-FI County Line, North to East Junction K-156	4.0	34	Sealing
Finney	K-23	West Junction K-156, North to FI-LE County Line	14.1	74	Crack Repair
Ford	US-54	CA-FO County Line, Northeast to West City Limits Bucklin	17.5	837	25 mm Overlay (1 Inch)
Ford	US-56	GY-FO County Line, East to South Junction US-283	12.2	831	25 mm Overlay (1 Inch)
Ford	US-400	North County Line Ford, Southeast & East to FO-KW County Line	12.5	151	Sealing
Franklin	US-169	AN-FR County Line, Northeast to FR-MI County Line	2.4	83	25 mm Overlay (1 Inch)
Franklin	K-68	Bridge 76, Turkey Creek, 1.2 km East of Junction K-33	0.0	155	Bridge Overlay
Geary	US-77	MR-GE County Line, North to GE-RL County Line (Except I-70)	25.6	2,225	Recycle and Overlay
Geary	K-244	Junction RS 270, East to Junction K-57 (Entire Route)	4.0	209	25 mm Overlay (1 Inch)
Geary	K-244S	Junction K-57, South to Junction K-244 (Entire Route)	0.8	31	25 mm Overlay (1 Inch)
Geary	K-57	South Junction US-77, East to 4 Lane Divided/4 Lane	1.9	262	25 mm Overlay (1 Inch)
Geary	K-177	MR-GE County Line, North to Junction I-70	13.8	32	Crack Repair
Gove	K-23	LE-GO County Line North to GO-SD County Line	32.4	2,437	Recycle and Overlay
Gove	I-70	1.5 km West East Junction K-23 East to GO-TR County Line	18.2	12,274	Surface and Bridge
Gove	K-212	I-70 Junction, North and Northeast to Quinter (Entire Route)	0.7	57	50 mm Overlay
Gove	K-211	I-70 Junction, North and East to Park (Entire Route)	1.0	76	50 mm Overlay
Gove	K-23 S	I-70 Interchange, North to Junction K-23	0.3	30	Recycle and Overlay
Grant	K-190	US-160 Junction, South to GT-HS County Line	6.0	82	Sealing
Grant	K-25	GT-SV County Line, North to South City Limits of Ulysses	13.4	16	Crack Repair
Gray	US-56	West City Limits of Ensign, East to GY-FO County Line	1.7	122	25 mm Overlay (1 Inch)
Gray	US-50	US-50/US-400 and 5th Street, City of Cimarron	0.0	98	Traffic Signals

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Gray	K-23	North City Limits of Cimarron, North to GY-FI County Line	12.8	110	Sealing
Greeley	K-96	Colorado-Kansas State Line, East to Junction K-27	15.9	1,493	40 mm Overlay (1-1/2 Inch)
Greeley	K-96	Junction K-27, East to GL-WH County Line	10.2	119	Sealing
Greenwood	K-96	3.6 m East of BU-GW County Line, East 0.5 m at Bridges 50 & 51	0.0	642	Bridge
Greenwood	US-400	North Bridge Otter Creek Bridge 50 and Drainage 51 E of Butler County Line	0.0	69	Mudjacking
Hamilton	US-50	CO-KS State Line, East to West City Limits of Syracuse	16.1	840	25 mm Overlay (1 Inch)
Hamilton	US-50	Brs 7, West Branch Creek, Br 10, East Branch Creek, Br 19, Syracuse	0.0	140	Bridge Repair
Harper	K-2	North City Limits Anthony, North to South Junction US-160	5.5	385	40 mm Overlay (1-1/2 Inch)
Harper	US-160	BA-HP County Line, East to West City Limits Attica	6.7	469	40 mm Overlay (1-1/2 Inch)
Harper	US-160	South Junction K-2, North to West City Limits Harper	3.0	213	40 mm Overlay (1-1/2 Inch)
Harper	K-2	BA-HP County Line, East to West City Limits of Anthony	17.2	718	40 mm Overlay (1-1/2 Inch)
Harper	K-2	North City Limits of Harper, Northeast to HP-KM County Line	10.0	398	40 mm Overlay (1-1/2 Inch)
Harper	K-44	East City Limits of Anthony, East to HP-SU County Line	11.9	474	40 mm Overlay (1-1/2 Inch)
Harper	US-160	Bridges 001, 002, 003 and 004	0.0	407	Bridge Overlay
Harvey	K-89	North City Limits Halstead, North to Junction US-50 (Entire Route)	1.5	77	40 mm Overlay (1-1/2 Inch)
Haskell	K-190	GT-HS County Line, Southeast to HS-SW County Line (Except Satanta)	10.1	134	Sealing
Haskell	US-83	SW-HS County Line, North to Junction US-160/K-144	12.0	497	Slurry Seal
Hodgeman	K-156	FI-HG County Line, East to 1 km East US-283 Junction	19.5	1,453	Recycle and Overlay
Hodgeman	K-156	1 km East of Junction US-283, Northeast to HG-PN County Line	19.1	1,499	40 mm Overlay (1-1/2 Inch)
Jackson	US-75	Junction K-16, North to 5th Street in Holton	0.1	125	Concrete Pavement
Jackson	K-116	Bridge 18, Bills Creek, 2.6 km East of Junction K-16	0.0	72	Bridge Overlay
Jackson	K-16	Holton: East City Limits to West City Limits on K-16	1.8	193	Surfacing
Jefferson	K-4 A	Junction K-4, North to Junction US-159 (Nortonville)	0.5	32	40 mm Overlay (1-1/2 Inch)
Jefferson	US-59	Junction US-24, North to 70 m South Junction K-4	24.9	2,029	Overlay
Jefferson	US-159	Junction US-59, West & North to JF-AT County Line	0.7	51	40 mm Overlay (1-1/2 Inch)
Jefferson		Rock Creek Bridge at Perry State Park	0.0	517	State Park Road
Jewell	K-128	MC-JW County Line, North to West Junction US-36	15.3	343	Sealing
Jewell	K-228	Junction K-128, East to Ionia (Entire Route)	0.4	10	Sealing
Jewell	K-112	Junction US-36, North to South City Limits Esbon (Entire Route)	2.5	164	40 mm Overlay (1-1/2 Inch)
Jewell	K-28	Junction K-148, South and East to JW-CD County Line	8.0	389	25 mm Overlay (1 Inch)
Jewell	US-36	SM-JW County Line, East to JW-RP County Line	30.7	2,684	40 mm Overlay (1-1/2 Inch)
Jewell	K-14	Bridge 16, Middle Buffalo Creek, 2 km North K-28	0.0	407	Bridge Repair

