

APPENDIX

to the

KANSAS DEPARTMENT OF TRANSPORTATION'S

2007 Annual Report

INCLUDES:

Section A:

- ◆ **Transportation revolving fund;**
- ◆ **KDOT Right of Way information;**
- ◆ **Information on signs available for increasing tourism or economic development;**
- ◆ **Financial compliance;**
- ◆ **An explanation of changes from last year's Annual Report project list;**
- ◆ **Reference Information;**
 - Glossary of commonly used KDOT terms
 - Commonly-used acronyms and abbreviations

Section B:

- ◆ **Project Selection Criteria;**
 - Outline of four program categories (SE, MM, PB, and SM).

--Detailed explanation of the selection criteria used in developing projects and in the awarding of assistance to cities, counties or other transportation providers.

--Funding constraints of each program component.

Section C:

- ◆ **Project list detailing projects scheduled for improvement during FY 2000-2009;**
 - Each one includes a project description, length, construction cost or estimated construction cost, and work type. In addition to state highway construction project lists are aviation, rail, and public transit project listings.
- ◆ **Maps;**
 - Two maps showing Comprehensive Transportation Program state highway system projects, and maps involving aviation, public transit, and rail.

GENERAL INFORMATION

Section A

Transportation Revolving Fund

The Transportation Revolving Fund is a statewide revolving loan fund that provides low cost loans to local units of government for financing road and bridge improvements. The improvement may be on or off the State Highway System. Since the first loan in December 2003, the fund has provided 40 loans to 36 cities and counties. The fund has an approximately \$53.2 million in executed loan agreements or loans completed with interest rates for the loans ranging from 3.76 percent to 4.36 percent.

Tracking KDOT Right of Way

Since January 1, 2000, existing and new right-of-way has been inventoried using an inventory database system. This enables KDOT to provide timely annual inventory updates at the same time that historical information is being captured and entered into the system. The Secretary files annual reports to the Legislature on all real property owned and real estate transactions engaged in by KDOT.

Information on Signs

KDOT is currently developing an inventory of informational signs across the state and will make the information available as soon as the work is complete. Additional details may be obtained in the Kansas Tourism Attraction Signage Application Kit at http://kdoch.state.ks.us/KDOCHdocs/TT/2005-Tourism_Attraction_Signage_Application.pdf.

Financial Compliance

Each year the Department provides to the governor and 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) 2006. Included in the CAFR is the report of the independent public accountants, Berberich Trahan & Co., P.A. and Allen Gibbs & Houlik, L.C. attesting that the financial statements present fairly the financial position of the Department in conformity with accounting principles generally accepted in the United States of America. Also included is a certificate of achievement awarded to the Department for excellence in financial reporting for the 2005 CAFR. The award marks the eighteenth consecutive year the Department has received the award for excellence in financial reporting.

The complete CAFR is available by contacting KDOT's Office of Transportation Information at 785-296-3585 (Voice)/(TTY). The CAFR is also available on KDOT's Web site at <http://www.ksdot.org/publications.asp>, under Reports and Studies.

The Comprehensive Transportation Program (CTP) is a program for all modes of transportation: highways, aviation, rail, and public transit. Descriptions of the programs for each of the modes can be found in Section B of this Appendix.

The Comprehensive Transportation Program is based on 10-year projections. The schedule below is a snapshot solely comparing FY 2006 revenues and expenditures to FY 2005 revenue and expenditures.

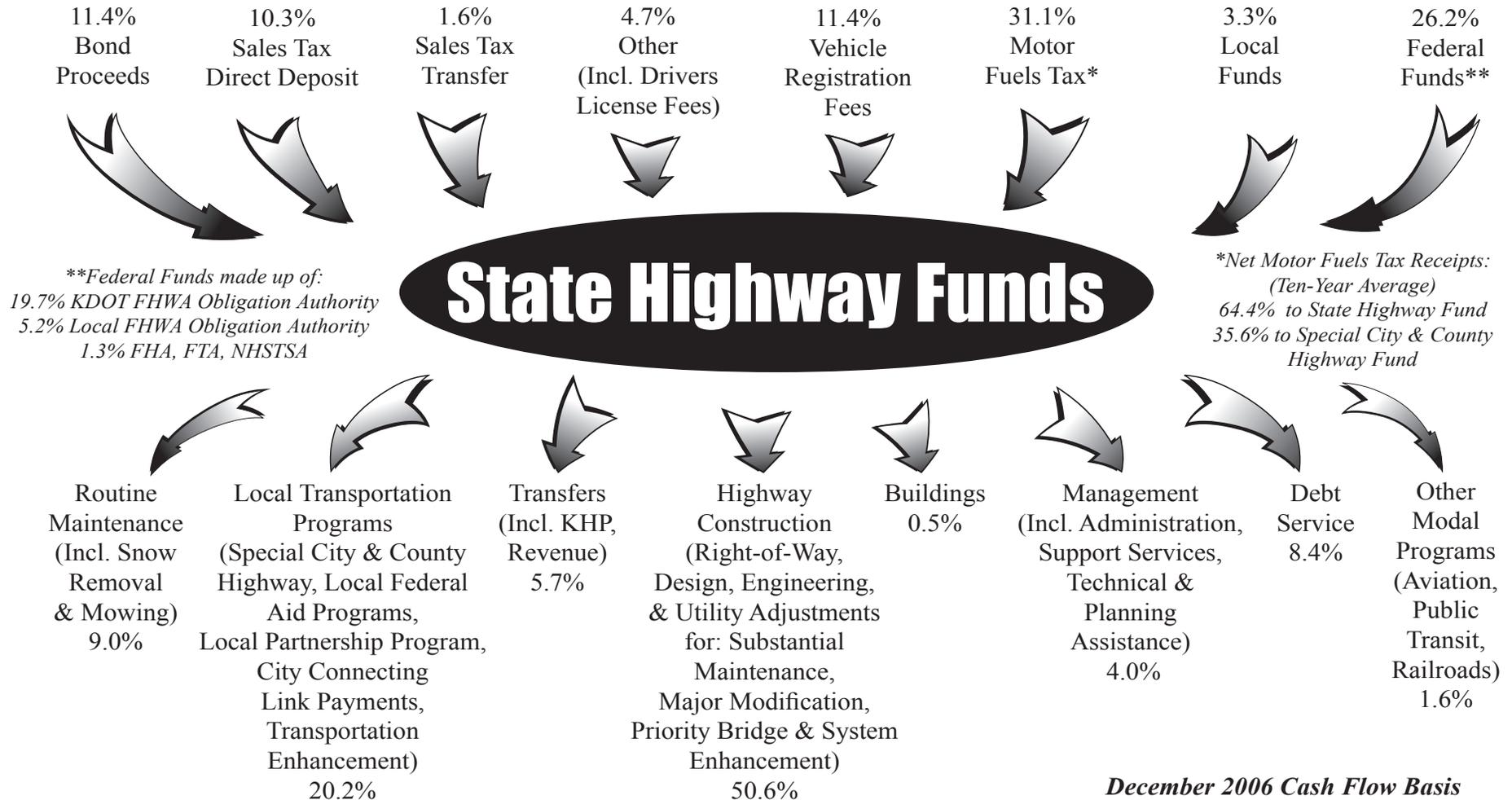
FY 2006 FINANCIAL INFORMATION

The following schedule is a summary of revenues and expenditures for FY 2006 and the amount and percent of increases or decreases in relation to prior year amounts. All amounts are in thousands.

REVENUES	2006	Percent of Total	Increase (Decrease) from prior year	
			Amount	Percent
Motor Fuel Taxes	\$ 425,593	31 %	\$ 2,277	1 %
Vehicle Registrations and Permits	165,573	12	1,813	1
Intergovernmental	404,382	30	20,313	5
Sales and Use Taxes	99,938	7	5,730	6
Investment Earnings	21,757	2	5,135	31
Motor Carrier Property Taxes	10,064	1	(0)	0
Other	13,844	1	7,726	126
Transfers from Other State Funds	214,508	16	210,683	5,508
Total revenues	\$ 1,355,659	100 %	\$ 253,677	23 %

EXPENDITURES	2006	Percent of Total	Increase (Decrease) from prior year	
			Amount	Percent
Current Operating				
Maintenance	323,068	23 %	\$ 10,648	4 %
Construction	511,381	37	(5,176)	(1)
Local Support	287,381	20	3,359	1
Rail, Air and Public Trans. Management	9,547	1	(1,783)	(16)
	49,025	4	(11,724)	(19)
Debt Service				
Principal	46,755	3	8,295	22
Interest and fees	77,285	5	9,757	14
Transfers to Other State Funds	92,364	7	(2,341)	(2)
Total expenditures	1,396,805	100 %	\$ 11,035	1 %
OTHER FINANCING SOURCES (USES)				
Revenue Bond Proceeds	0	0 %	(200,000)	(100) %
Total other sources (uses)	0	0 %	(200,000)	(100) %
Excess (Deficiency) of Revenues and Other Sources Over Expenditures	(41,147)	100 %	\$ 42,642	(56) %

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



Explanation of Changes To/From 2005 Annual Report

Comprehensive Transportation Program FY 2000-2009

Major Modification Interstate and Non-Interstate and Priority Bridge Projects Only

Assumes funding provided for in HB2071(April 1999), HB3011 (May 2002), and SB384 (April 2004)

Project Category Changes Due to Scope Refinement

K-18	Ottawa	Antelope Creek Bridge east of K-106 (Converted to future Substantial Maintenance project due to bridge condition)	Priority Bridge
US- 24	Shawnee	UP RR Bridge west of Menoken Road (Converted to Substantial Maintenance project; project development underway for post-CTP four-lane future bridge and tie-in to existing four-lane roadway)	Priority Bridge

Project Additions Due to Changed Conditions

I- 35	Johnson	I-35/59th St./Lone Elm Road in Olathe (New interchange added as a result of federal earmark funds; no state funds)	Major Modification
I-35	Lyon	I-35/KTA/US-50 (KTA interchange project with proportional state funding participation)	Major Modification

9/19/06 KDOT

REFERENCE INFORMATION

Catch KDOT
on the web:
WWW.KSDOT.ORG

Connect with any KDOT office from anywhere in Kansas, toll-free 8 a.m. - 5 p.m., Monday through Friday. Closed holidays.

**KDOT Connection:
toll-free, 1-877-550-KDOT (5368)**

Call 511
(anywhere in Kansas)
or go to
<http://511.ksdot.org>

Find out route
specific road conditions,
construction/detour, weather,
and emergency road closure
information 24 hours a day.
Outside of Kansas, call
1-866-511-5368.

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

- ◆ KDOT offices throughout the state;
- ◆ City, county, and state maps;
- ◆ Other modes of transportation;
- ◆ Latest road condition information;
- ◆ News releases;
- ◆ Various publications;
- ◆ Safety information;
- ◆ Career Opportunities;
- ◆ Information for highway contractors, design consultants, vendors, and other organizations.

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 that 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.

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 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 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 that 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 that groups all state highway routes into five levels:

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.

Routine Maintenance - The activities to preserve the “as built” condition of Kansas highways to the best extent possible by KDOT personnel. These activities include pot-hole patching, drainage work, guardrail repairs, highway striping, right-of-way mowing, and snow and ice control.

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 selected annually 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 (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. Projects were submitted by local governments and were selected after being ranked according to scores based on engineering criteria, a project’s potential for economic development, and the local government’s contribution to the project. Each project was prioritized against the other projects in this category, and projects were funded from the top down until dollars in that category were exhausted.

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

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

Commonly-used Acronyms and Abbreviations

Abbreviation	Description
AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACPA	American Concrete Paving Association
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APE	Advanced Preliminary Engineering
APTA	American Public Transit Association
APWA	American Public Works Association
ARTBA	American Road and Transportation Builders Association
ATSSA	American Traffic Safety Services Association
BAC	Blood Alcohol Content
BEST	Basic Effective Supervisory Training
BR	Bridge
CADD	Computer-Aided Design and Drafting
CAM	Computer-Aided Mapping
CANSYS	Control Section Analysis System
CASE	Computer-Aided Software Engineering
CDBG	Community Development Block Grant
CDL	Commercial Driver's License
CE	Civil Engineer, Construction Engineering
CL	County Line

C/L	Centerline
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMS	Contract Management System or Construction Management System
COLA	Cost of Living Adjustment
CONST	Construction
CPMS	Comprehensive Program Management System
DBE	Disadvantaged Business Enterprise
DE	District Engineer
DEIS	Draft Environmental Impact Statement
DOS	Disk Operating System
DOT	Department of Transportation
DUI	Driving Under the Influence
E	East
EA	Environmental Assessment, Environmental Agency, Engineering Associate
EB	Eastbound
ED	Economic Development
EEO	Equal Employment Opportunity
EIS	Environmental Impact Statement
EIT	Engineer in Training
EMS	Equipment Management System
EO	Equipment Operator
ET	Engineering Technician
EWS	End of Wearing Surface
FAA	Federal Aviation Administration
FARS	Fatal Accident Records System
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Administration
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration

FIMS	Financial Information Management System	MM	Major Modification
FONSI	Finding of No Significant Impact	MMS	Maintenanc Management System
FTA	Federal Transit Administration	MPO	Metropolitan Planning Organization
FY	Fiscal Year (State)	MUTCD	Manual on Uniform Traffic Control Devices
GAAP	Generally Accepted Accounting Principles	N	North
GASB	Governmental Accounting Standard Board	NB	Northbound
GI	Geometric Improvement	NHI	National Highway Institute
GIS	Geographic Information System	NHS	National Highway System
GPS	Global Positioning System	NHTSA	National Highway Traffic Safety Administration
HAC	Highway Advisory Commission	NRC	National Research Council
HAZMAT	Hazardous Materials	NSC	National Safety Council
HEEP	Highway Engineering Exchange Program	OSHA	Occupational Safety and Health Association
HMMS	Highway Maintenance Management System	PB	Priority Bridge
HPMS	Highway Performance Monitoring System	PE	Preliminary Engineering, Professional Engineer
IMMS	Integrated Maintenance Management System	PI	Public Involvement, Point of Intersection
INK	Information Network of Kansas	PMS	Pavement Management System
ISTEA	Intermodal Surface Transportation Efficiency Act	PS&E	Plans, Specifications and Estimates
ITS	Intelligent Transportation System	QA	Quality Assurance
KARS	Kansas Accident Records System	QC	Quality Control
KCC	Kansas Corporation Commission	RCB	Reinforced Concrete Box
KDOT	Kansas Department of Transportation	ROW	Right-of-Way
KHP	Kansas Highway Patrol	RR	Railroad
KLINK	City Connecting Link Resurfacing	S	South
KPERS	Kansas Public Employees Retirement System	SB	Southbound
KQM	Kansas Quality Management	SCCHF	Special City/County Highway Fund
KTA	Kansas Turnpike Authority	SE	System Enhancement
LAN	Local Area Network	SEIS	Supplemental Environmental Impact Statement
LPA	Local Public Authority	SEP	System Enhancement Program
MARC	Mid-America Regional Council	SHA	State Highway Agency
MCSAP	Motor Carrier Safety Assistance Program	SHRP	Strategic Highway Research Program
MIS	Managment Information System, Major Investment Study	SM	Substantial Maintenance
		SMP	Strategic Management Plan

SRA	Safety Rest Area
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program

TRB	Transportation Research Board
TRIP	The Road Information Program
TTY	Telecommunications Device for the Deaf
W	West
WB	Westbound

KANSAS TRANSPORTATION AT A GLANCE - 2005

Background of Kansas		Annual vehicle miles	29,907,741	Bridges	
105 counties, 627 cities, 4 MPOs		of travel (in 1,000s)		Structurally deficient	3,040
135,462 miles of public roads				Functionally obsolete	2,396
Land area (sq. miles)	81,823	State tax rates (cents/gal.)		Non-deficient	20,007
Population (2000 census)	2,744,687	(Effective July 1, 2002)		Not rated	384
		Gasoline	24	Total	25,827
Registered vehicles		Diesel	26	Airports	
Autos	1,442,888	Gasohol	24	Public use	143
Pickups & trucks	709,155	Public road miles		Commercial service	8
Trailers	125,563	Rural	123,695	Waterways	
Motorcycles	60,834	Urban	11,767	Terminals	8
Motorized bikes	5,976	Total	135,462	Accidents and fatalities	
Special registrations	171,347	Rail		Total accidents	68,675
RV	13,306	Total Miles operated	4,776	Fatal accidents	384
Total	2,488,284	Shortline Miles Operated	1,986	Fatalities	428
Licensed drivers	2,006,060	Class I miles operated	2,790		

PROJECT SELECTION CRITERIA

Section B

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 miles of two-lane non-Interstate pave-

ment 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 was 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 and supporting computer programs and tools which contain 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

Substantial Maintenance Components of the CTP

- ♦ *Non-Interstate Resurfacing, page B-1*
- ♦ *Interstate Resurfacing, page B-2*
- ♦ *KLINK Resurfacing, page B-2*
- ♦ *Contract Maintenance, page B-2*
- ♦ *Safety Projects, page B-2*
- ♦ *Emergency Repair, page B-3*
- ♦ *Bridge and Culvert Repair, page B-3*
- ♦ *Bridge Painting, page B-3*
- ♦ *Signing, page B-3*
- ♦ *Pavement Marking, page B-4*
- ♦ *Lighting, page B-5*

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. Program development is a two-part process. NOS selects “locations only” for projects to be let to contract two years following the survey year. The second process (described below) develops scopes for resurfacing projects for the year following the pavement survey.

The Project Optimization System (POS) will serve 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.

Interstate Resurfacing

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

City Connecting Link “KLINK” Resurfacing

This is a Local Partnership Program. The KLINK Resurfacing set-aside program provides funding for resurfacing projects on city streets that connect two rural portions of state highway (called City Connecting Links). These projects are funded under a 50 percent

state/50 percent city funding matching arrangement for cities with greater than 10,000 population and a 75 percent state/25 percent city ratio for cities with less than 10,000 population. The maximum state share for a project is \$200,000.

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

Contract Maintenance

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

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

Safety Projects

This set-aside program provides for improvement of intersections or spot locations where major improvement of a corridor is not required. Geometric improvements (turn lanes, curb radius, roundabouts) and traffic signals, along with signing and pavement marking, can be cost effective in reducing crashes at

these locations.

The Bureau of Traffic Engineering conducts traffic studies investigating the physical and operational characteristics of locations. These studies:

1. identify the reason the location is being reviewed;
2. identify sight characteristics;
3. identify concerns;
4. identify possible causes of the concerns;
5. identify possible countermeasures;
6. consider the effect of these countermeasures;
7. provide a recommendation.

If the recommendation involves a geometric or signal improvement, the location is added to the list of locations to be considered for funding. Depending on potential costs, a benefit cost analysis may be completed.

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 B-11). 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 800 bridge structures on the Kansas State Highway System that require periodic painting of the structural steel to slow corrosion. These structures contain nearly 242,000 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 760 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 40 bridges statewide).

Signing

This program was established in 1996 to address necessary sign replacements on the State Highway System due to pending new federal requirements for minimum retroreflectivity of signs. This program schedules sign replacements based upon highway route mileage statewide and the total mileage of all the routes in

each District for that year. This program excludes signs on any other state projects that include sign replacement for that highway route in the same year. This program also excludes any signs that were replaced within five years of the scheduled date of the replacement project.

Pavement Marking

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

Lighting

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

Major Modification Components of the CTP

- ◆ *Non-Interstate Roadway and Associated Bridges, page B-4*
- ◆ *Interstate Roadways and Associated Bridges, page B-5*
- ◆ *Economic Development, page B-5*
- ◆ *Geometric Improvement, page B-6*
- ◆ *Railroad/Highway Crossing, page B-6*
- ◆ *STP Safety Projects, page B-7*
- ◆ *Railroad Grade Separations, page B-8*
- ◆ *Guard Fence Upgrades, page B-8*
- ◆ *Corridor Management, page B-8*
- ◆ *Railroad Crossing Surfacing, page B-8*
- ◆ *Local Partnership Railroad Grade Separations, page B-9*
- ◆ *Intelligent Transportation Systems (ITS), page B-9*

general, the local entity bears the cost of installation, maintenance, and operation.)

MAJOR MODIFICATION

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

For the CTP, four additional new set-aside programs were established: Corridor Management; Railroad Crossing Surfacing; Local Partnership Railroad Grade Separations; and Intelligent Transportation Systems (ITS).

Non-Interstate Roadway and Associated Bridges

Construction Priority System - Major Modification

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

of their deficiencies.

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

KDOT runs the three priority formulas 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 B-17.

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

HIGHWAY JURISDICTION AND RESOURCES

Road Category	Jurisdictional Authority	Fund Sources
State Highway System 10,372 miles* 51.9% of total travel	KDOT	<ul style="list-style-type: none"> ♦ State Highway Fund ♦ Federal funds ♦ Local funds
Nonstate highway system 124,852 miles 42.9% of total travel**	Cities and Counties	<ul style="list-style-type: none"> ♦ Special City and County Highway Fund ♦ Local Funds ♦ State allocated federal funds

**Includes City Connecting Links.
**The remaining 5.2 % of total travel is on the 238-mile Kansas Turnpike.*

roadway rehabilitation by KDOT in January 1988. A schematic of the formula is shown on page B-18.

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

Economic Development

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

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

Geometric Improvement

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

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

Railroad/Highway Crossing

The 2005 Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETY-LU) sets aside funding for use on railroad/highway crossings. This federal-aid program funds protective device installation and hazard elimination at railroad/highway grade crossings on public roads.

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

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

is shown on page B-18.

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.

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.

In addition to the federally-funded projects, \$300,000 per year of state funds is programmed for crossing improvements. Prior to the CTP, this program was administered by the Kansas Corporation Commission. Crossings are eligible for this funding only if they don't meet the federal eligibility requirements. Local jurisdictions must submit crossing for funding, which require 20 percent matching funds from the railroad company.

STP Safety Projects

The 2005 Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETY-LU) sets aside funding for use on construction projects. These federal-aid projects provide safety improvements on all federal-aid systems. The Bureau of Traffic Engineering administers the majority of this program. The Bureau of Local Projects administers a small portion of the program for projects on county roads and for cities under 5,000 population.

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

<u>Jurisdiction-Location</u>	<u>Population</u>	<u>Funding Split</u>
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-Crash Locations - For Jurisdictions U and N, cities are requested to submit two years of crash data for up to five high-crash locations on federal-aid routes within their areas. High-crash locations are determined and ranked by descending equivalent-property-damage-only (EPDO) accident rate. The top 30 (approximately) are considered high-crash locations warranting further analysis. Projects in these categories are financed with federal-aid and local matching funds.

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

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

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

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

Railroad Grade Separations

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

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

Eligible at-grade crossings are prioritized using KDOT’s priority formula hazard index. This is the ranking formula also used for the Major Modification Railroad/Highway Crossing

projects. The formula is based on railroad and highway operational characteristics. Projects are funded with a combination of federal, state, railroad company, and local monies.

Guard Fence Upgrades

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

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

Corridor Management

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

The contingency subcategory of funds is designed to address rapidly developing areas or sites where transportation infrastructure changes must be made to better accommodate changes in demand. This fund requires a minimum 50 percent local match for state monies. There is also a per-project maximum of \$200,000.

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 \$250,000.

Also, Corridor Management funds may be used for advance right-of-way acquisition or corridor studies in some special cases.

Railroad Crossing Surfacing

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

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

Local Partnership Railroad Grade Separations

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

Projects will be selected based on KDOT’s priority formula hazard index. This is the ranking formula also used for the Major

Modification Railroad/Highway Crossing projects. The formula is based on railroad and highway operational characteristics. Additional selection consideration will be given to projects with relatively higher rates of local and railroad match finding in order to leverage state dollars. The project selection process will also give consideration to the overall positive effects on communities.

Intelligent Transportation Systems (ITS)

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

- ◆ anticipated ITS benefits;
- ◆ likelihood to succeed;
- ◆ cost effectiveness;
- ◆ matching funds or KDOT project; and
- ◆ rural/local impact.

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

PRIORITY BRIDGE

The Priority Bridge program, the third major component of the 2000-2009 CTP, is designed to replace or rehabilitate substandard bridges. Substandard bridges are those in a

deteriorated condition or with deficiencies in load-carrying capacity, width, or traffic service. Special consideration is given to replacing one-lane bridges (bridges with roadway width less than 20 feet), restricted vertical clearance bridges, and cribbed bridges (bridges with temporary structural supports to keep them in use).

Priority Bridge projects are selected using the Bridge Priority Formula. The formula was developed by KDOT and Woodward-Clyde Consultants in 1981. It was modified by KDOT in July 1987 and again in September 1988. Bridges with the highest relative need are programmed for improvement first within available funding and based on scheduling considerations. A schematic of the formula appears on page B-18.

Bridge Deck Replacement and Culvert-Bridge

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

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

SYSTEM ENHANCEMENT

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

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

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

Only city/county governments or coalitions of city/county governments were allowed to submit an application for a System Enhancement project. System Enhancement projects must be on the State Highway System or a logical addition to the State Highway System.

All of the selected System Enhancement projects for the CTP were announced August 4, 2000.

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

Funds were distributed between urbanized and nonurbanized counties on the basis of vehicle miles of travel. The breakdown was based on 1997 Annual Average Daily Traffic (AADT) counts that showed approximately 35 percent of all vehicle miles traveled on the State Highway System are in the five urbanized counties. The

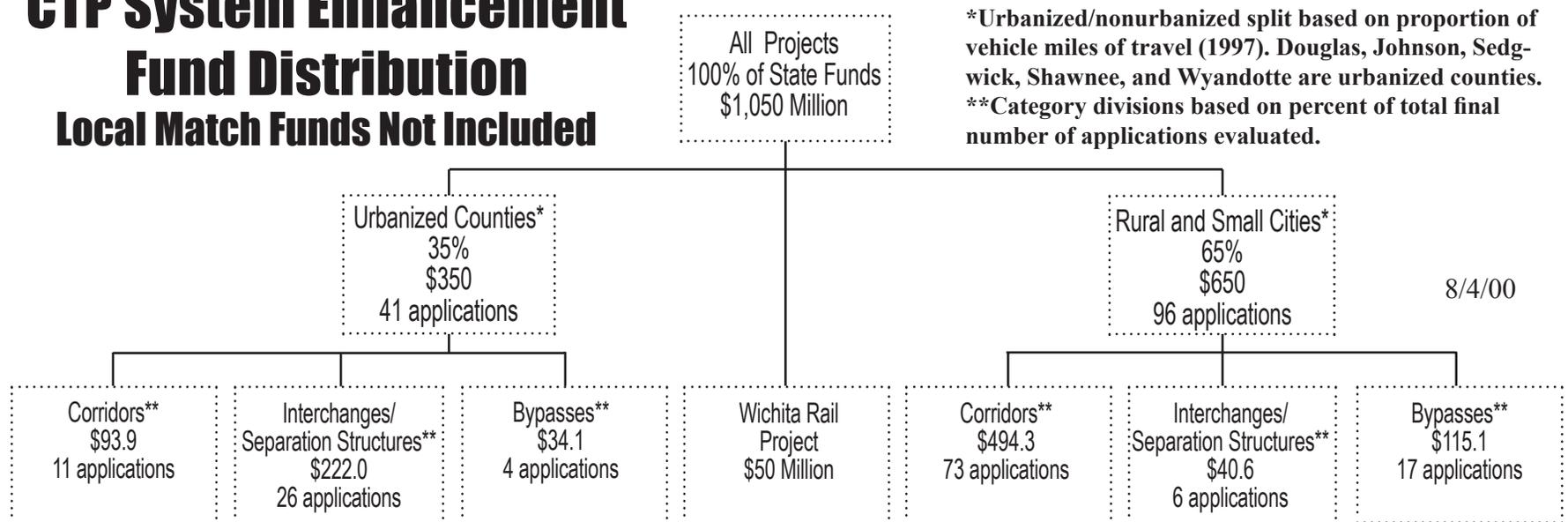
urbanized counties are Douglas, Johnson, Sedgwick, Shawnee, and Wyandotte. Vehicle miles of travel are used because they are a measure of both the source of highway revenues and highway usage, which in turn relate to need.

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

Economic Development Review Panel (EDRP) - An independent group of experts reviewed the economic development potential of the candidate projects. Governor Bill Graves appointed the EDRP in July 1999, and members included Lt. Governor Gary Sherrer (Chairman), Topeka; James M. AuBuchon, Pittsburg; Mary Birch, Overland Park; Sheryl Dick, Garden City; Don A.

CTP System Enhancement Fund Distribution

Local Match Funds Not Included



Hill, Emporia; John G. Montgomery, Junction City; John L. Rolfe, Wichita; Billie Jo Smart, Washington; and Lavern D. Squier, Hays. Based on their own knowledge and experience, their observations, and the information provided by the applicant, the panel assigned the Economic Development Enhancement Rating to each project. The panel could assign a score up to 20 points for each project.

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

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

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

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

Corridor Improvements

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

Criteria for evaluating corridor candidate projects:

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

Extra-Credit Factors

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

Bypass Construction

Eligibility for Bypass Construction - Each proposed project must be either on the currently approved State Highway System or must be eligible to be added to the System as determined by KDOT in accordance with the established guidelines. When the

bypass is constructed and open to traffic, the existing route through the city will be removed from the State Highway System.

Criteria for evaluating bypass candidate projects:

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

Extra-Credit Factors

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

Interchange/Separation Improvements

Eligibility for Interchange/Separation Improvements -

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

Criteria for evaluating interchange/separation candidate projects:

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

Extra-Credit Factors

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

System Enhancement Projects

◆ **US-24/40 STATE AVENUE**

US-24/40 (State Avenue) in Wyandotte County from west of the K-7 interchange, east to 118th Street. This project will reconstruct the roadway to a five-lane section, improve the US-24/40 & K-7 interchange, and complete any turnback work on US-24/40/73 from K-7 east to I-70 near KS-MO state line.

◆ **I-35 & US-69 INTERCHANGE WITH 87TH STREET**

I-35 and US-69 interchange with 87th Street in Lenexa and Overland Park. This project will reconstruct the interchange to current design standards and increase traffic capacity.

◆ **US-40 (6TH STREET) LAWRENCE**

US-40 (6th Street) in Lawrence from K-10 (South Lawrence Trafficway) east through the Wakarusa Drive intersection. This project will reconstruct the roadway from two lanes to four lanes.

◆ **US-50 / 400 GARDEN CITY WEST**

US-50/400 from Gray/Finney County line east to junction with US-83. This project will complete the design for a four-lane access-controlled facility within the project limits and construction from one mile west of Holcomb east to junction with US-83.

◆ **US-50 NEWTON INTERCHANGE**

US-50 and K-15 interchange in Newton. This project will improve and signalize the intersection of K-15 and 15th Street.

◆ **US-50 SOUTH HUTCHINSON INTERCHANGE**

East US-50 and K-96 interchange in South Hutchinson. This project will reconstruct the interchange to improve traffic flow and capacity.

◆ **US-54 EL DORADO BYPASS**

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

◆ **US-54 WOODLAWN INTERCHANGE**

US-54 (Kellogg) from Sylvan Lane east to Mission Road. Reconstruct US-54 to six-lane freeway section and construct interchange at Woodlawn Road.

◆ **US-54 ROCK ROAD INTERCHANGE**

US-54 (Kellogg) from Mission Road to Heather Street. Reconstruct US-54 to six-lane freeway section and construct interchange at Rock Road.

◆ **US-54 GODDARD BYPASS**

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

◆ **US-54 CORRIDOR FROM KINGMAN TO PRATT**

US-54 from west of Pratt, east to the existing four-lane section east of Kingman. The System Enhancement recommendation is to complete the preliminary engineering and right-of-way acquisition for the entire corridor. Construction will begin approximately 4 miles east of the Pratt/Kingman County line and proceed east for 10 miles.

◆ **US-59 ATCHISON RIVER BRIDGE**

US-59 the Amelia Earhart Bridge over the Missouri River in Atchison. This project will replace the current bridge with a four-lane improvement.

◆ **K-61 CORRIDOR FROM HUTCHINSON TO McPHERSON**

K-61 from four-lane section in Hutchinson, north to existing four lanes south of McPherson. This project will construct a four-lane access controlled improvement with bypasses at Inman and Medora.

◆ **US-69 CORRIDOR IN JOHNSON COUNTY**

US-69 from 119th Street, north to I-35, and then on to 75th Street. This project will complete the design work and right-of-way acquisition for a reconstruction to six lanes. Construction will be determined as funding permits.

◆ **I-70 JUNCTION CITY INTERCHANGE**

I-70 and Exit 298 interchange with East and Chestnut Streets. This project will reconstruct interchange to increase vertical clearance over the sideroad.

◆ **US-73 / K-7 (MAIN STREET) LANSING**

US-73/K-7 (Main Street) from south of Gilman Road, north to Connie Street. This project will widen the roadway to five lanes and add lighting, landscaping, and access control.

◆ **US-75 JACKSON COUNTY INTERCHANGE**

US-75 and County Road 150 intersection just south of Mayetta. This project will construct a new diamond interchange and frontage roads.

◆ **US-77/US-166 ARKANSAS CITY BYPASS**

US-77 bypass of Arkansas City in the southeast part of town. This project is the continuation of the plans started under the Comprehensive Highway Program. It will construct a four-lane bypass of US-77.

◆ **US-81 (47TH STREET) IN WICHITA**

US-81 (Broadway Avenue) from 48th Street, north to 47th Street, then east on US-81 (47th Street) from Broadway Avenue

east through the I-135 interchange. This project will complete a preliminary engineering study for future corridor improvements.

◆ **US-83 LIBERAL CORRIDOR PRESERVATION**

US-83 on the east side of Liberal from US-54 north to north of Liberal. This project has been **cancelled** at the request of the project sponsors.

◆ **I-135 SALINA INTERCHANGE**

I-135 and Waterwell road overpass. This project, located approximately 1 mile south of the Shilling Road interchange, will construct a diamond interchange utilizing the existing bridge.

◆ **US-169 COFFEYVILLE (TWO SYSTEM ENHANCEMENT PROJECTS)**

US-169 from the junction with US-166 north to County Road 2800. This project will construct a four-lane access-controlled improvement.

◆ **US-183 HAYS**

US-183 from south of I-70 ramp terminal, north through 55th Street. This project will construct a four-lane access-controlled roadway.

◆ **K-254 NORTHWEST BYPASS IN SEDGWICK COUNTY**

This new alignment will start from US-54 near 167th Street proceeding north and east to K-96 near 45th Street North. This project will acquire the right-of-way for a corridor preservation of a freeway section.

◆ **US-400 DODGE CITY BYPASS**

This new alignment will start from the junction of US-50/US-50B, proceeding south and east to US-56 west of Dodge City. This project will construct a two-lane bypass on four-lane right-of-way with access control.

◆ **US-400 PARSONS BYPASS**

This new alignment begins approximately 3.5 miles west of

Parsons, proceeding around the city to the north to 2.5 miles east of Parsons. This project will construct a two-lane bypass on four-lane right-of-way.

◆ **US-400 STUDY**

US-400 from junction with US-83 near Garden City in Finney County, south and east to east of Mullinville in Kiowa County. This project will complete a location and design concept study for future four-lane improvements of this corridor.

◆ **I-435 ANTIOCH INTERCHANGE**

I-435 and Antioch overpass in Overland Park, Johnson County. This project will construct an interchange with Antioch Road in conjunction with I-435 widening and required work on US-69.

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 companies that rely on airports in the daily conduct of their business. According to the 2006 General Aviation Manufacturers' Association report, general aviation contributes \$7 billion to the Kansas economy (the highest per capita economic impact of any state).

Also important are medical services, both fly-in by professionals and emergency evacuations. In addition, agricultural application, charter, a link to the national air transportation system private air travel, and many other services are available.

The goals of the Kansas Airport Improvement Program include:

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

A key element of the program is a matching requirement of between 10 to 50 percent, which is determined by community population. The program’s \$3 million per year in state funds, combined with local matching funds, results in \$4 to \$4.5 million in improvements per year. During the first four years of the CTP, the average runway pavement condition in Kansas has improved from a “fair” rating in 1999 to a “very good” rating by 2002.

To date, the program has supported 200 projects at 85 public-use airports.

Rail Service Improvement Fund

Many areas of the state no longer have service from Class I railroads. Short line railroads provide rail service to such areas, provide an alternative to trucks for freight (primarily grain) shippers, and keep rural areas of the state connected to the national rail network as well as national and international markets for Kansas grains and products. This alternative provides competition and helps keep shipping rates down. It also 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.

The Rail Service Improvement Fund component of the CTP receives \$3 million per year for eight years (through State Fiscal Year 2009) and is administered by KDOT’s Rail Affairs section. The fund makes available to short line railroads operating in Kansas low-interest, long-term (ten-year) loans and grants to be used

primarily for track rehabilitation projects. Funds may also be used for financing and acquisition activities.

Public Transportation

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

Federal Transit Administration (FTA) 49 U.S.C. 5311 provides federal monies to support nonurban area (under 50,000 population) transportation programs that serve elderly persons and persons with disabilities while also providing the general public with an equal opportunity to utilize the services. About \$8.0 million is available yearly to Kansas under the 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 \$1.0 million is available yearly to Kansas under this program.

FTA 49 U.S.C. 5309 is a capital investment program with annual funding about \$3 million depending on Congressional earmarks. Assistance is available for the purchase of vehicles and vehicle related equipment and/or facility construction and/or renovation. Currently there are four facilities that will be built across the state.

Funding for the state program is available from the Elderly & Disabled Coordinated Public Transportation Assistance Fund. Under the CTP , the state program provides \$6 million a year for needed transportation in areas of the state lacking service and to expand and enhance existing services.

FORMULA (USED FOR CTP PROJECTS) REFERRED TO ON PAGE B-5

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		1.0			0 to 1	0 to 1
	Lane Width	0.101	0 to 1	0 to 1	0.5				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 (USED FOR CTP PROJECTS) REFERRED TO ON PAGES B-5, B-6, AND B-10

Interstate Priority Formula (ATTRIBUTES/ADJUSTMENT FACTORS)

Attribute Relative (Need Value)	Weight	Adjustment Factors					
		Facility Type		Shoulder Type		Route Class (See B-20)	AADT ¹ (See B-20)
		Divided	Undivided	Stabilized	Unstabilized		
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 B-20)
Bridge Width (Driver Exposure Attribute)	0.222	0 to 1
Deck Condition	0.169	0 to 1
Structural Condition	0.359	0 to 1
Operating Rating	0.250	0 to 1
Sum of All Weights	1.000	

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

Priority Formula For Railroad Crossings

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

PROJECT LISTINGS

Section C

Included in this section are separate project lists, two maps showing the Comprehensive Transportation Program, and maps involving aviation, public transit, and rail.

The projects scheduled for improvement during FY 2000-2009 are organized in alphabetical order by county. Each one includes a project description, length, construction cost or estimated construction cost, and work type.

K.S.A. Supp. 68-2315, as amended, requires information concerning construction work completed, 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 this Appendix.

In addition to state highway construction project lists are aviation, rail, and public transit project listings.

NOTE: This section, as well as the 2007 Annual Report, is available on KDOT's Internet site at www.ksdot.org/publications.asp, in the Report and Studies listing.

The project lists are:

- *Projects scheduled for improvement during FY 2000-2009, pages 3 to 75.*
 - *Aviation projects, pages 78 to 83.*
 - *Rail projects, pages 84 to 86.*
 - *Public transit projects, pages 87 to 88.*
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PROGRAM CATEGORIES

The following is a breakdown of the Program Categories that are shown in the Project Listing.

LC – Local Construction

- EDP – Economic Development
- HES – Hazard Elimination
- K1R – Klink Resurfacing
- K3R – Geometric Improvement

MM – Major Modification

- COR – Corridor Management
- EDP – Economic Development
- GFU – Guard Fence Upgrades
- HES – Hazard Elimination
- IRI – Interstate Roadway Improvements
- ITS – Intelligent Transportation Systems
- K3R – Geometric Improvement
- RIM – Non-Interstate Roadway Improvements
- RRS – Rail Crossing Resurfacing
- RRX – Railroad/Highway Crossing Protection
- RSL – Local Partnership Rail Grade Separation
- RSP – Railroad Grade Separations

PB – Priority Bridges

- PBR – Bridge Replacement/Rehabilitation
- PCR – Culvert Rehabilitation
- PDR – Bridge Redeck Rehabilitation

SE – System Enhancements

- SEB – System Enhancements – Bypasses
- SEC – System Enhancements – Corridors
- SEI – System Enhancements – Interchanges/Separations
- SEW – System Enhancements – Wichita Railroad Crossings

SM - Substantial Maintenance

- IRR – Non-Interstate Resurfacing
- BCR – Culvert Repair
- BSP – Bridge Painting
- BSR – Bridge Repair
- CMN – Contract Maintenance
- EMR – Emergency Repair
- ISR – Interstate Resurfacing
- K1R – Klink Resurfacing
- LTG – Highway Lighting
- PMR – Pavement Marking
- SAF – Safety Projects
- SOS – Highway Signing

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 Bridge set-aside projects in addition to Major Modification Interstate and Non-Interstate and Priority Bridge Replacement/Rehabilitation projects. Not all of the Substantial Maintenance and set-aside projects have been identified at this time. System Enhancement projects are also listed separately in Part B.

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Allen	US-54	Various Locations on US-54 in Allen County (Iola, East to Gas City)	0.0	Guard Fence	95	MM-GFU	2000
Allen	US-54	East City Limits of Iola, East to End of Concrete East of LaHarpe	5.1	Overlay	2,617	SM-IRR	2000
Allen	US-54	East City Limits of Iola, East to End of Concrete East of LaHarpe	0.0	Crack Repair	45	SM-CMN	2001
Allen	US-54	Woodson-Allen County Line, to West City Limits of Iola	5.8	Slurry Seal	204	SM-IRR	2003
Allen	US-54	Approx Vermont Street (Iola), East to approx East City Limits of LaHarpe	0.0	Pavement Patching	205	SM-CMN	2003
Allen	US-54	4 lane Divided - 2 lane, East to Allen-Bourbon County Line	11.8	1 Inch Overlay	1,148	SM-IRR	2005
Allen	US-54	Bridge over the Marmaton River	0.0	Bridge Overlay	144	SM-BSR	2006
Allen	US-54	Iola: Elm Street to East City Limits on US-54	0.5	Milling & Overlay	150	SM-K1R	2000
Allen	US-59	Junction US-54, North to Allen-Anderson County Line	8.1	Conventional Seal	103	SM-IRR	2002
Allen	US-59	Neosho-Allen County Line, North to Junction US-54	13.2	Sealing	1,013	SM-IRR	2006
Allen	US-169	.5 Mile South US-54, East of Iola, North to Allen-Anderson County Line	0.0	Bridge Repair	248	SE-SEC	2002
Allen	US-169	.5 Mile South US-54, East of Iola, North to Allen-Anderson County Line	0.0	Bridge Replacement	173	SE-SEC	2002
Allen	US-169	Bridge over Neosho River, Local Road	0.0	Joint Repair	164	SM-BSR	2001
Allen	US-169	0.4 km South Tank Farm Road, North to 0.6 km South of Junction US-54	0.0	Shoulders	398	SM-CMN	2000
Allen	US-169	0.6 km South of Junction US-54, North to Allen-Anderson County Line	8.4	Slurry Seal	328	SM-IRR	2003
Allen	US-169	Allen-Neosho County Line, North to Junction US-54	0.0	Overlay	2,998	SM-IRR	2006
Allen	US-169	US-169 & Humbolt/Chanute Interch,K-224, Minnesota Rd Interchanges	0.0	Lighting	567	SM-LTG	2008
Anderson	K-31	Bridge over N Fork Little Osage River Drainage, 2.1 km East US-59 Jct	0.0	Bridge Replacement	341	PB-PBR	2004
Anderson	K-31	South Junction US-59, East to Anderson-Linn County Line	5.0	Conventional Seal	52	SM-IRR	2003
Anderson	K-31	Coffey-Anderson County Line, East to North Junction US-59	20.6	Conventional Seal	228	SM-CMN	2003
Anderson	K-31	Coffey-Anderson County Line, East to North Junction of US-59	20.7	1 Inch Overlay	1,241	SM-IRR	2007
Anderson	K-57	Coffey-Anderson County Line, East to Junction US-169	8.3	25 mm Overlay (1 Inch)	381	SM-IRR	2003
Anderson	US-59	Br over S Fork Pottawatomie Cr Drainage, 1.5 km N of the S Jct US-169	0.0	Bridge Replacement	1,126	PB-PBR	2004
Anderson	US-59	AN-AL County Line N to AN-FR County Line less S Jct U-169 to Garnett	0.0	Crack Repair	33	SM-IRR	2000
Anderson	US-59	Allen-Anderson County Line, North to South Junction K-31	3.0	Conventional Seal	41	SM-IRR	2002
Anderson	US-59	N City Limits of Garnett, N to 0.4 km South of Anderson-Franklin Co Line	6.5	40 mm Overlay (1-1/2 Inches)	241	SM-IRR	2002
Anderson	US-59	South Junction US-169, North to North Junction US-169	4.6	40 mm Overlay (1-1/2 Inches)	283	SM-IRR	2002
Anderson	US-59	North Junction US-59/US-169, 1.25 Miles South of Garnett	0.5	Intersection Improvement	2,235	MM-HES	2005
Anderson	US-59	South Junction K-31, North to South Junction US-169	12.1	1 Inch Overlay	994	SM-IRR	2005
Anderson	US-59	Intersection of US-59 and 7th Street	0.0	Grade & Surfacing	79	LC-EDP	2007
Anderson	US-169	1.9 km North of Junction K-57, North to South Junction US-59	9.4	40 mm Overlay (1-1/2 Inches)	558	SM-IRR	2002
Anderson	US-169	Allen-Anderson County Line, North to 1.8 km North of Junction K-57	4.2	Slurry Seal	158	SM-IRR	2003
Anderson	US-169	North Junction US-59, North to Anderson-Franklin County Line	12.8	1-1/2 Inch Overlay	936	SM-IRR	2004
Anderson	US-169	Intersections of US-169 & Main Street & US-59 & 7th Street	0.6	Grade & Surfacing	1,269	LC-EDP	2007
Anderson	US-169B	Junction US-59, East to Junction US-169	1.4	40 mm Overlay (1-1/2 Inches)	181	SM-IRR	2002
Anderson	US-169B	Union Pacific Railroad & US-169B 6th Avenue in Garnett	0.0	Flashing Light Signal	157	MM-RRX	2006
Atchison	K-7	Deer Creek Bridge, 7.1 km (4.4 Miles) North of Junction US-73	0.0	Bridge Replacement	952	PB-PBR	2004

@ Note: Program Categories
See page C-2 for breakdown of categories and subcategories.

11/01/2006

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Atchison	K-7	Bridge over Independence Creek	0.0	Bridge Repair	130	SM-BSR	2003
Atchison	K-7	North City Limits of Atchison, North to Atchison-Doniphan County Line	5.1	Conventional Seal	26	SM-IRR	2003
Atchison	K-7	Bridge over White Clay Creek, .03 Mile North of US-59	0.0	Bridge Repair	161	SM-BSR	2005
Atchison	K-7	North City Limits of Atchison, North to Atchison-Doniphan County Line	0.0	Crack Repair	11	SM-CMN	2005
Atchison	K-7	Atchison: 10th & Main to North City Limits on K-7	2.6	Surfacing	200	SM-K1R	2002
Atchison	K-7	Atchison: Intersection 10th/Main to North City Limits on K-7	2.7	Milling & Overlay	599	LC-K1R	2006
Atchison	K-9	Bridge, Grasshopper Creek, 2.9 km East Jackson-Atchison County Line	0.0	Bridge Replacement	671	PB-PBR	2000
Atchison	K-9	East Junction US-159, East to Junction US-73	4.9	25 mm Overlay (1 Inch)	240	SM-IRR	2000
Atchison	K-9	Jackson-Atchison County Line, East to West Junction US-159	2.0	25 mm Overlay (1 Inch)	132	SM-IRR	2000
Atchison	K-9	Jackson-Atchison County Line, East to Junction US-159	0.0	Crack Repair	7	SM-CMN	2004
Atchison	K-9	East Junction US-159, East & North to Junction US-73	4.9	Conventional Seal	74	SM-CMN	2005
Atchison	K-74	Potter, East to Junction US-73	3.0	Conventional Seal	43	SM-IRR	2005
Atchison	K-116	Little Stranger Creek Bridge, 17.8 km East Jackson-Atchison Co Line	0.0	Bridge Overlay	94	SM-BSR	2001
Atchison	K-116	Jackson-Atchison County Line, East to West Junction US-159	12.1	25 mm Overlay (1 Inch)	593	SM-IRR	2002
Atchison	K-116	East Junction US-159, East to Junction US-59	3.8	25 mm Overlay (1 Inch)	241	SM-IRR	2002
Atchison	K-116	Junction Decatur Road, East to West Junction US-159	0.0	Crack Repair	9	SM-CMN	2004
Atchison	K-116	East Junction US-159, East to Junction US-59	0.0	Crack Repair	9	SM-CMN	2004
Atchison	K-116	Jackson-Atchison County Line, East to Junction US-159	12.1	Conventional Seal	224	SM-CMN	2006
Atchison	US-59	Bridge over White Clay Creek, 15.4 km Northeast K-116	0.0	Bridge Replacement	1,356	PB-PBR	2001
Atchison	US-59	Atchison, 0.4 km East of West Junction US-73 (Wal-Mart)	0.1	Grade & Surfacing	309	MM-K3R	2001
Atchison	US-59	Jefferson-Atchison Co Line, Northeast to West City Limits of Atchison	0.0	Crack Repair	100	SM-IRR	2001
Atchison	US-59	Corridor: Amelia Earhart Bridge over Missouri River	0.0	Preliminary Engineering	0	SE-SEC	2003
Atchison	US-59	Corridor: Amelia Earhart Bridge over Missouri River	3.7	Bridge Replacement	65,000	SE-SEC	2009
Atchison	US-59	Bridge over Stranger Creek, 3.6 km Northeast of Junction K-116	0.0	Bridge Replacement	1,487	PB-PBR	2004
Atchison	US-59	Bridge over Stranger Creek, 3.6 km Northeast of Junction K-116	0.0	Bridge Repair	22	SM-EMR	2002
Atchison	US-59	Jefferson-Atchison County Line, NE to West City Limits of Atchison	14.4	1-1/2 Inch Overlay	1,204	SM-IRR	2004
Atchison	US-59	Bridge over Missouri River, Missouri Pacific Railroad & Local Street	0.0	Bridge Repair	468	SM-BSR	2004
Atchison	US-59	E Edge 4th Street, East 0.176 Mile (Approach to Missouri River Bridge)	0.0	Joint Repair	4	SM-CMN	2005
Atchison	US-59	Bridge over Missouri River at Atchison	0.0	Bridge Repair	100	SM-BSR	2007
Atchison	US-59	Atchison: West City Limits to Missouri/Kansas River Bridge	1.7	Sealing	155	SM-K1R	2003
Atchison	US-59	US-59 & US-73/K-7 Atchison	0.0	Traffic Signals	564	LC-HES	2007
Atchison	US-59	US-59 & 14th/George in Atchison	0.0	Intersection Improvement	657	LC-HES	2007
Atchison	US-59	Atchison:WCL to Edge of Wear Surface of Amelia Earhart Br on US-59	1.9	Overlay	196	LC-K1R	2007
Atchison	US-73	Leavenworth-Atchison County Line, North 6.67 km	4.1	Grade & Surfacing	5,079	MM-RIM	2001
Atchison	US-73	Green Street, North to Spring Street in Atchison	0.7	Curb & Gutter	167	MM-K3R	2001
Atchison	US-73	1.4 km Northwest Jct K-9, Northwest to Atchison-Brown County Line	0.0	Crack Repair	19	SM-IRR	2000
Atchison	US-73	Bridges, Walnut Creek Drainage & Walnut Creek	0.0	Bridge Overlay	232	SM-BSR	2001
Atchison	US-73	6.4 km N of Atchison-Leavenworth Co Line, N to S City Limits of Atchison	5.8	40 mm Overlay (1-1/2 Inches)	1,121	SM-IRR	2002
Atchison	US-73	8 km West of West Junction US-59, Entrance of Shannon Industrial Park	0.1	Grade & Surfacing	202	LC-K3R	2005
Atchison	US-73	0.8 Miles Northwest Jct K-9, Northwest to Atchison-Brown County Line	7.0	1-1/2 Inch Overlay	1,013	SM-IRR	2004
Atchison	US-73	West City Limits of Atchison, Northwest to West Junction FAS 25	0.0	Joint Repair	174	SM-CMN	2005
Atchison	US-73	Leavenworth-Atchison County Line, North 4.145 Miles	0.0	Crack Repair	20	SM-CMN	2005
Atchison	US-73	Atchison: 10th/Main to South City Limits on US-73/K-7	1.8	Surfacing	300	SM-K1R	2001
Atchison	US-73	South City Limits to 10th and Main Street on US-73/K-7	1.8	Overlay	197	LC-K1R	2008
Atchison	US-159	Jefferson-Atchison Co Line, Northwest to Atchison-Brown Co Line	0.0	Crack Repair	92	SM-IRR	2001
Atchison	US-159	Atchison-Jefferson Co Line, N, W, and N to the Atchison-Brown Co Line	26.7	1 Inch Overlay	2,003	SM-IRR	2007
Atchison		Atchison: US-73 from South City Limits to 10th/Main Intersection	1.7	Surfacing	142	LC-K1R	2004
Barber	K-2	Kiowa: Intersection: Railroad Avenue & 4th Street with Main Street (K-2)	0.0	Intersection Improvement	186	MM-K3R	2004
Barber	K-2	Junction US-281, East to Barber-Harper County Line	0.0	Crack Repair	12	SM-CMN	2002
Barber	K-2	Barnes Street to Hardtner Street in Kiowa	0.1	Grade & Surfacing	334	LC-K3R	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Barber	K-2	Bridge over Little Mule Creek, 1.8 Miles East of US-281	0.0	Bridge Overlay	218	SM-BSR	2005
Barber	K-2	Bridge over Medicine River, 2.11 Miles Northeast of Junction K-8	0.0	Bridge Deck	1,966	PB-PDR	2006
Barber	K-2	Culverts, Mule Creek Drainage	0.0	Culvert	735	PB-PCR	2007
Barber	K-2	Junction US-281, East to Barber-Harper County Line	16.1	Conventional Seal	243	SM-CMN	2005
Barber	K-2	Intersection of K-2 and Campbell Street in Kiowa	0.0	Special	114	SM-CMN	2006
Barber	K-2	BNSF Railway & K-2 in Kiowa	0.0	Surfacing	110	MM-RRS	2001
Barber	K-8	Oklahoma-Kansas State Line, North to Junction K-2	0.0	Crack Repair	1	SM-CMN	2002
Barber	K-8	Oklahoma-Kansas State Line, North to Junction K-2	1.3	Conventional Seal	27	SM-CMN	2005
Barber	K-42	Pratt-Barber County Line, East to Barber-Kingman County Line	4.9	1.0 Overlay	399	SM-IRR	2006
Barber	US-160	Medicine Lodge: East Junction US-281, East to Spring Street	0.6	Grade & Surfacing	1,117	MM-K3R	2002
Barber	US-160	Bridges 21.9 km East CM-BA County Line & 7.4 km West E Jct US-281	0.0	Bridge Replacement	3,125	PB-PBR	2007
Barber	US-160	East City Limits of Medicine Lodge, East to Barber-Harper County Line	13.2	40 mm Overlay (1-1/2 Inches)	1,063	SM-IRR	2000
Barber	US-160	East City Limits of Medicine Lodge, East to Barber-Harper County Line	0.0	Crack Repair	49	SM-IRR	2001
Barber	US-160	Bridge over Little Sandy Creek Drainage	0.0	Bridge Repair	210	SM-BSR	2004
Barber	US-160	East City Limits of Medicine Lodge, East to Barber-Harper County Line	13.2	Conventional Seal	213	SM-IRR	2004
Barber	US-160	Comanche-Barber County Line, East to East Junction US-281	23.0	1-1/2 Inch Overlay	1,701	SM-IRR	2005
Barber	US-160	Bridge over Elm Creek, 0.78 Mile East of East Junction US-281	0.0	Bridge Deck	1,600	PB-PDR	2008
Barber	US-160	Victoria & Southern Railroad & US-160 in Medicine Lodge	0.0	Surfacing	26	MM-RRS	2004
Barber	US-281	North City Limits of Medicine Lodge Northwest to Barber-Pratt Co Line	0.0	Location Study	0	MM-RIM	2000
Barber	US-281	North City Limits of Medicine Lodge Northwest to Barber-Pratt Co Line	0.0	Special	139	SM-CMN	2003
Barber	US-281	Oklahoma-Kansas State Line, North, East & North to West Jct K-160	23.9	1-1/2 Inch Overlay	1,743	SM-IRR	2005
Barber		Barber County: RS-1346 from US-160 North 5.25 Miles	5.2	Grade & Surfacing	2,594	LC-EDP	2008
Barton	K-4	Bridge over Cow Creek, 17.0 km East of US-281 East Junction	0.0	Bridge Replacement	1,028	PB-PBR	2005
Barton	K-4	East Junction US-281, East to Barton-Rice County Line	16.1	40 mm Overlay (1-1/2 Inches)	1,352	SM-IRR	2002
Barton	K-4	Rush-Barton County Line, East to West Junction US-281	10.0	1 Inch Overlay	614	SM-IRR	2005
Barton	K-96	Rush-Barton County Line, East to North City Limits of Great Bend	13.6	Conventional Seal	158	SM-IRR	2000
Barton	K-96	Bridge over Walnut Creek Drainage	0.0	Bridge Repair	342	SM-BSR	2003
Barton	K-96	Rush-Barton County Line, East to the West City Limits of Great Bend	13.6	Overlay	1,330	SM-IRR	2007
Barton	K-96	Great Bend: Patton Road to 10th Street on K-96	1.2	Slurry Seal	135	SM-K1R	2001
Barton	K-156	East Junction US-56, Northeast to Barton-Ellsworth County Line	17.2	Grade, Bridge & Surfacing	17,167	MM-RIM	2000
Barton	US-56	West City Limits of Ellinwood, East to Barton-Rice County Line	6.2	40 mm Overlay (1-1/2 Inches)	513	SM-IRR	2000
Barton	US-56	US-56 & Kiowa Road Intersection in Great Bend	0.5	Intersection Improvement	493	MM-K3R	2002
Barton	US-56	Culverts located 6.2 & 1 km West of Barton-Rice County Line	0.0	Culvert	511	PB-PCR	2002
Barton	US-56	East City Limits of Pawnee Rock, NE to South City Limits of Great Bend	11.5	Slurry Seal	566	SM-IRR	2001
Barton	US-56	Great Bend: US-56 from McKinley Street to Eisenhower	0.3	Grade & Surfacing	1,807	LC-K3R	2005
Barton	US-56	Pawnee-Barton Co Line, NE to E City Limits of Pawnee Rock on US-56	0.7	Conventional Seal	11	SM-IRR	2005
Barton	US-56	Pawnee-Barton County Line, NE to E City Limits of Pawnee Rock	0.7	Overlay	60	SM-IRR	2005
Barton	US-56	From McKinley Street, East to Washington Street in Great Bend	1.0	Grade & Surfacing	3,250	MM-RIM	2008
Barton	US-56	Great Bend: US-56, West of Main to East of Kansas	0.2	Milling & Overlay	149	SM-K1R	2002
Barton	US-56	Great Bend: Lincoln to Adams on 10th Street (US-56)	0.0	Milling & Overlay	423	LC-K1R	2007
Barton	US-56	Central Kansas Railroad & US-56 East of Ellinwood	0.0	Surfacing	16	MM-RRS	2001
Barton	US-56	Kansas & Oklahoma Railroad & US-56 Southwest of Great Bend	0.0	Surfacing	57	MM-RRS	2007
Barton	US-281	Bridges over Blood Creek & Blood Creek Drainage	0.0	Bridge Replacement	1,628	PB-PBR	2004
Barton	US-281	Bridges over Blood Creek & Blood Creek Drainage	0.0	Bridge Replacement	734	SM-EMR	2004
Barton	US-281	West Junction K-4, North to Barton-Russell County Line	11.1	40 mm Overlay (1-1/2 Inches)	959	SM-IRR	2000
Barton	US-281	North City Limits of Great Bend, North to South City Limits of Hoisington	8.9	25 mm Overlay (1 Inch)	672	SM-IRR	2001
Barton	US-281	West City Limits of Hoisington, West & North to West Junction K-4	0.0	Crack Repair	28	SM-IRR	2001
Barton	US-281	East Junction K-4, West to West City Limits of Hoisington	0.3	40 mm Overlay (1-1/2 Inches)	36	SM-IRR	2002
Barton	US-281	Stafford-Barton County Line, North to South End Arkansas River Bridge	6.6	Conventional Seal	164	SM-CMN	2003
Barton	US-281	West City Limits of Hoisington, West to West Junction K-4	4.3	1 Inch Overlay	286	SM-IRR	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Barton	US-281	US-281 from 3rd Street to 6th Street	0.2	Grade & Surfacing	1,009	LC-K3R	2008
Barton	US-281	Bridge located 0.337 Mile West of North City Limits of Hoisington	0.0	Bridge Repair	77	SM-BSR	2006
Barton	US-281	West Junction K-4, North to Barton-Russell County Line	11.1	1 Inch Overlay	759	SM-1RR	2007
Barton	US-281	Great Bend: 2nd to Kansas & Oklahoma RR, 19th-24th on Main (US-281)	0.5	Grade & Surfacing	253	SM-K1R	2004
Barton		Scenic Byway at Cheyenne Bottoms and Quivira Wildlife Refuge	0.0	Scenic or Historic Hwy Progs	0	MM-RIM	2007
Barton		Great Bend: 10th Street (US-56) from Adams to Main	0.6	Milling & Overlay	300	LC-K1R	2004
Bourbon	K-3	Bridges over Marmaton River & Little Osage River	0.0	Bridge Overlay	549	SM-BSR	2001
Bourbon	K-3	Crawford-Bourbon County Line, North to East Junction K-39	3.0	Conventional Seal	50	SM-CMN	2005
Bourbon	K-3	West Junction US-54, North to Bourbon-Linn County Line	10.0	Conventional Seal	146	SM-CMN	2005
Bourbon	K-7	Bridge over Little Osage River, 21.2 km North US-54	0.0	Bridge Replacement	1,144	PB-PBR	2003
Bourbon	K-7	Bridge over Lost Creek (0.68 km North of East Junction K-31)	0.0	Bridge Overlay	101	SM-BSR	2001
Bourbon	K-7	Crawford-Bourbon County Line, North & East to South Junction US-69	11.1	40 mm Overlay (1-1/2 Inches)	504	SM-1RR	2002
Bourbon	K-7	East Junction K-31, North to Bourbon-Linn County Line	1.5	1-1/2 Inch Overlay	69	SM-1RR	2004
Bourbon	K-31	Junction K-7 to Junction US-69	6.8	Sealing	74	SM-1RR	2000
Bourbon	K-31	Linn-Bourbon County Line, South to Junction K-65	1.8	Conventional Seal	19	SM-1RR	2003
Bourbon	K-31	East Junction K-7, East to Junction US-69	7.0	1-1/2 Inch Overlay	389	SM-1RR	2005
Bourbon	K-31	BNSF Railway & K-31 in Fulton	0.0	Surfacing	23	MM-RRS	2001
Bourbon	K-39	Neosho-Bourbon County Line, East to Junction K-7	14.7	Overlay	825	SM-1RR	2003
Bourbon	K-65	Bridge over Little Osage River, 9.2 km East Junction K-3	0.0	Bridge Overlay	148	SM-BSR	2001
Bourbon	K-65	Culvert, Little Osage River Drainage	0.0	Culvert	305	PB-PCR	2006
Bourbon	US-54	0.3 km W East City Limits of Fort Scott, E to Kansas-Missouri State Line	3.5	Grade, Bridge & Surfacing	9,552	MM-RIM	2003
Bourbon	US-54	Bridge over Walnut Creek, 5.83 km East of the East Junction K-3	0.0	Bridge Replacement	929	PB-PBR	2003
Bourbon	US-54	0.35 km West Old US-69, East & South to South Junction US-69	1.7	Pavement Reconstruction	14,020	MM-RIM	2003
Bourbon	US-54	North Junction US-69, City of Fort Scott	0.0	Lighting	74	SM-LTG	2004
Bourbon	US-54	Allen-Bourbon County Line, East to West City Limits of Ford Scott	21.3	40 mm Overlay (1-1/2 Inches)	995	SM-1RR	2001
Bourbon	US-54	Bridge over Tennyson Creek	0.0	Bridge Repair	36	SM-BSR	2002
Bourbon	US-54	Fort Scott: Caldwell Street to Steen Street on Wall Street (US-54)	1.2	Milling & Overlay	590	LC-K1R	2008
Bourbon	US-69	North Junction US-54, North to Bourbon-Linn County Line	0.0	Grade, Bridge & Surfacing	36,699	MM-RIM	2004
Bourbon	US-69	US-69/K-7 & 12th Street, City of Fort Scott	0.0	Traffic Signals	102	SM-SAF	2000
Bourbon	US-69	US-69 near S City Limits of Fort Scott (New Mercy Medical Center Inters)	0.0	Right of Way	0	MM-COR	2001
Bourbon	US-69	Bridges over National Avenue (West lane & East lane)	0.0	Bridge Overlay	304	SM-BSR	2001
Bourbon	US-69	.5 km South of North Junction US-54, North to Bourbon-Linn County Line	13.0	Overlay	1,510	SM-1RR	2001
Bourbon	US-69	Bridge over Eastbound US-54 in Fort Scott	0.0	Bridge Repair	111	SM-BSR	2002
Bourbon	US-69	0.1 km South of Junction K-7, North to 23rd Street in Fort Scott	4.5	Slurry Seal	323	SM-1RR	2002
Bourbon	US-69	US-69 & 3rd Street, US-69 & 6th Street, in Fort Scott	0.0	Traffic Signals	185	SM-SAF	2003
Bourbon	US-69	Bridge over W Fork Dry Wood Cr, 0.5 Mile N Crawford-Bourbon Co Line	0.0	Joint Repair	103	SM-BSR	2005
Bourbon	US-69	Bridges - Pedestrian Overpasses	0.0	Pavement Patching	286	SM-BSR	2005
Bourbon	US-69	Bourbon-Crawford County Line, North 6.025 Miles	0.0	Pavement Patching	290	SM-CMN	2007
Bourbon	US-69	0.6 Miles S of Jct K-7, N to 0.5 Miles S of South City Limits of Fort Scott	5.0	1-1/2 Inch Overlay	1,750	SM-1RR	2007
Bourbon		Fort Scott: National Street from 18th Street to US-69/K-7	0.3	Grade & Surfacing	903	LC-EDP	2009
Brown	K-20	Bridge over Delaware River, 6.1 km East of Junction US-75	0.0	Bridge Deck	484	PB-PDR	2001
Brown	K-20	1.6 km East of RS-1265, East 3.2 km (West of Horton)	0.0	Special	26	SM-SAF	2001
Brown	K-20	East Junction US-73, East to Brown-Doniphan County Line	5.5	25 mm Overlay (1 Inch)	265	SM-1RR	2002
Brown	K-20	Junction US-75, East to West City Limits of Horton	10.5	Conventional Seal	125	SM-1RR	2003
Brown	K-20	Junction US-73, North & East to Brown-Doniphan County Line	0.0	Crack Repair	11	SM-1RR	2004
Brown	K-20	Intersection of K-20 & Falcon Road, 3 Miles East of US-75/K-20 Junction	0.2	Intersection Improvement	1,051	LC-EDP	2007
Brown	K-20	Culvert Repair, South Fork Wolf River	0.0	Culvert	100	SM-BCR	2007
Brown	K-20	Junction US-75, East to the West City Limits of Horton	10.4	Conventional Seal	1,036	SM-1RR	2007
Brown	K-246	Antelope Road, East to West City Limits of Morrill	4.8	1-1/2 Inch Overlay	274	SM-1RR	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Brown	K-246	Union Pacific Railroad & K-246 West of Morrill	0.0	Flashing Light Signal	115	MM-RRX	2000
Brown	US-36	3.1 km East of RS-1265, East to Brown-Doniphan County Line	12.4	Surface & Bridge	7,482	MM-RIM	2000
Brown	US-36	Culvert, 1.3 km East of East City Limits of Fairview	0.0	Culvert	26	SM-BCR	2000
Brown	US-36	East Junction US-75, East to 3.9 km West of Junction US-73	9.0	Conventional Seal	230	SM-IRR	2001
Brown	US-36	Culvert approximately 1 Mile East of Junction US-75	0.0	Culvert	103	SM-EMR	2004
Brown	US-36	West Junction US-75, East to West City Limits of Hiawatha	12.9	1 Inch Overlay	1,121	SM-IRR	2006
Brown	US-73	Atchison-Brown County Line, Northwest to East City Limits of Horton	0.0	Crack Repair	21	SM-IRR	2000
Brown	US-73	North City Limits of Horton, North to South City Limits of Hiawatha	0.0	Crack Repair	36	SM-IRR	2000
Brown	US-73	US-73 (First Street) & Iowa Street, City of Hiawatha	0.0	Traffic Signals	68	SM-SAF	2002
Brown	US-73	North City Limits of Hiawatha, Northwest to Kansas-Nebraska State Line	0.0	Crack Repair	15	SM-IRR	2001
Brown	US-73	North City Limits of Horton, North to South City Limits of Hiawatha	11.6	40 mm Overlay (1-1/2 Inches)	1,536	SM-IRR	2003
Brown	US-73	Bridge over Wolf River & Bridge over Union Pacific Railroad	0.0	Bridge Repair	242	SM-BSR	2004
Brown	US-73	Brown-Atchison County Line, West to East City Limits of Horton	8.5	1-1/2 Inch Overlay	1,249	SM-IRR	2004
Brown	US-73	North City Limits of Hiawatha, North to Kansas-Nebraska State Line	11.6	1 Inch Overlay	988	SM-IRR	2005
Brown	US-73	South City Limits of Hiawatha to Iowa St & Utah St to Cheyenne on 1st	1.0	Milling & Overlay	192	SM-K1R	2001
Brown	US-73	Horton: East City Limits on 15th to Central then N to North City Limits	1.1	Milling & Overlay	126	SM-K1R	2002
Brown	US-73	S City Limits to Iowa St/Utah St to N City Limits on 1st St (US-73/K-159)	1.0	Milling & Overlay	168	LC-K1R	2008
Brown	US-75	East Junction US-36, North to 1.6 km North Sabetha	7.5	Grade, Bridge & Surfacing	25,747	MM-RIM	2004
Brown	US-75	East Junction US-36, North to 1.6 km North Sabetha	5.5	Surfacing	637	MM-RIM	2006
Brown	US-75	Junction K-246, North to Brown-Nemaha County Line	0.0	Crack Repair	20	SM-IRR	2001
Brown	US-75	Jackson-Brown County Line, North to East Junction US-36	13.0	Conventional Seal	271	SM-IRR	2002
Brown	US-75	West Junction US-36, North to Junction K-246	4.3	SM-IRR	78	SM-IRR	2002
Brown	US-75	Junction K-246, North to Brown-Nemaha County Line	5.8	1 Inch Overlay	404	SM-IRR	2004
Brown	US-75	Approximately .25 Mile S of 290th Rd, N to Brown-Nemaha County Line	0.0	Crack Repair	18	SM-CMN	2006
Brown	US-159	Atchison-Brown County Line, North to the South City Limits of Horton	0.2	1 Inch Overlay	15	SM-IRR	2007
Brown	US-159	Horton: US-159, South of 4th to 15th	0.0	Conventional Seal	28	SM-K1R	2001
Butler	K-177	Bridge over KTA	0.0	Bridge Overlay	132	SM-BSR	2001
Butler	K-177	Bridges over BNSF Railway & Durechen Creek	0.0	Bridge Repair	348	SM-BSR	2003
Butler	K-177	Bridge over Bird Creek, 0.4 Mile North of US-54	0.0	Bridge Overlay	137	SM-BSR	2005
Butler	K-177	Junction US-54, North to 10th Street in El Dorado	2.1	Overlay	132	SM-IRR	2005
Butler	K-196	Bridge over Fourmile Creek, 15.8 km (9.8 Miles) E Harvey-Butler Co Line	0.0	Bridge Replacement	1,279	PB-PBR	2003
Butler	K-196	16.5 km East of Harvey-Butler County Line, Southeast to Jct K-254	8.7	40 mm Overlay (1-1/2 Inches)	517	SM-IRR	2003
Butler	K-196	Harvey-Butler County Line, Southeast to Junction K-254	0.0	Crack Repair	63	SM-CMN	2005
Butler	K-196	Union Pacific Railroad & K-196 West of El Dorado	0.0	Flashing Light Signal	142	MM-RRX	2007
Butler	K-254	El Dorado: Jones Street to High Street on K-254	0.6	Grade & Surfacing	893	MM-K3R	2004
Butler	K-254	Butler-Sedgwick County Line, East to 2 Miles East of RS-74	12.2	Slurry Seal	865	SM-IRR	2004
Butler	K-254	K-254 from School Road to Haverhill Road	0.0	Grade & Surfacing	1,254	LC-K3R	2008
Butler	K-254	K-254 (Central) & Haverhill Road in El Dorado	0.0	Intersection Improvement	144	LC-HES	2001
Butler	K-254	El Dorado: Central Avenue from Marmaton Road to Haverhill Road	0.9	Milling & Overlay	375	SM-K1R	2003
Butler	US-54	North of US-400 Interchange, North to where 4 lane ends	8.5	Grade, Bridge & Surfacing	10,445	MM-RIM	2004
Butler	US-54	East City Limits of El Dorado, East to Butler-Greenwood County Line	0.0	Crack Repair	80	SM-IRR	2000
Butler	US-54	E City Limits of Augusta, E to Jct US-77; E on US-400 then N on US-54	0.0	Joint Repair	3,029	SM-IRR	2001
Butler	US-54	US-54 approximately 400 Feet East of Junction Santa Fe Lake Road	0.0	Right of Way	0	MM-COR	2000
Butler	US-54	Bridges over BNSF Railway & Ohio Street	0.0	Bridge Repair	410	SM-BSR	2001
Butler	US-54	Andover: Intersection of US-54 & Andover Road	0.1	Grade & Surfacing	3,984	MM-EDP	2005
Butler	US-54	US-54 & Santa Fe Lake Road (RS-83)	0.3	Traffic Signals	1,277	SM-SAF	2002
Butler	US-54	US-54/US-400 & One Wood Drive in Andover	0.0	Grade & Surfacing	602	MM-COR	2007
Butler	US-54	Bridges, North lane & South lane Walnut River	0.0	Bridge Repair	94	SM-BSR	2002
Butler	US-54	Sedgwick-Butler County Line, East to West City Limits of Augusta	9.0	50 mm Overlay	1,421	SM-IRR	2002
Butler	US-54	Bridges (South lane) & (North lane) over Whitewater River	0.0	Bridge Repair	348	SM-BSR	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Butler	US-54	Bridge (West lane) over Turkey Creek	0.0	Bridge Repair	199	SM-BSR	2003
Butler	US-54	US-54 & Santa Fe Lake Road	0.0	Right of Way	0	MM-COR	2003
Butler	US-54	US-54 near East City Limits of Andover	0.0	Right of Way	0	MM-COR	2002
Butler	US-54	US-54 & Yorktown, City of Andover	0.0	Intersection Improvement	389	MM-COR	2007
Butler	US-54	US-54 from Lulu to Osage Streets in City of Augusta	0.6	Traffic Signals	516	SM-SAF	2006
Butler	US-54	Jct US-400, East to South City Limits of El Dorado (Southbound lanes)	8.5	1-1/2 Inch Overlay	1,158	SM-IRR	2005
Butler	US-54	East City Limits of El Dorado, East to Butler-Greenwood County Line	17.2	Overlay	1,535	SM-IRR	2005
Butler	US-54	Sedgwick-Butler County Line, East to the West City Limits of Augusta	9.0	Overlay	1,611	SM-IRR	2007
Butler	US-54	Center of Andover Road, East to the West City Limits of Augusta	0.0	Pavement Patching	189	SM-CMN	2007
Butler	US-54	Intersection of Prairie Creek Road & US-54	0.0	Grade & Surfacing	645	MM-COR	2007
Butler	US-54	Augusta: Edge of Wear Surface on BNSF RR Overpass to ECL on US-54	0.0	Pavement Patching	207	LC-K1R	2005
Butler	US-54	El Dorado: Central, Griffith to Railroad & Main, 12th to Post	1.0	Milling & Overlay	254	LC-K1R	2004
Butler	US-54	Bluff St to Edge of Wear Surface of BNSF Railway Overpass in Augusta	0.0	Pavement Patching	283	LC-K1R	2006
Butler	US-54	High Street to Griffith Street in El Dorado	0.8	Milling & Overlay	227	LC-K1R	2005
Butler	US-54	Augusta: West City Limits to Bluff Street on 7th Street (US-54/400)	0.5	Milling & Overlay	261	LC-K1R	2007
Butler	US-77	Cowley-Butler County Line, North to South City Limits of Augusta	13.9	Pavement Reconstruction	14,696	MM-RIM	2003
Butler	US-77	Cowley-Butler County Line, North to South City Limits of Augusta	0.0	Detour(s)	211	MM-RIM	2003
Butler	US-77	Cowley-Butler County Line, North to South City Limits of Augusta	12.5	Detour(s)	1,965	MM-RIM	2003
Butler	US-77	North City Limits of El Dorado, North to RS-862	9.6	Grade, Bridge & Surfacing	17,800	MM-RIM	2004
Butler	US-77	Junction RS-862, North to Butler-Marion County Line	7.3	Grade & Surfacing	6,873	MM-RIM	2003
Butler	US-77	El Dorado: 4th Avenue North to 12th Avenue on US-77	0.8	Milling & Overlay	113	SM-K1R	2000
Butler	US-77	Augusta: US-54 from South City Limits, 2nd to 7th Streets	0.5	Milling & Overlay	188	SM-K1R	2002
Butler	US-77	US-77 & 12th Street	0.0	Intersection Improvement	142	LC-HES	2003
Butler	US-177	10th Street, North to Butler-Chase County Line	20.2	1 Inch Overlay	2,120	SM-IRR	2007
Butler	US-400	End of Concrete at East Junction US-54, East 6.135 km	3.8	Overlay	835	SM-IRR	2000
Butler	US-400	1 km East of RS-1010, East 19.8 km	0.0	Joint Repair	3,199	SM-IRR	2002
Butler	US-400	Junction US-54, East to Concrete Pavement East of Leon	3.8	Conventional Seal	109	SM-IRR	2005
Butler		Towanda: from Old K-254, North to K-254 on Hunter Road	0.6	Grade & Surfacing	423	LC-EDP	2002
Butler		Bridge: El Dorado State Park Bridge	0.0	Bridge Overlay	251	SM-BSR	2005
Butler		K-196/K-254; US-54/Haverhill Road; & US-54/US-400/US-77	0.0	Lighting	225	SM-LTG	2009
Butler		El Dorado: Oil Hill Road, 6th North to Northwest Trafficway	0.6	Grade & Surfacing	630	LC-EDP	2003
Butler		El Dorado: Main, Post to McCollum & Central, State to Jones	0.8	Milling & Overlay	249	LC-K1R	2003
Chase	K-57	Morris-Chase County Line, South to Junction US-50/K-177 Ramp	9.1	1-1/2 Inch Overlay	1,049	SM-IRR	2004
Chase	K-150	Marion-Chase County Line, East to Junction US-50	8.7	Grade & Surfacing	12,914	MM-RIM	2002
Chase	K-177	Scenic Overlook South of Cottonwood Falls	0.0	Scenic Or Historic Hwy Progs	441	MM-RIM	2000
Chase	K-177	Washington St, N to S End Railroad Right of Way on K-177 (Strong City)	0.5	Pavement Reconstruction	971	MM-K3R	2001
Chase	K-177	South City Limits of Cottonwood Falls, North to Junction US-50/K-57	3.2	40 mm Overlay (1-1/2 Inches)	259	SM-IRR	2000
Chase	K-177	Butler-Chase Co Line, North to South City Limits of Cottonwood Falls	20.9	40 mm Overlay (1-1/2 Inches)	1,062	SM-IRR	2000
Chase	K-177	Bridge over BNSF Railway, 17.5 km North of Butler-Chase County Line	0.0	Bridge Overlay	253	SM-BSR	2001
Chase	K-177	Culvert, 13.8 km North of Butler-Chase County Line	0.0	Culvert	70	SM-BCR	2001
Chase	K-177	Culvert at Milepost 8.852	0.0	Culvert	80	SM-BCR	2002
Chase	K-177	Bridge over Cottonwood River	0.0	Bridge Repair	107	SM-BSR	2001
Chase	K-177	Bridge over Fox Creek	0.0	Bridge Repair	125	SM-BSR	2002
Chase	K-177	Strong City: from South City Limits to Washington Street on K-177	0.2	Grade & Surfacing	321	LC-K3R	2005
Chase	K-177	2 Culverts, 13.4 & 13.5 Miles North of Butler-Chase County Line	0.0	Culvert	129	PB-PCR	2006
Chase	K-177	Butler-Chase County Line, North to Junction US-50	24.1	1 Inch Overlay	2,528	SM-IRR	2007
Chase	K-177	BNSF Railway & K-177 in Strong City	0.0	Flashing Light Signal	19	MM-RRX	2002
Chase	US-50	From Concrete Pavement W of Strong City, E to E of East City Limits	0.9	Grade & Surfacing	3,567	MM-RIM	2003
Chase	US-50	Junction K-150, Northeast to West City Limits of Strong City	7.7	Concrete Pavement	800	SM-CMN	2000
Chase	US-50	Bridges & Ditches	30.3	Flood Damage	41	SM-EMR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Chase	US-50	0.085 Mile East of Junction RS-92, East 4.151 Miles, except Bridges	4.2	Overlay	1,540	SM-1RR	2004
Chase	US-50	Marion-Chase Co Line, N & E to Chase-Lyon Co Line (Various Locations)	0.0	Joint Repair	44	SM-CMN	2004
Chase	US-50	Various Locations-Marion-Chase Co Line, N & E to Chase-Lyon Co Line	0.0	Joint Repair	121	SM-CMN	2005
Chase	US-50	East City Limits of Strong City, East to Concrete (by Saffordville)	8.4	Overlay	1,137	SM-1RR	2007
Chase		Strong City Visitor & Community Center - Flint Hills	0.0	Scenic Or Historic Hwy Progs	48	MM-RIM	2007
Chautauqua	K-99	Oklahoma-Kansas State Line, North to East Junction US-166	5.9	1 Inch Overlay	325	SM-1RR	2005
Chautauqua	K-99	Junction US-166B, North to Chautauqua-Elk County Line	13.5	1 Inch Overlay	470	SM-1RR	2005
Chautauqua	US-166	Cowley-Chautauqua County Line, East to 200 meters West of K-99	19.8	50 mm Overlay	1,410	SM-1RR	2000
Chautauqua	US-166	East Junction K-99, East 14.966 km	0.0	Joint Repair	482	SM-1RR	2002
Chautauqua	US-166	Junction K-99, East to West City Limits of Niotaze	9.0	Overlay	2,596	SM-1RR	2008
Chautauqua	US-166	Cowley-Chautauqua County Line, East to Junction K-99	19.7	1 Inch Overlay	1,789	SM-1RR	2005
Chautauqua	US-166	PCCC in Niotaze, East to Chautauqua-Montgomery County Line	2.8	1 Inch Overlay	152	SM-1RR	2005
Chautauqua	US-166	Bridge over Little Caney River, 11.39 Miles East of the East Jct of K-99	0.0	Bridge Repair	76	SM-BSR	2007
Chautauqua	US-166B	West Junction US-166, East to East Junction US-166 (except Sedan)	6.5	1 Inch Overlay	393	SM-1RR	2005
Chautauqua	US-166B	Sedan: K-99/US-166B, W City Limits to School St & S to S City Limits	0.9	Milling & Overlay	187	SM-K1R	2003
Cherokee	K-7	Culverts located North of K-96	0.0	Culvert	1,166	PB-PCR	2001
Cherokee	K-7	Bridge over Little Cherry Creek 0.66 km South K-102	0.0	Bridge Replacement	725	PB-PBR	2001
Cherokee	K-7	Junction US-160, North to Junction US-400	11.1	25 mm Overlay (1 Inch)	384	SM-1RR	2000
Cherokee	K-7	Columbus: K-7 & Bethlehem Road Intersection	0.2	Intersection Improvement	244	MM-K3R	2004
Cherokee	K-7	Jct US-69/US-160, North to Cherokee-Crawford County Line (US-400)	11.2	1-1/2 Inch Overlay	963	SM-1RR	2007
Cherokee	K-7	BNSF Railway & K-7 North of Columbus	0.0	Flashing Light Signal	127	MM-RRX	2002
Cherokee	K-26	Junction US-166, North to Junction K-66	3.6	40 mm Overlay (1-1/2 Inches)	211	SM-1RR	2001
Cherokee	K-57	Junction US-69, East to Kansas-Missouri State Line	4.9	25 mm Overlay (1 Inch)	251	SM-1RR	2001
Cherokee	K-66	K-66 & Water Street, City of Galena	0.0	Traffic Signals	47	SM-SAF	2000
Cherokee	K-66	West City Limits of Galena, East to Kansas-Missouri State Line	1.8	40 mm Overlay (1-1/2 Inches)	240	SM-1RR	2001
Cherokee	K-66	1.1 km East of Junction US-400, East to West City Limits of Galena	3.0	25 mm Overlay (1 Inch)	391	SM-1RR	2003
Cherokee	K-66	Bridge, Spring River	0.0	Bridge Repair	746	SM-BSR	2007
Cherokee	K-96	Bridge over Spring River, 5.6 km East East Junction US-69	0.0	Bridge Replacement	1,924	PB-PBR	2003
Cherokee	K-96	Bridge over Spring River, 5.6 km East East Junction US-69	0.0	Bridge Replacement	705	PB-PBR	2003
Cherokee	K-96	Bridge over Shawnee Creek, .6 km East of East Junction US-69	0.0	Bridge Overlay	121	SM-BSR	2000
Cherokee	K-102	East City Limits of West Mineral, East to Junction K-7	5.0	Conventional Seal	60	SM-CMN	2003
Cherokee	K-103	Junction K-7, East to Junction US-69	7.0	Conventional Seal	89	SM-CMN	2003
Cherokee	K-103	BNSF Railway & K-103 West of Weir	0.0	Surfacing	13	MM-RRS	2002
Cherokee	US-69	Oklahoma-Kansas State Line, North to Columbus	9.1	Pavement Reconstruction	17,788	MM-RIM	2007
Cherokee	US-69	Oklahoma-Kansas State Line, North to Junction US-166	0.0	Crack Repair	18	SM-1RR	2000
Cherokee	US-69	Columbus: North Side of Railroad Crossing to Maple Street on US-69	0.5	Grade & Surfacing	1,577	MM-K3R	2007
Cherokee	US-69	Oklahoma-Kansas State Line, North to Junction US-166	2.2	40 mm Overlay (1-1/2 Inches)	118	SM-1RR	2001
Cherokee	US-69	Junction K-7, East to Junction US-400	7.0	40 mm Overlay (1-1/2 Inches)	599	SM-1RR	2002
Cherokee	US-69	South Junction US-160, North to Junction US-400	10.7	1-1/2 Inch Overlay	1,139	SM-1RR	2005
Cherokee	US-69	Bridges over Shawnee Creek, Long Branch Creek, Shawnee Creek	0.0	Bridge Overlay	280	SM-BSR	2006
Cherokee	US-69 A	OK-KS State Line, North to Jct US-400-except 12th to 9th-Baxter Springs	4.0	40 mm Overlay (1-1/2 Inches)	283	SM-1RR	2001
Cherokee	US-69 A	BNSF Railway & US-69A 2.5 Miles North of Riverton	0.0	Surfacing	23	MM-RRS	2001
Cherokee	US-160	Bridges over Cherry Creek, East of Labette-Cherokee County Line	0.0	Bridge Replacement	2,872	PB-PBR	2002
Cherokee	US-160	Bridge over Neosho River Drainage	0.0	Bridge	136	SM-BSR	2006
Cherokee	US-160	Labette-Cherokee County Line, East to West City Limits of Columbus	12.8	Sealing	976	SM-1RR	2006
Cherokee	US-166	Spring River Drainage Bridge & Spring River Bridge	0.0	Bridge Replacement	4,463	PB-PBR	2000
Cherokee	US-166	Labette-Cherokee County Line, East to East City Limits of Baxter Springs	19.4	40 mm Overlay (1-1/2 Inches)	1,524	SM-1RR	2001
Cherokee	US-166	Junction US-400, East to Kansas-Missouri State Line	5.2	40 mm Overlay (1-1/2 Inches)	258	SM-1RR	2003
Cherokee	US-166	Spring River Drainage Bridge, 5.3 Miles East of Junction US-69	0.0	Bridge Replacement	749	PB-PBR	2007