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Jewell	K-128	Bridge 22, White Rock Creek, .5 km North State (Burr Oak)	0.0	296	Bridge Overlay
Jewell	K-148	Culvert Located, 10.1 km East of K-28	0.0	54	Culvert
Johnson	US-69	Brs 127 West Lane (College Blvd) and 130 W Lane (Indian Creek Drainage)	0.0	420	Bridge Overlay
Johnson	US-69	Bridge 136 US-69 over I-35 (From Southbound I-35 to Southbound US-69)	0.0	230	Bridge Overlay
Johnson	I-435	Bridges 48 (Eastbound) and 47 (Westbound), Indian Creek-Overland Park	0.0	58	Bridge Repair
Johnson	I-35	Southbound I-35 Exit Ramp (Exit 215) to US-169	0.0	43	Grade and Surfacing
Johnson	I-435	Bridge 49, (West Lane) Antioch Road over, 1.6 km East of Junction US-69	0.0	54	Bridge Deck Patching
Kingman	K-2	HP-KM County Line, Northeast KM-SU County Line	5.6	216	40 mm Overlay (1-1/2 Inch)
Kingman	K-42	East City Limits of Nashville, East to KM-SU County Line	34.6	1,370	40 mm Overlay (1-1/2 Inch)
Kingman	US-54	Bridges 66 North Lane and 65 South Lane, Over K-17	0.0	336	Bridge Overlay
Kingman	US-54	Junction K-17, East to KM-SG County Line	7.1	186	Sealing
Kingman	K-14	Bridge 41, Smoots Creek, 9.2 km North of West Junction US-54	0.0	116	Bridge Overlay
Kingman	US-54	Kingman: US-54: West City Limits to East City Limits	0.0	850	Surfacing
Kiowa	US-183	CM-KW County Line, North to US-54 Junction	15.5	663	40 mm Overlay (1-1/2 Inch)
Kiowa	US-400	FO-KW County Line, East to Junction US-54	6.3	62	Sealing
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 Inch)
Labette	K-134	US-166 Junction, North to South City Limits Bartlett (Entire Route)	0.2	10	25 mm Overlay (1 Inch)
Labette	US-59	OK-KS State Line North & West to PCCP (East of West Junction K-96)	22.1	1,781	25 mm Overlay (1 Inch)
Labette	US-59	North City Limits Parsons, North to LB-NO County Line	1.6	44	Conventional Seal
Labette	K-96	Oregon Street in Oswego, East to LB-CK County Line	1.2	312	Pavement Patching
Labette	K-96	Bridge 48, Neosho River Drainage, 1.6 km East US-59	0.0	288	Bridge Overlay
Lane	K-23	K-96 North to East Jct K-4 and West Jct K-4, North to County Line	15.0	1,139	40 mm Overlay (1-1/2 Inch)
Lane	K-96	East City Limits of Dighton, East to LE-NS County Line	11.7	877	40 mm Overlay (1-1/2 Inch)
Leavenworth	K-32	DG-LV County Line, East to West City Limits Bonner Springs	17.0	210	Sealing
Lincoln	K-14	EW-LC County Line, North to K-18 Junction	13.3	670	40 mm Overlay (1-1/2 Inch)
Lincoln	K-18	Bridge 24, Over Beaver Creek, 4.8 km East K-14	0.0	154	Bridge Overlay
Lincoln	K-181	Culvert 533, 10.7 km North of K-18	0.0	60	Culvert
Lincoln	K-284	Entire Route, Junction K-14, East to West City Limits Barnard	5.6	56	Sealing
Logan	US-40	WA-LG County Line, Northeast to West Junction US-83	35.8	431	Sealing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Lyon	K-99	North Junction I-35, North to North Ramp at Junction K-170	10.7	568	25 mm Overlay (1 Inch)
Lyon	K-130	North City Limits of Hartford, North to Junction I-35	8.1	551	40 mm Overlay (1-1/2 Inch)
Lyon	K-170	Junction K-99, East to LY-OS County Line	8.0	428	25 mm Overlay (1 Inch)
Lyon	K-57	South City Limits of Emporia, South to LY-GW County Line	15.6	17	Crack Repair
Lyon	I-35	Euab Emporia, East to 1.4 km West of LY-CF County Line	9.3	513	Overlay
Lyon	US-50	Emporia: Indust to Prairie/Elm to Constitution	1.2	285	Milling And Overlay
Marion	US-56	US-77 Junction, North to MN-DK County Line	17.3	1,172	40 mm Overlay (1-1/2 Inch)
Marion	K-256	US-56 Junction, South and East to US-77 Junction (Except City)	3.3	194	25 mm Overlay (1 Inch)
Marshall	US-77	West Junction US-36, North to Kansas-Nebraska State Line	11.2	584	Recycle and Overlay
Marshall	K-233	US-77 Junction, East to South City Limits of Oketo	3.5	112	40 mm Overlay (1-1/2 Inch)
Marshall	US-36	4 Lane Divided/4 Lane, East to West City Limits of Marysville	1.3	100	Recycle and Overlay
Marshall	K-9	West City Limits Frankfort/South Jct K-99 and North Jct K-99 E County Line	11.5	469	25 mm Overlay (1 Inch)
Marshall	US-36	East City Limits Marysville East to Junction K-87	14.3	751	25 mm Overlay (1 Inch)
Marshall	K-9	Bridge 25, Robidoux Creek	0.0	173	Bridge Repair
Marshall	K-88	K-88, Entire Route	0.3	16	25 mm Overlay (1 Inch)
Marshall	K-87	Village of Vliets, North to Junction US-36	8.6	40	Crack Repair
McPherson	K-4	EW-MP County Line, East to West City Limits of Lindsborg	13.0	30	Crack Repair
Meade	US-54	End 4 Lane East of East Junction US-160, Northeast to ME-CA County Line	14.4	587	Slurry Seal
Meade	US-160	East Junction US-54, East to ME-CA County Line	12.3	201	Sealing
Miami	US-169	FR-MI County Line, Northeast to South Junction K-7	7.2	277	25 mm Overlay (1 Inch)
Miami	K-68	FR-MI County Line, East to Junction US-169	12.4	720	25 mm Overlay (1 Inch)
Miami	US-69	US-69 and K-68, Southbound Ramp Terminal	0.0	97	Traffic Signals
Miami	US-69	5.7 km North of LN-MI County Line, North to 2-Lane/4-Lane Divided	11.9	1,427	Overlay
Mitchell	K-128	Junction US-24, North to MC-JW County Line	3.6	81	Sealing
Mitchell	US-24	Bridges 1 (Oak Creek), 12 (Brown Creek), and 13 (Dog Creek)	0.0	406	Bridge Overlay
Mitchell	US-24	OB-MC County Line, East to 3.1 km East of Junction K-128	10.2	516	25 mm Overlay (1 Inch)
Mitchell	K-14	Bridge 28, Leban Creek, 5.4 km South US-24	0.0	181	Bridge Overlay
Mitchell	US-75	Independence: US-75: Chestnut to Oak Street	0.7	243	Surfacing
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 West of West City Limits, East to West City Limits Coffeyville	1.0	153	25 mm Overlay (1 Inch)
Montgomery	US-160	Bridge 20, Verdigris River	0.0	401	Bridge Overlay
Montgomery	US-75	Bridge 8, MP Railroad, 20th Street	0.0	1,003	Bridge Overlay
Montgomery	US-75	Culvert, 2.3 Miles North of the Oklahoma-Kansas State Line	0.0	107	Culvert
Montgomery	US-166	Coffeyville:11th, Buckeye Street - Walnut Street	1.2	637	Surfacing
Montgomery	US-160	Independence: 1st-Cement Street on US-160/K-96	0.3	70	Milling And Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Morris	K-4	US-77 Junction, East, Northeast and East to K-149 Junction	12.3	643	25 mm Overlay (1 Inch)
Morris	K-4	Junction K-149, North and East to South Junction K-57/K-177	20.0	40	Crack Repair
Morton	US-56	Oklahoma-Kansas State Line, Northeast to 7.9 km East of RS 1488	14.1	603	Slurry Seal
Nemaha	K-9	MS-NM County Line, East to North Junction K-63	11.0	505	25 mm Overlay (1 Inch)
Nemaha	K-63	Junction US-36, North to NE-KS State Line	11.1	124	Sealing
Neosho	K-39	East City Limits of Chanute, East to West Junction US-59	10.4	465	Sealing
Neosho	US-59	LB-NO County Line, North to Junction K-146	15.4	374	Sealing
Neosho	K-39	Br 057 Canville Creek 2.46 km East of East Junction US-59	0.0	78	Bridge Repair
Norton	US-36	.153 km West of West Junction K-383, East to West City Limits North	0.2	204	Slurry Seal
Norton	K-60	Junction US-36, North to Junction K-383 (Entire Route)	4.3	45	Sealing
Norton	K-383	East Junction US-36, Northeast to NT-PL County Line	10.3	112	Sealing
Osage	K-170	LY-OS County Line, East to K-31 Junction	13.7	710	25 mm Overlay (1 Inch)
Osage	K-31	West Junction I-35, to South City Limits of Melvern	3.5	6	Crack Repair
Osage	K-31	WB-OS County Line, East to West City Limits of Burlingame	5.6	15	Crack Repair
Osage	K-368	Junction K-268, North to Entrance to Vassar State Park	1.0	4	Crack Repair
Osage	K-68	200 m East of US-75 Junction, East to K-268 Junction	11.3	17	Crack Repair
Ottawa	K-18	South Junction Old US-81, North & East to OT-DK County Line	14.6	1,134	Recycle and Overlay
Ottawa	K-41	East City Limits Delphos, East to Junction US-81 (Entire Route)	5.0	49	Sealing
Ottawa	US-81	1.9 km N K-106, N 9.3 km S-bound: 11.2 km N K-106, N 9.4 km N-bound	11.6	14	Crack Repair
Pawnee	K-19	K-19 South Junction, East to PN-SF County Line	10.2	332	25 mm Overlay (1 Inch)
Pawnee	US-56	Big Coon Creek, Northeast to South City Limits of Larned	11.1	619	25 mm Overlay (1 Inch)
Pawnee	US-56	ED-PN County Line, East to Big Coon Creek Bridge	5.8	309	25 mm Overlay (1 Inch)
Pawnee	K-156	HG-PN County Line, East to West City Limits of Larned	25.1	1,468	40 mm Overlay (1-1/2 Inch)
Pawnee	US-183	0.2 km North of Junction K-156, North to PN-RH County Line	11.1	648	40 mm Overlay (1-1/2 Inch)
Pawnee	K-264	State Hospital, North to Junction K-156 (Entire Route)	1.0	59	40 mm Overlay (1-1/2 Inch)
Pawnee	US-56	East City Limits of Larned, Northeast to PN-BT County Line	7.4	376	Slurry Seal
Phillips	US-36	NT-PL County Line East to 105 m West of West City Limits Phillipsburg	17.1	241	Sealing
Phillips	K-121	Junction US-36, North to Stuttgart (Entire Route)	0.5	6	Sealing
Phillips	US-183	RO-PL County Line, North to East Junction US-36	13.2	228	Sealing
Phillips	US-36	Bridges 11 (Big Creek) and 13 (Plum Creek)	0.0	279	Bridge Overlay
Phillips	K-383	NT-PL County Line, Northeast to Junction US-183	15.4	164	Sealing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Pottawatomie	K-63	St Marys, North 29.55 km to Junction K-16	18.4	820	25 mm Overlay (1 Inch)
Pottawatomie	K-16	Bridge 21, Mill Creek, 1.2 km West of Junction K-259	0.0	138	Bridge Overlay
Pottawatomie	US-24	Junction K-177 East 5.6 km to Excel Road (Four Lanes)	3.5	44	Crack Repair
Pratt	K-42	Junction US-281, East and South to PR-BA County Line	9.0	484	40 mm Overlay (1-1/2 Inch)
Pratt	US-281	North City Limits Pratt, North to South City Limits Iuka	4.8	135	Slurry Seal
Rawlins	K-25	TH-RA County Line, North to .1 km South of South City Limits Atwood	15.9	1,544	Recycle and Overlay
Rawlins	K-117	US-36 Junction, North to Kansas-Nebraska State Line	12.0	206	Sealing
Reno	US-50	East Junction K-61, City of Hutchinson	0.1	185	Intersection Improvement
Reno	K-14	Junction K-96, West 1.609 km	1.0	55	25 mm Overlay (1 Inch)
Reno	K-96	Junction K-14, East to East City Limits of Nickerson	5.7	280	25 mm Overlay (1 Inch)
Reno	K-96	East City Limits of Nickerson, Southeast 7.5 km	4.6	249	25 mm Overlay (1 Inch)
Reno	K-96	South City Limits of South Hutchinson, South to Junction K-17	2.7	399	25 mm Overlay (1 Inch)
Reno	K-96	Bridges 55, Cow Creek West Divided Channel	0.0	455	Bridge Repair
Reno	K-96	K-96 (Main Street) and Blanchard - South Hutchinson	0.0	76	Traffic Signals
Reno	K-14	Bridge 26, Goose Creek; and Bridge 27, Silver Creek	0.0	317	Bridge Overlay
Republic	US-36	JW-RP County Line, East to 1.8 km East of Junction US-81	16.7	1,537	40 mm Overlay (1-1/2 Inch)
Republic	K-199	North City Limits Courtland, North to Junction US-36 (Entire Route)	0.8	44	40 mm Overlay (1-1/2 Inch)
Republic	K-148	Two Culverts, 1.8 and 1.9 km East US-81	0.0	128	Culvert
Republic	US-81	5 km North Junction US-36, North to 0.8 km South KS-NE State Line	9.9	441	25 mm Overlay (1 Inch)
Rice	K-4	BT-RC County Line, East to Junction K-14	15.2	802	25 mm Overlay (1 Inch)
Rice	K-171	North City Limits of Bushton, North to Junction K-4 (Entire Route)	0.3	18	25 mm Overlay (1 Inch)
Rice	K-14	Bridge 34, Little Cow Creek, 17.4 km North Reno County	0.0	218	Bridge Repair
Rice	K-46	Junction US-56, North to South City Limits Little River (Entire Route)	1.3	3	Crack Repair
Rice	US-56	East City Limits Lyons, to RC-MP County Line	3.3	20	Crack Repair
Rice	K-4	Junction K-14, East to RC-EW County Line	10.1	23	Crack Repair
Riley	US-24	North of East Junction US-77, Southeast to Junction K-13	9.6	706	25 mm Overlay (1 Inch)
Rooks	US-24	GH-RO County Line, East to RO-OB County Line	31.0	78	Crack Repair
Rush	K-4	Junction US-183, East to Rush-Barton County Line	14.5	12	Crack Sealing
Russell	K-232	Bridges 59 and 57 Wolf Creek and Drainage, South of K-18	0.0	303	Bridge Overlay
Russell	US-281	BT-RS County Line, North to 0.386 km South County Line	11.4	135	Sealing
Saline	I-70	Bridges 41, 50, 55 Local Roads over, 1.6,11.3,17.8 km East column	0.0	354	Bridge Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Scott	K-95	South Junction US-83, North & East to North Junction US-83	6.6	570	40 mm Overlay (1-1/2 Inch)
Scott	K-96	East City Limits Scott City, East to SC-LE County Line	11.5	476	Slurry Seal
Sedgwick	K-96	I-135 Interchange, East and Southeast to US-54	10.6	101	Pavement Marking
Sedgwick	US-54	US-54 from K-42, East 5.6 km	3.5	287	Pavement Marking
Sedgwick	I-135	I-135 from 17th Street, South to Pawnee Street	5.0	578	Pavement Marking
Sedgwick	US-54	Ridge Road East to Junction K-42	1.9	456	25 mm Overlay (1 Inch)
Sedgwick	K-42	Junction K-49, Northeast to Clonmel	7.1	306	Slurry Seal
Sedgwick	K-42	Clonmel, Northeast to 119th Street	5.6	249	Slurry Seal
Sedgwick	K-42	0.2 km West Ridge Road, Northeast 2.0 km	1.2	239	25 mm Overlay (1 Inch)
Sedgwick	K-96	.809 km West Maize Road, Southeast to Arkansas River Bridge	6.0	749	Slurry Seal
Sedgwick	I-135	I-135 from Pawnee Street, North to Kellogg Street (Both Sides)	0.0	78	Fencing
Sedgwick	I-235	I-235 from MacArthur Road, Northwest to Seneca (Both Sides)	0.0	27	Fencing
Sedgwick	I-235	I-235 from MacArthur Road, Northwest to Seneca	0.0	35	Lighting
Sedgwick	I-135	Bridge 290 (Unit 36) I-135 over 17th Street - Wichita	0.0	79	Bridge Repair
Sedgwick		Wichita: K-2/K-42; Junction I-235 to Junction US-54/US-400	0.0	304	Surfacing
Seward	K-190	HS-SW County Line, East to US-83 Junction	7.0	92	Sealing
Seward	US-83	1.4 km North K-51 Junction, Northeast to South US-160 Junction	7.7	868	40 mm Overlay (1-1/2 Inch)
Seward	US-54	East End Cimmaron River Bridge, Northeast to South City Limits Kismet	4.5	52	Sealing
Seward	US-83	Kansas Avenue: Collidge Street to South of Pine Street	0.5	341	Surfacing
Shawnee	I-70	Gage Boulevard, East to KTA Terminal (Except Bridge 26)	6.7	288	Pavement Marking
Shawnee	US-24	West of Junction US-75 to East of US-75	1.3	663	Overlay
Shawnee	I-470	Bridge 46,I-470 East Lane, over I-70, North Lane & South Lane	0.0	91	Bridge Overlay
Shawnee	US-24	US-24/Rochester Road & US-24/Kansas Avenue	0.6	657	Concrete Pavement
Shawnee	I-70	East End of Polk-Quincy Viaduct, East to 300 m East Carnahan	3.2	395	Joint Repair
Shawnee	K-4	WB-SH County Line, East to 0.4 km South of I-70	11.7	70	Crack Repair
Sheridan	US-83	TH-SD County Line, Northeast to Junction K-383	11.3	1,307	40 mm Overlay (1-1/2 Inch)
Sheridan	K-383	Junction US-83, Northeast to SD-DC County Line	1.3	85	40 mm Overlay (1-1/2 Inch)
Sheridan	US-24	TH-SD County Line, East to Junction K-23	15.5	195	Sealing
Sheridan	K-186	North City Limits Menlo, North to Junction US-24 (Entire Route)	1.6	17	Sealing
Sheridan	K-188	Seguin, North to Junction US-24 (Entire Route)	3.1	32	Sealing
Sherman	I-70	End Concrete Pavement K-253 Junction, East to SH-TH County Line	7.9	813	Slurry Seal
Sherman	K-27	Junction US-24B, North to SH-CN County Line	16.6	273	Recycle and Overlay
Smith	US-36	Bridges 13 (Spring Creek) and 14 (CRI and P Railroad)	0.0	237	Bridge Overlay
Smith	K-8	Bridge 31, Middle Beaver Creek	0.0	256	Bridge Overlay
Smith	US-281	East Junction US-36, North to Kansas-Nebraska State Line	15.5	793	25 mm Overlay (1 Inch)
Smith	US-36	Bridges 16 (Middle Oak Creek) and 18 (US-281/K-181)	0.0	285	Bridge Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Smith	US-36	Bridges 1 and 2, Cedar Creek Drainage and Cedar Creek	0.0	241	Bridge Overlay
Smith	K-8	Junction US-36, North to Kansas-Nebraska State Line	16.0	164	Sealing
Smith	K-182	Junction US-36, North to Bellaire (Entire Route)	0.9	10	Sealing
Smith	K-248	Old Junction US-36, North to Junction US-36 (Entire Route)	1.0	16	Sealing
Stafford	K-219	K-19 Junction, to South City Limits of Seward (Entire Route)	1.0	36	25 mm Overlay (1 Inch)
Stafford	K-19	PN-SF County Line, to US-281 Junction	9.0	286	25 mm Overlay (1 Inch)
Stanton	K-27	South Junction US-160, North to ST-HM County Line	12.0	203	Sealing
Stanton	K-27	MT-ST County Line, North to South Junction US-160	12.1	112	Crack Repair
Stevens	K-25	Oklahoma-Kansas State Line, North to West Junction US-56	10.9	148	Sealing
Stevens	K-25	East Junction US-56, North to SV-GT County Line	13.1	31	Crack Repair
Sumner	K-53	US-81 Junction, East to West City Limits of Mulvane	4.7	277	40 mm Overlay (1-1/2 Inch)
Sumner	US-160	KTA, East to West City Limits of Oxford	9.0	252	20 mm Overlay (3/4 Inch)
Sumner	K-15	CL-SU County Line, Northwest to K-53 Junction	5.5	357	40 mm Overlay (1-1/2 Inch)
Sumner	K-2	KM-SU County Line, Northeast to Junction K-42	1.5	68	40 mm Overlay (1-1/2 Inch)
Sumner	K-42	KM-SU County Line, East to Junction K-2	1.0	65	40 mm Overlay (1-1/2 Inch)
Sumner	K-44	HP-SU County Line, East to Junction K-49	11.6	482	40 mm Overlay (1-1/2 Inch)
Sumner	K-49	North City Limits of Caldwell, North to East Junction US-160	16.6	703	40 mm Overlay (1-1/2 Inch)
Sumner	K-49	West Junction US-160, North to South City Limits Conway Springs	7.9	331	40 mm Overlay (1-1/2 Inch)
Sumner	US-177	Oklahoma-Kansas State Line, North to Junction US-81	3.5	145	40 mm Overlay (1-1/2 Inch)
Sumner	US-81	US-81 and Harvey, City of Wellington	0.0	77	Traffic Signals
Sumner	K-55	Belle Plaine: Railroad East to East City Limits on K-55	0.9	106	Milling And Overlay
Thomas	US-24	.122 km North I-70 North & East to .311 East West City Limits Colby	8.3	508	Recycle and Overlay
Thomas	US-24	0.08 km West of East City Limits Colby, East to US-83	8.6	418	Recycle and Overlay
Thomas	US-83	0.411 km South of US-24, North & North to TH-SD County Line	11.8	713	Recycle and Overlay
Thomas	US-24	Junction US-83, East to TH-SD County Line	8.3	105	Sealing
Trego	I-70	GO-TR County Line, East to .206 km East of Junction US-283	16.0	14,657	Surface and Bridge
Trego	K-147	NS-TR County Line, North to Ogallah (Entire Route)	22.0	1,318	40 mm Overlay (1-1/2 Inch)
Wabaunsee	K-4	MR-WB County Line, East to East Junction K-99	23.8	1,083	40 mm Overlay (1-1/2 Inch)
Wabaunsee	K-180	K-4 Junction, to South City Limits Alta Vista (Entire Route)	0.3	19	40 mm Overlay (1-1/2 Inch)
Wabaunsee	K-4	Junction K-57, South to Junction K-177	1.0	4	Crack Repair
Wabaunsee	K-177	Junction K-4, Northwest to MR-GE County Line	1.2	4	Crack Repair
Wallace	US-40	CO-KS State Line, East to 0.5 km West of West Junction K-27	16.1	1,001	40 mm Overlay (1-1/2 Inch)
Washington	K-9	CD-WS County Line, East to WS-CY County Line	5.6	329	40 mm Overlay (1-1/2 Inch)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Wichita	K-25	246 m North of Junction K-96, North to WH-LG County Line	15.2	997	40 mm Overlay (1-1/2 Inch)
Wichita	K-96	GL-WH County Line, East to East City Limits of Leoti	12.0	32	Crack Repair
Wichita	K-96	GI-WH County Line, East to West City Limits Leoti	10.9	129	Sealing
Wilson	US-75	West City Limits Neodesha, East and North to North of Junction US-75B	9.9	782	25 mm Overlay (1 Inch)
Woodson	K-105	From RS 1800 North to Junction US-54 (Except Toronto)	9.6	93	Sealing
Woodson	US-75	Missouri Pacific Railroad Bridge 24, 0.46 Mile North WL-WO County Line	0.0	5	Mudjacking
Wyandotte	K-5	Bridge 193 over MO-PAC & UP Railroad	0.0	1,206	Bridge Repair
Wyandotte	I-635	North End Bridge over Swartz Road, North to Missouri River Bridge	4.6	776	40 mm Overlay (1-1/2 Inch)
Wyandotte	I-635	Bridges 52 & 53, Southbound & Northbound over Victory Drive	0.0	255	Bridge Overlay
Wyandotte	K-7	Kansas River Bridge, North to 305 m North of Junction US-24	4.3	590	Sealing
Wyandotte	K-32	Junction K-7, East to 78th Street	6.5	809	25 mm Overlay (1 Inch)
Wyandotte	I-635	Bridges 157 and 150, I-70/I-635 Interchange	0.0	565	Bridge Repair
Wyandotte	US-69	Bridge 136, Kansas River, 3.3 km North of I-35	0.0	558	Bridge Paint
Wyandotte	K-32	Culvert, 14.2 km East LV-WY County Line (East of 78th Street)	0.0	18	Culvert
Wyandotte	I-70	Lewis/Clark Viaduct: Westbound Ramp to US-24; I-70 at Ramp to Railroad	0.0	95	Signing
Wyandotte	I-35	Br 16, Turkey Creek (North Lane), 0.3 km Northeast Jct US-169 (North Lane)	0.0	51	Bridge Deck Patching
Wyandotte	US-69	Bridge 142, 18th Street over Railroad	0.0	84	Bridge Repair
Statewide		Various Locations District One		1,422	Signing
Statewide		Various Locations in District Two		146	Signing
Statewide		Various Locations in District Five		654	Signing
Statewide		Various Locations in District Six		32	Signing
Statewide		Various Locations in District Four		173	Signing
Statewide	K-232	From I-70 Junction, North to K-18 Junction (Post Rock)		31	Signing
Statewide	K-4	Jct US-24 (Shawnee County), Northeast to Jct US-59 (Jefferson County)	29.4	51	Pavement Marking
Statewide	I-35	95th Street North to Southwest Boulevard (Johnson and Wyandotte Cos)	9.3	798	Joint Repair
Statewide	US-50	North City Limits Newton Northeast to 2.7 km East of US-77 Junction	28.2	195	Pavement Marking
Statewide	K-14	US-24 North, E & N to W Jct US-36; E Jct US-36, N to KS-NE State Line	38.3	121	Crack Repair
Statewide	K-16	Junction US-77 East to Junction K-13 (Exclude Randolph Bridge)	13.1	40	Crack Repair
Statewide	US-400	BU-GW Co Line, SE to East End of PCCP Project K-4891-02 in LB County	77.8	211	Pavement Marking
		TOTAL SUBSTANTIAL MAINTENANCE		176,608	