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Cherokee	US-400	Junction US-160/US-69, South to Junction K-66	7.3	40 mm Overlay (1-1/2 Inches)	638	SM-1RR	2003
Cherokee	US-400	Bridge over Wolf Creek, 1 Mile West of Junction K-7	0.0	Bridge Repair	128	SM-BSR	2004
Cherokee	US-400	Culvert, Cow Creek Drainage, 4.63 km West US-69	0.0	Culvert	41	SM-BCR	2004
Cherokee	US-400	Labette-Cherokee County Line, East to Junction US-69	20.3	1-1/2 Inch Overlay	260	SM-1RR	2004
Cherokee	US-400	US-400/K-66/Beasley Intersection West of Riverton	0.5	Grade & Surfacing	2,100	SM-SAF	2007
Cherokee	US-400	2 Bridges, Lightning Creek Drainage	0.0	Bridge Overlay	530	SM-BSR	2007
Cherokee	US-400	South Kansas & Oklahoma Railroad & US-400 Southeast of Cherokee	0.0	Flashing Light Signal	123	MM-RRX	2002
Cherokee		Culvert, Mined Land Wildlife Area	0.0	Culvert	88	SM-BCR	2000
Cherokee		BNSF Railway & K-103 West of Weir	0.0	Flashing Light Signal	148	MM-RRX	2004
Cheyenne	K-27	Sherman-Cheyenne County Line, North to East Junction US-36	13.0	Conventional Seal	191	SM-1RR	2004
Cheyenne	K-27	West Junction US-36, North to Kansas-Nebraska State Line	21.1	Conventional Seal	258	SM-1RR	2004
Cheyenne	K-161	Big Timber Creek Bridge, 15.22 km (9.46 Miles) North of US-36	0.0	Bridge Replacement	730	PB-PBR	2004
Cheyenne	K-161	Junction US-36, North to Kansas-Nebraska State Line	17.0	Conventional Seal	204	SM-1RR	2003
Cheyenne	K-161	Junction US-36, North to the Kansas-Nebraska State Line	17.0	Conventional Seal	1,190	SM-1RR	2007
Cheyenne	K-161	Nebraska Kansas Colorado & K-161 in Bird City	0.0	Surfacing	12	MM-RRS	2002
Cheyenne	K-217	Junction US-36, North to Wheeler	0.5	Conventional Seal	6	SM-1RR	2004
Cheyenne	US-36	Kansas-Colorado State Line, East 19.779 km	12.3	40 mm Overlay (1-1/2 Inches)	713	SM-1RR	2000
Cheyenne	US-36	West Jct K-27, East to East Jct K-27 (also Frontage Rd at St Francis)	6.7	Conventional Seal	208	SM-1RR	2004
Cheyenne	US-36	Bridge over South Fork Republican River, 0.4 Miles E to the W Jct K-27	0.0	Joint Repair	95	SM-BSR	2005
Cheyenne	US-36	Colorado-Kansas St Line, E to the W Edge of Wearing Surface of Bridge	12.3	Overlay	1,051	SM-1RR	2007
Clark	K-34	Bluff Creek Drainage Bridge, 10.8 km North of Junction US-160	0.0	Bridge Replacement	533	PB-PBR	2004
Clark	K-34	Junction US-160/US-183, North to Clark-Ford County Line	19.6	1 Inch Overlay	1,494	SM-1RR	2006
Clark	K-94	Culvert, 5.13 Miles South & West of Clark-Ford County Line	0.0	Culvert	184	SM-BCR	2003
Clark	K-94	Clark Lake, North to Clark-Ford County Line	6.9	Conventional Seal	69	SM-CMN	2004
Clark	US-54	Meade-Clark County Line, East to Clark-Ford County Line	10.1	Overlay	1,326	SM-1RR	2004
Clark	US-160	Little Sandy Creek Bridge, 8.41 km East US-283	0.0	Bridge Replacement	1,437	PB-PBR	2001
Clark	US-160	Ashland: Humphries Street, East to Highland Street	0.4	Grade & Surfacing	458	MM-K3R	2000
Clark	US-160	Bridge over Johnson Creek, 1.6 km East of Meade-Clark County Line	0.0	Bridge Replacement	614	PB-PBR	2002
Clark	US-160	S Jct US-283, East to Cowley-Comanche County Line (except 1.219 km)	23.4	50 mm Overlay	1,283	SM-1RR	2000
Clark	US-160	Meade-Clark County Line, East to North Junction US-283	5.0	40 mm Overlay (1-1/2 Inches)	252	SM-1RR	2003
Clark	US-160	East City Limits of Ashland, East to Cowley-Comanche County Line	11.9	Conventional Seal	237	SM-1RR	2007
Clark	US-160	Ashland: Highland Street to the East City Limits on 4th Ave (US-160)	0.4	Milling & Overlay	143	LC-K1R	2007
Clark	US-160	West City Limits to Highland Avenue on Fourth Street (US-160)	0.9	Overlay	122	LC-K1R	2008
Clark	US-183	Oklahoma-Kansas State Line, North to Junction US-160	13.5	Conventional Seal	677	SM-1RR	2007
Clark	US-283	North Junction US-160, North to Junction US-54	11.5	40 mm Overlay (1-1/2 Inches)	1,417	SM-1RR	2001
Clark	US-283	Junction US-54, North to Clark-Ford County Line	2.1	1-1/2 Inch Overlay	167	SM-1RR	2004
Clay	K-9	Washington-Clay County Line, East to South Junction K-15	0.0	Crack Repair	20	SM-1RR	2000
Clay	K-9	Culvert, Parsons Creek Drainage	0.0	Culvert	69	SM-BCR	2005
Clay	K-9	East City Limits of Clifton, East to South Junction K-15	7.8	1-1/2 Inch Overlay	1,039	SM-1RR	2006
Clay	K-15	Clay Center: Junction US-24, North to Liberty Street	0.8	Grade & Surfacing	665	MM-K3R	2001
Clay	K-15	Bridge over Otter Creek, 6.5 km North K-82	0.0	Bridge Replacement	774	PB-PBR	2001
Clay	K-15	Dickinson-Clay County Line, North to South City Limits of Clay Center	16.1	40 mm Overlay (1-1/2 Inches)	1,287	SM-1RR	2000
Clay	K-15	South City Limits of Clay Center, North to US-24	0.9	Milling & Overlay	683	MM-K3R	2002
Clay	K-15	Dickinson-Clay County Line, North to the South City Limits of Clay Center	0.0	Crack Repair	14	SM-CMN	2003
Clay	K-15	North City Limits of Clay Center, North to Clay-Washington County Line	11.9	40 mm Overlay (1-1/2 Inches)	1,155	SM-1RR	2003
Clay	K-80	Bridge over Huntress Creek, 3.8 km West K-15 Junction	0.0	Bridge Replacement	1,114	PB-PBR	2004
Clay	K-80	East City Limits of Morganville, East to Junction K-15	3.8	40 mm Overlay (1-1/2 Inches)	195	SM-1RR	2003
Clay	K-82	Milford Lake Bridge, 11.07 km East of K-15	0.0	Bridge Widen	2,835	PB-PBR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Clay	K-82	Milford Lake Bridge, 11.07 km East of K-15	0.0	Bridge Widen	1,004	PB-PBR	2000
Clay	K-82	Junction K-15, East to Clay-Riley County Line	9.2	40 mm Overlay (1-1/2 Inches)	736	SM-IRR	2002
Clay	K-82	Junction K-15, East to Clay-Riley County Line	0.0	Crack Repair	12	SM-CMN	2004
Clay	K-82	Junction K-15, East to Clay-Riley County Line (include Wakefield)	1.5	Conventional Seal	242	SM-CMN	2006
Clay	K-197	Dickinson-Clay County Line, East to Junction K-15	0.3	Sealing	4	SM-IRR	2000
Clay	US-24	Republican River Bridge, 16.6 km East Cloud-Clay County Line	0.0	Bridge Replacement	4,202	PB-PBR	2004
Clay	US-24	Republican River Bridge, 16.6 km East Cloud-Clay County Line	0.0	Special	94	PB-PBR	2003
Clay	US-24	Bridge over North Branch Five Creek, 11.6 km E of Cloud-Clay Co Line	0.0	Bridge Repair	64	SM-BSR	2001
Clay	US-24	Clay Center: on US-24 from K-15 Junction East to 10th Street	0.4	Intersection Improvement	1,066	MM-K3R	2005
Clay	US-24	East City Limits of Clay Center, East to Clay-Riley County Line	8.1	40 mm Overlay (1-1/2 Inches)	781	SM-IRR	2001
Clay	US-24	Cloud-Clay County Line, East to West City Limits of Clay Center	0.0	Crack Repair	55	SM-IRR	2001
Clay	US-24	Clay Center: West of 2nd Street to West of K-15/US-24 Junction	0.5	Overlay	523	MM-K3R	2004
Clay	US-24	Bridge over North Branch Five Creek, 11.6 km E of Cloud-Clay Co Line	0.0	Bridge Overlay	42	SM-BSR	2004
Clay	US-24	East City Limits of Clay Center, East to Clay-Riley County Line	0.0	Crack Repair	20	SM-CMN	2005
Clay	US-24	Cloud-Clay County Line, East to West City Limits of Clay Center	11.9	Conventional Seal	217	SM-IRR	2006
Clay	US-24	W City Limits to Edge of Wear Surf Huntress/Spring Cr Br on Crawford	0.5	Milling & Overlay	231	LC-K1R	2008
Clay		Clay Center Area & Sub-Area Offices	0.0	Overlay	107	SM-CMN	2001
Cloud	K-9	Bridge over Elm Creek Drainage, 12.5 km East of Junction US-81	0.0	Bridge Repair	114	SM-BSR	2000
Cloud	K-9	Culvert at Milepost 12.17	0.0	Culvert	67	SM-BCR	2002
Cloud	K-9	Mitchell-Cloud County Line, East & North to Junction K-28	17.8	40 mm Overlay (1-1/2 Inches)	1,039	SM-IRR	2001
Cloud	K-9	ECL Concordia to SCL Clyde & E City Limits of Clyde to CD-WS Co Line	0.0	Crack Repair	42	SM-IRR	2001
Cloud	K-9	Bridge over Ash Creek	0.0	Bridge Repair	139	SM-BSR	2002
Cloud	K-9	Junction K-28, East to West City Limits of Concordia	0.0	Crack Repair	4	SM-CMN	2002
Cloud	K-9	Bridge over Elk Creek, 0.830 Mile East of Bridge Street-Clyde	0.0	Bridge Repair	213	SM-BSR	2004
Cloud	K-9	Mitchell-Cloud County Line, East & North to Junction K-28	0.0	Crack Repair	22	SM-CMN	2004
Cloud	K-9	Junction K-28, East to West City Limits of Concordia	1.7	1 Inch Overlay	234	SM-IRR	2006
Cloud	K-9	East City Limits of Concordia, East to South City Limits of Clyde	12.3	1-1/2 Inch Overlay	1,924	SM-IRR	2006
Cloud	K-9	East City Limits of Clyde, East to Cloud-Washington County Line	1.2	1-1/2 Inch Overlay	192	SM-IRR	2006
Cloud	K-9	Concordia: Cloud Street to East City Limits	0.8	Milling & Overlay	157	SM-K1R	2001
Cloud	K-9	Concordia: 6th Street from Lincoln to Cloud	0.9	Milling & Overlay	262	SM-K1R	2002
Cloud	K-9	Concordia: West City Limits to Intersection 5th & Cedar on K-9	0.5	Milling & Overlay	144	SM-K1R	2003
Cloud	K-9	Concordia: Broadway from 5th to 6th & Broadway to Lincoln on K-9	0.2	Milling & Overlay	128	LC-K1R	2005
Cloud	K-9	BNSF Railway & K-9 (6th Street) in Concordia	0.0	Flashing Light Signal	107	MM-RRX	2000
Cloud	K-28	Bridge over Buffalo Creek Drainage	0.0	Bridge Repair	106	SM-BSR	2002
Cloud	K-28	Jewell-Cowley County Line, East to Junction K-9	0.0	Crack Repair	20	SM-CMN	2002
Cloud	K-28	Bridge over Wolf Creek, 0.16 Mile Northwest K-9	0.0	Bridge Overlay	44	SM-BSR	2005
Cloud	K-28	Jewell-Cloud County Line, Southeast to Junction K-9	14.9	1 Inch Overlay	1,439	SM-IRR	2006
Cloud	K-28	Bridge, Buffalo Creek	0.0	Bridge Overlay	221	SM-BSR	2007
Cloud	K-28	Kyle Railroad & K-28 at Jamestown	0.0	Surfacing	20	MM-RRS	2003
Cloud	K-189	Miltonvale North to US-24	0.9	Crack Repair	29	SM-IRR	2001
Cloud	K-189	East City Limits of Miltonvale, North to Junction US-24	0.9	Conventional Seal	13	SM-IRR	2006
Cloud	K-194	Culvert, 2.22 km South of US-24	0.0	Culvert	66	SM-BCR	2001
Cloud	K-194	North City Limits of Simpson, North to Junction US-24	0.0	Crack Repair	3	SM-IRR	2000
Cloud	K-194	North City Limits of Simpson, North to Junction US-24	1.6	Conventional Seal	20	SM-IRR	2005
Cloud	US-24	Mitchell-Cloud County Line, East to Junction K-189	0.0	Crack Repair	77	SM-IRR	2000
Cloud	US-24	Junction K-189, East to Cloud-Clay County Line	0.0	Crack Repair	21	SM-IRR	2001
Cloud	US-24	Mitchell-Cloud County Line, East to Junction K-189	27.1	Conventional Seal	513	SM-IRR	2005
Cloud	US-24	Bridge over Mortimer Creek, 10.23 Miles E Mitchell-Cowley County Line	0.0	Bridge Overlay	109	SM-BSR	2006
Cloud	US-24	Junction K-189, East to Cloud-Clay County Line	4.2	Conventional Seal	63	SM-IRR	2006
Cloud	US-24	BNSF Railway & US-24 at Miltonvale	0.0	Flashing Light Signal	228	MM-RRX	2006

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Cloud	US-24	BNSF Railway & US-24 at Miltonvale	0.0	Surfacing	33	MM-RRS	2006
Cloud	US-81	Existing 4 lane South Edge of Concordia, North on US-81 to City Limits	3.0	Grade & Bridge	1,374	MM-RIM	2000
Cloud	US-81	Existing 4 lane South Edge of Concordia, North on US-81 to City Limits	3.0	Surface & Bridge	5,001	MM-RIM	2001
Cloud	US-81	Along US-81 Corridor at Concordia	0.0	Lighting	79	SM-LTG	2001
Cloud	US-81	Concordia: Intersection of US-81 & College Drive	0.3	Intersection Improvement	296	MM-EDP	2002
Cloud	US-81	3 Different Locations between Mileposts 185.683 to 201.813	9.7	Conventional Seal	284	SM-CMN	2003
Cloud	US-81	Concordia: Junction of US-81 & K-9	0.1	Intersection Improvement	124	LC-K3R	2006
Cloud	US-81	0.215 Mile South of Ottawa-Cloud County Line, North 21.423 Miles	0.0	Joint Repair	187	SM-CMN	2004
Cloud	US-81	Southbound 1.1 to 8.7 Miles North of Junction US-24	7.6	Slurry Seal	210	SM-1RR	2005
Cloud	US-81	Concordia: Junction US-81 and College Drive	0.1	Grade & Surfacing	390	LC-K3R	2009
Cloud	US-81	Bridge, 1.28 Miles North of Junction K-9	0.0	Bridge Repair	611	SM-BSR	2007
Cloud		Concordia: 5th (K-9 & K-28), Cedar to Broadway	0.3	Milling & Overlay	139	LC-K1R	2004
Coffey	I-35	Lyon-Coffey County Line, East to 0.5 km East K-131	5.5	Grade, Bridge & Surfacing	6,740	SM-ISR	2006
Coffey	I-35	0.5 km East K-131, East to 0.5 km West US-75	6.4	Grade, Bridge & Surfacing	7,044	SM-ISR	2006
Coffey	I-35	Approx 1.1 km (0.7 Miles) West of US-75, NE to Coffey-Osage Co Line	1.8	Pavement Reconstruction	6,483	MM-IRI	2004
Coffey	I-35	Approx 0.6 km W of US-75, E to CF-OS County Line/N bound & S bound	1.5	40 mm Overlay (1-1/2 Inches)	143	SM-ISR	2001
Coffey	I-35	Lyon-Coffey County Line, East to approximately 0.6 km West of US-75	11.9	Sealing	340	SM-ISR	2001
Coffey	K-31	Rock Creek Bridge, 0.23 km East of East City Limits of Waverly	0.0	Bridge Replacement	279	PB-PBR	2000
Coffey	K-31	Osage-Coffey County Line, South & East to Coffey-Anderson County Line	8.1	Conventional Seal	92	SM-CMN	2003
Coffey	K-31	Osage-Coffey County Line, East to Coffey-Anderson County Line	8.0	1 Inch Overlay	640	SM-1RR	2007
Coffey	K-31	Waverly: Pierson Street (K-31), 6th to 1st	0.2	Grade & Surfacing	588	LC-K1R	2007
Coffey	K-57	About 1.5 Miles West of West City Limits of Gridley, East to Atherlyst	0.0	Culvert	180	SM-EMR	2000
Coffey	K-57	South Junction US-75, East to Coffey-Anderson County Line	12.1	25 mm Overlay (1 Inch)	356	SM-1RR	2003
Coffey	K-58	Greenwood-Coffey County Line, East to Jct US-75, excluding Gridley	0.0	Crack Repair	16	SM-CMN	2006
Coffey	US-75	Bridge over Neosho River, 13.7 km North K-57 North Junction	0.0	Bridge Replacement	6,325	PB-PBR	2005
Coffey	US-75	Bridge over Neosho River, 13.7 km North K-57 North Junction	0.0	Special	120	PB-PBR	2004
Coffey	US-75	RS-1133, North to 1.6 km North Old US-50	1.1	Surfacing	2,501	MM-RIM	2008
Coffey	US-75	North City Limits of Burlington to 0.9 km South of I-35	0.0	Crack Repair	56	SM-1RR	2000
Coffey	US-75	North City Limits of Burlington, to 1.0 km South of I-35	14.9	25 mm Overlay (1 Inch)	1,132	SM-1RR	2003
Coffey	US-75	Woodson-Coffey County Line, North to South City Limits of Burlington	10.3	1-1/2 Inch Overlay	684	SM-1RR	2004
Coffey	US-75	New Strawn: US-75 from Neosho Street North to Arrowhead Drive	0.3	Grade & Surfacing	243	LC-K3R	2007
Coffey		Ogden Street from RS-2066, North to North City Limits of Lebo	1.1	Milling & Overlay	218	LC-EDP	2006
Comanche	K-1	Oklahoma-Kansas State Line, North to Junction US-160	13.4	1 Inch Overlay	694	SM-1RR	2007
Comanche	US-160	Bridges located 6.7 & 7.5 km East of the Clark-Comanche County Line	0.0	Bridge Replacement	2,969	PB-PBR	2005
Comanche	US-160	Bridge over Mule Creek, 3.7 km West of Barber-Comanche County Line	0.0	Bridge Replacement	1,364	PB-PBR	2004
Comanche	US-160	Clark-Comanche County Line, East to Comanche-Barber County Line	35.9	Conventional Seal	612	SM-1RR	2007
Comanche	US-183	Junction US-160, North to Comanche-Kiowa County Line	7.1	40 mm Overlay (1-1/2 Inches)	442	SM-1RR	2002
Cowley	K-15	Bridge over Grouse Creek, 10.41 km (6.47 Miles) North US-166	0.0	Bridge Replacement	1,951	PB-PBR	2004
Cowley	K-15	North Junction US-77, West to East City Limits of Udall	5.9	40 mm Overlay (1-1/2 Inches)	302	SM-1RR	2000
Cowley	K-15	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2000
Cowley	K-15	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2001
Cowley	K-15	Oklahoma-Kansas State Line, North to East Junction US-166	7.9	50 mm Overlay	417	SM-1RR	2002
Cowley	K-15	West Junction US-166, North to Junction US-160	12.2	Conventional Seal	152	SM-1RR	2002
Cowley	K-15	East City Limits of Udall, Northwest to Cowley-Sumner County Line	3.3	1 Inch Overlay	262	SM-1RR	2004
Cowley	K-15	Bridge over Walnut River	0.0	Bridge Paint	169	SM-BSP	2005
Cowley	K-55	Sumner-Cowley County Line, East to end of K-55	2.0	40 mm Overlay (1-1/2 Inches)	91	SM-1RR	2000
Cowley	K-55	BNSF Railway & K-55 at Udall	0.0	Flashing Light Signal	167	MM-RRX	2001
Cowley	K-360	Emergency Repair Flood Project	2.0	Special Maintance	0	SM-EMR	2001