MAJOR MODIFICATIONS

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Allen		Austin Road US-169 East 1.5 Miles	1.5	818	Grade and Surfacing
Atchison		1.5 Miles N & 1.3 Miles West Potter	0.1	658	Grade and Bridge
Atchison	US-59	US-59 in Atchison County	0.0	70	Guard Fence
Bourbon		BNSF Railroad and Rural Secondary 55 South of Fort Scott	0.0	132	Flashing Light Signal
Brown		Union Pacific Railroad and RS 1742, 1.0 Mile East of Willis	0.0	150	Flashing Light Signal
Butler		BNSF Railroad and 1st Street in Douglass	0.0	193	Flashing Light Signal
Cheyenne		12.5 Miles North and 7.5 Miles East to St Francis	0.5	132	Grade and Bridge
Clay		6.0 Miles East and 4.5 Miles South Clay Center	0.5	267	Grade, Bridge and Surfacing
Cloud	US-81	4-Lane S Edge Concordia, North to South End of Br 20 over MOPAC RR	1.3	5,891	Grade and Surfacing
Cloud	US-81	End of US-81 Br 20 over MOPAC Railroad in Concordia North to RS 145	2.3	9,544	Grade, Bridge and Surfacing
Coffey	US-75	1.6 km South CF-OS County Line, North to CF-OS County Line	1.0	3,490	Surfacing
Cowley	US-77	Arkansas City Bypass, from US-166, North to Existing US-77	3.9	3,491	Grade and Surfacing
Edwards		ATSF Railroad and Dudley Street in Belpre	0.0	267	Flashing Light Signal
Edwards	US-183	BNSF Railroad and US-183, Niles in Kinsley	0.0	235	Flashing Light Signal
Edwards	K-19	BNSF and K-19, Larned Street at Belpre	0.0	322	Flashing Light Signal
Ellis	I-70	Junction US-183 (existing interchange), East to EL-RS County Line	0.0	464	Guard Fence
Franklin	US-59	.3 m South AN-FR County Line, North to I-35 Junction	13.5	163	Seeding, Sodding
Geary		7.5 Miles South & 1.5 Miles East of Junction City	0.2	206	Grade and Bridge
Greenwood	K-96	New Safety Rest Area near Beaumont	0.0	1,372	Safety Rest Area
Greenwood	K-96	1.3 Miles West BU-GW County Line, East to East Junction RS 227	10.6	62	Seeding, Sodding
Greenwood	K-96	East Junction FAS 227 East to 5 Miles East of East Junction K-99	12.2	6,338	Grade and Bridge
Greenwood	K-96	5 Miles East of East Junction K-99 East to GW-WL County Line	0.0	9,234	Grade and Bridge
Greenwood	K-96	East Junction RS 227 East to 5 Miles East of East Junction K-99	12.2	9,584	Surfacing
Greenwood	K-96	Bridges 25, 26 and 27	0.0	1,971	Bridge Replacement

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Harvey	I-135	RFB South of 1st Street and RFB South of Broadway	0.0	1,390	Bridge
Harvey		BNSF Railroad and RS 307 West Edge of Halstead	0.0	195	Flashing Light Signal
Jackson	US-75	1.9 km North of K-16	0.2	317	Grade and Surfacing
Jewell		1.5 Miles North and 2.5 Miles East of Webber	0.2	280	Grade and Bridge
Labette	US-160	2.6 m West of West City Limits Parsons, East to West City Limits Parsons	2.6	3,881	Grade, Bridge and Surfacing
Labette	US-160	MG-LB County Line, East 9.9 m to 2.6 m West of West City Limits Parsons	9.9	252	Seeding, Sodding
Labette	US-160	RS 1137, East to 0.6 Mile West LB-CK County Line	4.0	1,904	Overlay
Leavenworth		Leavenworth: 2nd Street, Marion to Poplar	0.0	1,377	Grade and Surfacing
Leavenworth		Lansing: Gilman Road; US-73 West to Willow	0.2	578	Grade and Surfacing
Logan	US-83	12.87 km North RS 1067, North to East Junction US-40	15.0	13,449	Grade, Bridge and Surfacing
Lyon		5.5 Miles North of Admire	0.2	178	Grade, Bridge and Surfacing
Lyon		Emporia: Logan Avenue: Wild Turkey to Weaver	0.6	1,080	Grade and Surfacing
Marion	US-50	East of East City Limits Peabody, Northeast to West City Limits Florence	9.7	8,993	Surfacing
Marion	K-15	Union Pacific Railroad and K-15 at Durham	0.0	166	Flashing Light Signal
Marshall	US-36	90 m West Marysville Country Club Entrance, East to RS 1240	1.5	1,822	Grade and Surfacing
Marshall	K-99	Union Pacific Railroad and K-99 East of Beattie	0.0	134	Flashing Light Signal
McPherson	US-56	US-56 at Maple, Centennial, and Champlain Streets in McPherson	0.0	151	Traffic Signals
Miami	US-69	9.5 km North K-68, North to MI-JO County Line (4-Lanes)	2.3	3,673	Surface and Bridge
Montgomery	US-160	South Junction US-169, Northeast to North Junction US-169	8.9	13,335	Grade, Bridge and Surfacing
Montgomery	K-96	WL-MG County Line, South and East to MG-LB County Line	11.9	131	Seeding, Sodding
Montgomery	US-75	1.25 Miles North North City Limits of Independence, North to SEK Corridor	5.5	6,199	Grade, Bridge and Surfacing
Montgomery	US-75	Pennsylvania and Chestnut Streets in Independence	0.1	347	Intersection Improvement
Morris		0.5 Miles East & 1.2 Miles South of Parkerville	0.1	196	Grade and Bridge
Nemaha	US-36	Union Pacific Railroad & US-36 East of Seneca	0.0	146	Flashing Light Signal
Nemaha		Union Pacific Railroad and 3rd Street in Seneca	0.0	123	Flashing Light Signal
Nemaha		Union Pacific Railroad and 9th Street in Seneca	0.0	126	Flashing Light Signal
Nemaha		Union Pacific Railroad and 14th Street in Seneca	0.0	118	Flashing Light Signal
Neosho	US-169	0.64 km Northeast LB-NO Co Line, Northeast to South City Limits Thayer	6.8	4,796	Surfacing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Ness	US-283	500 m South of North City Limits Ness City North to NS-TR County Line	16.8	9,032	Grade, Bridge and Surfacing
Norton		2.2 Miles West & 1.0 Miles South of Edmond	0.1	255	Grade, Bridge and Surfacing
Norton	US-283	Kyle Railroad & US-283 in Norton	0.0	260	Flashing Light Signal
Osborne		4.3 Miles West & 1.3 Miles South Alton	0.2	262	Grade and Bridge
Phillips		1.0 Mile South and 2.0 Miles East of Kirwin	0.2	293	Grade and Bridge
Pratt	US-281	South City Limits of Iuka, North to PR-SF County Line	6.9	3,123	Grade and Surfacing
Rawlins		7.6 Miles South and 3.5 Miles East of Atwood	0.2	214	Grade and Bridge
Reno	K-96	Hutchinson Bypass Junction US-50 North to South K-9	5.2	15,505	Grade and Bridge
Reno		Union Pacific Railroad and Illinois Avenue Northeast of Whiteside	0.0	226	Flashing Light Signal
Rice		3.5 Miles South and 2.0 Miles West Raymond	0.3	254	Grade and Bridge
Riley	I-70	GE-RL County Line, East to RL-WB County Line	6.0	461	Surfacing
Riley		Union Pacific Railroad and Pecan Circle in Manhattan	0.0	113	Flashing Light Signal
Rooks	US-183	7.1 km North RS 912, North to 161 m North of South City Limits of Stockton	2.8	2,573	Grade, Bridge and Surfacing
Russell	US-281	15th Street North 0.2 km in Russell	0.1	226	Grade and Surfacing
Sedgwick	I-235	I-235 Interchange at K-42 in Wichita	0.0	347	Traffic Signals
Sedgwick		Various Locations in Sedgwick County	0.0	712	Guard Fence
Sedgwick		KSW and West at Zoo Boulevard in Wichita	0.0	230	Flashing Light Signal
Seward		Liberal; 15th Street, Western Avenue to US-83	0.0	1,713	Grade, Bridge and Surfacing
Seward	US-83	SSW Railroad and US-83 (Kansas Avenue) in Liberal	0.0	162	Flashing Light Signal
Shawnee	I-470	West of Martin Drive East to Topeka Boulevard (US-75A)	0.7	9,224	Grade, Bridge and Surfacing
Shawnee	I-470	From Gage Boulevard, East to West of Martin Drive	2.0	92	Care Agreement
Shawnee		Topeka: Extend Southwest 42nd Street West & Relocate Kirklawn	0.3	700	Grade and Surfacing
Shawnee	I-470	Southbound I-470/US-75 Exit Ramp at 29th Street in Topeka	0.0	251	Ramp Improvement
Sherman	I-70	Various Locations on I-70 in Sherman County	0.0	363	Guard Fence
Sumner	K-55	ATSF Railroad and K-55 West of Belle Plaine	0.0	377	Flashing Light Signal

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Trego		3.5 Miles East & 5.2 Miles South Ogallah	0.3	227	Grade, Bridge and Surfacing
Trego		5.0 Miles North & 1.5 Miles East Wakeeney	0.2	222	Grade and Bridge
Trego	I-70	Various Locations on I-70 in Trego County	0.0	452	Guard Fence
Wabaunsee	I-70	0.48 km West of K-138, East to 0.48 km East Junction K-30	8.7	459	Surfacing
Washington		North Street in City of Hanover	0.1	199	Grade, Bridge and Surfacing
Washington	US-36	East City Limits of Washington, East to 2 Lane-4 Lane	9.0	13,075	Grade, Bridge and Surfacing
Wilson	K-96	GW-WL County Line, East and South to Junction K-47	12.0	7,215	Grade and Bridge
Wilson	K-96	GW-WL County Line, East and Southeast to K-47	12.0	42	Seeding, Sodding
Wilson	K-96	Junction K-47 Southeast to Wilson-Montgomery County Line	12.8	11,396	Surfacing
Wilson	K-96	K-47, Southeast to WL-MG County Line	12.8	304	Seeding, Sodding
Wilson	US-75	Wilson County State Lake (Outlet Pipe in Dam)	0.0	277	Culvert
Wyandotte	US-73	US-73/K-7 and Parallel Parkway, Kansas City	0.4	675	Intersection Improvement
Statewide		Various Locations on K-4 in JF/SN Counties and K-10 in DG County	0.0	403	Guard Fence
Statewide	US-75	Various Locations on US-75 in Osage and Shawnee Counties	0.0	297	Guard Fence
		TOTAL MAJOR MODIFICATIONS		202,602	

PRIORITY BRIDGES

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Butler	US-77	Walnut River Bridge 31, 13.1 Miles North CL-BU County Line	0.0	2,093	Bridge Replacement
Chautauqua	US-166B	Middle Caney Creek Bridge 8, 1.74 km West North Junction K-9	0.0	672	Bridge Replacement
Clay	K-15	Spring Creek Bridge 20, 2.24 m North of US-24	0.0	727	Bridge Replacement
Cloud	K-9	Bridge 41, Republican River, 22.3 km East of US-81	0.0	1,129	Bridge Deck
Crawford	K-126	Bridges 31 and 35, 9.66 and 1.87 km West of K-7	0.0	340	Bridge

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Edwards	US-56	Culvert 506, approximately 0.3 km Northeast of US-183 Junction	0.0	152	Bridge
Grant	K-25	North Fork Cimarron River Bridge 5, 1.28 km South US-160	0.0	1,613	Bridge Replacement
Jackson	K-62	Culvert 512, 5.472 km North Junction K-16	0.0	163	Bridge
Jewell	K-128	Walnut Creek Bridge 21, 13.81 km South Kansas-Nebraska State Line	0.0	785	Bridge Replacement
Labette	US-59	MKT Railroad Bridge 6 over US-59 1.5 Miles North of Oswego	0.0	4,942	Grade and Bridge
Labette	US-166	MKT Railroad Bridge 37, 22.68 km East of K-101	0.0	660	Grade, Bridge and Surfacing
Ness	K-96	Walnut Creek Bridge 44 and Walnut Creek Drainage 45	0.0	1,054	Bridge Replacement
Rooks	US-24	South Fork Solomon River Drainage Bridge 7, .49 km East K-25	0.0	903	Bridge Replacement
Sedgwick	US-81	Culverts 560 and 544, 1.1 and 8.5 km North County Line	0.0	372	Bridge
Shawnee	US-24	Bridge 80, Old Soldier Creek, .32 m East Rochester	0.0	1,296	Grade, Bridge and Surfacing
Shawnee	US-75 A	Topeka Avenue Bridge 116 over Kansas River	0.0	1,929	Bridge Repair
Sumner	US-81	Culverts 537 and 538, 14.6 km North of North City Limits of Wellington	0.0	341	Culvert
Wyandotte	US-169	Bridge 181 (West Lane) over SLSF Railroad Turkey Creek Local Road	0.0	2,348	Bridge Deck
		TOTAL PRIORITY BRIDGES		21,517	

SYSTEM ENHANCEMENTS

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Butler	K-254	+/- 1.2 Miles East Santa Fe Lake Road to K-196	5.0	8,316	Grade and Bridge
Butler	K-254	+/- 1.2 Miles East Santa Fe Lake Road to K-196	5.0	7,615	Surfacing
Reno	K-96	K-17 (Crupper Cor) Southeast 11.2 Miles (Southeast of Haven)	11.2	23,892	Grade, Bridge and Surfacing
Riley	K-177	I-70, North to Junction of K-18 at Manhattan	7.8	9,275	Surfacing
Riley	K-113	0.1 Mile North K-18 North to Marlatt Avenue (Manhattan)	3.9	39	Seeding, Sodding
Sedgwick	K-254	End 4-Lane at Kechi East to SG-BU County Line	7.3	9,239	Grade and Bridge
Shawnee	K-4	US-40 North to US-24	3.9	190	Care Agreement
		TOTAL SYSTEM ENHANCEMENTS		58,566	

2000 FISCAL YEAR TOTAL	459,294

Total Number Of Priority Bridges:	20
Total Number Of Associated Bridges:	53
TOTAL NUMBER OF BRIDGES:	73

PROJECTS UNDER CONSTRUCTION AS OF OCTOBER 31, 2000

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	3.2	2,698	Overlay
Allen	US-169	0.4 km South Tank Farm Road, North to 0.6 km South of Junction US-54	9.3	384	Shoulders
Atchison	K-116	Little Stranger Creek Bridge 036, 17.8 km East JA-AT County Line	0.0	93	Bridge Overlay
Atchison	US-59	JF-AT County Line, Northeast to West City Limits Atchison	14.4	36	Crack Repair
Atchison	US-159	JF-AT County Line, Northwest to AT-BR County Line	26.7	66	Crack Repair
Barton	US-281	West Junction K-4, North to Barton-Russell County Line	11.1	989	40 mm Overlay (1-1/2 Inch)
Barton	US-56	West City Limits of Ellinwood, East to BT-RC County Line	6.2	506	40 mm Overlay (1-1/2 Inch)
Barton	US-56	East City Limits Pawnee Rock, Northeast to South City Limits Great Bend	11.5	566	Slurry Seal
Barton	US-281	North City Limits Great Bend, North to South City Limits Hoisington	8.9	645	25 mm Overlay (1 Inch)
Bourbon	K-7	Bridge 034, Lost Creek (0.68 km North of East Junction K-31)	0.0	106	Bridge Overlay
Bourbon	K-65	Bridge 046, Little Osage River, 9.2 km East Junction K-3	0.0	143	Bridge Overlay
Brown	US-159	Horton:US-159, South of 4th to 15th	0.0	40	Sealing
Butler	US-400	End Concrete at East Junction US-54, East 6.135 km	3.0	832	Overlay
Butler	US-54	Brs 118 & 119 over BNSF Railroad, Ohio Street (North Lane and South Lane)	0.0	355	Bridge Repair
Chase	K-177	South City Limits of Cottonwood Falls, North to Junction US-50/K-57	3.2	268	40 mm Overlay (1-1/2 Inch)
Chase	K-177	BU-CS County Line, North to South City Limits of Cottonwood Falls	20.9	1,098	40 mm Overlay (1-1/2 Inch)
Chase	K-177	Bridge 32, Over AT&SF Railroad, 17.5 km North of BU-CS County Line	0.0	253	Bridge Overlay
Chase	K-177	Culvert, 13.8 km North of BU-CS County Line	0.0	71	Culvert
Chase	US-50	Junction K-150, Northeasterly to West City Limits of Strong City	7.7	747	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-7	Junction US-160, North to Junction US-400	11.1	345	25 mm Overlay (1 Inch)
Cherokee		Culvert 110, Mined Land Wildlife Area	0.0	83	Culvert

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Cherokee	K-66	K-66 and Water Street, City of Galena, Cherokee County	0.0	48	Traffic Signals
Cheyenne	US-36	Kansas-Colorado State Line, East 19.779 km	12.3	713	40 mm Overlay (1-1/2 Inch)
Clark	US-283	North Junction US-160, North to Junction US-54	11.5	1,375	40 mm Overlay (1-1/2 Inch)
Cloud	US-24	MC-CD County Line, East to Junction K-189	27.1	35	Crack Repair
Cloud	K-194	North City Limits Simpson, North to Junction US-24	1.6	2	Crack Repair
Cloud	K-9	MC-CD County Line, East & North to Junction K-28	17.8	1,048	40 mm Overlay (1-1/2 Inch)
Cloud	K-9	Concordia: Cloud Street to East City Limits	0.8	157	Surfacing
Coffey	K-57	About 1.5 Miles West of West City Limits of Gridley, East to Atherlyst	0.0	186	Bridge Repair
Coffey	I-35	Approx 0.6 km W of US-75, E to CF-OS County Line--N-bound & S-bound	1.5	152	40 mm Overlay (1-1/2 Inch)
Cowley	K-15	North Junction US-77, West to East City Limits of Udall	5.9	317	40 mm Overlay (1-1/2 Inch)
Cowley	K-55	SU-CL County Line, East to End of K-55	2.0	98	40 mm Overlay (1-1/2 Inch)
Cowley	US-160	SU-CL County Line, East to West City Limits of Winfield	7.6	294	25 mm Overlay (1 Inch)
Cowley	US-77	Bridges (9 and 74) Walnut River, 1.11 and 1.12 Miles South Junction US-16	0.0	6	Bridge Repair
Cowley	K-360	From Junction US-77, East Two Miles	2.0	8	Special Maintance
Cowley	K-15	Bridge 55, Grouse Creek, 6.47 Miles North US-166	0.0	9	Bridge Repair
Cowley	US-166	Bridge 89, Walnut River, 0.67 Mile East US-77	0.0	13	Bridge Repair
Cowley	US-166	Bridge 37, Arkansas River, 4.92 Miles East of SU-CL County Line	0.0	10	Bridge Repair
Cowley	US-77	Entire Route	3.7	9	Fencing
Cowley	K-15	Bridge 58 Walnut River Drainage, 0.95 Mile West North Junction US-77	0.0	9	Bridge Repair
Cowley	US-77	Windfield: on Main: South City Limits North to Walnut River Bridge	0.7	355	Surfacing
Cowley	US-77	Arkansas City: Kansas Avenue to North City Limits on US-77B	1.5	316	Surfacing
Decatur	US-83	Bridge 9, Sappa Creek Drainage, 5.7 km South of Junction US-36	0.0	255	Bridge Repair
Decatur	US-36	1.07 km East of Junction US-83, East to DC-NT County Line	18.2	2,145	50 mm Overlay
Dickinson	K-209	North City Limits of Woodbine, East to DK-MR County Line	2.1	4	Crack Repair
Dickinson	US-77	Approximately 0.6 km North of Junction US-56	0.1	95	Grading
Douglas	K-10	From County Road 438, South and East to South Junction US-59	8.3	2,674	Overlay
Edwards	K-19	Junction US-50, North to ED-PN County Line	3.7	203	25 mm Overlay (1 Inch)
Ellis	I-70	TR-EL County Line, East to Junction US-183	13.9	15,021	Surface and Bridge
Ellsworth	I-70	Junction K-14 East to EW-LC County Line	6.3	8,676	Grade, Bridge and Surfacing
Ellsworth	K-156	East City Limits of Holyrood, Northeast to Junction K-140	15.0	837	25 mm Overlay (1 Inch)
Ellsworth	K-232	Old Junction US-40, North to EW-LC County Line	3.3	370	40 mm Overlay (1-1/2 Inch)
Ellsworth	K-140	Junction K-14, East to EW-SA County Line	16.4	1,553	40 mm Overlay (1-1/2 Inch)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Ellsworth	K-141	Junction K-4, North to Junction K-140 (Entire Route)	13.5	692	40 mm Overlay (1-1/2 Inch)
Finney	US-50 B	East City Limits of Garden City, East to Junction US-400	0.6	136	50 mm Overlay
Finney	US-83	.8 km Northeast of US-83B Jct, Northeast to End of Concrete Pavement	2.4	147	25 mm Overlay (1 Inch)
Finney	US-83 B	0.9 km Northwest of US-83 Junction, Northwest to Arkansas River Bridge	1.7	68	25 mm Overlay (1 Inch)
Finney	K-156	0.763 km Northeast of Jct US-50/US-83, Northeast to West Jct K-2	21.7	1,887	50 mm Overlay
Finney	US-50	US-50/US-83 and Spruce Street, City of Garden City	0.0	97	Traffic Signals
Finney	US-83	End Concrete at Junction US-50, North to FI-SC County Line	17.7	951	Slurry Seal
Finney	US-50	Garden City: Ballinger Street to Fleming Street on Fulton Street	29.8	221	Surfacing
Finney	K-156	Garden City: College Drive to 265 Feet East of Campus Drive	0.2	367	Surfacing
Ford	US-50	1.4 km East of RS 257, Northeast to FO-ED County Line	9.4	738	40 mm Overlay (1-1/2 Inch)
Ford	US-50	GY-FO County Line, East to RS 944 (Howell)	2.0	240	40 mm Overlay (1-1/2 Inch)
Franklin	K-68	OS-FR County Line, East to West A Street In Pomona	3.1	159	40 mm Overlay (1-1/2 Inch)
Franklin	K-68	East B Street In Pomona, East to West City Limits of Ottawa	8.8	564	40 mm Overlay (1-1/2 Inch)
Franklin	US-50	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	5,448	Surfacing
Geary	US-77	MR-GE County Line, North to GE-RL County Line	25.6	42	Crack Repair
Geary	K-18	East Junction I-70, East to GE-RL County Line	0.0	170	Shoulders
Geary	US-40	Junction City: Franklin to 450 Feet East Filley on US-40B	0.5	151	Surfacing
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 Inch)
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	Br 13, South Fork Solomon River Drainage and Br 15, Coon Creek Drainage	0.0	509	Bridge Overlay
Graham	US-24	SD-GH County Line, East to 0.4 km East of Junction US-283	17.3	1,399	40 mm Overlay (1-1/2 Inch)
Graham	K-84	Penokee, North to Junction US-24 (Entire Route)	0.9	46	40 mm Overlay (1-1/2 Inch)
Graham	K-85	North City Limits Morland, North to Junction US-24 (Entire Route)	0.8	42	40 mm Overlay (1-1/2 Inch)
Grant	US-160	East City Limits Ulysses, East to GT-HS County Line	14.2	1,086	40 mm Overlay (1-1/2 Inch)
Grant	US-160	ST-GT County Line, East to West City Limits Ulysses	8.4	221	40 mm Overlay (1-1/2 Inch)
Gray	US-50	East City Limits Cimarron, East to GY-FO County Line	6.9	826	40 mm Overlay (1-1/2 Inch)
Harper	K-179	Oklahoma-Kansas State Line, North to South City Limits of Anthony	11.1	589	40 mm Overlay (1-1/2 Inch)
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	333	40 mm Overlay (1-1/2 Inch)
Harper	K-2	Anthony: Junction K-2/K-44, North to North City Limits on K-2	0.5	77	Surfacing
Haskell	K-144	US-83 Junction, East to HS-GY County Line	12.0	908	Overlay
Haskell	US-83	North Junction US-160, North to HS-FI County Line	12.0	1,147	50 mm Overlay

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Haskell	US-160	GT-HS County Line, East to Junction US-83/K-144	12.1	946	40 mm Overlay (1-1/2 Inch)
Jefferson	K-92	Bridge 24, Perry Reservoir, 6.8 km East of Junction K-4	0.0	1,045	Bridge Overlay
Jewell	K-28	Junction K-14, East to Junction K-148	6.1	419	25 mm Overlay (1 Inch)
Jewell	K-148	Junction K-28, East to JW-RP County Line	7.0	446	25 mm Overlay (1 Inch)
Jewell	K-128	East Junction US-36, to Kansas-Nebraska State Line	15.9	862	40 mm Overlay (1-1/2 Inch)
Johnson	I-35	Bridge 298 151st Street over US-169/K-7 and over I-35	0.0	3,826	Bridge Repair
Johnson	I-435	Bridge 221, Eastbound K-10 Ramp to Northbound I-435	0.0	307	Bridge Repair
Johnson	K-7	0.6 km North Junction K-10, North to Kansas River Bridge	7.9	6,830	Special Patching and Sealing
Johnson	K-7	K-7 and 43rd Street in City of Shawnee	0.0	205	Traffic Signals
Johnson	US-169	MI-JO County Line, North to 175th Street	5.2	6,830	Pavement Patching
Johnson	US-69	Bridge 132, 103rd Street Over, 0.8 km North of Junction I-435	0.0	766	Bridge Overlay
Johnson	K-7	North of Junction K-10 to South Side of Bridge over Kansas River	6.8	3,873	Overlay
Johnson	I-435	I-435 from 1.09 km North 87th, North 2.25 km (Mile Marker 11.594 to 12.992)	1.4	1,421	Surfacing
Johnson	US-169	Overland Park: 103rd Street to I-435 on US-169	0.0	372	Milling and Overlay
Kearny	K-25	Junction US-50, North to KE-WH County Line	22.1	707	25 mm Overlay (1 Inch)
Kearny	US-50	West City Limits of Lakin, East to KE-FI County Line	10.4	536	25 mm Overlay (1 Inch)
Kingman	K-14	Junction US-54, North to KM-RN County Line	6.0	388	40 mm Overlay (1-1/2 Inch)
Kingman	K-17	Junction US-54, North to KM-RN County Line	4.5	192	40 mm Overlay (1-1/2 Inch)
Kingman	K-14	HP-KM County Line, North to Junction K-42	5.0	240	40 mm Overlay (1-1/2 Inch)
Kiowa	US-54	FO-KW County Line, East to KW-PR County Line	30.4	1,854	40 mm Overlay (1-1/2 Inch)
Labette	US-160	MG-LB County Line, to West Junction US-59	14.0	151	Sealing
Labette	K-96	Bridge 47, Deer Creek Drainage, 11.6 km East Junction K-222	0.0	70	Bridge Repair
Labette	US-166	Neosho River, East Edge of Chetopa, Bridge 038	0.0	64	Special Emergency Repair
Labette	US-59	West Junction US-160, North to South City Limits Parsons	8.3	1,453	Diamond Grinding Conc Pavement
Lane	K-4	SC-LE County Line, East to LE-NS County Line	24.2	2,609	40 mm Overlay (1-1/2 Inch)
Lane	K-23	27.31 m South of Annabelle Street, North to 27.49 m North of Annabelle	0.0	207	Intersection Improvement
Leavenworth	K-5	WY-LV County Line, North to Junction US-73	7.6	601	40 mm Overlay (1-1/2 Inch)
Leavenworth	K-192	JF-LV County Line East to Junction US-73	8.5	30	Crack Repair
Leavenworth	US-73	Leavenworth: 4th: Shawnee-Pawnee and Spruce-Cherokee	1.0	188	Milling and Overlay
Lincoln	K-232	EW-LC County Line, North to LC-RS County Line	5.0	579	40 mm Overlay (1-1/2 Inch)
Lincoln	K-181	Culvert 531, 1.6 km North of RS 1759	0.0	79	Culvert
Lincoln	K-18	Junction K-14, East to LC-OT County Line	13.2	829	40 mm Overlay (1-1/2 Inch)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Lincoln	K-252	Junction K-18, South to North City Limits Beverly	0.5	21	40 mm Overlay (1-1/2 Inch)
Linn	K-52	North Junction US-69, to Kansas-Missouri State Line	3.5	166	40 mm Overlay (1-1/2 Inch)
Linn	K-152	West City Limits of La Cygne, to Junction US-69	4.9	261	40 mm Overlay (1-1/2 Inch)
Linn	US-69	4 km South of North Junction K-52, North to Junction K-152	8.6	479	40 mm Overlay (1-1/2 Inch)
Logan	K-25	East Junction US-40, North to LG-TH County Line	2.3	119	25 mm Overlay (1 Inch)
Logan	US-83	SC-LG County Line, North 22.861 km	14.2	1,375	40 mm Overlay (1-1/2 Inch)
Lyon	K-99	Bridge 56, Elm Creek, 4.12 Miles North of US-56	0.0	4	Bridge Repair
Lyon	US-50	Bridge 146 Linck Creek, 2.92 Miles East of CS-LY County Line	0.0	30	Bridge Repair
Lyon	K-99	Approximately 1.0 Mile North of Junction I-35 (Old Reference Point 109.4)	0.0	23	Shoulders
Lyon	K-57	Approximately 1.5 Miles South of Junction US-50	1.2	60	Shoulders
Lyon	K-99	Emporia: Constitution St-Market St/Kansas Ave-2nd Ave/13th Ave to NCL	1.4	194	Milling and Overlay
Marion	K-15	East Junction US-56, North to MD-DK County Line	17.0	1,180	40 mm Overlay (1-1/2 Inch)
Marion	US-56	MP-MN County Line, East to East Junction K-15	8.5	764	40 mm Overlay (1-1/2 Inch)
Marion	K-256	Bridge 48, Cottonwood River, 1.1 km South Junction US-56	0.0	184	Bridge Overlay
Marion	US-56	East Junction K-15, East to Junction US-77	13.9	2,324	Joint Repair
Marshall	K-9	East Junction US-77, East to West City Limits Frankfort	11.9	599	40 mm Overlay (1-1/2 Inch)
Marshall	US-77	West Junction K-9, North to South City Limits of Marysville	16.6	1,603	40 mm Overlay (1-1/2 Inch)
McPherson	K-260	South Junction I-135, West to North Junction I-135	3.6	627	40 mm Overlay (1-1/2 Inch)
McPherson	K-153	Junction K-61, North to South City Limits of McPherson	2.9	270	25 mm Overlay (1 Inch)
McPherson	K-153S	Junction K-61, Northeast to Junction K-153	1.2	109	25 mm Overlay (1 Inch)
McPherson	US-81 A	Junction K-61, North to South City Limits of McPherson	1.4	84	25 mm Overlay (1 Inch)
McPherson		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	1,549	Overlay
Meade	US-54	West City Limits of Meade to Spring Lake and State St to 4-Lane/2-Lane	1.9	375	Overlay
Meade	US-54	Meade: Meade Center Street, East to State Street	0.4	1,198	Surfacing
Meade	US-54	SW-ME County Line, Northeast to South City Limits Plains	2.9	263	40 mm Overlay (1-1/2 Inch)
Miami	US-169	From South of 223rd Street, North to MI-JO County Line	1.7	6,830	Special Patching and Sealing
Miami	US-69	9.5 km North of Junction K-68, North to MI-JO County Line	2.3	15	Crack Repair
Mitchell	US-24	Junction K-14, East to MC-CD County Line	12.1	813	40 mm Overlay (1-1/2 Inch)
Mitchell	K-193	Entire Length, Asherville, North to Junction US-24	0.5	24	40 mm Overlay (1-1/2 Inch)
Mitchell	K-14	LC-MC County Line, North to South City Limits of Beloit	16.7	857	40 mm Overlay (1-1/2 Inch)
Mitchell	K-181	Culvert 525, 3.4 km South of Tipton	0.0	70	Culvert
Mitchell	US-24	OB-MC County Line, East to Junction K-14	20.7	48	Crack Repair