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Cowley	K-360	Junction US-77, South to Junction US-160	0.0	Crack Repair	169	SM-CMN	2006
Cowley	US-77	N Urban Area Boundary Arkansas City, N to Walnut Road in Winfield	9.4	Pavement Reconstruction	9,709	MM-RIM	2003
Cowley	US-77	US-77 (Main Street) & 14th Street, City of Winfield	0.0	Traffic Signals	63	SM-SAF	2000
Cowley	US-77	Timber Creek Br, N to CL-BU Co Line; 0.4 km on K-15 West of K-77 Jct	15.7	40 mm Overlay (1-1/2 Inches)	2,430	SM-IRR	2001
Cowley	US-77	SE Arkansas City: US-77 & Summit, East & North to Junction US-166	2.2	Grade, Bridge & Surfacing	10,119	SE-SEB	2003
Cowley	US-77	SE Arkansas City: US-77 & Summit, East & North to Junction US-166	0.0	Grade & Surfacing	1,860	SE-SEB	2003
Cowley	US-77	North City Limits of Winfield, North to the Cowley-Butler County Line	0.0	Crack Repair	68	SM-CMN	2002
Cowley	US-77	Bridge over Arkansas River 2.98 Miles N of Oklahoma-Kansas State Line	0.0	Bridge Repair	358	SM-BSR	2005
Cowley	US-77	Oklahoma-Kansas State Line, N to South City Limits of Arkansas City	3.0	1-1/2 Inch Overlay	514	SM-IRR	2005
Cowley	US-77	Corridor from Oklahoma-Kansas State Line, North to K-360 at Winfield	0.0	Preliminary Engineering	0	MM-COR	2005
Cowley	US-77	Winfield: US-77 from 14th Avenue North to 12th Avenue	0.2	Curb & Gutter	466	LC-K3R	2009
Cowley	US-77	Winfield: on Main: South City Limits North to Walnut River Bridge	0.7	Milling & Overlay	300	SM-K1R	2000
Cowley	US-77	Winfield: US-77, 14th to Railroad & US-160, Mill to Loomis	1.2	Milling & Overlay	296	SM-K1R	2002
Cowley	US-77	Winfield: Two Locations US-77 & US-160	1.2	Milling & Overlay	286	SM-K1R	2003
Cowley	US-77	Winfield: Main (US-77), 19th to 14th & Railroad to Timber Creek	0.0	Milling & Overlay	0	LC-K1R	2005
Cowley	US-77	BNSF Railway Underpass to W of US-77/166 Bypass in Arkansas City	0.5	Milling & Overlay	135	LC-K1R	2006
Cowley	US-77	BNSF Railway & US-77 at Strother Field South of Winfield	0.0	Flashing Light Signal	204	MM-RRX	2004
Cowley	US-77	S Kansas & Oklahoma Railroad & US-77 (Main Street) in Winfield	0.0	Flashing Light Signal	220	MM-RRX	2007
Cowley	US-77 B	Emergency Repair Flood Project	3.7	Fencing	0	SM-EMR	2001
Cowley	US-77 B	Arkansas City: Intersection of US-77B & Kansas Avenue	0.1	Grade & Surfacing	873	LC-K3R	2006
Cowley	US-77 B	Arkansas City: Kansas Avenue to North City Limits on US-77B	1.5	Milling & Overlay	300	SM-K1R	2001
Cowley	US-160	Sumner-Cowley County Line, East to West City Limits of Winfield	7.6	25 mm Overlay (1 Inch)	293	SM-IRR	2000
Cowley	US-160	East City Limits of Winfield, East, North & East to Cowley-Elk Co Line	29.3	Conventional Seal	389	SM-IRR	2002
Cowley	US-160	Bridge over Spring Creek	0.0	Bridge Repair	58	SM-BSR	2003
Cowley	US-160	Spring Creek Bridge, 2.15 Miles East of Sumner-Cowley County Line	0.0	Bridge Replacement	1,193	PB-PBR	2005
Cowley	US-160	Sumner-Cowley County Line, to West City Limits of Winfield	7.6	1 Inch Overlay	479	SM-IRR	2004
Cowley	US-160	East Junction K-15, East to Cowley-Elk County Line	19.5	Slurry Seal	1,262	SM-IRR	2005
Cowley	US-160	Loomis Street to College Street in Winfield	0.9	Milling & Overlay	279	LC-K1R	2006
Cowley	US-160	West City Limits to Mill Street & Harris Rd to Industrial Rd on US-160	2.4	Milling & Overlay	303	LC-K1R	2007
Cowley	US-160	S Kansas & Oklahoma Railroad Crossing of US-160 E of Cambridge	0.0	Surfacing	39	MM-RRS	2006
Cowley	US-160	S Kansas & Oklahoma Railroad & US-160 (9th Street) in Winfield	0.0	Flashing Light Signal	120	MM-RRX	2007
Cowley	US-166	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2001
Cowley	US-166	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2000
Cowley	US-166	SW Arkansas City: West of Arkansas River, East to New Bypass	0.0	Preliminary Engineering	0	SE-SEB	2003
Cowley	US-166	Jct US-77, Ark City Bypass, East to Cowley-Chautauqua County Line	0.0	Crack Repair	46	SM-CMN	2003
Cowley	US-166	Sumner-Cowley County Line, East to West City Limits of Arkansas City	5.0	Overlay	463	SM-IRR	2004
Cowley	US-166	Monroe Avenue to US-166/US-77 Bypass on Summit Street (US-166)	0.4	Milling & Overlay	230	LC-K1R	2008
Cowley		BNSF Railway Crossing at Kansas Avenue in Arkansas City	0.0	Grade, Bridge & Surfacing	5,028	MM-RSL	2007
Cowley		Arkansas City: Intersection of Summit (US-77B) & Maple	0.1	Milling & Overlay	98	LC-K1R	2004
Crawford	K-3	Bridge over Big Walnut, 11.1 km North Junction K-57	0.0	Bridge Deck	275	PB-PDR	2001
Crawford	K-3	Jct K-47 North to Crawford-Bourbon County Line (exception 0.15 Mile)	11.5	Conventional Seal	168	SM-CMN	2005
Crawford	K-7	Bridge over Second Cow Creek, 8.58 km North of K-57	0.0	Bridge Replacement	301	PB-PBR	2001
Crawford	K-7	Cherokee-Crawford County Line, North to Junction K-126	5.0	Pavement Reconstruction	6,192	MM-RIM	2005
Crawford	K-7	Junction K-126, North to South of South City Limits of Girard	6.0	Grade, Bridge & Surfacing	8,408	MM-RIM	2007
Crawford	K-7	Junction K-126, North to South of South City Limits of Girard	6.0	Seeding, Sodding	26	MM-RIM	2008
Crawford	K-7	Bridge over West Fork Dry Wood Creek, 14.2 km North K-57	0.0	Bridge Replacement	819	PB-PBR	2005
Crawford	K-7	North City Limits of Girard, North to Crawford-Bourbon County Line	11.0	40 mm Overlay (1-1/2 Inches)	402	SM-IRR	2002
Crawford	K-7	Girard: South City Limits to North City Limits on K-7	1.7	Milling & Overlay	192	SM-K1R	2000
Crawford	K-47	Neosho-Crawford County Line, East to West City Limits of Girard	12.6	Conventional Seal	186	SM-CMN	2004
Crawford	K-57	Culvert located approximately 1.8 km East of K-7 Junction	0.0	Bridge	505	PB-PCR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Crawford	K-57	2nd Cow Creek Drainage Bridge, 5.16 km East Junction K-7	0.0	Bridge Replacement	392	PB-PBR	2001
Crawford	K-57	Bridges over First Cow Creek, 9.0 km East K-7	0.0	Bridge Replacement	721	PB-PBR	2001
Crawford	K-57	Bridge over Lightning Creek, 16.9 km East of Neosho-Crawford Co Line	0.0	Bridge Overlay	118	SM-BSR	2000
Crawford	K-57	East City Limits of Girard, East to North Junction US-69	7.1	25 mm Overlay (1 Inch)	246	SM-1RR	2001
Crawford	K-126	Lightning Creek Bridges located 9.16 & 8.66 km West of K-7	0.0	Bridge Replacement	1,263	PB-PBR	2004
Crawford	K-126	Bridges located 9.66 & 1.87 km West K-7	0.0	Bridge	340	PB-PDR	2000
Crawford	K-126	Bridges located 12.1 & 4.0 km West of K-7	0.0	Bridge Replacement	544	PB-PBR	2004
Crawford	K-126	Junction US-160, North & East to Junction K-7	15.1	Conventional Seal	139	SM-CMN	2002
Crawford	K-126	East City Limits of Pittsburg, East to Kansas-Missouri State Line	2.8	Conventional Seal	35	SM-1RR	2003
Crawford	K-126	Junction K-7, East to Junction US-69	6.0	1-1/2 Inch Overlay	1,374	SM-1RR	2004
Crawford	K-126	Pittsburg: Intersection of K-126 & Rouse Avenue	0.1	Intersection Improvement	1,083	LC-K3R	2007
Crawford	K-126	Bridge over Middle Cow Creek, 0.20 Mile West of US-69	0.0	Bridge Repair	48	SM-EMR	2005
Crawford	K-126	K-126 & Walnut (Pittsburg)	0.0	Intersection Improvement	400	LC-HES	2007
Crawford	K-126	BNSF Railway & K-126 West of Pittsburg	0.0	Flashing Light Signal	108	MM-RRX	2002
Crawford	K-146	Neosho-Crawford County Line, East to Junction K-3	6.6	25 mm Overlay (1 Inch)	173	SM-1RR	2002
Crawford	K-146	Neosho-Crawford County Line, East to Junction K-3	6.6	Conventional Seal	140	SM-CMN	2006
Crawford	K-277	Junction K-7, East to West Lake Road	0.9	40 mm Overlay (1-1/2 Inches)	35	SM-1RR	2002
Crawford	K-277	BNSF Railway & K-277 North of Farlington	0.0	Surfacing	13	MM-RRS	2002
Crawford	US-69	1.6 km South Jct US-160 (Pittsburg) N to N Jct US-69B (North Arma)	7.2	Surface & Bridge	1,573	MM-RIM	2001
Crawford	US-69	North Junction US-69B (Pittsburg) to North Jct US-69B (North Arma)	0.7	Surfacing	198	MM-RIM	2000
Crawford	US-69	1.6 km South Jct US-160 (Pittsburg) N to N Jct US-69B (North Arma)	0.0	Intersection Improvement	3,976	MM-RIM	2002
Crawford	US-69	Crawford-Cherokee County Line, North to North Junction US-69B	7.7	Slurry Seal	380	SM-1RR	2001
Crawford	US-69	US-69 & 20th Street, City of Pittsburg	0.3	Traffic Signals	816	SM-SAF	2002
Crawford	US-69	Junction US-400, North to North Junction US-69B	7.6	1-1/2 Inch Overlay	904	SM-1RR	2005
Crawford	US-69	2 Locations: Southbound & Northbound at Pittsburg	0.0	Special	270	SM-EMR	2005
Crawford	US-69 B	South Junction US-69, North to North Junction US-69	2.7	Sealing	27	SM-1RR	2000
Crawford	US-69 B	South Junction US-69, North to North Junction US-69	2.5	1-1/2 Inch Overlay	217	SM-1RR	2005
Crawford	US-69 B	1st Street to 9th Street in Pittsburg	0.5	Milling & Overlay	370	LC-K1R	2007
Crawford	US-69 B	Pittsburg: Williams to Madison on Broadway (US-69B)	0.3	Milling & Overlay	148	LC-K1R	2006
Crawford	US-160	Junction US-160/K-57/US-69, East to Kansas-Missouri State Line	4.8	Grade, Bridge & Surfacing	12,390	MM-RIM	2003
Crawford	US-160	Junction US-160/K-57/US-69, East to Kansas-Missouri State Line	0.0	Special	116	MM-RIM	2003
Crawford	US-160	Junction US-160/K-57/US-69, East to Kansas-Missouri State Line	0.0	Construction Contracts	250	MM-RIM	2003
Crawford		Pittsburg: 23rd Street over KC Southern Railroad (Michigan to Rouse St)	0.0	Grade, Bridge & Surfacing	2,561	MM-RSL	2003
Crawford		E McKay St from E of Santa Fe to W of Kansas City Southern Railroad	0.5	Grade & Surfacing	645	LC-EDP	2005
Crawford		Pittsburg: on East Ford: Broadway-Joplin	0.2	Grade & Surfacing	569	LC-EDP	2000
Crawford		Girard: St. John Street (K-57), West City Limits to East City Limits	1.5	Surfacing	186	LC-K1R	2004
Crawford		South Kansas & Oklahoma Railroad & US-69 South Edge of Pittsburg	0.0	Flashing Light Signal	180	MM-RRX	2008
Decatur	K-9	Sheridan-Decatur County Line, East to Decatur-Norton County Line	7.2	Conventional Seal	80	SM-1RR	2004
Decatur	K-123	Sheridan-Decatur County Line, North to Junction K-383	3.5	Conventional Seal	38	SM-1RR	2004
Decatur	K-223	Sheridan-Decatur County Line, North to Junction K-383	1.6	Conventional Seal	18	SM-1RR	2004
Decatur	K-383	West City Limits of Jennings, Northeast to Decatur-Norton County Line	7.3	Grade & Surfacing	6,772	MM-RIM	2006
Decatur	K-383	West City Limits of Jennings, East to Decatur-Norton County Line	7.3	Slurry Seal	295	SM-1RR	2003
Decatur	K-383	Sheridan-Decatur Co Line, Northeast to West City Limits of Jennings	14.1	Slurry Seal	425	SM-1RR	2004
Decatur	US-36	1.07 km East of Junction US-83, East to Decatur-Norton County Line	18.2	50 mm Overlay	2,161	SM-1RR	2001
Decatur	US-36	Oberlin: from US-36/83 Junction, East to Pennsylvania Avenue	0.3	Intersection Improvement	1,101	LC-K3R	2007
Decatur	US-36	Rawlins-Decatur County Line, East to East City Limits of Oberlin	11.7	Conventional Seal	173	SM-1RR	2004
Decatur	US-36	East City Limits of Oberlin, East to Decatur-Norton County Line	18.1	Conventional Seal	314	SM-CMN	2005
Decatur	US-36	Bridge over Sappa Creek	0.0	Bridge Overlay	345	SM-BSR	2006
Decatur	US-36	Nebraska Kansas Colorado Railroad & US-36 4 Miles West of Norcatur	0.0	Surfacing	43	MM-RRS	2001
Decatur	US-83	Bridge over Sappa Creek Drainage, 5.7 km South of Junction US-36	0.0	Bridge Repair	238	SM-BSR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Decatur	US-83	Junction US-36, North to Kansas-Nebraska State Line	12.4	40 mm Overlay (1-1/2 Inches)	1,035	SM-IRR	2003
Decatur	US-83	Sheridan-Decatur County Line, North 9 Miles	9.0	Slurry Seal	317	SM-IRR	2004
Decatur	US-83	9 Miles N SD-DC Co Line, N to 0.05 Mile N of S City Limits of Oberlin	8.0	Conventional Seal	165	SM-IRR	2004
Decatur	US-83	9.01 Miles N Sheridan-Decatur Co Line, N to S City Limits of Oberlin	7.9	Overlay	795	SM-IRR	2007
Dickinson	I-70	Saline-Dickinson County Line, East 14.1 km	8.8	Grade, Bridge & Surfacing	35,830	MM-IRI	2005
Dickinson	I-70	Bridge over Local Road, 5.4 km East K-43	0.0	Bridge Replacement	1,388	PB-PBR	2007
Dickinson	I-70	1.5 km West of K-15, East to 3.6 km East of K-43	8.9	Surfacing	930	SM-ISR	2001
Dickinson	I-70	Westbound I-70 Bridge over K-43	0.0	Guard Fence	110	MM-GFU	2001
Dickinson	I-70	Saline-Dickinson County Line, East to 1.55 km West of Junction K-15	8.2	Overlay	910	SM-ISR	2003
Dickinson	I-70	Bridges-Wabauunsee & Eastbound, Chapman Cr, 0.5 km E of Jct K-206	0.0	Bridge Overlay	125	SM-BSR	2004
Dickinson	I-70	Exits 275 & 277	0.0	Overlay	204	SM-CMN	2004
Dickinson	I-70	Bridges over K-15 & Chapman Creek	0.0	Bridge Repair	374	SM-BSR	2006
Dickinson	I-70	Bridge, RS-1084 (Jeep Rd), 2.55 Miles East of K-15	0.0	Bridge Overlay	280	SM-BSR	2005
Dickinson	I-70	East City Limits of Abilene, East approximately 8.2 Miles	0.0	Pavement Patching	1,157	SM-ISR	2005
Dickinson	I-70	Junction K-43, East to Dickinson-Geary County Line	0.0	Pavement Patching	2,110	SM-ISR	2009
Dickinson	I-70	Reference Point 283.19 East to Dickinson-Geary County Line	0.0	Joint Repair	258	SM-CMN	2005
Dickinson	I-70	0.247 Mile West of Junction I-70/K-15 East to Dickinson-Geary Co Line	0.0	Pavement Marking	292	SM-PMR	2006
Dickinson	I-70	0.4 Mile West Jct I-70/K-15, East to 2.3 Miles East of Jct I-70/K-43	8.5	Sealing	698	SM-ISR	2007
Dickinson	K-4	Bridges located 8.5 km & 11 km East of Saline-Dickinson County Line	0.0	Bridge Replacement	828	PB-PBR	2003
Dickinson	K-4	Saline-Dickinson County Line, East to Junction K-43	17.0	40 mm Overlay (1-1/2 Inches)	992	SM-IRR	2002
Dickinson	K-4	Culvert	0.0	Culvert	70	SM-BCR	2003
Dickinson	K-4	Bridge over Hobbs Cr Drainage, 0.23 Mi E of Dickinson-Saline Co Line	0.0	Bridge Replacement	774	PB-PBR	2006
Dickinson	K-4	North City Limits of Hope, East to Junction US-77	7.8	1 Inch Overlay	426	SM-IRR	2005
Dickinson	K-4	Saline-Dickinson County Line, East to Junction K-43	0.0	Crack Repair	23	SM-CMN	2005
Dickinson	K-4	BNSF Railway & K-4 South Edge of Hope	0.0	Surfacing	33	MM-RRS	2001
Dickinson	K-15	Bridge over Mud Creek Drainage 4.3 km North I-70	0.0	Bridge Replacement	620	PB-PBR	2003
Dickinson	K-15	West Junction K-18, North to Dickinson-Clay County Line	11.0	40 mm Overlay (1-1/2 Inches)	854	SM-IRR	2000
Dickinson	K-15	Marion-Dickinson County Line, North to West Jct K-18 (except Abilene)	0.0	Crack Repair	51	SM-IRR	2001
Dickinson	K-15	West Junction K-18, East & North to the Dickinson-Clay County Line	0.0	Crack Repair	11	SM-CMN	2003
Dickinson	K-15	North of I-70 Ramps to 130 meters North of Roller Coaster Road	0.3	Grade & Surfacing	513	LC-K3R	2006
Dickinson	K-15	Bridge over Chapman Creek, 6.9 km North of East Junction K-18	0.0	Bridge Repair	254	SM-BSR	2004
Dickinson	K-15	Marion-Dickinson County Line, North to West Jct K-18 (except Abilene)	26.7	Conventional Seal	380	SM-IRR	2004
Dickinson	K-15	Jct I-70: under I-70 W Side K-15 & under K-15 at I-70 Eastbound Ramp	0.1	Culvert	60	SM-CMN	2004
Dickinson	K-15	Bridge over Chapman Creek Drainage, 2.36 Miles North of East Jct K-18	0.0	Bridge Repair	92	SM-EMR	2006
Dickinson	K-15	Abilene: 15th Street to North of I-70 on K-15	0.7	Overlay	198	SM-K1R	2001
Dickinson	K-15	Abilene: South City Limits to Northeast 13th on Buckeye Avenue (K-15)	1.7	Surfacing	185	SM-K1R	2002
Dickinson	K-15	BNSF Railway & K-15 (Buckeye) in Abilene	0.0	Flashing Light Signal	159	MM-RRX	2000
Dickinson	K-18	Bridge over Chapman Creek, 7.8 km East East Junction K-15	0.0	Bridge Deck	494	PB-PDR	2001
Dickinson	K-18	East Junction K-15, East to Dickinson-Geary County Line	9.0	Conventional Seal	124	SM-IRR	2003
Dickinson	K-18	Ottawa-Dickinson County Line, East to West Junction K-15	9.0	Conventional Seal	116	SM-IRR	2004
Dickinson	K-43	Culverts, South of Enterprise	0.0	Culvert	98	SM-BCR	2003
Dickinson	K-43	Junction K-4, North to I-70 (except Enterprise)	0.0	Crack Repair	39	SM-IRR	2002
Dickinson	K-43	Junction K-4, North to I-70 (except Enterprise)	19.7	Conventional Seal	212	SM-IRR	2003
Dickinson	K-43	Culvert	0.0	Culvert	51	SM-BCR	2006
Dickinson	K-43	Replace Pipe	0.0	Culvert	50	SM-BSR	2007
Dickinson	K-43	Culvert, Smoky Hill River Drainage, 7.23 Miles South of I-70	0.0	Culvert	484	PB-PCR	2008
Dickinson	K-43	Junction K-4, North to North of I-70 excluding City of Enterprise	20.7	Conventional Seal	1,074	SM-IRR	2007
Dickinson	K-43	BNSF Railway & K-43 at Navarre	0.0	Surfacing	16	MM-RRS	2001
Dickinson	K-43	BNSF Railway & K-43 2.5 Miles South of Enterprise	0.0	Surfacing	66	MM-RRS	2001
Dickinson	K-43	BNSF Railway & K-43, 5th in Enterprise	0.0	Surfacing	20	MM-RRS	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Dickinson	K-197	Bridge over Chapman Creek Drainage 1.7 km West Junction K-15	0.0	Bridge Replacement	626	PB-PBR	2003
Dickinson	K-197	Industry, East to Dickinson-Clay County Line	1.7	Sealing	21	SM-1RR	2000
Dickinson	K-206	North City Limits of Chapman, North to Junction I-70	1.0	40 mm Overlay (1-1/2 Inches)	88	SM-1RR	2000
Dickinson	K-206	North City Limits of Chapman, North to Junction I-70	1.0	40 mm Overlay (1-1/2 Inches)	61	SM-1RR	2003
Dickinson	K-206	North City Limits of Chapman, North to Junction I-70	0.0	Crack Repair	5	SM-CMN	2005
Dickinson	K-209	Bridge over Lyon Creek Drainage, 0.8 km West of Junction US-77	0.0	Bridge Overlay	154	SM-BSR	2000
Dickinson	K-209	North City Limits of Woodbine, East to Dickinson-Morris County Line	0.0	Crack Repair	11	SM-1RR	2000
Dickinson	US-56	Junction US-77, East to Dickinson-Morris County Line	0.1	40 mm Overlay (1-1/2 Inches)	11	SM-1RR	2001
Dickinson	US-56	Marion-Dickinson Co Line, North & East to Dickinson-Morris Co Line	4.4	1 Inch Overlay	334	SM-1RR	2005
Dickinson	US-56 B	Broadway to East City Limits of Herington	0.7	Grade & Surfacing	664	MM-K3R	2000
Dickinson	US-56 B	Lime Creek Bridge, 1.4 km North South Junction US-56 at Herington	0.0	Bridge Replacement	156	PB-PBR	2001
Dickinson	US-56 B	Lime Creek Bridge, .03 km East of 5th Street in Herington	0.0	Bridge Replacement	438	PB-PBR	2004
Dickinson	US-56 B	Three Locations on US-56 (Trapp Street) through Herington	0.0	Surfacing	32	SM-EMR	2002
Dickinson	US-56 B	E Edge of Broadway, E to 13.5 meters W of W Edge US-77-Herington	0.6	Milling & Overlay	71	SM-1RR	2003
Dickinson	US-56 B	South Junction US-56, North to South City Limits of Herington	1.2	1 Inch Overlay	86	SM-1RR	2005
Dickinson	US-56 B	From Lime Creek Bridge East to Broadway on US-56B (Trapp Street)	0.2	Grade & Surfacing	545	LC-K3R	2008
Dickinson	US-77	Junction US-56, North to Dickinson-Morris County Line	3.8	1 Inch Overlay	263	SM-1RR	2005
Dickinson	US-77	Approximately 0.6 km North of Junction US-56	0.1	Grading	93	SM-CMN	2001
Dickinson		Junction RS-197/RS-124, West 1.61 km on RS-197	1.0	Surfacing	247	LC-EDP	2003
Dickinson		Chapman: S City Limits to N City Limits on Marshall St (excl Brick Pvmnt)	0.3	Pavement Reconstruction	427	LC-EDP	2003
Dickinson		Herington: W of 7th (Main) over Union Pacific RR to E of 3rd (Walnut)	0.0	Grade, Bridge & Surfacing	3,601	MM-RSL	2007
Dickinson		Enterprise: K-43, S City Limits to Edge of Wear Surf of Smokey River Br	1.0	Surfacing	73	LC-K1R	2004
Doniphan	K-7	Junction K-20, North on New Alignment to Existing K-7 North of US-36	5.3	Grade, Bridge & Surfacing	12,797	MM-RIM	2004
Doniphan	K-7	Junction K-20, North on New Alignment to existing K-7 North of US-36	0.0	Construction Contracts	497	MM-RIM	2006
Doniphan	K-7	Culvert, 5.5 km North of West Junction US-36	0.0	Culvert	32	SM-BCR	2000
Doniphan	K-7	West Junction US-36, Northwest to Kansas-Nebraska State Line	18.6	Conventional Seal	353	SM-1RR	2001
Doniphan	K-7	Bridge over Wolf River, 8.08 km Northwest of West Junction US-36	0.0	Bridge Deck	667	PB-PDR	2003
Doniphan	K-7	Junction K-20, North to 0.563 km South of East Junction US-36	5.3	25 mm Overlay (1 Inch)	249	SM-1RR	2002
Doniphan	K-7	Atchison-Doniphan County Line, North to Junction K-20	6.1	Conventional Seal	76	SM-1RR	2003
Doniphan	K-7	Junction FAS-2128 (Old US-36), North to Kansas-Nebraska State Line	0.0	Crack Repair	20	SM-CMN	2003
Doniphan	K-7	North City Limits of Troy, North to East Junction US-36	0.0	Joint Repair	9	SM-CMN	2004
Doniphan	K-7	Atchison-Doniphan County Line, North to Junction K-20	0.0	Crack Repair	11	SM-CMN	2005
Doniphan	K-20	Bridge over Independence Cr Drain, 4.94 km E Brown-Doniphan Co Line	0.0	Bridge Replacement	448	PB-PBR	2004
Doniphan	K-20	Brown-Doniphan County Line, East to Junction K-7	15.4	25 mm Overlay (1 Inch)	719	SM-1RR	2002
Doniphan	K-20	Brown-Doniphan County Line, East, North, & East to Junction K-7	0.0	Crack Repair	13	SM-1RR	2004
Doniphan	K-120	Wolf River Drainage Bridge, 3.62 km North K-20	0.0	Bridge Replacement	577	PB-PBR	2001
Doniphan	K-120	Junction K-20, North to South City Limits of Highland	0.0	Crack Repair	15	SM-1RR	2004
Doniphan	K-120	Junction K-20, North to South City Limits of Highland	8.9	Conventional Seal	447	SM-1RR	2007
Doniphan	K-238	Junction US-36, North to Kansas-Missouri State Line	1.4	Conventional Seal	22	SM-1RR	2001
Doniphan	US-36	Brown-Doniphan County Line, East 1.1 km	0.7	Surface & Bridge	191	MM-RIM	2000
Doniphan	US-36	0.5 km East Wathena, East to Missouri River Bridge	4.0	Grade, Bridge & Surfacing	13,667	MM-RIM	2004
Doniphan	US-36	Culvert, South City Limits of Wathena	0.0	Culvert	45	SM-BCR	2000
Doniphan	US-36	0.7 Mile East Brown-Doniphan County Line, East to 14.5 Miles	0.0	Joint Repair	2,591	SM-1RR	2004
Doniphan	US-36	0.2 km East of Junction K-7, East to 4 lane-2 lane Divided	9.7	Conventional Seal	163	SM-1RR	2003
Doniphan	US-36	Approx 0.4 Mile SE of North City Limits of Wathena, SE approx 2 Miles	2.0	1 Inch Overlay	474	SM-CMN	2006
Doniphan	US-36	Junction US-36 & Missouri State Line	0.0	Bridge Repair	1,926	SM-BSR	2007
Doniphan	US-36	US-36 & East Junction K-7; West Junction K-7; K-120	0.0	Lighting	392	SM-LTG	2009
Douglas	K-10	625 meters West of Jet Wakarusa Dr, East to 50 meters E of Intersection	0.4	Overlay	85	SM-CMN	2000
Douglas	K-10	From County Road 438, South & East to South Junction US-59	8.3	Overlay	2,500	SM-1RR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Douglas	K-10	K-10 connection, from US-59 East to K-10	0.0	Preliminary Engr & ROW	0	MM-RIM	2002
Douglas	K-10	K-10 connection, from US-59 East to K-10	0.0	Grading	8,237	MM-RIM	2003
Douglas	K-10	Lawrence: Intersection of East Hills Drive & K-10 (23rd Street)	0.3	Intersection Improvement	109	MM-K3R	2003
Douglas	K-10	K-10 Westbound Exit Ramp (RS-1347), N 175 meters, East & West Side	0.2	Slide Repair	519	SM-CMN	2002
Douglas	K-10	Junction US-40, West of Lawrence	0.0	Lighting	63	SM-LTG	2003
Douglas	K-10	Bridge, Eastbound over Wakarusa River	0.0	Bridge Repair	71	SM-BSR	2004
Douglas	K-10	K-10 Interchanges: RS-1374, RS-209 (Church Street) & RS-2101	0.0	Lighting	219	SM-LTG	2006
Douglas	K-10	Lawrence: K-10 from US-59 (Iowa Street) East to Louisiana	0.0	Special	732	LC-EDP	2007
Douglas	K-10	Lawrence: K-10 from US-59 (Iowa Street) East to Louisiana	0.0	Special	20	LC-EDP	2006
Douglas	K-10	Intersection of K-10 (23rd) & Harper Street	0.1	Grade & Surfacing	234	LC-K3R	2008
Douglas	K-10	K-10 & East Hills Business Park; City of Lawrence	0.0	Flashing Light Signal	0	SM-SAF	2006
Douglas	K-10	K-10 & East Hills Business Park; East of Lawrence	0.0	Flashing Light Signal	125	SM-SAF	2007
Douglas	K-10	23rd Street (K-10) & Barker Avenue in Lawrence	0.3	Intersection Improvement	398	LC-HES	2002
Douglas	K-32	Junction US-24, East to Douglas-Leavenworth County Line	0.2	Overlay	35	SM-IRR	2003
Douglas	K-33	Culvert, 1.5 km North of Franklin-Douglas County Line	0.0	Culvert	311	PB-PCR	2004
Douglas	K-33	Franklin-Douglas County Line, North to Junction US-56	2.0	1 Inch Overlay	76	SM-IRR	2004
Douglas	US-24	US-24/US-40 & US-59	0.0	Traffic Signals	99	SM-SAF	2001
Douglas	US-24	Jefferson-Douglas Co Line, S & E to Douglas-Leavenworth Co Line	6.9	Overlay	685	SM-IRR	2003
Douglas	US-40	Corridor:Part 1: K-10 thru Champion Ln; Part 2-Champion Ln to Folks Rd	1.9	Grade & Surfacing	9,500	SE-SEC	2004
Douglas	US-40	Shawnee-Douglas County Line, East to Junction K-10	11.5	1-1/2 Inch Overlay	1,160	SM-IRR	2005
Douglas	US-40	Lawrence: Wakarusa Drive to Monterey Way on 6th (US-40)	0.8	Milling & Overlay	168	SM-K1R	2002
Douglas	US-40	US-40 (6th Street) & Kasold in Lawrence	0.0	Intersection Improvement	1,007	LC-HES	2003
Douglas	US-40	Lawrence: 6th Street (US-40/59), Arizona to Arkansas	1.6	Milling & Overlay	399	LC-K1R	2004
Douglas	US-40	Arkansas Street to Massachusetts Street in Lawrence	0.7	Milling & Overlay	343	LC-K1R	2005
Douglas	US-56	West Fork Taury Creek Bridge, 11.9 Miles East Osage-Douglas Co Line	0.0	Bridge Replacement	736	PB-PBR	2000
Douglas	US-56	9th Street, East to 3rd Street in Baldwin City	0.5	Grade & Surfacing	1,414	MM-K3R	2000
Douglas	US-56	Junction US-59, East to Douglas-Johnson County Line	11.2	25 mm Overlay (1 Inch)	916	SM-IRR	2001
Douglas	US-56	Osage-Douglas County Line, East to Junction US-59	12.5	40 mm Overlay (1-1/2 Inches)	494	SM-IRR	2002
Douglas	US-56	US-56 & 6th Street, Baldwin City	0.0	Traffic Signals	104	SM-SAF	2004
Douglas	US-56	Junction US-59, East to Douglas-Johnson County Line	11.8	Conventional Seal	356	SM-IRR	2007
Douglas	US-59	Bridge over Wakarusa River Drainage, 9.8 km North of Junction US-56	0.0	Bridge Replacement	945	PB-PBR	2008
Douglas	US-59	Bridge over US-59, 1.2 km North of Junction K-10	0.0	Bridge Repair	23	SM-CMN	2000
Douglas	US-59	Bridge over S Overflow Wakarusa River, 13.9 km N of Junction US-56	0.0	Bridge Overlay	206	SM-BSR	2000
Douglas	US-59	Franklin-Douglas County Line, North to 2 lane/4 lane Divided	11.1	Grade & Bridge	68,800	MM-RIM	2009
Douglas	US-59	E 1326 Road, from N 1000th Road, North to N 1031 Road	0.3	Grade & Surfacing	180	MM-RIM	2007
Douglas	US-59	Bridges, Wakarusa River	0.0	Bridge Overlay	313	SM-BSR	2001
Douglas	US-59	Bridge over Irving Hill Road over US-59	0.0	Bridge Paint	66	SM-BSP	2001
Douglas	US-59	Franklin-Anderson County Line, North to South City Limits of Lawrence	0.0	Crack Repair	77	SM-IRR	2001
Douglas	US-59	US-59 (Iowa) & 31St (31st St Corridor Project) in Lawrence	0.0	Intersection Improvement	300	SM-SAF	2004
Douglas	US-59	Bridge, US-59	0.0	Bridge Repair	183	SM-BSR	2005
Douglas	US-59	Franklin-Douglas County Line, North to South City Limits of Lawrence	12.7	Conventional Seal	764	SM-IRR	2007
Douglas	US-59	Lawrence: 183 meters South of 19th North to Yale Rd on Iowa St (US-59)	1.5	Milling & Overlay	300	SM-K1R	2000
Douglas	US-59	Lawrence: North 31st Street to approx 91 meters South of 19th Street	1.5	Milling & Overlay	300	SM-K1R	2000
Douglas	US-59	Lawrence: K-10, Iowa to Louisiana/US-59, 34th to 31st	1.5	Milling & Overlay	400	SM-K1R	2001
Douglas	US-59	27th & Iowa (US-59) in Lawrence	0.3	Intersection Improvement	590	LC-HES	2002
Douglas	US-59	Irving Hill Overpass to Harvard (US-59), Harper to E City Limits (K-10)	1.1	Milling & Overlay	497	LC-K1R	2006
Douglas	US-59	23rd Street to Irving Hill Overpass & Harvard to 6th Street on US-59	1.3	Milling & Overlay	631	LC-K1R	2008
Douglas		Lawrence: US-40&59, Industrial Lane to NCL & K-10, Learned to Silicon	1.3	Milling & Overlay	400	LC-K1R	2003
Edwards	K-19	Junction US-50, North to Edwards-Pawnee County Line	3.7	25 mm Overlay (1 Inch)	193	SM-IRR	2000
Edwards	K-19	Junction with US-50, North to Edwards-Pawnee County Line on K-19	3.7	Conventional Seal	71	SM-CMN	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Edwards	US-50	Bridge over BNSF Railway & US-56, 1 km Northeast US-56	0.0	Bridge Replacement	4,021	PB-PBR	2000
Edwards	US-50	FO-ED Co Line, E to Railroad Br (Kinsley) & on US-56 to WCL Kinsley	8.8	Grade, Bridge & Surfacing	6,630	MM-RIM	2003
Edwards	US-50	Intersection of US-50/US-183 in Kinsley	0.1	Intersection Improvement	452	MM-K3R	2004
Edwards	US-50	Massachusetts St in Kinsley, East to Edwards-Stafford County Line	22.2	1 Inch Overlay	1,106	SM-1RR	2004
Edwards	US-50	East Milner Street in Kinsley, East to Edward-Stafford County Line	21.6	Conventional Seal	327	SM-1RR	2006
Edwards	US-56	Junction US-50, Northeast to Edwards-Pawnee County Line	8.2	40 mm Overlay (1-1/2 Inches)	577	SM-1RR	2003
Edwards	US-56	Bridge over Big Coon Creek	0.0	Bridge Overlay	307	SM-BSR	2006
Edwards	US-183	Kiowa-Edwards County Line, North to Junction US-56	17.0	40 mm Overlay (1-1/2 Inches)	1,055	SM-1RR	2002
Elk	K-99	Bridges (Mound Branch) & (Pawpaw Creek) NE Junction US-160	0.0	Bridge Replacement	3,133	PB-PBR	2004
Elk	K-99	0.2 km North of RS-229, North to Elk-Greenwood County Line	8.9	Grade & Surfacing	11,295	MM-RIM	2005
Elk	K-99	East Junction US-160, to Elk-Greenwood County Line	16.6	Sealing	166	SM-1RR	2000
Elk	K-99	East Junction US-160, North 1.4 Miles	1.4	1 Inch Overlay	57	SM-1RR	2004
Elk	K-99	Chautauqua-Elk County Line, North to West Junction US-160	4.8	1 Inch Overlay	182	SM-1RR	2005
Elk	K-99	1.4 Miles N of E Junction US-160, N to North City Limits of Howard	4.9	1 Inch Overlay	182	SM-1RR	2005
Elk	K-99	South Kansas & Oklahoma Railroad & K-99 East of Moline	0.0	Surfacing	22	MM-RRS	2005
Elk	US-160	Corum Creek Bridge, 8.74 km East of Cowley-Elk County Line	0.0	Bridge Replacement	454	PB-PBR	2002
Elk	US-160	Culverts located 3.4 km West & 1.1 km East K-99	0.0	Bridge	997	PB-PCR	2000
Elk	US-160	Bridges over Caney River & Caney River Drain 5.2 & 5.7 km East Co Line	0.0	Bridge Replacement	2,137	PB-PBR	2003
Elk	US-160	Bridges over Stream & Hitchen Creek 4.5/20.3 km E of the E Jct K-99	0.0	Bridge Replacement	2,470	PB-PBR	2003
Elk	US-160	Cowley-Elk County Line, East to East Junction K-99	14.2	Sealing	147	SM-1RR	2000
Elk	US-160	Culverts located 12.2 & 14.8 km East of Cowley-Elk County Line	0.0	Culvert	624	PB-PCR	2003
Elk	US-160	1.1 km W of Elk-Montgomery Co Line, East to Elk-Montgomery Co Line	0.7	25 mm Overlay (1 Inch)	37	SM-1RR	2001
Elk	US-160	East Jct K-99, East to 1.6 km West of Elk-Montgomery County Line	19.5	25 mm Overlay (1 Inch)	968	SM-1RR	2003
Elk	US-160	Cowley-Elk County Line, East to East Junction K-99	14.3	1 Inch Overlay	512	SM-1RR	2004
Elk	US-160	South Kansas & Oklahoma Railroad & US-160 West of Grenola	0.0	Surfacing	30	MM-RRS	2005
Elk	US-160	South Kansas & Oklahoma Railroad & US-160 at Longton	0.0	Surfacing	77	MM-RRS	2005
Elk	US-160	Elk County: RS-679 South of Fall River; South & West 9.41 km	5.8	Conventional Seal	467	LC-EDP	2002
Ellis	I-70	Trego-Ellis County Line, East to Junction US-183	13.9	Surface & Bridge	14,430	SM-ISR	2000
Ellis	I-70	Junction US-183, East to Ellis-Russell County Line	15.6	Overlay	17,233	SM-ISR	2001
Ellis	I-70	Trego-Ellis County Line, East to US-183 Interchange	0.0	Milling	32	SM-1RR	2002
Ellis	I-70	Trego-Ellis County Line, East to Junction US-183	15.6	1-1/2 Inch Overlay	2,666	SM-ISR	2006
Ellis	I-70	Bridge over I-70 1.10 Miles East Junction I-70/US-183 Alternate	0.0	Bridge Repair	134	SM-EMR	2006
Ellis	I-70	Bridge over I-70 1.10 Miles East Junction I-70/US-183 Alternate	0.0	Bridge Repair	490	SM-EMR	2006
Ellis	K-247	Junction I-70, South to North City Limits Ellis (Entire Route)	0.1	Conventional Seal	23	SM-CMN	2006
Ellis	K-255	I-70, South to North City Limits Victoria (Entire Route)	1.1	Milling & Overlay	123	SM-CMN	2001
Ellis	K-274	Ag Experiment Station, North to Junction US-183A	0.4	Conventional Seal	6	SM-1RR	2004
Ellis	US-183	US-183/27th Street in Hays (Corridor Management Program)	0.0	Intersection Improvement	154	MM-COR	2000
Ellis	US-183	Junction 55th Street, North of Hays, North to Ellis-Rooks County Line	15.3	Surface & Bridge	13,280	MM-RIM	2008
Ellis	US-183	US-183 at 43rd Street (West Connection) City of Hays	0.0	Right of Way	0	MM-COR	2000
Ellis	US-183	US-183 & 43rd St (East Connection), City of Hays	0.0	Right of Way	0	MM-COR	2001
Ellis	US-183	US-183, 26th to 27th Street, City of Hays	0.0	Special	38	MM-COR	2001
Ellis	US-183	Corridor: from South of I-70, N to North of 55th Street North of Hays	1.0	Grade & Surfacing	10,974	SE-SEC	2006
Ellis	US-183	Corridor: from South of I-70, N to North of 55th Street North of Hays	0.0	Traffic Signals	40	SE-SEC	2001
Ellis	US-183	Corridor: from South of I-70, N to North of 55th Street North of Hays	1.2	Grade & Surfacing	312	SE-SEC	2003
Ellis	US-183	Corridor: from South of I-70, N to North of 55th Street North of Hays	0.0	Grade & Surfacing	410	SE-SEC	2007
Ellis	US-183	48th Street (West), North of Hays	0.0	Special	200	MM-COR	2001
Ellis	US-183	43rd Street (West), in Hays	0.0	Special	101	MM-COR	2001
Ellis	US-183	45th Street (West), in Hays	0.0	Special	80	MM-COR	2001
Ellis	US-183	Rush-Ellis County Line, North to Junction US-183 Alt	11.4	Slurry Seal	346	SM-1RR	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Ellis	US-183	US-183 (Vine Street) from 8th Street, North to 27th Street in Hays	0.0	Traffic Signals	308	SM-SAF	2003
Ellis	US-183	1.8 km North of Junction I-70, North to Ellis-Rooks County Line	15.2	25 mm Overlay (1 Inch)	1,026	SM-IRR	2003
Ellis	US-183	East & West of US-183 from 45th to 48th Streets in Hays	0.0	Grade & Surfacing	519	MM-COR	2004
Ellis	US-183	General Hays Road Between 22nd Street, North to Cody Avenue in Hays	0.0	Grade & Surfacing	207	MM-COR	2004
Ellis	US-183	Hays Water Softening Plant Parking Entrance, SW of East 10th Street	0.0	Curb & Gutter	21	MM-COR	2003
Ellis	US-183	East & West of US-183, 48th Street to 55th Street in Hays	0.0	Grade & Surfacing	2,503	MM-COR	2004
Ellis	US-183	East 55th Street	0.0	Grade & Surfacing	161	MM-COR	2006
Ellis	US-183	Rush-Ellis County Line, North to Junction US-183 Alt	11.4	1 Inch Overlay	1,485	SM-IRR	2006
Ellis	US-183	Bridge, Big Creek	0.0	Bridge Repair	505	SM-BSR	2007
Ellis	US-183	Hays: 13th Street to 27th Street on US-183	1.0	Surfacing	523	SM-K1R	2004
Ellis	US-183	Hays: Vine (US-183), US-183 Bypass to 13th	0.7	Surfacing	400	SM-K1R	2002
Ellis	US-183A	South Junction US-183, West & North to West Junction I-70	4.9	Conventional Seal	109	SM-IRR	2004
Ellis		41st Street from West of Indian Trail East to Canterbury Drive	0.7	Grade & Surfacing	981	LC-EDP	2008
Ellsworth	I-70	Ellsworth Co: Exits 206 (K-232), 219 (West Junction K-14), 225 (K-156)	0.0	Lighting	160	SM-LTG	2003
Ellsworth	I-70	Bridge over K-14 (North lane)	0.0	Bridge Repair	53	SM-BSR	2004
Ellsworth	I-70	Russell-Ellsworth County Line, East to Ellsworth-Lincoln County Line	23.2	Overlay	3,750	SM-ISR	2006
Ellsworth	I-70	Russell-Ellsworth County Line, East to Ellsworth-Saline County Line	0.0	Crack Repair	102	SM-ISR	2006
Ellsworth	K-4	Rice-Ellsworth County Line, East to Ellsworth-McPherson County Line	6.7	40 mm Overlay (1-1/2 Inches)	645	SM-IRR	2003
Ellsworth	K-4	Rice-Ellsworth County Line, East to Ellsworth-McPherson County Line	0.0	Crack Repair	10	SM-CMN	2005
Ellsworth	K-14	Bridge over Oxide Creek 20.7 km North Rice-Ellsworth County Line	0.0	Bridge Replacement	710	PB-PBR	2003
Ellsworth	K-14	Bridge over Ash Creek	0.0	Bridge Repair	223	SM-BSR	2002
Ellsworth	K-14	Rice-Ellsworth Co Line, N to Ellsworth-Lincoln Co Line (ex Ellsworth)	0.0	Crack Repair	53	SM-CMN	2002
Ellsworth	K-14	Junction I-70, North to Ellsworth-Lincoln County Line	1.6	Overlay	770	SM-IRR	2003
Ellsworth	K-14	Rice-Ellsworth County Line, North to Junction K-156	13.9	Conventional Seal	154	SM-IRR	2004
Ellsworth	K-14	Junction K-156, North to West Junction I-70	9.6	1-1/2 Inch Overlay	767	SM-IRR	2004
Ellsworth	K-14	Bridge over Smoky Hill River, 1.04 Miles North of Junction US-156	0.0	Joint Repair	64	SM-BSR	2006
Ellsworth	K-14	Junction I-70, North Ellsworth-Lincoln County Line	0.0	Crack Repair	2	SM-CMN	2006
Ellsworth	K-14	Union Pacific Railroad & K-14 (Douglas) in Ellsworth	0.0	Flashing Light Signal	113	MM-RRX	2001
Ellsworth	K-111	North City Limits of Kanopolis, North to Junction K-156	5.3	1-1/2 Inch Overlay	329	SM-IRR	2004
Ellsworth	K-140	Alum Creek Bridge, 9.5 km (5.88 Miles) East of Junction K-111	0.0	Bridge Replacement	453	PB-PBR	2005
Ellsworth	K-140	Junction K-14, East to Ellsworth-Saline County Line	16.4	40 mm Overlay (1-1/2 Inches)	1,516	SM-IRR	2001
Ellsworth	K-140	Junction K-14, East to Ellsworth-Saline County Line	0.0	Crack Repair	22	SM-IRR	2003
Ellsworth	K-141	Junction K-4, North to Junction K-140 (Entire Route)	13.5	40 mm Overlay (1-1/2 Inches)	676	SM-IRR	2001
Ellsworth	K-141	Junction K-4, North to Junction K-140	0.0	Crack Repair	21	SM-IRR	2003
Ellsworth	K-156	Bridge over Plum Creek, 8.9 km Northeast Barton-Ellsworth Co Line	0.0	Bridge Replacement	928	PB-PBR	2002
Ellsworth	K-156	Barton-Ellsworth Co Line, Northeast to East City Limits of Holyrood	5.0	Grade, Bridge & Surfacing	3,654	MM-RIM	2000
Ellsworth	K-156	Bridge over Smoky Hill River, 1.2 km Northeast K-156	0.0	Bridge Widen	1,582	PB-PDR	2002
Ellsworth	K-156	Main Street in Holyrood, Northeast to Junction K-140	15.1	Grade, Bridge & Surfacing	21,562	MM-RIM	2006
Ellsworth	K-156	East City Limits of Holyrood, Northeast to Junction K-14	0.0	Bridge Replacement	3,466	MM-RIM	2002
Ellsworth	K-156	Main Street in Holyrood, Northeast to Junction K-140	0.0	Special	109	MM-RIM	2002
Ellsworth	K-156	Main Street in Holyrood, Northeast to Junction K-140	1.1	Grade & Surfacing	800	MM-RIM	2004
Ellsworth	K-156	East City Limits of Holyrood, Northeast to Junction K-140	15.0	25 mm Overlay (1 Inch)	796	SM-IRR	2000
Ellsworth	K-156	Junction K-140, North to I-70	0.0	Crack Repair	33	SM-IRR	2001
Ellsworth	K-156	Junction K-140, North to Junction I-70	10.7	1-1/2 Inch Overlay	1,066	SM-IRR	2004
Ellsworth	K-156	North City Limits of Ellsworth, North to Junction I-70	0.0	Crack Repair	29	SM-CMN	2006
Ellsworth	K-232	Old Junction US-40, North to Ellsworth-Lincoln County Line	3.3	40 mm Overlay (1-1/2 Inches)	354	SM-IRR	2000
Ellsworth	K-232	Old Junction US-40, North to Ellsworth-Lincoln County Line	0.0	Crack Repair	9	SM-CMN	2002
Ellsworth	K-232	Bridge over I-70	0.0	Bridge Repair	142	SM-BSR	2004
Ellsworth	K-232	North City Limits of Wilson, North to Ellsworth-Lincoln County Line	3.3	1-1/2 Inch Overlay	522	SM-IRR	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Finney	K-23	Gray-Finney County Line, North to East Junction K-156	4.0	Sealing	34	SM-1RR	2000
Finney	K-23	West Junction K-156, North to Finney-Lane County Line	0.0	Crack Repair	74	SM-1RR	2000
Finney	K-23	West Junction K-156, North to Finney-Lane County Line	0.0	Conventional Seal	215	SM-1RR	2001
Finney	K-23	Gray-Finney County Line, North to East Junction K-156	4.0	40 mm Overlay (1-1/2 Inches)	358	SM-1RR	2003
Finney	K-23	West Junction K-156 to East Junction K-156	6.0	Conventional Seal	62	SM-1RR	2003
Finney	K-23	West Junction K-156, North to Finney-Lane County Line	0.0	Crack Repair	32	SM-CMN	2003
Finney	K-23	West Junction K-156, North to Finney-Lane County Line	14.1	Overlay	1,539	SM-1RR	2006
Finney	K-156	0.763 km NE of Junction US-50/83, NE to West Junction K-23	21.7	50 mm Overlay	1,772	SM-1RR	2000
Finney	K-156	0.8 km NE of Junction US-400, NE to West Junction K-23	21.7	Sealing	255	SM-1RR	2001
Finney	K-156	Bridge over Pawnee River	0.0	Bridge Repair	611	SM-BSR	2004
Finney	K-156	K-156/Mary St/Jennie Barker Road, NE of Garden City	0.0	Right of Way	0	MM-COR	2004
Finney	K-156	.8 km NE of Jct US-50/83, NE to Finney-Hodgeman Co Line (ex K-23)	28.7	Conventional Seal	349	SM-1RR	2003
Finney	K-156	Garden City: K-156 Campus Drive to Northbound US-50/83/400 Ramp	0.8	Grade & Surfacing	2,262	LC-EDP	2007
Finney	K-156	.35 Mile NE of US-50/US-83/US-400 NE to Realigned Mary Street	0.0	Grade & Surfacing	0	MM-RIM	2005
Finney	K-156	Bridge 2.58 Miles Northeast of Junction US-83	0.0	Bridge Repair	400	PB-PCR	2008
Finney	K-156	Garden City: College Drive to 265 Feet East of Campus Drive	0.2	Grade & Surfacing	272	SM-K1R	2001
Finney	US-50	1.4 km E Garden City, E & SE to .15 meters SE of Finney-Gray Co Line	10.1	Grade, Bridge & Surfacing	17,881	MM-RIM	2004
Finney	US-50	US-50/US-83 Intersection, North of Garden City	0.0	Grade & Surfacing	1,304	MM-RIM	2000
Finney	US-50	US-50/US-83 & Spruce Street, City of Garden City	0.0	Traffic Signals	96	SM-SAF	2000
Finney	US-50	US-50/US-83 & Mary Street at Garden City	0.0	Interchange/S	6,688	MM-RIM	2002
Finney	US-50	Bridge at K-156, East of Garden City	0.0	Special	120	SM-SAF	2000
Finney	US-50	US-83 Highway & Spruce Street at Garden City	0.0	Preliminary Engineering	0	MM-COR	2001
Finney	US-50	East Interchange US-83 Ramp A & Loop A	0.4	Surfacing	1,417	SM-CMN	2003
Finney	US-50	Corridor: From Kearney-Finney Co Line, East to North Junction US-83	12.0	Grade, Bridge & Surfacing	66,903	SE-SEC	2009
Finney	US-50	Kearney-Finney County Line, East to Concrete Pavement	5.7	25 mm Overlay (1 Inch)	1,313	SM-1RR	2003
Finney	US-50	2.6 km East of RS-1657, East to 1.8 km South of Campus Drive	0.0	Pavement Patching	1,120	SM-1RR	2003
Finney	US-50	Garden City Western Railroad (East Crossing) & US-50	0.0	Surfacing	20	MM-RRS	2006
Finney	US-50	Garden City Western Railroad (West Crossing) & US-50	0.0	Surfacing	22	MM-RRS	2006
Finney	US-50 B	East City Limits of Garden City, East to Junction US-400	0.6	Overlay	132	SM-1RR	2000
Finney	US-50 B	Junction US-50, South to Mary Street at Garden City	1.0	Slurry Seal	55	SM-1RR	2005
Finney	US-50 B	Garden City: Ballinger Street to Fleming Street on Fulton Street	29.8	Surfacing	196	SM-K1R	2000
Finney	US-50 B	Garden City: Fulton (US-50B), East of 1st to Ballinger	0.2	Grade & Surfacing	314	SM-K1R	2002
Finney	US-50 B	US-50/83 Business (Kansas) & 8th	0.0	Intersection Improvement	347	LC-HES	2004
Finney	US-50 B	Garden City: Fleming to Campus on Fulton (US-50B)	0.4	Surfacing	675	LC-K1R	2006
Finney	US-50 B	Garden City: Hattie to 10th on Kansas Ave (US-50B/83B)	0.4	Grade & Surfacing	738	LC-K1R	2008
Finney	US-83	.8 km NE of US-83B Junction, NE to end of Concrete Pavement	2.4	Overlay	143	SM-1RR	2000
Finney	US-83	End Concrete Pavement at Jct US-50, N to Finney-Scott County Line	17.7	Sealing	892	SM-1RR	2001
Finney	US-83	Haskell-Finney County Line, North to 4.7 km North of RS-247	7.9	Overlay	986	SM-1RR	2003
Finney	US-83	Bridge over Arkansas River, 0.81 Mile South US-50/400 Junction	0.0	Bridge Repair	350	SM-CMN	2005
Finney	US-83	North End Concrete at West Jct US-50, North to Finney-Scott Co Line	17.6	Slurry Seal	1,029	SM-1RR	2005
Finney	US-83	2.92 Miles North of RS-247, North to Concrete at Schulman Avenue	9.1	1 Inch Overlay	1,463	SM-1RR	2006
Finney	US-83 B	0.9 km NW of US-83 Junction, NW to Arkansas River Bridge	1.7	Overlay	66	SM-1RR	2000
Finney	US-83 B	Garden City: From Arkansas River Bridge to near Carter Drive	0.2	Grade & Surfacing	387	LC-K3R	2007
Finney	US-83 B	South Junction US-83, Northwest to South City Limits Garden City	1.7	1 Inch Overlay	348	SM-1RR	2006
Finney	US-83 B	Garden City: River Bridge to Maple on South Main (US-83B)	0.4	Pavement Reconstruction	293	SM-K1R	2003
Finney		Various Locations in District Six	0.0	Milling	56	SM-CMN	2006
Finney		City of Garden City	0.0	Intelligent Transp System	0	LC-ITS	2007
Finney		Garden City: Jct US-50B & K-156, E & S on US-50B & E on K-156	0.2	Surfacing	218	LC-K1R	2004
Ford	K-34	Bridge, St Louis-SW Railroad over K-34 at Bucklin	0.0	Bridge Replacement	3,094	PB-PBR	2002
Ford	K-34	West Junction US-54, Northwest to Junction K-154/US-400	3.6	40 mm Overlay (1-1/2 Inches)	461	SM-1RR	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Ford	K-34	Clark-Ford County Line, North to Junction US-54	5.9	1 Inch Overlay	525	SM-IRR	2006
Ford	K-94	Clark-Ford County Line, North to Junction US-54	3.9	Conventional Seal	41	SM-CMN	2004
Ford	US-50	East City Limits of Dodge City East to include Junction US-56/US-50B	4.2	Grade, Bridge & Surfacing	4,888	MM-RIM	2004
Ford	US-50	From Junction RS-944, East to Junction US-400/US-50B	0.0	Guard Fence	555	MM-GFU	2002
Ford	US-50	3.22 km West of East Junction US-283, East to East Junction US-283	2.0	Slurry Seal	18	SM-EMR	2000
Ford	US-50	1.4 km East of RS-257, Northeast to Ford-Edwards County Line	9.4	40 mm Overlay (1-1/2 Inches)	735	SM-IRR	2001
Ford	US-50	Gray-Ford County Line, East to RS-944 (Howell)	2.0	40 mm Overlay (1-1/2 Inches)	242	SM-IRR	2001
Ford	US-50	.2 km West of RS-944, East to East City Limits of Dodge City	10.4	Overlay	1,244	SM-IRR	2003
Ford	US-50	US-50 & 6th Street, City of Dodge City	0.0	Grtg, Surfacing, F	485	SM-SAF	2004
Ford	US-50	East Junction US-283, East to 1 Mile East of RS-257	10.6	1-1/2 Inch Overlay	1,032	SM-IRR	2005
Ford	US-50	US-283/US-50/US-50 Business; City of Dodge City	0.0	Lighting	200	SM-LTG	2007
Ford	US-50	0.9 Mile East of RS-257, East to Ford-Edwards County Line	9.4	Overlay	953	SM-IRR	2007
Ford	US-50	US-50 & 14th Avenue in Dodge City	0.0	Intersection Improvement	680	LC-HES	2006
Ford	US-50	US-50 at St Andrews Street South to Casey Jones at Wright	0.0	Grade & Surfacing	540	MM-RRX	2002
Ford	US-54	Safety Rest Area on US-54 at the East Edge of Bloom	0.0	Safety Rest Area	271	MM-RIM	2002
Ford	US-54	West City Limits of Bucklin, East to Ford-Kiowa County Line	4.9	40 mm Overlay (1-1/2 Inches)	590	SM-IRR	2002
Ford	US-54	Clark-Ford County Line, East to West City Limits of Bucklin	17.6	1 Inch Overlay	2,012	SM-IRR	2005
Ford	US-56	Junction US-50B/US-400, Northeast to East Junction US-283	4.8	Slurry Seal	95	SM-IRR	2000
Ford	US-56	Culvert	0.0	Culvert	33	SM-BCR	2002
Ford	US-56	E City Limits of Dodge City, NE to 0.3 km E of East Junction US-283	5.2	Overlay	393	SM-IRR	2003
Ford	US-56	Gray-Ford County Line, Northeast to West Junction US-283	12.2	Conventional Seal	178	SM-IRR	2003
Ford	US-56	South Junction US-283, East & North to Junction US-50B/US-400	0.0	Pavement Marking	54	SM-PMR	2003
Ford	US-56	Gray-Ford County Line, East to Junction US-283	12.2	1 Inch Overlay	1,860	SM-IRR	2006
Ford	US-56	US-56 & US-400 South Junction in Dodge City	0.0	Traffic Signals	227	LC-HES	2006
Ford	US-283	Clark-Ford County Line, North to Junction US-56	17.3	1-1/2 Inch Overlay	1,289	SM-IRR	2004
Ford	US-283	East Junction US-56, North to Ford-Hodgeman County Line	9.4	Conventional Seal	142	SM-CMN	2004
Ford	US-400	US-50/50B, S & E to Jct US-56/283 (Bypass) - West of Dodge City	2.5	Grade, Bridge & Surfacing	27,766	SE-SEB	2008
Ford	US-400	US-50/50B, S & E to Jct US-56/283 (Bypass) - West of Dodge City	0.0	Special	2,750	SE-SEB	2006
Ford	US-400	Bridge over Arkansas River	0.0	Bridge Repair	22	SM-BSR	2002
Ford	US-400	North City Limits of Ford, Southeast & East to Ford-Kiowa County Line	12.5	25 mm Overlay (1 Inch)	622	SM-IRR	2003
Ford	US-400	South Junction US-56/US-283, East to 4th Street	15.0	Conventional Seal	379	SM-CMN	2006
Ford		Wright: Casey Jones Ave, South to Jewell Rd on St Andrews Street	0.3	Pavement Reconstruction	301	LC-EDP	2004
Ford		Union Pacific Railroad & Main Street in Kingsdown	0.0	Flashing Light Signal	180	MM-RRX	2007
Franklin	I-35	0.4 km West of West Jct US-50B, NE & North to 0.5 km North K-68	5.4	Pavement Reconstruction	27,645	MM-IRI	2001
Franklin	I-35	0.4 km West of West Jct US-50B, NE & North to 0.5 km North K-68	0.0	Intersection Improvement	993	MM-IRI	2000
Franklin	I-35	0.4 km West of West Jct US-50B, NE & North to 0.5 km North K-68	0.0	Bridge Removal	765	MM-IRI	2001
Franklin	I-35	0.5 km North K-68, Northeast 11.7 km	7.3	Pavement Reconstruction	22,129	MM-IRI	2001
Franklin	I-35	12.2 km Northeast K-68, Northeast to Franklin-Miami County Line	4.1	Pavement Reconstruction	13,447	MM-IRI	2002
Franklin	I-35	Osage-Franklin Co Line, NE to Eisenhower Rd Interchange at Ottawa	0.0	Pavement Marking	333	SM-PMR	2007
Franklin	I-35	Osage-Franklin County Line, Northeast approximately 9.174 Miles	0.0	Pavement Marking	173	SM-ISR	2007
Franklin	K-33	Junction K-68, North to Franklin-Douglas County Line	8.4	1 Inch Overlay	287	SM-IRR	2004
Franklin	K-68	Osage-Franklin County Line, East to West A Street in Pomona	3.1	40 mm Overlay (1-1/2 Inches)	155	SM-IRR	2000
Franklin	K-68	East B Street in Pomona, East to West City Limits of Ottawa	8.8	40 mm Overlay (1-1/2 Inches)	549	SM-IRR	2000
Franklin	K-68	End PCCP to Franklin-Miami County Line	7.6	Surfacing	5,413	SM-IRR	2001
Franklin	K-68	Bridge over Turkey Creek, 1.2 km East of Junction K-33	0.0	Bridge Overlay	155	SM-BSR	2000
Franklin	K-68	Bridge over the Marias Des Cygnes in Ottawa	0.0	Bridge Repair	62	SM-EMR	2003
Franklin	K-68	Bridge over Island Creek	0.0	Bridge Repair	196	SM-BSR	2004
Franklin	K-68	Pomona: K-68 from B Street to D Street	0.3	Grade & Surfacing	989	LC-K3R	2007
Franklin	K-68	Osage-Franklin County Line, East to West City Limits of Ottawa	11.8	Conventional Seal	199	SM-CMN	2005
Franklin	K-68	Junction K-33, East to Franklin-Miami County Line	1.0	1 Inch Overlay	90	SM-IRR	2006

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Franklin	US-50 B	East City Limits of Ottawa, to I-35 Interchange	1.1	25 mm Overlay (1 Inch)	213	SM-1RR	2000
Franklin	US-59	I-35 Northeast of Ottawa, North to Franklin-Douglas County Line	7.6	Grade & Bridge	47,300	MM-RIM	2007
Franklin	US-59	I-35 Northeast of Ottawa, North to Franklin-Douglas County Line	7.6	Surfacing	31,000	MM-RIM	2008
Franklin	US-59	Missouri Road, Stafford Road North to Stafford Terrace	0.5	Grade, Bridge & Surfacing	572	MM-RIM	2007
Franklin	US-59	North City Limits of Ottawa, North to Franklin-Douglas County Line	7.3	25 mm Overlay (1 Inch)	545	SM-1RR	2002
Franklin	US-59	0.4 km S of Anderson-Franklin Co Line, N to Concrete Pavement S of I-35	13.2	25 mm Overlay (1 Inch)	453	SM-1RR	2002
Franklin	US-59	Midland Railroad & US-59 North of Ottawa	0.0	Flashing Light Signal	213	MM-RRX	2006
Franklin	US-169	Anderson-Franklin County Line, North to Franklin-Miami County Line	2.4	1-1/2 Inch Overlay	139	SM-1RR	2004
Franklin		Ottawa: N Main (US-59), Logan to S Edge of Wear Surf of BNSF RR Br	0.8	Milling & Overlay	207	LC-K1R	2004
Geary	I-70	Interchange: Exit 298 at E Street East of East City Limits Junction City	0.0	Interchange/s	3,432	SE-SEI	2005
Geary	I-70	Interchange: Exit 298 at E Street East of East City Limits Junction City	0.0	Interchange/s	632	SE-SEI	2007
Geary	I-70	Safety Rest Area Eastbound I-70, 1.6 km West of US-77 Interchange	0.0	Special	142	MM-RIM	2004
Geary	I-70	Bridges over Union Pacific Railroad Tracks	0.0	Bridge Repair	789	SM-BSR	2004
Geary	I-70	Dickinson-Geary County Line, East to Geary-Riley County Line	0.0	Joint Repair	832	SM-CMN	2005
Geary	I-70	Bridges (Westbound & Eastbound Exit 296), & (Junction K-57)	0.0	Bridge Overlay	335	SM-BSR	2006
Geary	I-70	Junction K-57, East to Geary-Riley County Line	0.0	Pavement Marking	489	SM-PMR	2006
Geary	I-70	Dickinson-Geary County Line East to Junction I-70/K-57	0.0	Pavement Marking	272	SM-PMR	2006
Geary	I-70	Bridge, 1 Mile East of the Dickinson County Line	0.0	Bridge Overlay	232	SM-BSR	2007
Geary	I-70	West Junction City Safety Rest Areas	0.0	Safety Rest Area	159	MM-RIM	2001
Geary	K-18	North of East Junction I-70, Northeast to Geary-Riley County Line	2.7	Grade, Bridge & Surfacing	8,994	MM-RIM	2006
Geary	K-18	East Junction I-70, East to Geary-Riley County Line	0.0	Shoulders	149	SM-CMN	2001
Geary	K-18	Dickinson-Geary County Line, East to Junction US-77	5.3	Conventional Seal	72	SM-1RR	2003
Geary	K-57	Clark Creek Bridge, 5.1 km Southeast of I-70	0.0	Bridge Replacement	833	PB-PBR	2000
Geary	K-57	Dry Creek Drainage Bridge, 19.7 km Southeast of I-70	0.0	Bridge Replacement	538	PB-PBR	2001
Geary	K-57	Culverts located 17.6 & 18.0 km S of S City Limits Grandview Plaza	0.0	Culvert	235	PB-PCR	2003
Geary	K-57	Junction I-70, Southeast to Geary-Morris County Line	17.6	Conventional Seal	210	SM-1RR	2001
Geary	K-57	North Junction US-77, to South Junction US-77	5.4	Conventional Seal	104	SM-1RR	2001
Geary	K-57	Bridges over Dry Creek Drainage	0.0	Bridge Paint	46	SM-BSP	2003
Geary	K-57	3 Culverts	0.0	Culvert	218	SM-BCR	2003
Geary	K-57	Dry Creek Drainage, Bridges on K-57 South of I-70	0.0	Bridge Replacement	389	PB-PBR	2005
Geary	K-57	Bridge over Dry Creek Drainage, 7.65 Miles South of I-70	0.0	Bridge Repair	94	SM-BSR	2005
Geary	K-57	Culvert, West Bridge Humbolt Creek Drainage plus 3 other Culverts	0.0	Culvert	187	SM-BCR	2005
Geary	K-57	North Junction US-77, South & East to 4 lane Divided	7.3	1 Inch Overlay	739	SM-1RR	2005
Geary	K-57	Junction I-70/US-40B, Southeast to Geary-Morris County Line	17.6	1 Inch Overlay	1,667	SM-1RR	2007
Geary	K-57	Culvert, W Branch Humbolt Cr Drain, 1.03 Mile N of Morris-Geary Co Line	0.0	Culvert	300	PB-PCR	2007
Geary	K-157	Rock Springs 4H Ranch, East to US-77	3.9	Conventional Seal	41	SM-1RR	2003
Geary	K-177	0.546 km South of I-70, North to the Geary-Riley County Line	1.1	Conventional Seal	50	SM-1RR	2002
Geary	K-177	Morris-Geary County Line, North to 2 lane-4 lane South of I-70	13.7	40 mm Overlay (1-1/2 Inches)	1,344	SM-1RR	2003
Geary	US-40 B	Smoky Hill River Bridge, 2.12 km East US-77	0.0	Bridge Deck	1,344	PB-PDR	2000
Geary	US-40 B	E City Limits of Junction City, E to W City Limits of Grandview Plaza	0.0	Crack Repair	6	SM-CMN	2002
Geary	US-40 B	West Junction US-40B & Westbound I-70 Ramps - Junction City	0.1	Grade & Surfacing	713	LC-K3R	2006
Geary	US-40 B	East City Limits Junction City, East to Junction I-70/K-57	1.7	Overlay	255	SM-1RR	2007
Geary	US-40 B	Junction City: Franklin to 450 Feet East on US-40B	0.5	Milling & Overlay	139	SM-K1R	2001
Geary	US-40 B	Junction City: US-40B, Chestnut to 6th/K-57, 10th to 6th	0.7	Milling & Overlay	169	SM-K1R	2002
Geary	US-40 B	Junction City: Ash to Chestnut on Washington (US-40B)	0.4	Surfacing	92	SM-K1R	2004
Geary	US-40 B	Junction City: Washington (K-57), 18th to 10th	3.2	Milling & Overlay	404	LC-K1R	2007
Geary	US-77	Smoky Hill River Bridge, 2.4 km South I-70	0.0	Bridge Repair	53	SM-BSR	2001
Geary	US-77	Bridge over Union Pacific Railroad, 0.5 km South Junction I-70	0.0	Bridge Replacement	4,133	PB-PBR	2004
Geary	US-77	West of Junction City: approx 0.2 km North of I-70, North approx 0.5 km	0.3	Grade & Surfacing	933	MM-EDP	2004
Geary	US-77	Morris-Geary County Line, North to Geary-Riley County Line	0.0	Crack Repair	114	SM-1RR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Geary	US-77	Morris-Geary County Line, North to Geary-Riley County Line	25.6	1 Inch Overlay	2,050	SM-IRR	2005
Geary	US-77	Bridge over Farnum Creek (Milford Lake)	0.0	Bridge Repair	261	SM-BSR	2007
Geary		Junction City (along 6th Street from Jefferson to Eisenhower Street)	0.0	Purchase Equipment, etc.	0	MM-ITS	2001
Gove	I-70	Logan-Gove County Line, East to 0.99 Miles East of Junction K-23	19.3	Overlay	1,958	SM-ISR	2003
Gove	I-70	0.985 Mile East of Junction K-23, East to Gove-Trego County Line	18.3	Conventional Seal	722	SM-ISR	2004
Gove	I-70	0.985 Miles East of Junction K-23, East to Gove-Trego County Line	18.3	Overlay	9,125	SM-ISR	2008
Gove	I-70	Bridges over US-40 & County Road	0.0	Bridge Overlay	85	SM-BSR	2006
Gove	I-70	Logan-Gove County Line, East to Grainfield	0.0	Special	72	SM-ISR	2006
Gove	K-23	Bridges over Hackberry Creek & Hackberry Creek Drainage	0.0	Bridge Replacement	1,693	PB-PBR	2003
Gove	K-23	Gove: K-23 from 6th Street to 3rd Street	0.2	Overlay	296	LC-K3R	2007
Gove	K-23	North City Limits of Gove, Northeast & North to Gove-Sheridan Co Line	14.1	1 Inch Overlay	895	SM-IRR	2005
Gove	K-23	Union Pacific Railroad & K-23 in Gove County	0.0	Flashing Light Signal	90	MM-RRX	2002
Gove	K-23 A	Grainfield: 3rd Street to 4th Street, including Intersections on K-23	0.0	Grade & Surfacing	173	MM-K3R	2003
Gove	K-23 A	South Junction K-23, Northeast to North Junction K-23	1.2	1 Inch Overlay	180	SM-IRR	2005
Gove	K-23 S	Junction I-70, North to Junction K-23	0.3	1 Inch Overlay	51	SM-IRR	2005
Graham	K-18	Junction US-24, Southeast to Graham-Rooks County Line	6.0	40 mm Overlay (1-1/2 Inches)	588	SM-IRR	2002
Graham	K-18	Junction US-24, Southeast to Graham-Rooks County Line	6.0	Conventional Seal	103	SM-CMN	2005
Graham	K-84	Penokee, North to Junction US-24 (Entire Route)	0.9	40 mm Overlay (1-1/2 Inches)	46	SM-IRR	2001
Graham	K-84	North City Limits of Penokee, North to Junction US-24	0.9	Conventional Seal	12	SM-IRR	2005
Graham	K-85	North City Limits of Morland, North to Junction US-24 (Entire Route)	0.8	40 mm Overlay (1-1/2 Inches)	41	SM-IRR	2001
Graham	K-85	Bridge over South Fork Solomon River, 0.7 Miles South Junction US-24	0.0	Bridge Overlay	96	SM-BSR	2005
Graham	K-85	North City Limits of Morland, North to Junction US-24	0.8	Conventional Seal	11	SM-IRR	2005
Graham	US-24	Bridge over South Fork Solomon River Drainage, 0.17 Mile East K-18	0.0	Bridge Replacement	437	PB-PBR	2008
Graham	US-24	0.4 km West of East City Limits of Hill City, East to Junction K-18	8.5	Overlay	1,197	SM-IRR	2000
Graham	US-24	Bridges over S Fork Solomon River Drainage & Coon Creek Drainage	0.0	Bridge Overlay	512	SM-BSR	2000
Graham	US-24	Sheridan-Graham County Line, East to 0.4 km East of Junction US-283	17.3	40 mm Overlay (1-1/2 Inches)	1,387	SM-IRR	2001
Graham	US-24	Junction K-18, East to Graham-Rooks County Line	4.8	40 mm Overlay (1-1/2 Inches)	424	SM-IRR	2002
Graham	US-24	Sheridan-Graham County Line, East to Junction K-18	25.7	Conventional Seal	482	SM-IRR	2005
Graham	US-24	Junction K-18, East to Graham-Rooks County Line	4.8	Conventional Seal	68	SM-CMN	2005
Graham	US-24	Bridge over Spring Creek Drainage	0.0	Bridge Repair	299	SM-BSR	2006
Graham	US-283	Curb & Gutter in Hill City, North to Graham-Norton County Line	13.5	Grade, Bridge & Surfacing	13,527	MM-RIM	2003
Graham	US-283	0.2 km S of N City Limits of Hill City, N to Graham-Norton County Line	13.4	Overlay	401	SM-IRR	2000
Graham	US-283	Trego-Graham County Line, North 4.3 km	2.7	40 mm Overlay (1-1/2 Inches)	366	SM-IRR	2003
Graham	US-283	2.7 Mi N Trego-Graham County Line, N 14.19 Mi to Prout Street-Hill City	14.2	1 Inch Overlay	898	SM-IRR	2004
Graham	US-283	Trego-Graham County Line, North 2.7 Miles	2.7	Conventional Seal	66	SM-CMN	2006
Grant	K-25	1.6 km North US-160 Junction, North to Grant-Kearney County Line	10.0	40 mm Overlay (1-1/2 Inches)	761	SM-IRR	2000
Grant	K-25	Ulysses: Central Avenue to Nebraska Avenue on K-25	0.5	Grade & Surfacing	545	MM-K3R	2003
Grant	K-25	Stevens-Grant County Line, North to Junction US-160 at Ulysses	13.7	40 mm Overlay (1-1/2 Inches)	782	SM-IRR	2003
Grant	K-25	Ulysses: K-25 from Oklahoma Terrace to Central Avenue	0.3	Grade & Surfacing	660	LC-K3R	2006
Grant	K-25	Stevens-Grant County Line, North to South City Limits of Ulysses	13.4	Conventional Seal	18	SM-CMN	2005
Grant	K-25	Cimarron Valley Railroad & K-25 in Ulysses	0.0	Flashing Light Signal	180	MM-RRX	2007
Grant	K-190	Junction US-160, South & East to Grant-Haskell County Line	6.0	Overlay	306	SM-IRR	2005
Grant	K-190	Cimarron Valley Railroad & K-190 at Ryus	0.0	Surfacing	26	MM-RRS	2007
Grant	US-160	East City Limits of Ulysses, East to Grant-Haskell County Line	14.2	40 mm Overlay (1-1/2 Inches)	1,044	SM-IRR	2001
Grant	US-160	Stanton-Grant County Line, East to West City Limits of Ulysses	8.4	40 mm Overlay (1-1/2 Inches)	212	SM-IRR	2001
Grant	US-160	Stanton-Grant Co Line, East to Grant-Haskell Co Line (except Ulysses)	0.0	Crack Repair	63	SM-CMN	2003
Grant	US-160	US-160: Missouri to E City Limits, K-25: S City Limits to Oklahoma Terr	0.8	Milling & Overlay	265	LC-K1R	2008
Grant		Road K from US-160 North 3.1 Miles & West 1 Mile to K-25	0.0	Grade & Surfacing	2,352	LC-EDP	2009

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Gray	K-23	North City Limits of Cimarron, North to Gray-Finney County Line	12.8	Sealing	110	SM-1RR	2000
Gray	K-23	Curb & Gutter in Cimarron, North to Gray-Finney County Line	12.9	40 mm Overlay (1-1/2 Inches)	1,147	SM-1RR	2003
Gray	K-23	Meade-Gray County Line, North to 1000 Feet South of Junction US-56	10.3	Conventional Seal	140	SM-1RR	2005
Gray	K-23	1000 Feet South of Junction US-56, North to PCCP in Cimarron	12.5	Slurry Seal	640	SM-1RR	2005
Gray	K-23	Cimarron Valley Railroad & K-23 at K-23 US-56 Junction	0.0	Surfacing	16	MM-RRS	2001
Gray	K-23	BNSF Railway & K-23, Main Street in Cimarron	0.0	Surfacing	118	MM-RRS	2003
Gray	K-144	Haskell-Gray County Line, East to Junction US-56	4.8	Conventional Seal	62	SM-1RR	2001
Gray	K-144	K-144 & Cimarron Valley Railroad Northeast of Copeland	0.0	Surfacing	36	MM-RRS	2007
Gray	US-50	Ash Street, East to 2nd Street in Cimarron	0.2	Grade & Surfacing	503	MM-K3R	2002
Gray	US-50	East City Limits of Cimarron, East to Gray-Ford County Line	6.9	40 mm Overlay (1-1/2 Inches)	833	SM-1RR	2001
Gray	US-50	Cimarron: 2nd Street to 5th Street on US-50 (Avenue A)	0.2	Pavement Reconstruction	735	MM-K3R	2007
Gray	US-50	Approximately 252 meters East of 7th Street, East 0.36 km - Cimarron	0.2	Grade & Surfacing	815	LC-K3R	2008
Gray	US-50	Finney-Gray County Line, East to East City Limits of Cimarron	19.1	1-1/2 Inch Overlay	1,631	SM-1RR	2004
Gray	US-56	Haskell-Gray County Line, East to West City Limits of Ensign	23.8	50 mm Overlay	3,104	SM-1RR	2000
Gray	US-56	From Kiowa Street to Appache Street in Montezuma	1.1	Grade & Surfacing	552	MM-K3R	2003
Gray	US-56	Haskell-Gray County Line, Northeast to Gray-Ford County Line	25.5	Conventional Seal	464	SM-1RR	2003
Gray	US-56	Haskell-Gray County Line, Northeast to Gray-Ford County Line	25.5	1 Inch Overlay	2,790	SM-1RR	2006
Greeley	K-27	North City Limits of Tribune, North to Greeley-Wallace County Line	15.9	Grade, Bridge & Surfacing	8,634	MM-RIM	2003
Greeley	K-27	Hamliton-Greeley County Line, North to Junction K-96 at Tribune	14.2	Conventional Seal	213	SM-1RR	2001
Greeley	K-27	Hamliton-Greeley County Line, North to Junction K-96	14.2	Overlay	1,019	SM-1RR	2005
Greeley	K-27	Newton Street, North to North City Limits Tribune	0.6	Overlay	106	SM-1RR	2005
Greeley	K-27	K-27 from Newton Street to Harper Street	0.2	Grade & Surfacing	584	LC-K3R	2008
Greeley	K-27	Central Kansas Railroad & K-27 in Tribune	0.0	Surfacing	49	MM-RRS	2001
Greeley	K-96	Junction K-27, East to Greeley-Wichita County Line	10.2	50 mm Overlay	1,370	SM-1RR	2002
Greeley	K-96	Colorado-Kansas State Line, East to Junction K-27	15.9	Overlay	1,180	SM-1RR	2005
Greenwood	K-57	Bridges over Halderman Cr Drainage & Halderman Cr E, ECL Madison	0.0	Bridge Replacement	1,014	PB-PBR	2003
Greenwood	K-57	Culvert, 13.6 km South & East of Lyon-Greenwood County Line	0.0	Culvert	104	SM-BCR	2000
Greenwood	K-58	Jct K-99, E to Greenwood-Coffey Co Line (excludes 3078 ft in Madison)	0.0	Crack Repair	26	SM-CMN	2006
Greenwood	K-96	3.6 Miles East of Butler-Greenwood County Line, E .54 Mile at Bridges	0.1	Grade & Surfacing	750	SM-EMR	2001
Greenwood	K-96	3.6 Miles East of Butler-Greenwood County Line, E .5 Mile at Bridges	0.0	Bridge	636	SM-EMR	2000
Greenwood	K-99	Various Locations in District 4	0.0	Signing	137	SM-SOS	2008
Greenwood	K-99	Bridge over Slate Creek, 14.6 km North East Junction US-54	0.0	Bridge Replacement	1,029	PB-PBR	2002
Greenwood	K-99	Bridge over Homer Creek Drainage, 5.6 km North of East Junction US-54	0.0	Bridge Replacement	486	PB-PBR	2003
Greenwood	K-99	Bridge over Fall River Drainage, 18.0 km North East Junction US-400	0.0	Bridge Replacement	965	PB-PBR	2003
Greenwood	K-99	Bridges (Onion Creek), (Willow Creek) 18.0/20.1 km N E Jct US-54	0.0	Bridge Replacement	2,026	PB-PBR	2005
Greenwood	K-99	Elk-Greenwood County Line, North 1.3 km	0.8	Grade & Surfacing	766	MM-RIM	2005
Greenwood	K-99	Elk-Greenwood County Line, to West Junction US-400	2.1	Sealing	23	SM-1RR	2000
Greenwood	K-99	Bridge over Bernard Creek, 8.08 km North of Junction US-54	0.0	Bridge Repair	108	SM-BSR	2003
Greenwood	K-99	East Junction US-400, North to West Junction US-54	12.9	Conventional Seal	171	SM-1RR	2003
Greenwood	K-99	Junction US-400, North to West Junction US-54	12.9	1 Inch Overlay	1,162	SM-1RR	2007
Greenwood	US-54	Bridge over Verdigris River, .45 km W Greenwood-Woodson County Line	0.0	Bridge Replacement	6,979	PB-PBR	2003
Greenwood	US-54	Butler-Greenwood County Line to East Junction K-99	19.6	Conventional Seal	246	SM-1RR	2001
Greenwood	US-54	East Junction K-99, East to Greenwood-Woodson County Line	12.2	Conventional Seal	673	SM-1RR	2004
Greenwood	US-54	US-54 & Main Street in City of Eureka	0.0	Traffic Signals	117	SM-SAF	2006
Greenwood	US-54	Butler-Greenwood County Line, East to East Jct K-99 (exclude Eureka)	17.8	1 Inch Overlay	1,830	SM-1RR	2006
Greenwood	US-54	Eureka: US-54 & Jefferson Street	0.0	Culvert	125	LC-K3R	2009
Greenwood	US-54	Eureka: West of Oak, East to East of Jefferson on River (US-54)	0.9	Milling & Overlay	267	SM-K1R	2002
Greenwood	US-54	295 Feet East of Jefferson Street to East City Limits in Eureka	0.4	Milling & Overlay	135	LC-K1R	2006
Greenwood	US-400	N Br Otter Cr Bridge & N Br Otter Cr Drainage E of BU-GW County Line	0.0	Mudjacking	69	SM-EMR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Greenwood		Various Box & Bridge Locations on US-400 & US-54	0.0	Mudjacking	48	SM-CMN	2007
Hamilton	K-27	Stanton-Hamilton County Line, North to South City Limits of Syracuse	16.2	Sealing	210	SM-IRR	2000
Hamilton	K-27	West Junction US-50, North to Hamilton-Greeley County Line	19.4	Conventional Seal	292	SM-IRR	2001
Hamilton	K-27	Stanton-Hamilton County Line, North to East Jct US-50 at Syracuse	16.9	40 mm Overlay (1-1/2 Inches)	1,654	SM-IRR	2003
Hamilton	K-27	West US-50 Junction, North to Hamilton-Greeley County Line	19.4	Sealing	1,733	SM-IRR	2007
Hamilton	K-27	BNSF Railway & K-27 in Syracuse	0.0	Surfacing	49	MM-RRS	2001
Hamilton	US-50	West City Limits of Syracuse, East to Hamilton-Kearny County Line	12.4	Grade, Bridge & Surfacing	11,019	MM-RIM	2001
Hamilton	US-50	West City Limits of Syracuse, East to Hamilton-Kearny County Line	0.0	Preliminary Engr & ROW	0	MM-RIM	2000
Hamilton	US-50	Intersection of US-50/East Junction K-27 in Syracuse	0.1	Intersection Improvement	330	MM-K3R	2002
Hamilton	US-50	Colorado-Kansas State Line, Southeast to West City Limits Syracuse	16.1	40 mm Overlay (1-1/2 Inches)	1,298	SM-IRR	2002
Hamilton	US-50	US-50 & K-27 Intersection in City of Syracuse	0.0	Right of Way	0	MM-COR	2002
Harper	K-2	Bridge over Little Sandy Creek .37 km East Barber-Harper County Line	0.0	Bridge Replacement	1,388	PB-PBR	2003
Harper	K-2	North City Limits of Anthony, North to West City Limits of Harper	8.5	25 mm Overlay (1 Inch)	564	SM-IRR	2003
Harper	K-2	North City Limits of Harper, Northeast to Harper-Kingman County Line	0.0	Crack Repair	35	SM-CMN	2003
Harper	K-2	North City Limits of Harper, Northeast to Harper-Kingman County Line	10.0	1 Inch Overlay	854	SM-IRR	2006
Harper	K-2	Anthony: Junction K-2/K-44, North to North City Limits on K-2	0.5	Surfacing	128	SM-K1R	2000
Harper	K-2	Main Street to the North City Limits on LL&G Avenue (K-2)	0.5	Slurry Seal	171	LC-K1R	2008
Harper	K-2	Approx 175 LF North of Junction with US-160, to North City Limits on K-2	0.6	Milling & Overlay	100	LC-K1R	2008
Harper	K-14	Junction US-160, North to Harper-Kingman County Line	7.5	40 mm Overlay (1-1/2 Inches)	340	SM-IRR	2000
Harper	K-14	West City Limits of Harper, North 4.77 Miles	0.0	Joint Repair	14	SM-CMN	2004
Harper	K-14	BNSF Railway & K-14 at West City Limits of Harper	0.0	Surfacing	49	MM-RRS	2001
Harper	K-44	Bridges, East of Junction K-179	0.0	Bridge Replacement	2,160	PB-PBR	2004
Harper	K-44	Anthony: Lawrence to Pennsylvania; 3rd to 5th Street	0.2	Curb & Gutter	342	MM-K3R	2002
Harper	K-44	Culvert (Fall Creek Drainage), 0.047 km West of HP-SU County Line	0.0	Culvert	119	SM-BCR	2004
Harper	K-44	East City Limits of Anthony, East to the Harper-Summer County Line	0.0	Crack Repair	15	SM-CMN	2002
Harper	K-44	Anthony: K-44 from K-2 to Lawrence & Pennsylvania to Kansas	0.1	Grade & Surfacing	467	LC-K3R	2007
Harper	K-44	East City Limits of Anthony, East to Harper-Summer County Line	12.3	Conventional Seal	303	SM-IRR	2007
Harper	K-44	Anthony:Railroad Tracks E of Vermont, E to E City Limits on Main (K-44)	1.1	Conventional Seal	175	SM-K1R	2002
Harper	K-44	Vermont Street to 5th Avenue in Anthony	1.1	Slurry Seal	205	LC-K1R	2006
Harper	K-179	Oklahoma-Kansas State Line, North to South City Limits of Anthony	11.1	40 mm Overlay (1-1/2 Inches)	598	SM-IRR	2000
Harper	K-179	N Railroad Right-Of-Way, N to N Side of Washington St in Anthony	0.4	Curb & Gutter	208	MM-K3R	2002
Harper	K-179	Oklahoma-Kansas State Line, North to 10.9 Miles	0.0	Joint Repair	30	SM-CMN	2004
Harper	K-179	Anthony:S City Limits to Main (K179), W City Limits to Vermont (K2&K44)	0.8	Sealing	144	LC-K1R	2005
Harper	US-160	Harper: Intersection of US-160/K-14	0.2	Intersection Improvement	449	MM-K3R	2001
Harper	US-160	Bridge over BNSF Railway, 12.3 km East of North Junction K-2	0.0	Bridge Deck	1,057	PB-PDR	2000
Harper	US-160	North Junction K-2, East to Harper-Summer County Line	11.9	Slurry Seal	464	SM-IRR	2000
Harper	US-160	Bridges, West Sandy Creek Drainage	0.0	Bridge Overlay	407	SM-BSR	2000
Harper	US-160	Bridges, BNSF Railway	0.0	Bridge Overlay	1,138	SM-BSR	2001
Harper	US-160	Bridges over East Spring Creek & Chikaskia River	0.0	Bridge Overlay	629	SM-BSR	2001
Harper	US-160	Bridge over East Sand Creek 3.2 km East North Junction K-2	0.0	Bridge Repair	266	SM-BSR	2002
Harper	US-160	Barber-Harper County Line, East to Junction K-2	17.6	Conventional Seal	322	SM-IRR	2003
Harper	US-160	East City Limits of Harper, East to Harper-Summer County Line	11.9	1 Inch Overlay	737	SM-IRR	2004
Harper	US-160	East City Limits of Harper, East to Harper-Summer County Line	0.0	Crack Repair	20	SM-CMN	2006
Harper	US-160	Barber-Harper County Line, East to South Junction K-2	17.5	Overlay	1,955	SM-IRR	2007
Harper		Harper: From West City Limits to East City Limits on 14th (US-160)	1.1	Milling & Overlay	202	LC-K1R	2004
Harvey	I-135	0.48 km S of the S Jct K-15, N & NW to 0.48 km N of the N Jct K-15	5.4	Pavement Reconstruction	47,779	MM-IRI	2000
Harvey	I-135	0.48 km S of the S Jct K-15, N & NW to 0.48 km N of the N Jct K-15	0.0	Pavement Reconstruction	1,250	MM-IRI	2000
Harvey	I-135	0.48 km S of the S Jct K-15, N & NW to 0.48 km N of the N Jct K-15	0.0	Bridge	596	MM-IRI	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Harvey	I-135	0.48 km S of the S Jct K-15, N & NW to 0.48 km N of the N Jct K-15	1.4	40 mm Overlay (1-1/2 Inches)	169	MM-IRI	2003
Harvey	I-135	0.48 km South South Jct K-15, N & NW to 0.48 km North North Jct K-15	0.0	Special	51	MM-IRI	2003
Harvey	I-135	0.5 km N of the N Junction K-15, NW to Harvey-McPherson County Line	8.0	Pavement Reconstruction	17,858	MM-IRI	2003
Harvey	I-135	0.5 km North of North Jct K-15, NW to Harvey-McPherson County Line	0.0	Seeding, Sodding	28	SM-EMR	2005
Harvey	I-135	Bridges (Southbound) & (Northbound) over RS-875 (Old)	0.0	Bridge Overlay	240	SM-BSR	2000
Harvey	I-135	1.4 km North of Junction K-15, North to Harvey-McPherson County Line	7.3	Slurry Seal	727	SM-ISR	2002
Harvey	I-135	Bridges, Local Road over & RS-0752	0.0	Bridge Repair	734	SM-BSR	2003
Harvey	I-135	Bridge, RS-0304 over I-135, 6.5 Miles Northwest Junction K-15	0.0	Bridge Overlay	137	SM-BSR	2005
Harvey	K-15	Bridge over Sand Creek	0.0	Bridge Overlay	151	SM-BSR	2002
Harvey	K-15	K-15 & North 4th & North 5th Streets, City of Newton	0.0	Special	52	SM-SAF	2004
Harvey	K-15	North City Limits of Newton, North to Harvey-Marion County Line	7.6	1-1/2 Inch Overlay	528	SM-IRR	2005
Harvey	K-15	K-15 & 12th Street in Newton	0.0	Intersection Improvement	416	LC-HES	2004
Harvey	K-15	K-15 (Main) & 1st Street in Newton	0.0	Intersection Improvement	220	LC-HES	2004
Harvey	K-15	Southeast 14th Street to Old 81 Highway on K-15	2.6	Milling & Overlay	1,130	LC-K1R	2008
Harvey	K-15	BNSF Railway & K-15 (Main Street) in Newton	0.0	Flashing Light Signal	647	MM-RRX	2004
Harvey	K-196	West Bridge Whitewater River Bridge, at Harvey-Butler County Line	0.0	Bridge Replacement	805	PB-PBR	2001
Harvey	K-196	Bridges over Wildcat Creek & Gypsum Creek	0.0	Bridge Replacement	1,340	PB-PBR	2001
Harvey	K-196	Bridges over Wildcat Creek & Gypsum Creek	0.0	Special	498	PB-PBR	2001
Harvey	K-196	Junction I-135, East to Harvey-Butler County Line	9.6	40 mm Overlay (1-1/2 Inches)	869	SM-IRR	2003
Harvey	K-196	Union Pacific Railroad & K-196 near Whitewater	0.0	Flashing Light Signal	114	MM-RRX	2003
Harvey	US-50	Walton, East to the Harvey-Marion County Line	0.0	Crack Repair	1,156	SM-CMN	2001
Harvey	US-50	Intersection K-15 & 14th Street in Newton (W Junction), N of US-50	0.0	Intersection Improvement	488	SE-SEI	2005
Harvey	US-50	Reno-Harvey County Line, East to approx East City Limits of Burrton	0.0	Crack Repair	25	SM-IRR	2001
Harvey	US-50	Reno-Harvey Co Line, E to W Edge of Wear Surf Meridian St Br - Newton	0.0	Special	28	SM-IRR	2002
Harvey	US-50	Reno-Harvey County Line, East to West City Limits of Newton	18.9	Conventional Seal	1,438	SM-IRR	2002
Harvey	US-50	0.5 Mile East of Junction RS-875, East to Harvey-Marion County Line	0.0	Special	2,867	SM-IRR	2004
Harvey	US-50	0.551 Mile West of Junction RS-875, East to Harvey-Marion County Line	0.0	Pavement Patching	1,284	SM-IRR	2004
Harvey	US-50	Reno-Harvey County Line, East through 4 lane Divided	2.1	1 Inch Overlay	185	SM-IRR	2005
Harvey	US-50	6.2 Miles E of Co Line, E 0.974 Mile; 11.85 Miles E of Co Line, E 0.97 Mile	2.4	Overlay	1,462	SM-IRR	2006
Harvey	US-50	300 Ft W of Woodlawn Intersection, E to Harvey-Marion County Line	8.2	Overlay	2,906	SM-IRR	2006
Harvey	US-50	US-50 from Anderson Road, East to Old Main Street in Newton	0.0	Right of Way	0	MM-COR	2006
Harvey	US-50	Newton: Junction US-50 & Anderson	0.8	Intersection Improvement	767	LC-K3R	2007
Harvey	US-50	East City Limits of Burrton, East to West Junction K-15	18.2	Overlay	1,463	SM-IRR	2007
Harvey		City of Newton: Railroad Safety Evaluation Corridor Study	0.0	Preliminary Engineering	0	MM-RSL	2002
Haskell	K-144	Junction US-83, East to Haskell-Gray County Line	12.0	Conventional Seal	154	SM-IRR	2001
Haskell	K-190	East Junction US-56, South to Haskell-Seward County Line	3.8	40 mm Overlay (1-1/2 Inches)	173	SM-IRR	2002
Haskell	K-190	Grant-Haskell County Line, Southeast to West Junction US-56	6.3	Overlay	321	SM-IRR	2005
Haskell	US-56	630 Feet West of Junction US-83, East to Haskell-Gray County Line	12.8	Overlay	1,018	SM-IRR	2004
Haskell	US-56	West City Limits of Satanta, East to East City Limits of Satanta	1.1	Overlay	246	SM-IRR	2005
Haskell	US-56	Seward-Haskell County Line, Northeast to Junction US-83	11.4	1 Inch Overlay	1,294	SM-IRR	2006
Haskell	US-83	North Junction US-160, North to Haskell-Finney County Line	12.0	50 mm Overlay	1,122	SM-IRR	2000
Haskell	US-83	Haskell-Seward County Line, North to Junction US-56 (Railroad Tracks)	6.1	40 mm Overlay (1-1/2 Inches)	564	SM-IRR	2002
Haskell	US-83	Junction US-56, North through Junction US-160/K-144	6.0	Overlay	588	SM-IRR	2005
Haskell	US-83	Seward-Haskell County Line, North to 1,000 Ft South of Junction US-56	5.8	Conventional Seal	100	SM-IRR	2006
Haskell	US-83	North Junction US-160, North to Haskell-Finney County Line	12.0	1 Inch Overlay	1,682	SM-IRR	2006
Haskell	US-83	Cimarron Valley Railroad & US-83 West of Sublette	0.0	Flashing Light Signal	220	MM-RRX	2007
Haskell	US-160	Grant-Haskell County Line, East to Junction US-83/K-144	12.1	40 mm Overlay (1-1/2 Inches)	909	SM-IRR	2001
Haskell	US-160	Grant-Haskell County Line, East to North Junction US-83	0.0	Crack Repair	42	SM-CMN	2003
Haskell	US-160	Grant-Haskell County Line, East to North Junction US-83	12.1	Conventional Seal	369	SM-CMN	2007