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Mitchell	K-9	Junction US-24, East to MC-CD County Line	9.3	554	40 mm Overlay (1-1/2 Inch)
Montgomery	US-166	Sycamore Creek, in Coffeyville	0.0	430	Special Emergency Repair
Montgomery	US-160	South Junction US-169, to MG-LB County Line	4.5	47	Sealing
Morris	US-77	Junction K-209, Northeast to MR-GE County Line	6.8	5	Crack Repair
Morris	K-209	DK-MR County Line, East to Junction US-77	0.3	3	Crack Repair
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)
Neosho	US-169	4.8 km North of Junction K-47, North to NO-AL County Line	11.6	1,301	Pavement Patching
Neosho	US-59	0.179 km North Junction K-146, North to 0.515 km South Junction K-39	5.1	494	Diamond Grinding Conc Pavement
Ness	K-4	LE-NS County Line, East to Junction US-283	19.0	1,920	40 mm Overlay (1-1/2 Inch)
Ness	K-96	School Street in Ness City, East NS-RH County Line	17.3	1,382	40 mm Overlay (1-1/2 Inch)
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-9	East Junction US-283, East to NT-PL County Line	12.7	152	Conventional Seal
Norton	K-173	Densmore, North to Junction K-9	0.6	7	Conventional Seal
Osage	K-268	Junction US-75, East to Junction K-68	9.5	559	25 mm Overlay (1 Inch)
Osage	K-68	Junction K-268, East to OS-FR County Line	1.0	68	25 mm Overlay (1 Inch)
Osage	I-35	CF-OS Co Line, E to Approx 0.698 km E of E Jct K-31--N-bound & S-bound	6.5	698	40 mm Overlay (1-1/2 Inch)
Ottawa	US-81	SA-OT County Line, North to 2.1 km South Junction	10.2	1,108	Milling and Overlay
Ottawa	K-41	Bridge 25, Dry Creek, 4.3 km West of Junction US-81	0.0	147	Bridge Overlay
Ottawa	US-81	Brs 1 & 2, (W Lane & E Lane) Local Road, 1.6 km N of SA-OT County Line	0.0	293	Bridge Overlay
Ottawa	K-18	LC-OT County Line, East to Junction Old US-81	17.2	1,065	40 mm Overlay (1-1/2 Inch)
Pawnee	K-19	ED-PN County Line, North to Junction K-19S	11.5	605	25 mm Overlay (1 Inch)
Pawnee	K-19 S	Junction K-19, North to Pawnee River Bridge (South City Limits Larned)	0.4	21	25 mm Overlay (1 Inch)
Phillips	US-36	East City Limits Phillipsburg, East to PL-SM County Line	13.6	1,479	40 mm Overlay (1-1/2 Inch)
Phillips	K-9	NT-PL County Line, East to PL-SM County Line	30.7	361	Conventional Seal
Phillips	US-36	NT-PL County Line, East to West City Limits Phillipsburg	17.1	2,464	40 mm Overlay (1-1/2 Inch)
Pottawatomie	K-16	Junction K-13, Northeast to South Junction K-99	8.1	710	40 mm Overlay (1-1/2 Inch)
Pottawatomie	K-99	.176 km North of Jct US-24, North to South City Limits of Westmoreland	14.1	723	25 mm Overlay (1 Inch)
Pratt	K-61	Junction US-54, North to 2-Lane	1.1	130	Slurry Seal
Pratt	US-54	KW-PR County Line, East to West City Limits Pratt	14.2	976	40 mm Overlay (1-1/2 Inch)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Rawlins	US-36	15.9 km E of CN-RA County Line, E to West End of Concrete-Atwood	10.0	464	Slurry Seal
Reno	K-14	KM-RN County Line, North to Junction K-61	10.7	693	40 mm Overlay (1-1/2 Inch)
Reno	K-17	KM-RN County Line, North 18.185 km	11.3	505	40 mm Overlay (1-1/2 Inch)
Reno	K-61	West City Limits of Turon, East to Junction K-14	14.1	521	Slurry Seal
Republic	K-148	JW-RP County Line, East to Junction US-81	15.5	972	25 mm Overlay (1 Inch)
Republic	US-81	US-81 at US-36, at 18th Street and at 23rd Street Intersection	0.0	91	Lighting
Republic	K-148	Junction US-81, to RP-WS County Line	16.7	883	40 mm Overlay (1-1/2 Inch)
Rice	US-56	BT-RC County Line, East to West City Limits of Lyons	14.1	885	40 mm Overlay (1-1/2 Inch)
Riley	US-24	.36 km West of Junction K-82, East to West Junction US-77	9.4	565	25 mm Overlay (1 Inch)
Riley	K-18	Bridge 41, Kansas River, 0.2 km North of GE-RL County Line	0.0	343	Bridge Repair
Riley	US-24	West Junction US-77, to East Junction US-77	4.0	73	Sealing
Riley	US-77	GE-RL County Line, North to West Junction US-24	11.3	209	Sealing
Rush	US-183	Junction K-4, North to RH-EL County Line	11.1	656	25 mm Overlay (1 Inch)
Russell	I-70	1.2 km West of Junction US-40B, East to RS-EW County Line	16.8	18,420	Overlay
Russell	K-18	East Junction US-281, East to RS-LC County Line	13.3	1,174	40 mm Overlay (1-1/2 Inch)
Russell	K-176	North City Limits Lucas, North to Junction K-18 (Entire Route)	0.2	13	40 mm Overlay (1-1/2 Inch)
Russell	K-232	LC-RS County Line, West and North to Junction K-18 (Entire Route)	9.0	698	40 mm Overlay (1-1/2 Inch)
Russell	US-281	West Junction K-18, East to East Junction K-18	8.5	473	40 mm Overlay (1-1/2 Inch)
Russell	K-231	Jct I-70, South 1.2 km to North City Limits of Dorrance (Entire Route)	0.7	55	40 mm Overlay (1-1/2 Inch)
Saline	US-81	Junction I-70, North to SA-OT County Line	5.8	634	Milling and Overlay
Saline	K-140	EW-SA County Line, Northeast to Junction I-135	16.8	1,599	40 mm Overlay (1-1/2 Inch)
Scott	K-4	Junction US-83, East to SC-LE County Line	11.9	1,470	40 mm Overlay (1-1/2 Inch)
Scott	US-83	FI-SC County Line, North to Concrete at Scott City (12th Street)	14.9	833	Slurry Seal
Sedgwick	K-49	SU-SG County Line, North to Junction K-42	1.0	40	25 mm Overlay (1 Inch)
Sedgwick		Various Locations in the City of Wichita	0.0	256	Lighting
Sedgwick	K-15	K-15 & Red Powell Road, City of Derby, Sedgwick County	0.2	95	Surfacing
Sedgwick		Various Bridges in Sedgwick County	0.8	42	Pavement Marking
Sedgwick	US-54	Light Tower 5032 Approximately 1137.5 Feet West of Hillside	0.0	30	Lighting
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	696	Pavement Patching
Sedgwick		Various Locations in Sedgwick County	0.0	35	Signing

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Seward	US-54	South City Limits Kismet, Northeast to SW-ME County Line	4.5	416	40 mm Overlay (1-1/2 Inch)
Shawnee	US-75	Brs110 & 109 Local Road, Br 113 RS 207, Brs 111 & 112 Wakarusa River	0.0	451	Bridge Overlay
Shawnee	I-70	8th Street Bridge over I-70 in Topeka	0.0	20	Special Bridge Repair
Shawnee	I-470	Junction I-70 South and East to 1.2 km East of Gage Boulevard	5.0	133	Pavement Marking
Sheridan	K-23	GO-SD County Line, North to Junction US-24 (Except Concrete)	15.5	1,144	Recycle and Overlay
Sheridan	US-24	0.3 km West of Junction K-23, East to SD-GH County Line	15.2	959	40 mm Overlay (1-1/2 Inch)
Sherman	I-70	1.0 km West of Junction K-27, East 18.4 km	11.4	10,694	Surface and Bridge
Sherman	I-70	1.0 km West Junction K-27, East 18.4 km	11.4	12,343	Surface and Bridge
Sherman	I-70	CO-KS State Line, East 27.647 km (just West of K-27)	17.2	2,980	Sealing
Sherman	K-27	WA-SH County Line, North to .075 km North of South City Limits Goodland	13.2	940	50 mm Overlay
Sherman	K-253	Junction I-70, North to Junction Old US-24	0.7	44	40 mm Overlay (1-1/2 Inch)
Sherman	K-267	East City Limits Kanorado, South to Junction I-70	0.8	45	40 mm Overlay (1-1/2 Inch)
Sherman	I-70	E & W Bound Safety Rest Area Approx 11.2 km E of CO-KS State Line	0.0	137	40 mm Overlay (1-1/2 Inch)
Smith	US-36	PL-SM County Line, East to 0.5 km East of East City Limits of Smith Center	16.0	1,360	40 mm Overlay (1-1/2 Inch)
Smith	K-9	PL-SM County Line, East to Junction US-281	15.4	177	Conventional Seal
Smith	US-36	0.473 km East of East City Limits Smith Center, East to SM-JW County Line	14.3	1,180	40 mm Overlay (1-1/2 Inch)
Stafford	US-281	Junction US-50, North to Junction K-19	14.0	664	Slurry Seal
Stafford	US-50	ED-SF County Line, East to SF-RN County Line	30.0	1,225	Slurry Seal
Stanton	US-160	North Junction K-27, East to ST-GT County Line	12.9	998	40 mm Overlay (1-1/2 Inch)
Stevens	K-51	300 m West West City Limits Hugoton, East to SV-SW County Line	16.0	1,636	40 mm Overlay (1-1/2 Inch)
Stevens	K-51	SV-SW County Line, East to Junction US-83	8.0	829	40 mm Overlay (1-1/2 Inch)
Stevens	US-56	East Junction K-51, Northeast to West City Limits of Moscow	13.2	1,187	40 mm Overlay (1-1/2 Inch)
Sumner	K-55	East City Limits Belle Plaine, East to SU-CL County Line	6.7	302	40 mm Overlay (1-1/2 Inch)
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	280	25 mm Overlay (1 Inch)
Sumner	US-81	Bridge 40, Bluff Creek, 0.93 Mile North of Oklahoma-Kansas State Line	0.0	6	Bridge Repair
Sumner	US-81	Bridge 41, Fall Creek, 1.58 Miles North of Oklahoma-Kansas State Line	0.0	9	Bridge Repair
Sumner	US-81	Junction US-81/K-55, North on US-81 0.5 Mile & East 1.0 Mile on K-55	1.5	8	Special Maintance
Sumner	K-55	Bridge 116, Arkansas River Drainage, 7.63 Miles East of US-81	0.0	6	Bridge Repair
Sumner	K-55	Bridge 117, Arkansas River Drainage, 8.39 Miles East of US-81	0.0	26	Bridge Repair
Sumner	US-160	Wellington: On 8th Street: East EWS Slate Creek Bridge, East 0.124 km	0.1	204	Grade and Surfacing
Thomas	K-25	LG-TH County Line, North to South City Limits of Colby	15.5	581	25 mm Overlay (1 Inch)
Thomas	K-25	North City Limits of Colby, North to TH-RA County Line	11.5	612	25 mm Overlay (1 Inch)

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Trego	US-283	0.1 km North I-70, North to Barcley Avenue in Wakeeney	0.4	441	Overlay
Wabaunsee	K-99	North City Limits of Alma, North to Junction I-70	3.4	173	25 mm Overlay (1 Inch)
Wabaunsee	K-99	Junction I-70, North to River Bridge	9.2	375	25 mm Overlay (1 Inch)
Wallace	K-27	GL-WA County Line, North to West Junction US-40 (Except Concrete)	14.5	748	25 mm Overlay (1 Inch)
Wallace	K-27	East Junction US-40, North to WA-SH County Line	16.2	733	25 mm Overlay (1 Inch)
Washington	K-148	RP-WS County Line, to West Junction K-9	17.0	898	40 mm Overlay (1-1/2 Inch)
Wichita	K-96	West City Limits Leoti, East to WH-SC County Line (Except PCCP in Leoti)	13.1	835	40 mm Overlay (1-1/2 Inch)
Wichita	K-167	Junction K-96, North to Marienthal	0.5	42	40 mm Overlay (1-1/2 Inch)
Wilson	K-39	Bridge 27, Village Creek, 9.2 km East of East Junction US-75	0.0	344	Bridge Overlay
Wilson	US-75	Bridge 007, Chetopa Creek (5 km North of Neodesha)	0.0	175	Bridge Overlay
Wyandotte	US-69	Southbound US-69 Fairfax Bridge 67 over Missouri River	0.0	324	Bridge Paint
Wyandotte	I-635	Brs 44 and 45 N-bound and S-bound over Kansas River-Kansas City, KS	0.0	1,113	Bridge Repair
Wyandotte	K-5	RP 14.9, North to WY-LV County Line	2.0	141	40 mm Overlay (1-1/2 Inch)
Wyandotte	K-32	Bridge 104, Old K-132/K-32 Interchange	0.0	373	Bridge Overlay
Wyandotte	K-32	Bridge 94, Mill Creek; and Bridge 93, Little Turkey Creek	0.0	902	Bridge Overlay
Wyandotte	I-35	2.8 km Southwest of KS-MO State Line, Northeast to KS-MO State Line	1.7	480	Milling and Overlay
Wyandotte	US-69	Kansas River Bridge 136	0.0	23	Bridge Repair
Wyandotte	US-69	18th St Expressway Br 136, S-bound Lanes, Kansas River and BNSF RR	0.0	675	Bridge Repair
Statewide		Various Locations in District Three		114	Signing
Statewide		Various Locations in District Three		1,189	Signing
Statewide	I-70	Interchange at Oakley, Quinter, Bunker Hill	0.0	156	Lighting
Statewide	US-75	Jct NW 62nd Street-SN County Line, North to 158 Street-JA County Line	12.0	756	Pavement Marking
Statewide	US-400	US-400/US-169 Interchange(MG Co): US-400/US-75 Interchange(WI Co)	0.0	166	Lighting
Statewide	K-96	K-17 & Haven (RN County) & Mt Hope & Andale Road (SG County)	0.0	59	Lighting
Statewide		BU County, Various Locations; SF County, Junction US-50/US-281	0.0	91	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		300	Stockpile Bituminous Material
Statewide		Various Locations in Johnson, Shawnee, and Wyandotte Counties	0.0	190	Regular Maintenance
		TOTAL SUBSTANTIAL MAINTENANCE		238,235	

MAJOR MODIFICATIONS

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Allen		0.4 Mile South of Humboldt, South	0.1	648	Grade, Bridge and Surfacing
Allen	US-54	Various Locations on US-54 in Allen County (Iola, East to Gas City)	0.0	93	Guard Fence
Barton	K-156	East Junction US-56, Northeast to BT-EW County Line	17.2	16,955	Grade, Bridge and Surfacing
Barton		From Stone Lake East to Locust Street	1.5	142	Pedestrian and Bicycle Paths
Barton		Great Bend-3.2 km West of City at Great Bend Exposition Area	0.0	635	Historic Preservation
Barton	US-56	Central Kansas Railroad and US-56 East of Ellinwood	0.0	16	Surfacing
Bourbon	US-69	CR-BB County Line North to 0.75 Mile South of K-7	6.1	6,947	Grade, Bridge and Surfacing
Bourbon	K-31	BNSF Railroad and K-31 (Spruce Street) in Fulton	0.0	120	Flashing Light Signal
Brown	US-36	3.1 km East of RS 1265, East to BR-DP County Line	12.4	7,357	Surface and Bridge
Brown		Union Pacific Railroad and RS 61 West of Hamlin	0.0	129	Flashing Light Signal
Brown		Union Pacific Railroad and RS 63 East of Morrill	0.0	150	Flashing Light Signal
Butler		0.8 Mile West and 2.0 Miles South of Towanda	0.2	515	Grade, Bridge and Surfacing
Butler		2.9 Miles South of Smileyberg	0.1	395	Grade, Bridge and Surfacing
Butler	K-254	K-254 (Central) and Haverhill Road, El Dorado	0.0	143	Intersection Improvement
Butler		BNSF Railroad and High Street in El Dorado	0.0	166	Flashing Light Signal
Butler		BNSF Railroad and Washington Street in Cassoday	0.0	248	Flashing Light Signal
Butler		BNSF Railroad and Track 769 at Gordon	0.0	148	Flashing Light Signal
Chase		0.5 Mile South and 0.4 Mile West of Wonsevu	0.2	277	Grade, Bridge and Surfacing
Chase	K-177	Scenic Overlook South of Cottonwood Falls	0.0	429	Scenic or Historic Highway Programs
Chase		Relocate County Road at Bazaar	0.0	25	Grade and Surfacing
Chautauqua		1.0 Mile South of Hewins	0.0	712	Grade, Bridge and Surfacing
Cherokee	US-69	US-166, Northwest to Exit US-69A and then Northeast 3.4 Miles	6.2	7,687	Surfacing
Cherokee	US-69	BNSF Railroad and US-69 South of Columbus	0.0	181	Flashing Light Signal
Cherokee	US-160	BNSF Railroad and US-160 South of Cherokee	0.0	156	Flashing Light Signal
Cherokee	K-7	Southeast Kansas Railroad and K-7 Southwest of Cherokee	0.0	60	Flashing Light Signal
Cloud	US-81	From RS 145, North to CD-RP County Lane (Right of Way and Utility)	3.0	1,358	Grade and Bridge
Cloud	US-81	From RS 145, North to CD-RP County Line	3.0	4,789	Surface and Bridge
Cloud		11th St: 62.49 m East of Lincoln to East City Limits	0.9	1,002	Grade and Surfacing
Cloud	K-9	BNSF Railroad and K-9 (6th Street) in Concordia	0.0	143	Flashing Light Signal
Coffey		5.0 Miles South Burlington and 1.0 Mile West US-75	0.1	279	Grade and Bridge