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Hodgeman	K-156	Buckner Creek Bridge & Buckner Creek Drainage Bridge	0.0	Bridge Replacement	1,939	PB-PBR	2004
Hodgeman	K-156	Finney-Hodgeman County Line, Northeast to 1 km East of Jct US-283	19.5	Conventional Seal	204	SM-IRR	2003
Hodgeman	K-156	Approx 0.6 Mile E of Jct US-283, E to Hodgeman-Pawnee County Line	19.1	Conventional Seal	194	SM-CMN	2004
Hodgeman	K-156	Junction K-156 & RS-283/255 & County Road 1 Mile West RS-283/255	1.1	Intersection Improvement	553	LC-EDP	2007
Hodgeman	US-283	Junction K-156, North to Hodgeman-Ness County Line	12.0	Sealing	159	SM-IRR	2000
Hodgeman	US-283	Junction K-156, North to Hodgeman-Ness County Line	12.0	1-1/2 Inch Overlay	971	SM-IRR	2005
Hodgeman	US-283	Ford-Hodgeman County Line, North to Brick Pavement in Jetmore	12.1	Conventional Seal	227	SM-IRR	2006
Jackson	K-9	Nemaha-Jackson County Line, East to Jackson-Atchison County Line	13.5	25 mm Overlay (1 Inch)	690	SM-IRR	2000
Jackson	K-9	Nemaha-Jackson County Line, East to Junction US-75	0.0	Crack Repair	5	SM-CMN	2002
Jackson	K-9	Junction US-75, East to Jackson-Atchison County Line	0.0	Crack Repair	24	SM-CMN	2004
Jackson	K-9	Nemaha-Jackson County Line, East to Junction US-75	3.2	1 Inch Overlay	247	SM-IRR	2006
Jackson	K-16	Bridge over Soldier Creek, 1.0 km East Junction K-62	0.0	Bridge Replacement	1,313	PB-PBR	2001
Jackson	K-16	Pottawatomie-Jackson County Line, East to West City Limits of Holton	0.0	Crack Repair	21	SM-IRR	2000
Jackson	K-16	East City Limits of Holton, East to Jackson-Jefferson County Line	0.0	Crack Repair	15	SM-IRR	2000
Jackson	K-16	Holton: US-75 East to East of Topeka & Nebraska East to Wisconsin	0.6	Grade & Surfacing	1,767	LC-K3R	2006
Jackson	K-16	Pottawatomie-Jackson County Line, East to Junction US-75	15.3	1 Inch Overlay	871	SM-IRR	2004
Jackson	K-16	Culvert, N Cedar Creek Drainage, 5.4 Miles SE of Junction K-116	0.0	Culvert	229	PB-PCR	2006
Jackson	K-16	Approach of N Road at the Intersection with K-16	0.2	Grade & Surfacing	296	LC-EDP	2007
Jackson	K-16	East City Limits of Holton, East to Jackson-Jefferson County Line	12.1	1 Inch Overlay	943	SM-IRR	2006
Jackson	K-16	Holton: East City Limits to West City Limits on K-16	1.8	Milling & Overlay	181	SM-K1R	2000
Jackson	K-62	Junction K-16, North to Jackson-Nemaha County Line	7.3	Conventional Seal	94	SM-IRR	2002
Jackson	K-62	Bridge over Soldier Creek	0.0	Bridge Repair	81	SM-BSR	2003
Jackson	K-62	Culvert, Soldier Creek Drainage	0.0	Culvert	367	PB-PCR	2006
Jackson	K-62	Culvert, Soldier Creek Drainage, 3.2 Miles North of Jct K-16	0.0	Funds Only	10	PB-PCR	2006
Jackson	K-62	Junction K-16, North to Jackson-Nemaha County Line	7.3	Conventional Seal	365	SM-IRR	2007
Jackson	K-79	Junction K-16, North to South City Limits of Circleville	3.6	1 Inch Overlay	182	SM-IRR	2004
Jackson	K-116	Bridge over Bills Creek, 2.6 km East of Junction K-16	0.0	Bridge Overlay	72	SM-BSR	2000
Jackson	K-116	Junction K-16, East to Jackson-Atchison County Line	6.0	25 mm Overlay (1 Inch)	289	SM-IRR	2002
Jackson	K-116	Junction K-16, East to Jackson-Atchison County Line	6.0	Conventional Seal	111	SM-CMN	2006
Jackson	K-214	K-214 at Hoyt	0.0	Preliminary Engineering	0	MM-RIM	2000
Jackson	K-214	South Junction US-75, East, North & West to North Junction US-75	2.0	1 Inch Overlay	157	SM-IRR	2004
Jackson	US-75	Interchange: US-75 & County Road 150 (1 Mile South of Mayetta)	1.0	Interchange/s	11,177	SE-SEI	2006
Jackson	US-75	Junction K-9, North to Jackson-Brown County Line	2.7	Conventional Seal	52	SM-IRR	2002
Jackson	US-75	US-75 & Columbine Drive, North of Holton-Jackson County	0.0	Grade & Surfacing	356	SM-SAF	2003
Jackson	US-75	Shawnee-Jackson County Line, North to Junction K-16	0.0	Joint Repair	366	SM-CMN	2002
Jackson	US-75	5th Street in Holton, North to just North of Junction K-9	10.6	Overlay	1,520	SM-IRR	2004
Jackson	US-75	Shawnee-Jackson County Line, North to Junction with K-16 on US-75	0.0	Pavement Marking	3	SM-PMR	2005
Jackson	US-75	Shawnee-Jackson County Line North to Junction US-75/K-16	0.0	Pavement Marking	249	SM-PMR	2006
Jefferson	K-4	K-4 at Wyandotte & Miller, East of Meriden	0.3	Intersection Improvement	463	MM-HES	2000
Jefferson	K-4	Bridge over Delaware River, 0.35 km Northeast West Junction K-16	0.0	Bridge Replacement	9,712	PB-PBR	2006
Jefferson	K-4	Bridge over Rock Creek, 2.2 km Northeast of Junction K-245	0.0	Bridge Overlay	183	SM-BSR	2000
Jefferson	K-4	Culvert at Milepost 4.0	0.0	Culvert	33	SM-BCR	2001
Jefferson	K-4	Shawnee-Jefferson Co Line, Northeast to Jefferson-Atchison Co Line	29.2	50 mm Overlay	2,591	SM-IRR	2002
Jefferson	K-4	Shawnee-Jefferson Co Line, N to Jefferson-Atchison Co Line on K-7	29.1	Conventional Seal	552	SM-CMN	2005
Jefferson	K-4 A	Junction K-4, North to Junction US-159	0.6	1 Inch Overlay	50	SM-IRR	2006
Jefferson	K-16	Jefferson-Jackson County Line, East to West City Limits of Valley Falls	0.0	Crack Repair	12	SM-IRR	2000
Jefferson	K-16	South Junction US-59, East to Jefferson-Leavenworth County Line	0.0	Crack Repair	31	SM-IRR	2003
Jefferson	K-16	Bridges over Brush Creek & Peter Creek	0.0	Bridge Repair	238	SM-BSR	2004
Jefferson	K-16	Jackson-Jefferson County Line, East to North Jct US-59	16.0	1 Inch Overlay	1,276	SM-IRR	2006

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Jefferson	K-16	South Junction US-59, East to Jefferson-Leavenworth County Line	7.7	Conventional Seal	386	SM-1RR	2007
Jefferson	K-92	Bridge over Prairie Creek, 8.0 km North & East of East Junction K-16	0.0	Bridge Replacement	555	PB-PBR	2004
Jefferson	K-92	Bridge over Perry Reservoir, 6.8 km East of Junction K-4	0.0	Bridge Overlay	1,061	SM-BSR	2000
Jefferson	K-92	0.2 km S of N City Limits McLouth, N to Jefferson-Leavenworth Co Line	0.0	Crack Repair	109	SM-1RR	2001
Jefferson	K-92	Bridge over Fishpond Creek	0.0	Bridge Repair	151	SM-BSR	2004
Jefferson	K-92	Junction K-4, East to Junction US-59	12.7	Overlay	1,239	SM-1RR	2004
Jefferson	K-192	Crooked Creek Bridge 0.08 km (0.05 Mile) East of Junction US-59	0.0	Bridge Replacement	424	PB-PBR	2004
Jefferson	K-192	Junction US-59, East to Jefferson-Leavenworth County Line	7.7	Overlay	109	SM-1RR	2003
Jefferson	K-192	Junction US-59, East to Jefferson-Leavenworth County Line	7.7	Conventional Seal	387	SM-1RR	2007
Jefferson	K-237	Junction US-24, North to Perry State Park (Entire Route)	3.4	Conventional Seal	52	SM-1RR	2003
Jefferson	K-237	Junction US-24, North to Perry State Park	3.4	Conventional Seal	168	SM-1RR	2007
Jefferson	K-245	Junction K-4, Northwest to South City Limits of Meriden	0.3	Overlay	53	SM-1RR	2000
Jefferson	US-24	4 lane/2 lane, East to Junction US-59	0.0	Pavement Patching	135	SM-1RR	2000
Jefferson	US-24	4 lane/2 lane, East to Junction US-59	7.7	40 mm Overlay (1-1/2 Inches)	873	SM-1RR	2001
Jefferson	US-24	Bridge over Delaware River	0.0	Bridge Repair	222	SM-BSR	2002
Jefferson	US-24	Bridge over Stone House Creek, 12.4 km East Junction K-237	0.0	Bridge Repair	101	SM-BSR	2003
Jefferson	US-24	West Junction US-59, East to Jefferson-Douglas County Line	4.4	Overlay	338	SM-1RR	2003
Jefferson	US-24	Shawnee-Jefferson County Line, East 3.55 km	2.2	25 mm Overlay (1 Inch)	344	SM-1RR	2003
Jefferson	US-24	US-24 from Milepost 372.0 to Milepost 386.5	14.5	Guard Fence	360	SM-CMN	2005
Jefferson	US-24	Bridges on US-24 over Muddy Creek	0.0	Bridge	42	SM-CMN	2006
Jefferson	US-24	2 Miles E of Shawnee-Jefferson County Line, E to 4 lane/2 lane Division	0.0	Pavement Patching	1,715	SM-1RR	2007
Jefferson	US-59	Culvert at Milepost 20.2	0.0	Culvert	46	SM-BCR	2001
Jefferson	US-59	Junction US-24, North 7.64 Miles	7.6	Overlay	460	SM-1RR	2004
Jefferson	US-59	Bridge over Big Slough Creek	0.0	Bridge Overlay	243	SM-BSR	2006
Jefferson	US-59	7.64 Mile North of Junction US-24, North to Jct K-4	17.2	1 Inch Overlay	2,156	SM-1RR	2006
Jefferson	US-159	Jct K-4 Alt, North to JF-AT County Line/North City Limits of Nortonville	0.7	1 Inch Overlay	67	SM-1RR	2006
Jefferson		Various Bridge Locations in Jefferson County	0.0	Bridge	316	SM-CMN	2006
Jefferson		Bridge on Local Road over Brush Creek-Perry Lake Wildlife Refuge	0.0	Bridge	28	SM-CMN	2006
Jefferson		Five Bridges on Various Routes in Jefferson County	0.0	Bridge Repair	60	SM-EMR	2006
Jewell	K-14	Various Locations in District 2	0.0	Signing	152	SM-SOS	2008
Jewell	K-14	West Buffalo Creek Bridge, 11.1 km North Mitchell-Jewell County Line	0.0	Bridge Replacement	1,003	PB-PBR	2004
Jewell	K-14	East Junction US-36, North to Kansas-Nebraska State Line	15.2	40 mm Overlay (1-1/2 Inches)	801	SM-1RR	2002
Jewell	K-14	Mitchell-Jewell County Line, North to West Junction US-36	15.3	Overlay	956	SM-1RR	2003
Jewell	K-14	1/2 Mile North of Junction US-36	0.0	Flood Damage	53	SM-EMR	2004
Jewell	K-14	Slide Repair .5 Mile North of Junction US-36	0.0	Flood Damage	288	SM-EMR	2004
Jewell	K-14	East Junction US-36, North to Kansas-Nebraska State Line	0.0	Crack Repair	19	SM-CMN	2004
Jewell	K-14	Mitchell-Jewel County Line, North to West Junction US-36	0.0	Crack Repair	48	SM-CMN	2005
Jewell	K-14	Bridge, Lovewall Reservoir	0.0	Bridge Repair	43	SM-BSR	2008
Jewell	K-28	Custer Street to Lincoln Street in Jewell	0.1	Curb & Gutter	95	MM-K3R	2001
Jewell	K-28	Junction K-14, East to Junction K-148	6.1	25 mm Overlay (1 Inch)	405	SM-1RR	2000
Jewell	K-28	Junction K-148, South & East to Jewell-Cowley County Line	0.0	Crack Repair	26	SM-CMN	2002
Jewell	K-28	Junction K-14, East & South to Junction K-148	0.0	Crack Repair	10	SM-CMN	2002
Jewell	K-28	Culvert, 5 Miles East of Junction K-14	0.0	Culvert	158	PB-PCR	2006
Jewell	K-28	Bridge, Buffalo Creek Drainage, 5.89 Miles E of S Junction with K-14	0.0	Bridge Replacement	486	PB-PBR	2006
Jewell	K-28	Junction K-148, South & East to Jewell-Cloud County Line	8.0	1 Inch Overlay	766	SM-1RR	2006
Jewell	K-28	Bridge, 0.88 Mile East of South Junction K-14	0.0	Bridge Repair	115	SM-BSR	2007
Jewell	K-112	Junction US-36, North to South City Limits Esbon	0.0	Crack Repair	5	SM-CMN	2002
Jewell	K-128	East Junction US-36, to Kansas-Nebraska State Line	15.9	40 mm Overlay (1-1/2 Inches)	853	SM-1RR	2001
Jewell	K-128	Mitchell-Jewell County Line, North to West Junction US-36	15.3	25 mm Overlay (1 Inch)	573	SM-1RR	2002
Jewell	K-128	Mitchell-Jewell County Line, North to Kansas-Nebraska State Line	0.0	Crack Repair	62	SM-CMN	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Jewell	K-148	Junction K-28, East to Jewell-Republic County Line	7.0	25 mm Overlay (1 Inch)	431	SM-IRR	2000
Jewell	K-148	Junction K-28, East to Jewell-Republic County Line	0.0	Joint Repair	8	SM-CMN	2003
Jewell	K-228	Junction K-128, East to Ionia (Entire Route)	0.4	25 mm Overlay (1 Inch)	20	SM-IRR	2002
Jewell	K-228	Entire Route, Junction K-128, East to Ionia	0.0	Crack Repair	11	SM-CMN	2004
Jewell	US-36	W Junction K-128, E to Beginning of 4 lane Section West of Mankato	6.4	Grade, Bridge & Surfacing	5,090	MM-RIM	2007
Jewell	US-36	W Junction K-128, E to Beginning of 4 lane Section West of Mankato	6.4	Seeding, Sodding	22	MM-RIM	2009
Jewell	US-36	East City Limits of Mankato, East to 1.0 km East RS-1446	8.7	Grade, Bridge & Surfacing	6,480	MM-RIM	2008
Jewell	US-36	Mankato: West of High Street, East to Lincoln Street on US-36	0.2	Curb & Gutter	196	MM-K3R	2003
Jewell	US-36	Smith-Jewell County Line East to Jewell-Republic County Line	0.0	Crack Repair	60	SM-CMN	2002
Jewell	US-36	East City Limits of Mankato, East to Jewell-Republic County Line	14.6	1-1/2 Inch Overlay	1,232	SM-IRR	2004
Jewell	US-36	Culvert, 27.61 Miles East of Smith-Jewell County Line	0.0	Flood Damage	5	SM-EMR	2004
Jewell	US-36	Bridge over E Marsh Creek Drainage, 6.07 Miles E of E Junction K-14	0.0	Flood Damage	74	SM-EMR	2004
Jewell	US-36	Bridge over E Marsh Creek Drainage, 8.66 Miles E of E Junction K-14	0.0	Flood Damage	47	SM-EMR	2004
Jewell	US-36	Culvert, 32.88 Miles East of Smith-Jewell County Line	0.0	Flood Damage	33	SM-EMR	2004
Jewell	US-36	Culvert, 22.92 Miles East of Smith-Jewell County Line	0.0	Flood Damage	8	SM-EMR	2004
Jewell	US-36	Reinforced Concrete Box, 28.06 Miles East of Smith-Jewell Co Line	0.0	Flood Damage	7	SM-EMR	2004
Jewell	US-36	West Approach to Bridge 010, 5.23 Miles East of East Junction K-14	0.0	Flood Damage	58	SM-EMR	2004
Jewell	US-36	Mankato: US-36 from Lincoln Street to Lebow Street	0.4	Curb & Gutter	430	LC-K3R	2007
Jewell	US-36	Culvert, Limestone Creek Drainage, 2.89 Miles East of K-112	0.0	Culvert	410	PB-PCR	2008
Jewell		Emergency Repair Flood Projects	0.0	Flood Damage	11	SM-EMR	2004
Johnson	I-35	I-35/US-169 Interchange (South Part of Olathe)	0.0	Bridge Repair	3,626	SM-EMR	2000
Johnson	I-35	I-35 Northbound Ramp to 75th Street in Overland Park	0.0	Grade & Surfacing	455	MM-HES	2000
Johnson	I-35	Bridge, Local Road over I-35, 11.5 km Northeast County Line	0.0	Bridge Overlay	88	SM-BSR	2000
Johnson	I-35	Interchange: I-35 & US-69 with 87th Street	0.0	Interchange/s	50,984	SE-SEI	2004
Johnson	I-35	Along I-35 in District 1, Area 6	0.0	Signing	24	MM-ITS	2004
Johnson	I-35	I-35 & Gardner Road, South of the City of Gardner	0.0	Lighting	54	SM-LTG	2003
Johnson	I-35	I-35 & 159th Street & Lone Elm Road in Olathe	0.0	Interchange/s	40,667	MM-IRI	2008
Johnson	I-35	1420 Feet South of I-635, North to Lamar Avenue	0.0	Pavement Patching	1,673	SM-ISR	2003
Johnson	I-35	Bridge, Clare Road over I-35	0.0	Bridge Repair	138	SM-BSR	2005
Johnson	I-35	MI-JO County Line, North to approx 1000 Feet North of 75th Street	0.0	Pavement Patching	4,499	SM-ISR	2005
Johnson	I-35	Antioch North to Johnson-Wyandotte County Line	1.7	Overlay	8,000	SM-ISR	2008
Johnson	I-35	Bridge, 0.52 Mile Northeast of Junction I-435	0.0	Bridge Overlay	364	SM-BSR	2007
Johnson	I-35	Bridge, 95th Street over I-35, Lenexa	0.0	Bridge Repair	440	SM-BSR	2007
Johnson	I-435	East Junction US-169, West to 0.6 km (0.4 Miles) West of US-69	2.4	Pavement Reconstruction	36,470	MM-IRI	2006
Johnson	I-435	US-169, West to 0.6 km West of US-69	0.0	Preliminary Engineering	0	MM-IRI	2002
Johnson	I-435	East Junction US-169, West to 0.6 km (0.4 Mile) West of US-69	0.0	Special	344	MM-IRI	2005
Johnson	I-435	Bridge, (West Lane) Antioch Road, 1.6 km East of Junction US-69	0.0	Bridge Deck Patching	54	SM-BSR	2000
Johnson	I-435	Junction K-10, North to 87th Street, including Ramps	0.0	Pavement Patching	2,217	SM-ISR	2003
Johnson	I-435	53rd Street Bridge over Southbound I-435	0.0	Bridge Repair	34	SM-CMN	2000
Johnson	I-435	I-435 from 1.09 km North 87th, North 2.25 km (Milepost 11.594 to 12.992)	1.4	Surfacing	1,657	SM-ISR	2001
Johnson	I-435	Interchange: I-435 & Antioch Road in Overland Park	0.0	Interchange/s	93,507	SE-SEI	2006
Johnson	I-435	Interchange: I-435 & Antioch Road in Overland Park	0.0	Grade & Surfacing	1,488	SE-SEI	2005
Johnson	I-435	K-10 & I-435 Interchange: Adjacent Property to South	0.0	Right of Way	2,100	MM-COR	2007
Johnson	I-435	West Side of I-35 Bridge, to East Side of K-10 Overpass Bridge	1.4	Overlay	2,235	SM-ISR	2002
Johnson	I-435	Bridge, North Lane over Santa Fe Trail Drive & BNSF Railway	0.0	Bridge Repair	621	SM-BSR	2004
Johnson	I-435	Westbound I-435, approximately 650 meters West of I-35	0.0	Signing	12	SM-CMN	2003
Johnson	I-435	I-435, Eastbound & Westbound from Quivira Road to I-35 & Ramps	0.0	Pavement Patching	1,767	SM-ISR	2003
Johnson	I-435	87th Street, North to Kansas River Bridge	0.0	Pavement Patching	6,339	SM-ISR	2003
Johnson	I-435	Bridge, 95th Street over I-435	0.0	Bridge Repair	0	SM-CMN	2004
Johnson	I-435	US-169/Metcalf, West to Quivira	0.0	Pavement Patching	1,983	SM-ISR	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Johnson	I-435	Kansas-Missouri State Line, East to Junction of US-169	0.0	Joint Repair	292	SM-CMN	2005
Johnson	I-435	Bridges (North Lane) & (South Lane), over I-35	0.0	Bridge Overlay	2,064	SM-ISR	2006
Johnson	I-435	Bridge (North Lane) over Plumm Road	0.0	Bridge Overlay	417	SM-ISR	2006
Johnson	I-435	Bridges (Shawnee Mission Parkway)	0.0	Bridge Overlay	1,547	SM-BSR	2006
Johnson	I-435	W-bound I-435/US-169/US-50 Off Ramp at Quivira Rd, Overland Park	0.1	Intersection Improvement	488	LC-HES	2000
Johnson	K-7	Junction Harrison, West to Lone Elm Road in Olathe	1.0	Grade, Bridge & Surfacing	4,064	MM-RIM	2001
Johnson	K-7	K-7 & 43rd Street in City of Shawnee	0.0	Traffic Signals	205	SM-SAF	2000
Johnson	K-7	North of Junction K-10 to South Side of Bridge over Kansas River	6.8	Overlay	3,819	SM-CMN	2000
Johnson	K-7	Northbound Exit Ramp to K-10 Westbound, Outside Shoulder	0.0	Signing	9	SM-SOS	2001
Johnson	K-7	0.8 km South of K-10, North 4.6 km	2.9	25 mm Overlay (1 Inch)	365	SM-IRR	2003
Johnson	K-7	Spruce Street (Olathe), North to Approximately 2000 Feet South of K-10	0.0	Joint Repair	155	SM-CMN	2005
Johnson	K-7	Olathe: K-7 from Old 56 Highway to Dennis Avenue	0.1	Grade & Surfacing	219	LC-K3R	2009
Johnson	K-7	South Junction K-10	0.0	Bridge Overlay	361	SM-BSR	2007
Johnson	K-7	1/2 Mile S of 83rd St, N to S Edge of Wearing Surface of Kansas River Br	8.2	Overlay	1,855	SM-IRR	2007
Johnson	K-7	67th Street, City of Shawnee; & 83rd Street, City of Lenexa	0.0	Lighting	378	SM-LTG	2008
Johnson	K-7	Olathe: Dennis Street to 0.10 km North Park Street on K-7	0.9	Milling & Overlay	300	SM-K1R	2002
Johnson	K-7	Olathe: K-7 from Meadow Lane to Old US-56	0.7	Milling & Overlay	310	LC-K1R	2006
Johnson	K-7	Olathe: Intersection of K-7 & Old 56 Highway	0.1	Milling & Overlay	279	LC-K1R	2007
Johnson	K-10	K-10 Bridges over Mill Creek & BNSF Railway	0.0	Bridge Repair	229	SM-CMN	2000
Johnson	K-10	Bridges: Camp Creek, Frontage Road	0.0	Bridge Overlay	388	SM-BSR	2001
Johnson	K-10	Douglas-Johnson County Line, East to PCCP	12.4	40 mm Overlay (1-1/2 Inches)	3,562	SM-IRR	2001
Johnson	K-10	Bridges: RS-2101, BNSF Railway	0.0	Bridge Repair	1,548	SM-BSR	2003
Johnson	K-10	East of Junction K-7, East to Junction I-435	4.5	Overlay	3,822	SM-IRR	2002
Johnson	K-10	Bridge, North Lane over Local Road	0.0	Bridge Repair	183	SM-BSR	2003
Johnson	K-10	Bridges Cedar Creek, (North Lane) & (South Lane) Cedar Creek Parkway	0.0	Bridge Repair	457	SM-BSR	2003
Johnson	K-10	K-10 & Lone Elm Road, 1 Mile East of the Jct K-10/K-7	0.0	Grade, Bridge & Surfacing	0	MM-RIM	2009
Johnson	US-56	Bridge over Martin Creek, 1.74 Mi (2.8 km) E Douglas-Johnson Co Line	0.0	Bridge Replacement	820	PB-PBR	2007
Johnson	US-56	Douglas-Johnson County Line, East to PCCP in Gardner	8.3	25 mm Overlay (1 Inch)	920	SM-IRR	2001
Johnson	US-56	Sycamore Street East to 155 meters West of Claire Road	1.8	Milling & Overlay	1,364	SM-IRR	2002
Johnson	US-56	235 meters E Metcalf Ave, E to KS-MO St Line (Ex 650 meters Concrete)	3.2	Surfacing	1,212	SM-IRR	2002
Johnson	US-56	US-56 & Cedar Niles Road, City of Gardner	0.0	Traffic Signals	141	SM-SAF	2002
Johnson	US-56	East of I-35 (PCCP), East to 0.2 km East of Metcalf Avenue	1.4	Overlay	737	SM-IRR	2003
Johnson	US-56	North Junction I-35, East to Metcalf Avenue	1.4	Sealing	301	SM-IRR	2007
Johnson	US-69	Bridge, 103rd Street, 0.8 km North of Junction I-435	0.0	Bridge Overlay	730	SM-BSR	2000
Johnson	US-69	Bridge, 87th Street over US-69	0.0	Pavement Patching	139	SM-BSR	2001
Johnson	US-69	Metcalf Split North to College Boulevard	0.0	Pavement Patching	1,497	SM-IRR	2001
Johnson	US-69	0.3 km South of Shawnee Mission Parkway, North to I-35	1.9	25 mm Overlay (1 Inch)	476	SM-IRR	2001
Johnson	US-69	Corridor: from 119th Street, North to I-35 & I-35 North to 75th Street	0.0	Preliminary Engr & ROW	0	SE-SEC	2008
Johnson	US-69	Corridor: from 119th Street, North to I-35 & I-35 North to 75th Street	0.0	Grade, Bridge & Surfacing	0	SE-SEC	2008
Johnson	US-69	Corridor: from 119th Street, North to I-35 & I-35 North to 75th Street	0.0	Noise Barrier	4,096	SE-SEC	2004
Johnson	US-69	Corridor: from 119th Street, North to I-35 & K-35, North to 75th Street	0.0	Care Agt(Maint New Landscape)	150	SE-SEC	2006
Johnson	US-69	Bridges, 143rd Street	0.0	Bridge Repair	521	SM-BSR	2002
Johnson	US-69	Bridge, Westbound Lanes & Eastbound Lanes over Johnson Drive	0.0	Bridge Repair	369	SM-BSR	2002
Johnson	US-69	College Boulevard, North to I-35	0.0	Pavement Patching	1,963	SM-IRR	2002
Johnson	US-69	US-69, between 135th Street & I-435, in Overland Park	0.0	Signing	58	SM-EMR	2002
Johnson	US-69	Miami-Johnson County Line, North to Blue Valley Parkway	11.6	25 mm Overlay (1 Inch)	2,543	SM-IRR	2003
Johnson	US-69	Bridges: RS-0347, 199th Street	0.0	Bridge Repair	1,196	SM-BSR	2004
Johnson	US-69	Old US-169, North to Junction I-35	6.2	Grade & Surfacing	10,850	SM-IRR	2009
Johnson	US-69	65th Street, North to I-35	1.8	Sealing	389	SM-IRR	2007
Johnson	US-69	Johnson Co: US-69 (KS) East, to Holmes Rd (MO) 175th South to 199th	0.0	Preliminary Engineering	0	MM-RIM	2006
Johnson	US-69	Bridge, 207th Street	0.0	Bridge Overlay	122	SM-BSR	2007