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Coffey		3.0 Miles North and 1.3 Miles East of Leroy	0.2	189	Grade, Bridge and Surfacing
Cowley		2.0 Miles North of Arkansas City over AT&SF Railroad	0.1	371	Grade and Bridge
Cowley		Arkansas City: Radio Lane, Summit West to 15th Street	0.0	1,260	Grade, Bridge and Surfacing
Cowley		BNSF Railroad and 33rd Avenue in Winfield	0.0	161	Flashing Light Signal
Crawford		2.0 Miles South and 1.6 Miles East Girard, East	0.1	388	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	419 m North US-69B, North to 170 m South Mckay Street in Frontenac	0.0	191	Surfacing
Crawford		Pittsburg: on East Ford: Broadway-Joplin	0.2	568	Grade and Surfacing
Crawford		Southern Kansas and Oklahoma Railroad and Jefferson Street in Pittsburg	0.0	109	Flashing Light Signal
Decatur	US-36	Nebraska, Kansas and Colorado Railroad and US-36 4 Miles W of Norcatur	0.0	43	Surfacing
Dickinson		1.5 Miles East and 4.6 Miles North Woodbine	0.1	419	Grade, Bridge and Surfacing
Dickinson		6.5 Miles South and 3.0 Miles West of Abilene	0.1	219	Grade, Bridge and Surfacing
Dickinson	US-56	Broadway to East City Limits of Herington	0.7	674	Grade and Surfacing
Dickinson	I-70	Westbound I-70 Bridge (021) over K-43	0.0	110	Guard Fence
Dickinson	K-15	BNSF Railroad and K-15 (Buckeye) in Abilene	0.0	238	Flashing Light Signal
Dickinson		BNSF Railroad and 3rd Street in Abilene	0.0	195	Flashing Light Signal
Dickinson		BNSF Railroad and 1st Street in Abilene	0.0	142	Flashing Light Signal
Dickinson		BNSF Railroad and 2nd Street in Abilene	0.0	153	Flashing Light Signal
Dickinson		BNSF Railroad and RS 198 East of Abilene	0.0	158	Flashing Light Signal
Dickinson		Union Pacific Railroad and Cherry Street in Abilene	0.0	129	Flashing Light Signal
Doniphan	US-36	BR-DP County Line, East 1.1 km	0.7	204	Surface and Bridge
Douglas	US-56	9th Street, East to 3rd Street in Baldwin City	0.5	1,317	Grade and Surfacing
Elk		Elk Falls Pratt Truss Bridge	0.0	15	Historic Preservation
Ellis		Union Pacific Railroad and RS 449 (Walker Avenue) at Walker	0.0	166	Flashing Light Signal
Ellsworth	K-156	BT-EW County Line, Northeast to East City Limits of Holyrood	5.0	3,760	Grade, Bridge and Surfacing
Ellsworth		Union Pacific Railroad and Avenue East 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
Finney	US-50	US-50/US-83 Intersection, North of Garden City	0.0	1,317	Grade and Surfacing
Finney		Mary Street, Taylor Avenue to VFW Road	0.0	1,556	Grade and Surfacing
Finney	US-50	Garden City Western Railroad Crossings of US-50 West of Garden City	0.0	50	Flashing Light Signal
Finney	US-83	AT&SF Railroad and US-83 (Main Street) in Garden City	0.0	352	Flashing Light Signal

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Finney		BNSF Railroad and 4th Street in Garden City	0.0	245	Flashing Light Signal
Ford		Santa Fe Depot (101 Wyatt Earp Boulevard) Dodge City	0.0	86	Railroad Depot Restoration
Ford		Harvey House Dorm (101 East Wyatt Earp Boulevard)	0.0	912	Railroad Building Restoration
Ford		Dodge City: Comanche Street: Central to 9th Avenue	0.6	1,374	Grade and Surfacing
Franklin		0.3 Mile North of Lane on RS 266	0.0	21	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	0.4 km West of West Jct US-50B, Northeast and North to 0.5 km North K-68	5.4	26,015	Pavement Reconstruction
Franklin	I-35	US-59 and 23rd Street Intersection in Ottawa	0.0	2,000	Intersection Improvement
Franklin	I-35	0.5 km North K-68, Northeast 11.7 km	7.3	21,516	Pavement Reconstruction
Geary		3.6 Miles East US-77 at Geary-Morris County Line	0.2	445	Grade and Bridge
Geary		7.0 Miles South and 1.0 Mile West Junction City	0.0	137	Grade, Bridge and Surfacing
Geary		4.8 Miles East of Junction City	0.0	116	Grade, Bridge and Surfacing
Geary	I-70	1 Mile East Mcdowell Creek Rd, East to the GE-RL County Line	7.5	20,812	Pavement Reconstruction
Geary	I-70	West Junction City Safety Rest Areas, 2-1505 and 2-1506	0.0	200	Safety Rest Area
Geary		Union Pacific Railroad and Chestnut Street in Junction City	0.0	124	Flashing Light Signal
Grant		K-25/Patterson East to Missouri and South to US-160	1.5	1,348	Grade and Surfacing
Gray	K-23	BNSF Railroad 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 and US-56 Junction	0.0	16	Surfacing
Greeley	K-27	Central Kansas Railroad and K-27 in Tribune	0.0	49	Surfacing
Greenwood	US-54	Safety Rest Area 4-5501 3.2 km West of K-105	0.0	424	Safety Rest Area
Hamilton	US-50	West City Limits of Syracuse, East to HM-KE County Line	12.4	10,477	Grade, Bridge and Surfacing
Harvey	I-135	SG-HV County Line, North to 0.3 Mile South of South Junction K-15	7.4	19,672	Pavement Reconstruction
Harvey	I-135	.48 km South of South Jct K-15, N and NW to .48 km North of North Jct K-15	5.4	45,350	Pavement Reconstruction
Harvey	I-135	Broadway Street Interchange	0.0	596	Bridge
Harvey		BNSF Railroad 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	398	Surfacing
Jackson		Union Pacific Railroad and C-104 Northwest of Delia	0.0	154	Flashing Light Signal
Jefferson	K-92	2.1 Miles East RS 328 East to Curb and Gutter in Oskaloosa	4.3	5,667	Grade, Bridge and Surfacing
Jefferson	K-4	K-4 at Wyandotte and Miller, East of Meriden	0.3	449	Intersection Improvement

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Johnson		175th Street/179th Street: Lackman Road-Switzer Road	3.3	4,276	Grade and Surfacing
Johnson	I-35	I-35 Northbound Ramp to 75th Street, Overland Park	0.0	435	Grade and Surfacing
Johnson	I-35	Merriam: Antioch Road: at I-35 and BNSF Railroad and Ramp	0.5	16,580	Grade, Bridge and Surfacing
Johnson		Olathe: Three Intersections	1.0	1,326	Grade and Surfacing
Johnson		Overland Park: Pflumm Road from 119th to 127th	0.8	3,521	Grade and Surfacing
Johnson		Ridgeview, Santa Fe to 230 Feet North of KC Road	0.6	2,038	Grade and Surfacing
Johnson		127th Street: Quivira to Switzer in Overland Park	0.9	3,166	Grade and Surfacing
Johnson		151st Street: Metcalf to Nall in Overland Park	1.2	5,933	Grade and Surfacing
Johnson		Shawnee: Intersection I-435 and Midland Drive	0.3	242	Intersection Improvement
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 Street	0.0	15	Grading
Johnson		Lenexa:87th Street Parkway East of Candlelight Lane	0.0	24	Grading
Johnson		Olathe: 159th Street, K-7/US-169 to Lone Elm Road	1.0	1,401	Grade and Surfacing
Johnson		Olathe: 111th Street, K-7 to Lone Elm	1.0	4,376	Grade and Surfacing
Johnson		Overland Park: Metcalf, 119th to 135th	2.0	178	Grading
Johnson	I-435	Westbound I-435/US-169/US-50 Off Ramp at Quivira Road, Overland Park	0.1	500	Intersection Improvement
Johnson		City of Prairie Village (Off-System, City Wide)	0.0	81	Signing
Johnson		Indian Creek from Blackbob Road to Pflumm in Olathe	1.3	651	Pedestrian and Bicycle Paths
Johnson		BNSF Railroad and Pflumm in Lenexa	0.0	140	Flashing Light Signal
Johnson		BNSF Railroad and Kansas Avenue in Olathe	0.0	250	Flashing Light Signal
Johnson		BNSF Railroad and Harrison Street in Olathe	0.0	155	Flashing Light Signal
Johnson		BNSF Railroad and Dennis Avenue in Olathe	0.0	200	Flashing Light Signal
Johnson		BNSF Railroad and Elm Street in Olathe	0.0	115	Flashing Light Signal
Johnson		BNSF Railroad and Cedar Street in Olathe	0.0	82	Flashing Light Signal
Johnson		BNSF Railroad and Loula Street in Olathe	0.0	77	Flashing Light Signal
Johnson		BNSF Railroad and Park Street in Olathe	0.0	101	Flashing Light Signal
Johnson		BNSF Railroad and Poplar Street in Olathe	0.0	63	Flashing Light Signal
Johnson		BNSF Railroad and Prairie Street in Olathe	0.0	64	Flashing Light Signal
Johnson		BNSF Railroad 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	14,240	Grade, Bridge and Surfacing
Kiowa		Union Pacific Railroad and RS 219, Main Street in Haviland	0.0	122	Flashing Light Signal
Lane	K-96	Central Kansas Railroad and K-96, 3.2 Miles East of Dighton	0.0	29	Surfacing
Leavenworth		Intersection RS 385, RS 1904, and RS 383	0.2	734	Intersection Improvement
Leavenworth		Intersection RS 2153 and RS 392	0.0	115	Grading

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Leavenworth		RS 392 1.5 Miles North of RS 2153	0.0	136	Grading
Leavenworth		RS 392 1.6 Miles North RS 2153	0.0	160	Grading
Lincoln		0.25 km South Shady Bend, North 0.2 km	0.1	356	Grade and Bridge
Lincoln		6.4 km East of Sylvan Grove	0.3	512	Grade and Bridge
Lincoln		Bridge 032 (on Old K-181)	0.1	41	Restore Historic Transportation Bldg
Linn		BNSF Railroad and 10th Street in Pleasanton	0.0	147	Flashing Light Signal
Linn		BNSF Railroad and 9th Street in Pleasanton	0.0	181	Flashing Light Signal
Marion	US-50	0.16 km East RS 1410, East to MN-CS County Line	4.0	5,787	Grade, Bridge and Surfacing
Marion	US-77	1.6 km North of North Junction RS 875, North to South City Limits Florence	6.7	11,226	Grade, Bridge and Surfacing
Marion	K-256	Union Pacific Railroad and K-256, (Main Street) in Marion	0.0	127	Flashing Light Signal
Marshall		1.5 Miles South and 2.0 Miles East of Marysville	0.2	260	Bridge
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	5,553	Grade, Bridge and Surfacing
McPherson	US-81	Junction I-135, West to Junction K-61 (North Lanes and South Lanes)	0.0	6,278	Grade, Bridge and Surfacing
McPherson		Union Pacific Railroad and RS 1065 East of McPherson	0.0	159	Flashing Light Signal
Miami		Paola: from K-263 to Southeast Centennial	0.4	987	Grade, Bridge and Surfacing
Miami	US-169	0.9 km SW of K-7, NE 15.9 km to 0.5 km SW of Old K-263 Interchange	0.0	1,908	Bridge
Miami	US-169	Brs 094 (over UP Railroad) & 096 (BNSF Railroad/Local Road-Northbound)	0.0	271	Bridge
Miami	US-169	0.5 km SW of Old K-263 Int, NE & N to existing 4 Lanes S of Spring Hill	0.0	389	Bridge
Miami		Union Pacific Railroad and RS 259 East of Osawatomie	0.0	176	Flashing Light Signal
Miami		BNSF Railroad and Roberts Road Northwest Corner of Miami County	0.0	184	Flashing Light Signal
Mitchell	K-9	Kyle and K-9 East of Beloit at Gilbert Station	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	606	Grade and Surfacing
Montgomery	US-169	South Kansas and Oklahoma Railroad and US-169, 6 Miles S of Cherryvale	0.0	177	Flashing Light Signal
Montgomery		South Kansas and Oklahoma Railroad and Laurel Street in Independence	0.0	111	Flashing Light Signal
Morris	US-56	Council Gove-Main Street from Chautuqua East to 6th Street	0.8	190	Landscaping and Beautification
Nemaha		Seneca: Community Drive: Main Street North to US-36	0.6	892	Grade and Surfacing
Nemaha		Realignment of Old US-36 at Baileyville	0.0	313	Grade and Surfacing
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

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Neosho		Chanute: On South Santa Fe: 21st Street South 0.46 km	0.3	1,279	Grade and Surfacing
Norton	K-383	DC-NT County Line, Northeast & North to West Junction US-36	13.6	8,741	Grade, Bridge and Surfacing
Norton	US-36	Nebraska, Kansas, Colorado Railroad & US-36 East of Reager	0.0	69	Surfacing
Osage	US-56	Santa Fe Trail High School Entrance, 7.2 km West Overbrook	0.3	291	Grade and Surfacing
Osage	K-31	BNSF and K-31, Market Street in Osage City	0.0	192	Flashing Light Signal
Osborne		18.5 Miles South and 4.0 Miles East Osborne	0.2	74	Grade and Bridge
Osborne		1.8 Miles South and 5.5 Miles East of Osborne	0.5	131	Grade and Bridge
Ottawa		1.5 Miles South and 1.0 Mile East of Minneapolis	0.1	462	Grade and Bridge
Ottawa	US-81	Safety Rest Area 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	584	Grade and Bridge
Pawnee	US-56	Intersection of US-56 and K-156, Larned	0.1	325	Grade and Surfacing
Pottawatomie	K-99	K-99 From 4th Street to 7th Street in Wamego	0.3	974	Landscaping and Beautification
Rawlins		11.1 Miles South and 6.0 Miles East of Atwood	0.2	106	Grade and Bridge
Rawlins		11.0 Miles South and 6.0 Miles East of Atwood	0.0	128	Grade and Bridge
Rawlins	US-36	110 m West of East City Limits of Atwood, East to 5.5 km East RS 89	8.4	8,292	Grade, Bridge and Surfacing
Reno		East 4th Street: Halstead Street to Airport Road	0.0	3,571	Grade and Surfacing
Reno	K-96	Hutchinson Bypass: Junction US-50, North to K-96	0.0	13,493	Grade, Bridge and Surfacing
Reno	K-96	Hutchinson Bypass: Junction US-50, North to K-96	0.0	0	Care Agreement
Reno		23rd & Severence, Hutchinson	0.0	526	Intersection Improvement
Reno		Kansas Southwest Railroad and Hendricks Street in Hutchinson	0.0	250	Flashing Light Signal
Reno		Union Pacific Railroad & Mowhawk Road Southwest of Hutchinson	0.0	221	Flashing Light Signal
Reno		BNSF Railroad & Mowhawk Road Southwest of Hutchinson	0.0	189	Flashing Light Signal
Reno		Central Kansas Railroad and Plum Street in Hutchinson	0.0	393	Flashing Light Signal
Republic		1.4 Miles North and 3.0 Miles West Narka	0.2	205	Grade and Bridge
Republic	US-81	0.5 Mile South of Kansas-Nebraska State Line North to State Line	0.5	1,029	Grade and Surfacing
Republic	US-81	Belleville Inspection Station, North to 1.3 Miles Northeast US-36	0.0	11,842	Grade, Bridge and Surfacing
Republic	US-81	CD-RP County Line, North to Belleville Inspection Station	9.4	5,663	Grade and Bridge
Republic	US-81	CD-RP County Line, North to Belleville Inspection Station	9.4	18,840	Surface and Bridge
Republic	US-81	1.3 Miles Northeast US-36 (Belleville) Northeast 1.9 Miles	1.9	5,147	Grade and Surfacing
Republic	US-81	3.2 Miles Northeast US-36, North to 0.5 Mile South KS-NE State Line	10.2	5,313	Grade and Bridge
Republic	US-81	3.2 Miles Northeast US-36, North to 0.5 Mile South State Line	10.2	17,703	Surface and Bridge
Republic	K-148	BNSF Railroad & K-148 at Kackley	0.0	148	Flashing Light Signal

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Rice		4.0 Miles East of Lyons	0.1	279	Grade and Bridge
Rice	K-14	Central Kansas Railroad & K-14 2 Miles West of Geneseo	0.0	33	Surfacing
Riley	I-70	GE-RL County Line East to RL-WB County Line	6.0	18,301	Pavement Reconstruction
Riley	I-70	GE-RL County Line, East to the RL-WB County Line	0.0	540	Bridge
Riley	K-18	Kansas River Bridge 31, at Manhattan	0.0	113	Care Agreement
Riley		North Manhattan and Claflin, Manhattan	0.2	425	Intersection Improvement
Rooks	US-183	Kyle & US-183 in Stockton	0.0	52	Surfacing
Rush		2.75 Miles East Rush Center and 0.25 Mile South K-96	0.2	277	Grade, Bridge and Surfacing
Rush	K-96	Safety Rest Area 5-4501, West of Alexander	0.0	477	Safety Rest Area
Russell		5.0 Miles North of Russell over Saline River	0.6	545	Grade and Bridge
Saline		0.5 km North of Hedville, North	0.2	405	Grade, Bridge and Surfacing
Saline		1.5 Miles East Salina on Simpson Road	0.1	143	Grade, Bridge and Surfacing
Saline		3.5 Miles South Gypsum	0.1	194	Grade, Bridge and Surfacing
Saline	I-70	LC-SA County Line, East 8.0 Miles	8.0	18,126	Pavement Reconstruction
Saline	I-135	.48 km North of Junction K-104 North to .48 km North Junction I-70	9.7	39,007	Pavement Reconstruction
Saline	I-135	.48 km North of Junction K-104 North to .48 km North Junction I-70	9.7	982	Lighting
Saline	I-135	MP-SA County Line, North to 0.5 km North Junction K-104	9.4	26,955	Pavement Reconstruction
Saline	I-135	MP-SA County Line, North to .5 km North of Junction K-104	9.4	744	Overlay
Saline		Salina: Cloud Street over Dry Creek	0.0	452	Grade, Bridge and Surfacing
Saline		Shilling Road West of I-135 over Dry Creek	0.1	839	Grade, Bridge and Surfacing
Sedgwick		103rd Street at Ninnescah: 1.5 Miles West Clearwater	0.1	1,951	Grade, Bridge and Surfacing
Sedgwick	US-81	US-81 and 63rd Street South, Northeast of Haysville	0.2	420	Traffic Signals
Sedgwick		Wichita Metropolitan Area	0.0	50	Intelligent Transportation System
Sedgwick		Wichita: Broadway: Kellogg to Douglas	0.5	1,616	Surfacing
Sedgwick		Wichita: Pawnee Street and Oliver Street	0.1	830	Grade and Surfacing
Sedgwick		Wichita: Central: I-235 to West Street	1.0	3,116	Grade and Surfacing
Sedgwick		Maple & Seneca, Wichita	0.0	795	Intersection Improvement
Sedgwick		Park City: 61st Street: Broadway to Hydraulic	1.0	1,909	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	648	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: Seneca & Maple Intersection	1.0	445	Grade and Surfacing
Sedgwick		Wichita: 29th Street North, Oliver to Woodlawn	1.0	1,049	Grade and Surfacing
Sedgwick		I-235: 13th Street North & East to Broadway in Wichita	0.0	267	Landscaping and Beautification

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
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	374	Pedestrian and Bicycle Paths
Sedgwick		Kansas Southwest Railroad and Harry Street in Wichita	0.0	230	Flashing Light Signal
Sedgwick		BNSF Railroad and 2nd Street in Valley Center	0.0	183	Flashing Light Signal
Sedgwick		BNSF Railroad and 5th Street in Valley Center	0.0	72	Flashing Light Signal
Sedgwick		CK Railroad & Bayley Street Corridor	0.0	1,050	Flashing Light Signal
Sedgwick		BNSF Railroad & Harry Street in Wichita	0.0	208	Flashing Light Signal
Sedgwick		CK Railroad & McLean Boulevard in Wichita	0.0	168	Flashing Light Signal
Sedgwick		CK Railroad & Meridian Avenue In Wichita	0.0	132	Flashing Light Signal
Sedgwick		BNSF Railroad and Red Powell Road North of Derby	0.0	145	Flashing Light Signal
Seward		Cimarron Hotel/Grier House at US-83 and Trail Street	0.0	1,232	Railroad Building Restoration
Seward		Liberal: Western Avenue: 15th to Tucker Road	1.0	2,219	Grade and Surfacing
Shawnee		Southwest Jordan Road over Wakarusa	0.2	646	Grade, Bridge and Surfacing
Shawnee		Northwest 39th Street East of Button Road	0.2	260	Grade, Bridge and Surfacing
Shawnee		77th Street from New US-75 to Old US-75	1.0	664	Grade and Surfacing
Shawnee	I-470	W of Martin Drive, E to Topeka Blvd & KTA Entrance & Topeka Blvd	0.0	150	Care Agreement
Shawnee	I-70	.3 Mile West of Valencia Road, East 1.6 Miles East Junction K-4	5.0	29,494	Pavement Reconstruction
Shawnee	US-75	East Junction I-70, North to 0.3 km North Kansas River Bridge	0.5	2,554	Pavement Reconstruction
Shawnee	K-4	K-4/I-70/KTA (I-470) Interchange at Topeka	2.1	62,337	Grade, Bridge and Surfacing
Shawnee	K-4	K-4 Interchange at US-40	0.5	5,255	Grade, Bridge and Surfacing
Shawnee	K-4	K-4/I-70/KTA (I-470) Interchange in Topeka	2.6	2,589	Landscaping and Beautification
Shawnee	K-4	K-4/I-70/KTA (I-470) Interchange in Topeka	0.0	580	Care Agreement
Shawnee	US-75	US-75 & 35th Street North of Topeka	0.0	5,001	Grade, Bridge and Surfacing
Shawnee	US-75	End of 4-Lane, South of Topeka, North to North of KTA	5.7	12,193	Grade, Bridge and Surfacing
Shawnee		Topeka: Topeka Boulevard: 11th Street to 15th Street	0.0	2,173	Grade and Surfacing
Shawnee		Branner Street Bridge over Shunga Creek	0.1	757	Grade, Bridge and Surfacing
Shawnee		BNSF Railroad & Rice Road in Topeka	0.0	146	Flashing Light Signal
Shawnee		BNSF Railroad & Croco Road East of Topeka	0.0	164	Flashing Light Signal
Sheridan		Cottonwood Historic Site	0.0	104	Historic Preservation
Sherman	K-27	Near South City Limits, North to South of US-24B, Goodland	0.9	1,554	Grade and Surfacing
Sherman	US-24	US-24/Cherry Street Intersection at Goodland	0.5	765	Grade and Surfacing
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	271	Grade and Bridge
Stafford	US-50	Safety Rest Area 5-1503 9.7 km West of Stafford	0.0	610	Safety Rest Area
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
Sumner	K-53	BNSF Railroad and K-53 (Bridge Street) in Mulvane	0.0	60	Flashing Light Signal
Sumner		BNSF Railroad & 100th and Merchant Streets North of Belle Plain	0.0	177	Flashing Light Signal
Thomas	I-70	Various Locations on I-70 in Thomas County	0.0	532	Guard Fence
Trego	US-40	13th (US-40B), South Avenue North to Union Pacific Railroad-Wakeeney	0.5	428	Grade and Surfacing
Trego	US-40	Wakeeney: I-70, North to South Avenue	0.3	219	Grade and Surfacing
Trego		Union Pacific Railroad and 4th Street in Wakeeney	0.0	230	Flashing Light Signal
Trego		Union Pacific Railroad and RS 508 0.5 Mile West of Ogallah	0.0	162	Flashing Light Signal
Wabaunsee	I-70	0.48 km West of K-99, East to 0.48 km West of Junction K-138	5.5	21,171	Pavement Reconstruction
Wabaunsee	I-70	0.48 km West of K-138, East to 0.48 km East Junction K-30	8.7	40,945	Pavement Reconstruction
Wabaunsee	I-70	RL-WB County Line, East to 0.6 km West Junction K-99	5.1	16,650	Pavement Reconstruction
Washington		4.5 Miles North and 0.9 Mile East of Hanover	0.2	171	Grade and Bridge
Wilson	US-75	East of Junction US-400 (Old K-96), East to West City Limits Neodesha	0.9	3,613	Grade, Bridge and Surfacing
Wilson	K-96	GW-WL County Line, East and South to Junction K-47	12.0	10,825	Surfacing
Wilson	K-96	K-37, K-39, K-47, and K-96	29.4	1,358	Surfacing
Wilson	K-96	Fall River Bridge 018 on Old K-39, 10.32 km North of Old K-96/K-39	0.0	185	Bridge Repair
Wilson	K-47	Rural Secondary 1378, East thru US-75 Intersection	2.7	6,377	Grade, Bridge and Surfacing
Wilson		Skorr and Fredonia Corridor	0.0	412	Flashing Light Signal
Woodson	US-75	Safety Rest Area 4-5506 8.0 km North of Yates Center	0.0	456	Safety Rest Area
Wyandotte	K-32	East of Old K-132 Interchange, Southeast to 55th Street in Kansas City	1.0	11,309	Grade, Bridge and Surfacing
Wyandotte	K-32	Intersection K-32 and 55th Street in Kansas City	0.1	217	Intersection Improvement
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	9,653	Grade and Surfacing
Wyandotte		New Jersey Avenue	0.0	1,500	Grade and Surfacing
Wyandotte	K-7	Bonner Springs 650 North K-7 (New Area Office/Shop)	0.0	168	Special Sewer Installation
Wyandotte		Kansas City: 65th Street: K-32 to State Avenue	1.2	3,695	Grade and Surfacing
Wyandotte		Kansas City: 57th and Muncie Streets	0.0	831	Grading
Wyandotte		Kansas City: Mission Road and Southwest Boulevard	0.0	129	Traffic Signals
Wyandotte		Kansas City: 75th and State Street	0.0	100	Traffic Signals
Wyandotte		Kansas City: 34th and Parallel Streets	0.0	85	Traffic Signals
Wyandotte		Kansas City: 99th and Parallel Streets	0.0	75	Traffic Signals

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Wyandotte		Kansas City: 78th and 1-70	0.0	63	Traffic Signals
Wyandotte		Kansas City: Southwest Boulevard	0.0	51	Bridge Repair
Statewide	US-40	West Junction US-83 in Oakley, East to Junction I-70 (4-Lanes)	3.2	8,969	Pavement Reconstruction
Statewide	I-35	ITS (Construct Traffic Operation Center and Equipment) Kansas City	0.0	1,413	Intelligent Transportation System
Statewide		Statewide Interstates and Freeways	0.0	1,000	Signing
		TOTAL MAJOR MODIFICATIONS		884,831	

PRIORITY BRIDGES

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Atchison	K-9	Bridge 29, Grasshopper Creek, 2.9 km East JA-AT County Line	0.0	655	Bridge Replacement
Cherokee	US-166	Spring River Drainage Bridge 35 and Spring River Bridge 36	0.0	4,527	Bridge Replacement
Clay	K-82	Milford Lake Bridge 026, 11.07 km East of K-15	0.0	2,814	Bridge Widen
Coffey	K-57	Neosho River Bridge 42, 7.32 km East South Junction US-75	0.0	2,662	Bridge Replacement
Crawford	K-57	Culvert 534, about 1.8 km East of K-7 Junction	0.0	501	Bridge
Crawford	K-7	Bridge 15, Second Cow Creek, 8.58 km North of K-57	0.0	304	Bridge Replacement
Crawford	K-126	Bridges 31 and 35, 9.66 and 1.87 km West K-7	0.0	265	Bridge
Douglas	US-56	West Fork Tauy Creek Bridge (010), 11.9 Miles East OS-DG County Line	0.0	738	Bridge Replacement
Edwards	US-50	Bridge 2 over AT&SF Railroad and US-56, 1 km Northeast US-56	0.0	3,695	Bridge Replacement
Elk	US-160	Culverts 503 and 504, 3.4 km West and 1.1 km East K-99	0.0	1,014	Bridge
Geary	US-40	Smoky Hill River Bridge 37, 2.12 km East US-77	0.0	1,329	Bridge Deck
Harper	US-160	Bridge 19, AT&SF Railroad, 12.3 km East of North Junction K-2	0.0	1,045	Bridge Deck
Harvey	K-196	Purchase Three Temporary Detour Bridges	0.0	497	Special Temporary Detour Bridges

County	Route	Location Description	Length (Miles)	Construct Cost ($1,000)	Work Type
Johnson	US-56	Bridge 75, over US-69 (Metcalf) in Mission	0.0	3,844	Bridge Replacement
Johnson	US-56	Bridges 76, 77, 78, and 79 at Roe Avenue	0.0	5,862	Bridge Replacement
Lincoln	K-284	Prosser Creek 35 and Rattlesnake Creek Drainage 36	0.0	981	Bridge Replacement
Linn	K-52	Culverts 509, 510, 525-2.2, 4.3, 4.8 km East Junction US-69	0.0	856	Bridge
Morris	US-56	Bridge 3 (Missouri-Pacific Railroad over US-56) 5.5 km East US-77	0.0	973	Grade, Bridge and Surfacing
Nemaha	K-63	Tennessee Creek Bridge 19, 8.5 km North K-9 North Junction	0.0	934	Bridge Replacement
Neosho	K-39	Big Creek Overflow Bridge 27 and Big Creek Bridge 28	0.0	2,536	Bridge Replacement
Ottawa	US-81	Bridges 35 and 36 Solomon River 3.9 km North Junction K-18	0.0	2,751	Bridge Deck
Pottawatomie	K-16	Vermillion River Bridge 23, 1.26 km East K-259	0.0	1,726	Bridge Replacement
Riley	US-24	Phiel Creek Bridge 9 (W Lane) and 10 (E Lane) 1 km SE North Jct K-13	0.0	823	Bridge Replacement
Riley	US-24	Timber Creek Bridge 6, 0.56 km East K-82	0.0	675	Bridge Replacement
Saline	I-70	Solomon (76 & 77), Union Pacific Railroad (78 & 79), and Mulberry (63)	0.0	6,874	Bridge Repair
Sedgwick	K-42	2.7 km Northeast of Junction K-49, Northeast 2.6 km	1.6	6,221	Grade, Bridge and Surfacing
Shawnee	US-75	Kansas River Bridge 101 East Lane, 0.8 km North I-70/US-75	0.0	8,918	Bridge Replacement
Sumner	US-81	Ninnescah River Drainage Bridge 50, 13.7 km North North Jct US-160	0.0	502	Bridge Replacement
Wilson	K-47	Chetopa Creek Bridge 32, 6.9 Miles East of US-75	0.0	750	Bridge Replacement
Wyandotte	K-32	Bridge (107), Kansas River	0.0	16,475	Bridge Replacement
		TOTAL PRIORITY BRIDGES		81,746	

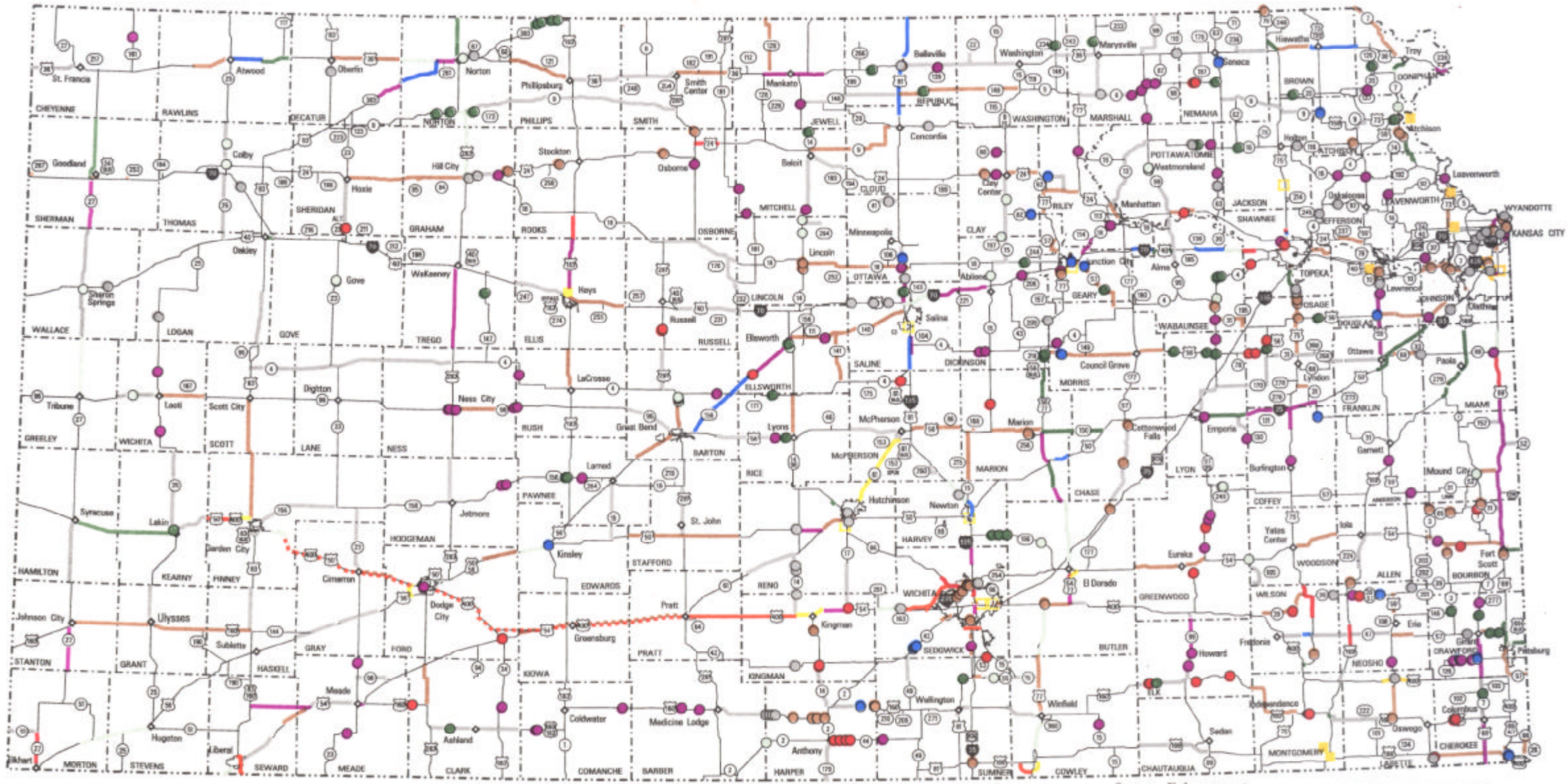
SYSTEM ENHANCEMENTS

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	3,929	Surfacing
Anderson	US-169	AL-AN County Line, North to 1 Mile North of Colony	3.0	2,328	Surfacing
Anderson	K-57	Relocate K-57 1 Mile North of Colony West to K-57	2.2	1,714	Surface and Bridge
Ford	US-56	Arkansas River Bridge 26, .47 km South South Junction US-400	0.0	1,119	Bridge Repair
Sedgwick	US-54	Roosevelt to Sylvan Lane in Wichita	1.1	26,178	Grade, Bridge and Surfacing
Shawnee	US-75	End Existing 4-Lane North to I-470/Burlingame Road	5.0	1	Care Agreement
		TOTAL SYSTEM ENHANCEMENTS		35,270	

2000 FISCAL YEAR TOTAL	1,240,081

Total Number Of Priority Bridges:	49
Total Number Of Associated Bridges:	235
TOTAL NUMBER OF BRIDGES:	284

FY 2000–2009 COMPREHENSIVE TRANSPORTATION PROGRAM



Explanation of Changes To / From 2000 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

US-24	Pottawatomie	Vermillion River, 3.8 miles east of K-99 (Annual addition for redeck set-aside program)	PB
K-39	Wilson	Verdigris River 8.5 miles east & northeast of Jct US-400 (Annual addition for redeck set-aside program	PB
US-81B	McPherson	Smoky Hill River, 3.4 miles northwest of Jct I-135 (Annual addition for redeck set-aside program)	PB

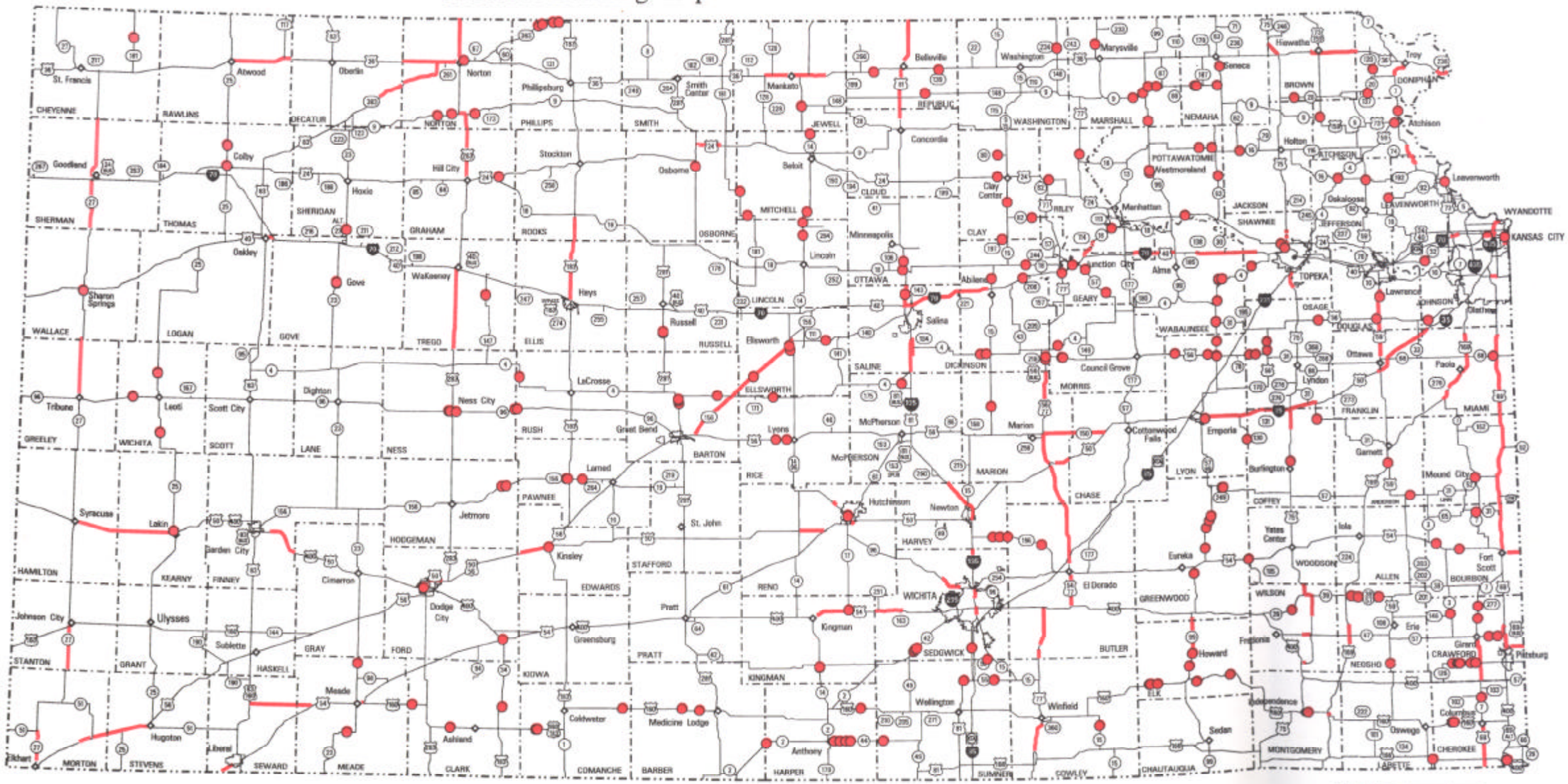
Project Additions Due to Changed Conditions Followed by Program Category

K-161	Cheyenne	Big Timber Creek, 9.5 miles north of US-36 (Added as a result of a changed bridge condition; posted)	PB
	Pottawatomie	Br 900-75-11.40 at Pottawatomie County State Lake (KDWP Agreement, not on SHS) (Added as a result of a changed bridge condition; recently posted)	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 2000 annual report map.

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
CTP0SB00A.DGN OCTOBER 3, 2000
USING CANSYS DATABASE 06/00

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) 2000. Included in the CAFR is the report of the independent public accountants, Deloitte & Touche, LLP 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 1999 CAFR. The award for 1999 marks the twelfth consecutive year the Department has received the award for excellence in financial reporting. The FY 2000 CAFR has been submitted for consideration of the award.

The complete CAFR for FY 2000 is available upon request by contacting KDOT's Office of Transportation Information, 915 Harrison, Topeka, Kansas, 66612 - 1568, or by telephone 785-296-3585 (Voice)/(TTY). The CAFR is also available 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 10-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 sales tax transfer to KDOT from the State General Fund was originally capped at a 1.7 percent increase in FY 2000 and FY 2001. These increases were reduced by $27.2 million in FY 2000 and $39.2 million in FY 2001 by legislative action in 2000. In FY 2002 the transfer rate is scheduled to increase from 7.628 percent to 9.5 percent and then increase to 11 percent in FY 2003, 11.25 percent in FY 2004 and 12 percent in FY 2005 and thereafter.

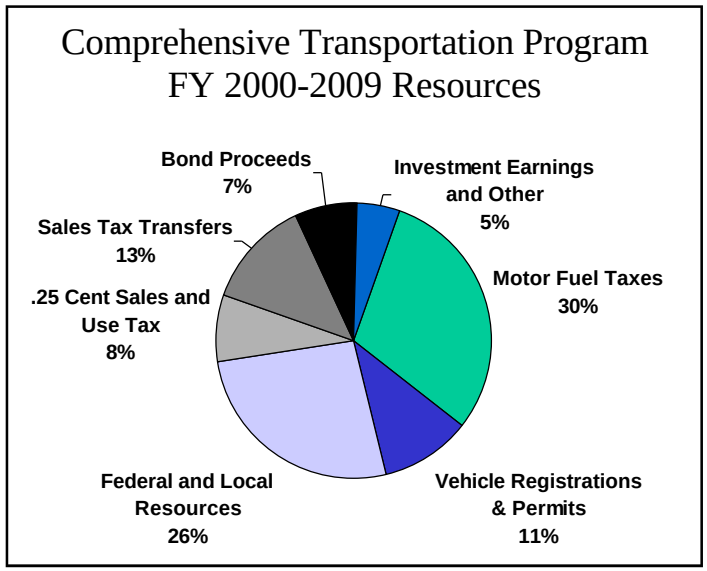
◆The program includes $995 million in bonding authority. The bonds will have a maximum term of 20 years.

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 weekly. 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 Part B, "What We Do." For highways, the 10-year CTP will provide nearly $1.9 billion for the substantial maintenance program, $3.8 billion for major modification and priority bridge programs, and more than $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 will be provided through an increase to $1.62 billion for 10 years in the distributions to the Special City and County Highway Fund; local federal aid projects (including required local matching funds) of $760 million over 10 years; local partnership programs (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 above depicts the resources for the life of the CTP as of November 2000 using current budget information and the November 2000 estimates of the State Consensus Estimating Group and the Highway Revenue Estimating Group. Changes that have occurred since the January 2000 Annual Report to the Governor and Legislature are discussed below.

Sales Tax Transfer – Based on the November estimates anticipated transfers were reduced by $60 million through FY 2009.

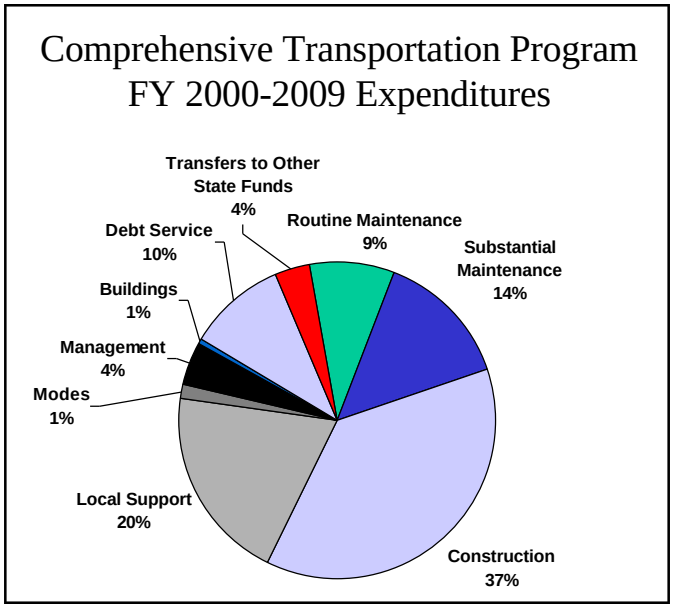
Sales and Compensating Use Tax (1/4 cent) – The estimated receipts were reduced by $19 million through FY 2009.

Vehicle Registration Fees – Based on collections for FY 2000, future estimates for registration fees were increased $63 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 long term decline in the past growth in motor fuel consumption. Future estimates were reduced by $63 million over the life of the CTP.

The above reflects a net decrease of $79 million in state revenues before interest earnings.

The following graph depicts the 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 1999 revenues and expenditures to FY 2000 revenue and expenditures.

FY 2000 FINANCIAL INFORMATION

All amounts and percents of increases or decreases shown below are in thousands.

	2000	Percent of Total	Increase (Decrease) from prior year Amount	Percent
REVENUES				
Motor Fuel Taxes	$ 356,069	34 %	$ 33,481	10 %
Vehicle Registrations and Permits	141,872	14	3,977	3
Intergovernmental	328,296	32	13,231	4
Sales Tax Transfer	62,240	6	(25,659)	(29)
Sales and Use Taxes	87,880	8	1,991	2
Investment Earnings	38,285	4	9,772	34
Motor Carrier Property Taxes	11,182	1	187	2
Other	5,303	1	1,791	51
Transfers from Other State Funds	3,623	0	(3,219)	(47)
Total Revenues	$ 1,034,750	100 %	$ 35,552	4 %
EXPENDITURES				
Current Operating:				
Maintenance	$ 280,268	25 %	$ 5,926	2 %
Construction	499,105	44	48,626	11
Local Support	167,409	15	16,511	11
Management	47,073	4	3,118	7
Debt Service:				
Principal	40,945	4	13,215	48
Interest and fees	55,136	5	9,083	20
Transfers to Other State Funds	49,967	4	4,907	11
Total Expenditures	$ 1,139,903	100 %	$ 101,386	10 %
OTHER FINANCING SOURCES				
Revenue Bond Proceeds	$ 327,272	100 %	$ 327,272	
Total Other Financing Sources	$ 327,272	100 %	$ 327,272	
Excess of Revenues and Other Sources Over Expenditures	$ 222,119	100 %	$ 261,438	665 %

Total revenues during FY 2000 were $1,034 million, which represents an increase of $36 million or 4 percent in comparison to the prior fiscal year.

Motor fuel tax revenues increased due to a two-cent per gallon tax increase that went into effect on July 1, 1999. The increase is part of the four-cent per gallon phased-in increase that is part of the Comprehensive Transportation Program discussed above.

Intergovernmental revenues consist of federal and local reimbursements. During FY 2000 federal reimbursements showed an increase because of reimbursements of increased construction expenditures. The timing 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 2000 due to legislative action taken to relieve projected cash short falls in the State General Fund. The Sales Tax Transfer in FY 2001 has also been reduced from prior years' legislative allowances.

Investment earnings increased during the fiscal year by $10 million because the quantity of funds available for investment in FY 2000 was greater than in 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.

Total expenditures during FY 2000 were $1,140 million, which is an increase of $101 million or 10 percent over the prior fiscal year.

Maintenance expenditures increased by $6 million and construction expenditures increased by $49 million during the current year. These reflect implementation of the CTP and should continue to increase in future years as the CTP progresses.

Debt service increased by $22 million during FY 2000 as a result of scheduled principal payments on Highway Revenue and Highway Revenue Refunding Bonds and additional interest costs incurred on the Series 1999 bonds issued early in the fiscal year. Future increases in debt service expenditures are expected as the CTP authorized bonds are issued.

Transfers to other state funds increased by $5 million due to increased transfers to the Kansas Highway Patrol and the Department of Revenue Division of Vehicles. Transfers to other state funds are not anticipated to increase significantly in the future, subject to legislative action.

The increase in Other Financing Sources is a result of the issuance of the Series 1999 Highway Revenue Bonds discussed above. Additional bonds were sold in November and December 2000.

REFERENCE INFORMATION

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.

CONTINUED ON FOLLOWING PAGE

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 OFFICE OF TRANSPORTATION INFORMATION, DOCKING STATE OFFICE BUILDING, ROOM 754, TOPEKA, KAN., 66612-1568, OR PHONE (785) 296-3585 (VOICE)/(TTY).