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Johnson	US-69	Bridge, Missouri-Pacific Railroad	0.0	Bridge Overlay	169	SM-BSR	2007
Johnson	US-69	Bridge, Missouri-Pacific Railroad	0.0	Bridge Overlay	169	SM-BSR	2007
Johnson	US-69	Bridge, RS-1774, 151st Street	0.0	Bridge Overlay	186	SM-BSR	2007
Johnson	US-69	US-69/56th Terrace/56th Street	0.1	Curb & Gutter	91	SM-CMN	2007
Johnson	US-69	Miami-Johnson County Line, North to 159th Street	0.0	Milling	1,050	SM-IRR	2007
Johnson	US-69	167th Street, 179th Street, & 199th Street - City of Overland Park	0.0	Lighting	588	SM-LTG	2009
Johnson	US-69	US-69 & 151st Southbound Off Ramp (Overland Park)	0.0	Intersection Improvement	600	LC-HES	2007
Johnson	US-169	I-35 & US-169/K-7/151st Street Interchange Bridges	0.0	Joint Repair	136	SM-CMN	2001
Johnson	US-169	175th Street, North to Junction I-35	2.9	Grade & Surfacing	7,083	SM-IRR	2005
Johnson	US-169	Overland Park: 103rd Street to I-435 on US-169	0.0	Milling & Overlay	300	SM-K1R	2000
Johnson	US-169	Overland Park: 103rd Street to 86th Street on US-169	2.1	Milling & Overlay	600	SM-K1R	2002
Johnson	US-169	Overland Park: Metcalf (US-169), 75th North to South of 63rd	1.4	Milling & Overlay	591	SM-K1R	2003
Johnson	US-169	Overland Park: 99th Street to 86th Street on Metcalf Avenue (US-169)	1.8	Milling & Overlay	1,010	LC-K1R	2008
Johnson	US-169	86th Street to 75th Street on Metcalf Avenue (US-169)	1.4	Milling & Overlay	669	LC-K1R	2009
Johnson		Overland Park, Johnson County (On/Off System, Spot Locations)	0.0	Special	280	SM-SAF	2002
Johnson		City of Olathe, Johnson County (Spot Intersections Locations)	0.0	Special	130	SM-SAF	2002
Johnson		Olathe: College Boulevard over BNSF Railway West of Ridgeview Road	0.0	Grade, Bridge & Surfacing	12,761	MM-RSL	2007
Johnson		City of Olathe (along BNSF Railway Spur)	0.0	Install Equipment	0	MM-ITS	2002
Johnson		City of Olathe (119th & I-35 Interchange)	0.0	Special	0	MM-ITS	2002
Johnson		City of Olathe	0.0	Install Equipment	0	MM-ITS	2002
Johnson		12 Locations in Johnson County	0.0	Mudjacking	104	SM-CMN	2004
Johnson		Olathe-Ridgeview, Santa Fe, Park & Loula - BNSF Railway Tracks	0.0	Grade, Bridge & Surfacing	21,498	MM-RSL	2006
Johnson		City of Lenexa	0.0	Intelligent Transp System	0	LC-ITS	2004
Johnson		City of Overland Park	0.0	Intelligent Transp System	0	LC-ITS	2006
Johnson		City of Mission Hills	0.0	Intelligent Transp System	100	LC-ITS	2004
Johnson		City of Overland Park	0.0	Intelligent Transp System	0	LC-ITS	2005
Johnson		Moonlight Road, from Madison Street North to Prairie Village Drive	0.7	Grade & Surfacing	2,029	LC-EDP	2008
Johnson		City of Overland Park	0.0	Special	0	LC-ITS	2007
Johnson		Johnson County Sections of I-435, I-35, K-10 & US-69	0.0	Intelligent Transp System	577	MM-ITS	2007
Johnson		City of Overland Park	0.0	Intelligent Transp System	0	LC-ITS	2008
Johnson		City of Overland Park	0.0	Intelligent Transp System	0	LC-ITS	2008
Kearny	K-25	Various Locations in District 6	0.0	Signing	207	SM-SOS	2008
Kearny	K-25	Amazon Ditch Bridge, 1.21 km North of Junction US-50	0.0	Bridge Replacement	1,588	PB-PBR	2001
Kearny	K-25	Junction US-50, North to Kearney-Wichita County Line	22.1	25 mm Overlay (1 Inch)	731	SM-IRR	2000
Kearny	K-25	Lakin: Railroad Tracks to Junction with US-50 on K-25 (Main Street)	0.5	Grade & Surfacing	1,424	MM-K3R	2005
Kearny	K-25	Junction US-50, North to the Kearney-Wichita County Line	0.0	Crack Repair	46	SM-CMN	2002
Kearny	K-25	Grant-Kearney County Line, North to Railroad Tracks in Lakin	16.4	1-1/2 Inch Overlay	1,108	SM-IRR	2004
Kearny	K-25	Junction US-50, North to Kearney-Wichita County Line	22.1	1-1/2 Inch Overlay	2,396	SM-IRR	2005
Kearny	US-50	Hamliton-Kearney County Line, East to West City Limits of Lakin	15.0	Grade, Bridge & Surfacing	15,396	MM-RIM	2001
Kearny	US-50	West City Limits of Lakin, East to Kearney-Finney County Line	10.4	25 mm Overlay (1 Inch)	554	SM-IRR	2000
Kearny	US-50	East City Limits of Lakin, East to Kearney-Finney County Line	9.5	Conventional Seal	154	SM-IRR	2004
Kearny	US-50	West City Limits of Lakin, East to Kearney-Finney County Line	10.4	Overlay	991	SM-IRR	2007
Kingman	K-2	Harper-Kingman County Line, NE to Kingman-Sumner County Line	0.0	Crack Repair	16	SM-CMN	2003
Kingman	K-2	Harper-Kingman County Line, NE to Kingman-Sumner County Line	5.6	1 Inch Overlay	493	SM-IRR	2006
Kingman	K-2	Kansas & Oklahoma Railroad & K-2 Southeast of Norwich	0.0	Flashing Light Signal	91	MM-RRX	2002
Kingman	K-2	Kansas & Oklahoma Railroad & K-2 Southeast of Norwich	0.0	Surfacing	18	MM-RRS	2004
Kingman	K-14	Bridges Chickaskia River & Chickaskia River Drainage	0.0	Bridge Replacement	3,603	PB-PBR	2002
Kingman	K-14	Junction US-54, North to Kingman-Reno County Line	6.0	40 mm Overlay (1-1/2 Inches)	386	SM-IRR	2000
Kingman	K-14	Harper-Kingman County Line, North to Junction K-42	5.0	40 mm Overlay (1-1/2 Inches)	245	SM-IRR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Kingman	K-14	Bridge over Smoots Creek, 9.2 km North of West Junction US-54	0.0	Bridge Overlay	116	SM-BSR	2000
Kingman	K-14	Bridge over Hunter Creek	0.0	Bridge Overlay	143	SM-BSR	2001
Kingman	K-14	Junction K-42, North to 4 Lane in Kingman (8th Street)	12.6	40 mm Overlay (1-1/2 Inches)	865	SM-IRR	2002
Kingman	K-14	Kingman: Central Kansas Railroad North to D Avenue on K-14	0.3	Surfacing	193	SM-K1R	2001
Kingman	K-14	Kansas & Oklahoma Railroad & K-14 South of Kingman	0.0	Flashing Light Signal	124	MM-RRX	2002
Kingman	K-17	Bridge over Smoots Creek, 0.8 km North Junction US-54	0.0	Bridge Replacement	486	PB-PBR	2002
Kingman	K-17	Junction US-54, North to Kingman-Reno County Line	4.5	40 mm Overlay (1-1/2 Inches)	191	SM-IRR	2000
Kingman	K-17	Junction US-54, North to Kingman-Reno County Line	4.3	1 Inch Overlay	320	SM-IRR	2007
Kingman	K-42	Bridge over Chikaskia River, 11.8 km West of Junction K-14	0.0	Bridge Overlay	113	SM-BSR	2000
Kingman	K-42	Barber-Kingman County Line, East to Junction K-14	23.7	1 Inch Overlay	1,974	SM-IRR	2006
Kingman	K-42	Bridge, 2 Miles West of Spivey	0.0	Bridge Repair	175	SM-BSR	2007
Kingman	K-42	Kansas & Oklahoma Railroad & K-42 West of Norwich	0.0	Flashing Light Signal	85	MM-RRX	2002
Kingman	K-42	Kansas & Oklahoma Railroad & K-42 at Rago	0.0	Surfacing	18	MM-RRS	2002
Kingman	K-42	Kansas & Oklahoma Railroad & K-42 at Norwich	0.0	Surfacing	30	MM-RRS	2003
Kingman	K-42	Kansas & Oklahoma Railroad & K-42 East of Zenda	0.0	Surfacing	43	MM-RRS	2003
Kingman	K-42	Kansas & Oklahoma Railroad & K-42 East of Nashville	0.0	Surfacing	54	MM-RRS	2007
Kingman	US-54	East City Limits of Kingman, East to 2 Lane / 4 Lane Divided	2.6	Pavement Reconstruction	1,466	MM-RIM	2003
Kingman	US-54	From the 2 lane/4 lane Division East to 0.16 km East of Junction K-17	6.4	O-Lay & Shoulder	12,366	MM-RIM	2006
Kingman	US-54	From the 2 lane/4 lane Division East to 0.16 km East of Junction K-17	6.4	Seeding, Sodding	30	MM-RIM	2008
Kingman	US-54	Corridor: Pratt-Kingman County Line, East 5.82 Miles	5.8	Grade, Bridge & Surfacing	18,810	SE-SEC	2009
Kingman	US-54	5.82 Miles E of PR-KM County Line, E to approx 1.9 Miles W of Jct K-14	0.0	Preliminary Engr & ROW	0	SE-SEC	2009
Kingman	US-54	Corridor: Pratt-Kingman County Line, East 5.82 Miles	0.0	Special	326	SE-SEC	2007
Kingman	US-54	Corridor: 1.9 Miles West of Jct K-14 East to Exist 4 Lane E of Kingman	0.0	Preliminary Engr & ROW	0	SE-SEC	2009
Kingman	US-54	West City Limits Cunningham, East to East City Limits Cunningham	0.7	40 mm Overlay (1-1/2 Inches)	1,207	SM-IRR	2003
Kingman	US-54	East City Limits Cunningham, East to West City Limits Kingman	16.2	Conventional Seal	284	SM-CMN	2003
Kingman	US-54	Junction K-17, East to Kingman-Sedgwick County Line	7.1	1-1/2 Inch Overlay	1,610	SM-IRR	2004
Kingman	US-54	Bridge, Local over US-54	0.0	Bridge Overlay	180	SM-BSR	2006
Kingman	US-54	Kingman: D Avenue (US-54), West City Limits to East City Limits	2.1	Milling & Overlay	798	LC-K1R	2006
Kingman	US-54	Kansas & Oklahoma Railroad & US-54 at Cunningham	0.0	Surfacing	185	MM-RRS	2002
Kiowa	US-54	Junction US-183, East to East City Limits of Greensburg	2.3	Slurry Seal	181	SM-IRR	2000
Kiowa	US-54	Ford-Kiowa County Line, East to Kiowa-Pratt County Line	30.4	40 mm Overlay (1-1/2 Inches)	2,166	SM-IRR	2001
Kiowa	US-54	West City Limits to East City Limits Greensburg	1.3	Overlay	577	SM-IRR	2005
Kiowa	US-54	Ford-Kiowa County Line, East to West City Limits Greensburg	14.3	Conventional Seal	472	SM-IRR	2006
Kiowa	US-54	East City Limits Greensburg, East to Kiowa-Pratt County Line	14.7	1 Inch Overlay	2,066	SM-IRR	2006
Kiowa	US-183	Comanche-Kiowa County Line, North to Kiowa-Edwards County Line	24.3	40 mm Overlay (1-1/2 Inches)	1,509	SM-IRR	2002
Kiowa	US-183	Bridge over Mule Creek, 3 Miles North of Comanche-Kiowa County Line	0.0	Bridge Overlay	175	SM-BSR	2004
Kiowa	US-183	Bridges, 3.5 & 5.5 Miles North of Junction US-54	0.0	Bridge Repair	132	SM-BSR	2007
Kiowa	US-400	Ford-Kiowa County Line, East to Junction US-54	6.6	1-1/2 Inch Overlay	661	SM-IRR	2004
Kiowa	US-400	Ford-Kiowa County Line, East to the Junction US-54	6.3	Conventional Seal	102	SM-CMN	2006
Labette	K-96	Bridge over Deer Creek Drainage, 11.6 km East Junction K-222	0.0	Bridge Repair	71	SM-BSR	2001
Labette	K-101	Culvert, 14.5 km North of Junction US-166	0.0	Grade, Bridge & Surfacing	609	PB-PCR	2002
Labette	K-101	Junction US-166, North to Junction US-160	9.9	Conventional Seal	233	SM-CMN	2006
Labette	US-59	Bridge over Neosho River Drain, 3.3 km N of Oklahoma-Kansas St Line	0.0	Bridge Overlay	159	SM-BSR	2000
Labette	US-59	Bridge, 1.2 km North of US-400	0.0	Bridge Repair	100	SM-BSR	2000
Labette	US-59	West Junction US-160, North to South City Limits of Parsons	8.3	Diamond Grind Concr Pavemnt	1,560	SM-IRR	2001
Labette	US-59	Oklahoma-Kansas State Line, North to North City Limits of Oswego	13.3	1 Inch Overlay	873	SM-IRR	2004
Labette	US-59	North City Limits of Oswego, North to West Junction US-59	8.7	Conventional Seal	143	SM-IRR	2004
Labette	US-59	West Junction US-160, East to South City Limits of Parsons	8.3	Overlay	7,470	SM-IRR	2007
Labette	US-59	North Edge of 26000 Road, North to Labette-Neosho County Line	1.0	1 Inch Overlay	78	SM-IRR	2006

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Labette	US-59	Crawford to Gabriel (US-59), Labette Creek Bridge to Leawood (US-400)	0.8	Milling & Overlay	377	LC-K1R	2007
Labette	US-59	South Kansas & Oklahoma Railroad & US-59 in Oswego	0.0	Flashing Light Signal	193	MM-RRX	2001
Labette	US-160	Montgomery-Labette County Line, to West Junction US-59	14.0	Sealing	135	SM-IRR	2000
Labette	US-160	Culverts, 3.0 km & 2.9 km East of Montgomery-Labette County Line	0.0	Culvert	484	PB-PCR	2001
Labette	US-160	East City Limits of Altamont, East to West Junction US-59	1.0	Conventional Seal	14	SM-IRR	2004
Labette	US-160	East City Limits of Oswego, East to Labette-Cherokee County Line	1.9	Overlay	1,169	SM-IRR	2007
Labette	US-160	Culvert, Pumpkin Creek Drainage, 3.82 Miles East of the MG-LB Co Line	0.0	Culvert	650	PB-PCR	2006
Labette	US-160	MG-LB County Line, East to 0.1 Mile East of East City Limits of Altamont	13.1	1 Inch Overlay	789	SM-IRR	2006
Labette	US-160	South Kansas & Oklahoma Railroad & US-160 .5 Mile West of Altamont	0.0	Flashing Light Signal	169	MM-RRX	2005
Labette	US-166	Bridge over Neosho River, 0.4 km East East Junction US-59	0.0	Bridge Replacement	4,663	PB-PBR	2002
Labette	US-166	Neosho River, East Edge of Chetopa, Bridge	0.0	Special	30	SM-EMR	2001
Labette	US-166	East City Limits of Chetopa, East to Labette-Cherokee County Line	0.5	40 mm Overlay (1-1/2 Inches)	24	SM-IRR	2001
Labette	US-166	On US-166, approximately 5.6 km (3.5 Miles) West of West Jct US-59	0.0	Culvert	44	SM-EMR	2001
Labette	US-166	Montgomery-Labette County Line, East to West Junction US-59	23.5	Conventional Seal	330	SM-CMN	2004
Labette	US-169	Montgomery-Labette County Line, North to Labette-Neosho County Line	1.9	50 mm Overlay	146	SM-IRR	2002
Labette	US-400	US-400, approx 3.5 Miles West of WCL to 2.5 Miles East of ECL Parsons	10.9	Grade & Bridge	11,203	SE-SEB	2001
Labette	US-400	US-400, approx 3.5 Miles West of WCL to 2.5 Miles East of ECL Parsons	10.9	Surfacing	12,052	SE-SEB	2003
Labette	US-400	US-400, approx 3.5 Miles West of WCL to 2.5 Miles East of ECL Parsons	0.2	Surfacing	231	SE-SEB	2001
Labette	US-400	US-400, approx 3.5 Miles West of WCL to 2.5 Miles East of ECL Parsons	1.0	Overlay	240	SE-SEB	2003
Labette	US-400	US-400, approx 3.5 Miles West of WCL to 2.5 Miles East of ECL Parsons	1.4	Overlay	157	SE-SEB	2003
Labette	US-400	US-400, approx 3.5 Miles West of WCL to 2.5 Miles East of ECL Parsons	0.1	Intersection Improvement	334	SE-SEB	2002
Labette	US-400	US-400, approx 3.5 Miles West of WCL to 2.5 Miles East of ECL Parsons	0.0	Lighting	64	SM-LTG	2003
Labette	US-400	East City Limits of Parsons, East to Labette-Cherokee County Line	8.6	40 mm Overlay (1-1/2 Inches)	650	SM-IRR	2003
Labette	US-400	Parsons: Intersection of US-400 & 32nd Street	0.1	Intersection Improvement	456	LC-K3R	2007
Labette	US-400	Bridge, Junction US-59	0.0	Bridge Repair	80	SM-EMR	2007
Labette	US-400	Parsons: on US-400, 32nd to 16th & 16th to 10th Street	2.1	Milling & Overlay	950	LC-K1R	2005
Lane	K-4	Scott-Lane County Line, East to Lane-Ness County Line	24.2	40 mm Overlay (1-1/2 Inches)	2,572	SM-IRR	2000
Lane	K-4	Scott-Lane County Line, East to Lane-Ness County Line	0.0	Crack Repair	39	SM-CMN	2002
Lane	K-4	Scott-Lane County Line, East to East Junction K-23	11.9	1-1/2 Inch Overlay	2,033	SM-IRR	2006
Lane	K-4	East Junction K-23, East to Lane-Ness County Line	12.3	Conventional Seal	246	SM-IRR	2007
Lane	K-23	27.31 meters S of Annabelle Street, N to 27.49 meters N of Annabelle	0.0	Intersection Improvement	214	SM-CMN	2001
Lane	K-23	Finney-Lane County Line, North to South City Limits of Dighton	14.6	Conventional Seal	222	SM-IRR	2001
Lane	K-23	Finney-Linn County Line, North to North City Limits of Dighton	15.4	Overlay	1,212	SM-IRR	2004
Lane	K-23	North City Limits of Dighton, North to Lane-Gove County Line	14.7	Conventional Seal	251	SM-CMN	2005
Lane	K-23	Finney-Lane County Line, North to North City Limits of Dighton	0.0	Crack Repair	41	SM-CMN	2006
Lane	K-23	Kansas & Oklahoma Railroad & K-23 in Dighton	0.0	Surfacing	69	MM-RRS	2003
Lane	K-96	Dighton: from Seventh Street to First Street on Long Street (K-96)	0.4	Grade & Surfacing	1,052	LC-K3R	2007
Lane	K-96	Scott-Lane County Line, East to East City Limits of Dighton	12.5	Overlay	975	SM-IRR	2004
Lane	K-96	Central Kansas Railroad & K-96, 3.2 Miles East of Dighton	0.0	Surfacing	29	MM-RRS	2001
Leavenworth	K-5	Wyandotte-Leavenworth County Line, North to Junction US-73	7.6	40 mm Overlay (1-1/2 Inches)	580	SM-IRR	2000
Leavenworth	K-5	Bridge over 7 Mile Creek, 4.3 Miles N Wyandotte-Leavenworth Co Line	0.0	Bridge	435	PB-PCR	2005
Leavenworth	K-5	Bridge over 7 Mile Creek, 5.91 Miles N Leavenworth-Wyandotte Co Line	0.0	Special	62	PB-PCR	2005
Leavenworth	K-5	Bridge over Nine Mile Creek	0.0	Bridge Repair	141	SM-BSR	2005
Leavenworth	K-16	Jefferson-Leavenworth County Line, East to Junction US-24	0.0	Crack Repair	26	SM-IRR	2003
Leavenworth	K-16	Jefferson-Leavenworth Co Line, East to West City Limits of Tonganoxie	8.4	Conventional Seal	420	SM-IRR	2007
Leavenworth	K-32	Bridge over Stranger Creek, 13.1 km East of KTA	0.0	Bridge Replacement	3,093	PB-PBR	2005
Leavenworth	K-32	K-32 at Park, Main & Bowen Streets in Linwood	0.2	Grade & Surfacing	638	SM-SAF	2003
Leavenworth	K-32	Douglas-Leavenworth Co Line, East to Leavenworth-Wyandotte Co Line	16.8	Overlay	1,715	SM-IRR	2003
Leavenworth	K-92	Jefferson-Leavenworth County Line, East to 15th Street in Leavenworth	0.0	Crack Repair	243	SM-IRR	2001

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Leavenworth	K-92	Bridge over the Missouri River & Railroad Tracks	0.0	Bridge Repair	1,629	SM-BSR	2004
Leavenworth	K-92	Leavenworth: Spruce (K-92), 15th to 4th	1.5	Milling & Overlay	189	SM-K1R	2003
Leavenworth	K-192	Jefferson-Leavenworth County Line Northeast to Junction US-73	0.0	Crack Repair	32	SM-1RR	2001
Leavenworth	K-192	Jefferson-Leavenworth County Line, East to US-73	8.5	Overlay	414	SM-1RR	2003
Leavenworth	K-192	Jefferson-Leavenworth County Line, East to US-73	8.5	1 Inch Overlay	1,070	SM-1RR	2006
Leavenworth	K-192	Bridge over Stranger Cr, 4.61 Miles E of Jefferson-Leavenworth Co Line	0.0	Bridge Repair	20	SM-EMR	2006
Leavenworth	US-24	Intersection US-24/40 & K-16, Tonganoxie	0.4	Intersection Improvement	763	MM-K3R	2002
Leavenworth	US-24	Douglas-Leavenworth County Line, North to Junction K-16	9.4	Sealing	150	SM-1RR	2001
Leavenworth	US-24	US-24/US-40 & Northstar Drive, City of Tonganoxie	0.0	Traffic Signals	103	SM-SAF	2002
Leavenworth	US-24	Douglas-Leavenworth County Line, Northeast to Junction K-16	9.0	Overlay	414	SM-1RR	2003
Leavenworth	US-24	2nd Street in Tonganoxie, East to Leavenworth-Wyandotte County Line	10.1	Sealing	271	SM-1RR	2003
Leavenworth	US-24	Corridor from 2nd St in Tonganoxie E to Past Northbound Ramps K-7	0.0	Preliminary Engineering	0	MM-COR	2006
Leavenworth	US-73	2.3 km NW Jct K-192, NW to Leavenworth-Atchison County Line	2.4	Grade & Surfacing	3,502	MM-RIM	2001
Leavenworth	US-73	Bridge over Threemile Creek, .5 km North South Junction K-92	0.0	Bridge Repair	477	PB-PBR	2004
Leavenworth	US-73	Lansing: US-73/K-7 & Fairlane Intersection	0.2	Intersection Improvement	483	MM-EDP	2003
Leavenworth	US-73	Leavenworth: Intersection US-73/K-7 & 18th Street	0.4	Intersection Improvement	5,380	LC-K3R	2008
Leavenworth	US-73	WY-LV Co Line, N to 113 meters N of Eisenhower Road in Leavenworth	4.5	40 mm Overlay (1-1/2 Inches)	1,569	SM-1RR	2001
Leavenworth	US-73	South of Gilman Road, North to Connie Street in Lansing	2.5	Grade, Bridge & Surfacing	10,378	SE-SEC	2006
Leavenworth	US-73	Junction 16th Street, North & NW 13.560 km to West of Lowemont	0.0	Pavement Patching	1,119	SM-1RR	2003
Leavenworth	US-73	Leavenworth: Intersection of US-73/K-7 & 10th Street	0.1	Grade & Surfacing	250	LC-K3R	2007
Leavenworth	US-73	South Entrance to St Marys College, North 0.33 km in Leavenworth	0.0	Special	117	SM-CMN	2003
Leavenworth	US-73	Eisenhower Road, North to Limit Street	1.8	1-1/2 Inch Overlay	365	SM-1RR	2004
Leavenworth	US-73	1.4 Miles NW of Jct K-192, North to Leavenworth-Atchison County Line	0.0	Crack Repair	14	SM-CMN	2005
Leavenworth	US-73	US-73 between Eisenhower Road & Limit Street in Leavenworth	0.0	Culvert	64	SM-EMR	2006
Leavenworth	US-73	16th Street to the Centennial Bridge	0.0	Pavement Marking	71	SM-PMR	2006
Leavenworth	US-73	Leavenworth: 4th: Shawnee-Pawnee & Spruce-Cherokee	1.0	Milling & Overlay	205	SM-K1R	2001
Leavenworth	US-73	US-73/K-7, Connie to Eisenhower, City of Lansing	0.2	Intersection Improvement	984	LC-HES	2003
Leavenworth	US-73	Leavenworth: Limit to Pennsylvania & Linn to Spruce	1.2	Milling & Overlay	262	LC-K1R	2005
Leavenworth	US-73	Pennsylvania Avenue to Linn Street on 4th Street (US-73/K-7)	0.4	Milling & Overlay	93	LC-K1R	2008
Leavenworth		Wildlife & Parks Bridge R2-LVSL-01 (State Lake)	0.0	Bridge Deck	144	PB-PDR	2001
Leavenworth		Leavenworth: Hughes: Eisenhower to Muncie	0.3	Grade & Surfacing	493	LC-EDP	2001
Leavenworth		Lansing: Gillman Road: US-73/K-7 East 0.76 km	0.5	Grade, Bridge & Surfacing	1,120	LC-EDP	2001
Lincoln	I-70	Ellsworth-Lincoln County Line, East to Lincoln-Saline County Line	7.2	Conventional Seal	917	SM-ISR	2004
Lincoln	K-14	Bridge over Rattlesnake Creek, 1.9 km North K-284	0.0	Bridge Replacement	821	PB-PBR	2003
Lincoln	K-14	Bridge over Battle Creek, 11.5 km North K-18 Junction	0.0	Bridge Replacement	1,133	PB-PBR	2003
Lincoln	K-14	Bridges over Bullfoot Creek & Union Pacific Railroad	0.0	Bridge Overlay	447	SM-BSR	2001
Lincoln	K-14	Ellsworth-Lincoln County Line, North to South City Limits of Lincoln	0.0	Crack Repair	20	SM-CMN	2002
Lincoln	K-14	Ellsworth-Lincoln County Line, North to Junction K-18	13.3	Overlay	973	SM-1RR	2003
Lincoln	K-14	Junction K-18, North to Lincoln-Mitchell County Line	11.6	1 Inch Overlay	720	SM-1RR	2004
Lincoln	K-14	Ellsworth-Lincoln County Line, North to Lincoln-Mitchell County Line	0.0	Crack Repair	64	SM-CMN	2006
Lincoln	K-14	Kansas & Oklahoma Railroad & K-14 South Edge of Lincoln	0.0	Surfacing	21	MM-RRS	2005
Lincoln	K-18	Junction K-14, East to Lincoln-Ottawa County Line	13.2	40 mm Overlay (1-1/2 Inches)	818	SM-1RR	2001
Lincoln	K-18	Russell-Lincoln County Line, East to Junction K-14	18.5	Overlay	90	SM-1RR	2003
Lincoln	K-18	Russell-Lincoln County Line, East to Lincoln-Ottawa County Line	0.0	Crack Repair	49	SM-CMN	2004
Lincoln	K-18	Russell-Lincoln County Line, East to Lincoln-Ottawa County Line	31.7	Conventional Seal	567	SM-1RR	2006
Lincoln	K-18	Kansas & Oklahoma Railroad & K-18 4 Miles West of Lincoln	0.0	Surfacing	49	MM-RRS	2005
Lincoln	K-181	Culvert, 1.6 km North of RS-1759	0.0	Culvert	87	SM-BCR	2000
Lincoln	K-181	Culvert	0.0	Culvert	81	SM-BCR	2002
Lincoln	K-181	Russell-Lincoln Co Line, East & North to Lincoln-Mitchell Co Line	23.8	40 mm Overlay (1-1/2 Inches)	1,448	SM-1RR	2002
Lincoln	K-181	Bridges over W Twin Creek, 6.5 & 11.7 km E Russell-Lincoln Co Line	0.0	Bridge Repair	283	SM-BSR	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Lincoln	K-181	Russell-Lincoln County Line, East & North to LC-MC County Line	23.8	Conventional Seal	367	SM-IRR	2006
Lincoln	K-232	Ellsworth-Lincoln County Line, North to Lincoln-Russell County Line	5.0	40 mm Overlay (1-1/2 Inches)	554	SM-IRR	2000
Lincoln	K-232	Ellsworth-Lincoln County Line, North to Lincoln-Russell County Line	0.0	Crack Repair	12	SM-CMN	2002
Lincoln	K-232	Ellsworth-Lincoln County Line, North to Lincoln-Russell County Line	5.0	1-1/2 Inch Overlay	766	SM-IRR	2005
Lincoln	K-252	Junction K-18, South to North City Limits of Beverly	0.5	40 mm Overlay (1-1/2 Inches)	21	SM-IRR	2001
Lincoln	K-284	Entire Route, Junction K-14, East to West City Limits Barnard	5.6	Sealing	56	SM-IRR	2000
Lincoln	K-284	Junction K-14, East to West City Limits of Barnard	5.6	Conventional Seal	64	SM-IRR	2004
Linn	K-3	Bourbon-Linn County Line, North to Junction K-31	3.0	Conventional Seal	47	SM-CMN	2005
Linn	K-7	Bridge over Little Sugar Creek 0.5 km North of the North Junction K-52	0.0	Bridge Replacement	1,316	PB-PBR	2004
Linn	K-7	Culvert, 2.4 km North of North City Limits of Mound City	0.0	Culvert	391	PB-PCR	2004
Linn	K-7	Bourbon-Linn County Line, North to Linn-Miami County Line	27.1	1-1/2 Inch Overlay	1,149	SM-IRR	2004
Linn	K-31	Culvert, 5.15 km East of Junction K-3	0.0	Culvert	142	SM-BCR	2003
Linn	K-31	Anderson-Linn County Line, East & South to Linn-Bourbon County Line	16.8	Conventional Seal	173	SM-IRR	2003
Linn	K-52	Culverts, 2.2, 4.3, 4.8 km East Junction US-69	0.0	Bridge	860	PB-PCR	2000
Linn	K-52	North Junction US-69, to Kansas-Missouri State Line	3.5	40 mm Overlay (1-1/2 Inches)	148	SM-IRR	2000
Linn	K-52	Junction K-31, East to South Junction US-69	10.5	Conventional Seal	151	SM-IRR	2001
Linn	K-52	Junction K-31, East to South Junction US-69	10.3	1-1/2 Inch Overlay	757	SM-IRR	2006
Linn	K-152	West City Limits of La Cygne, to Junction US-69	4.9	40 mm Overlay (1-1/2 Inches)	233	SM-IRR	2000
Linn	K-152	Culvert, 2.09 km East of RS-403	0.0	Culvert	226	PB-PCR	2004
Linn	K-152	Junction K-7, East to West City Limits of Lacygne	7.9	1-1/2 Inch Overlay	661	SM-IRR	2005
Linn	K-152	Bridge over Middle Creek	0.0	Bridge Overlay	149	SM-BSR	2006
Linn	K-152	Bridge over Marias Des Cygnes River, 7.9 Miles East of Junction K-7	0.0	Bridge Replacement	5,346	PB-PDR	2008
Linn	K-152	BNSF Railway & K-152 in La Cygne	0.0	Surfacing	16	MM-RRS	2001
Linn	K-239	Junction US-69, East to Kansas-Missouri State Line	5.7	1-1/2 Inch Overlay	375	SM-IRR	2005
Linn	K-239	BNSF Railway & K-239 in Prescott	0.0	Surfacing	33	MM-RRS	2001
Linn	US-69	North Junction K-52, North to Linn-Miami County Line	0.0	Safety Rest Area	2,647	MM-RIM	2007
Linn	US-69	North Junction K-52, North to Linn-Miami County Line	0.0	Safety Rest Area	330	MM-RIM	2008
Linn	US-69	Bourbon-Linn County Line, North to North of K-239 Interchange	3.7	Grade, Bridge & Surfacing	10,757	MM-RIM	2004
Linn	US-69	4 km South of North Junction K-52, North to Junction K-152	8.6	40 mm Overlay (1-1/2 Inches)	428	SM-IRR	2000
Linn	US-69	1.2 km North of RS-1203, North to Linn-Miami County Line	6.4	Grade, Bridge & Surfacing	26,485	MM-RIM	2005
Linn	US-69	0.5 km South of RS-1204 Interchange, to 1.2 km North of RS-1203	6.4	Grade, Bridge & Surfacing	46,392	MM-RIM	2007
Linn	US-69	0.5 km South of RS-1204 Interchange, to 1.2 km North of RS-1203	0.0	Special	0	MM-RIM	2005
Linn	US-69	0.5 km South of RS-1204 Interchange, to 1.2 km north of RS-1203	0.0	Seeding, Sodding	100	MM-RIM	2009
Linn	US-69	1.7 km South of New K-52 Interchange, N to 0.5 km South of RS-1204	6.0	Grade, Bridge & Surfacing	49,057	MM-RIM	2007
Linn	US-69	North of K-239 Interchange, N to 1.7 km South of New K-52 Interchange	3.2	Grade, Bridge & Surfacing	22,177	MM-RIM	2007
Linn	US-69	North of K-239 Interchange, N to 1.7 km South of New K-52 Interchange	0.0	Utility Agreements	0	MM-RIM	2006
Linn	US-69	North of K-239 Interchange, N to 1.7 km South of New K-52 Interchange	3.2	Seeding, Sodding	93	MM-RIM	2009
Linn	US-69	Bourbon-Linn County Line, North to End of Concrete Pavement	2.8	Overlay	490	SM-IRR	2001
Linn	US-69	N Edge of Wearing Surface of Bridge over K-152, N to Linn-Miami Co Line	3.1	50 mm Overlay	414	SM-IRR	2002
Linn	US-69	Approx 7.8 km S of S Jct K-52, N to approx 0.1 km N of the S Jct K-52	4.9	25 mm Overlay (1 Inch)	628	SM-IRR	2003
Linn	US-69	North City Limits of Pleasanton, North 4.6 km	2.9	25 mm Overlay (1 Inch)	345	SM-IRR	2003
Linn	US-69	Linn County Safety Rest Area	0.0	Scenic Or Historic Hwy Progs	158	MM-RIM	2008
Linn	US-69	Linn County Safety Rest Area at the North Junction K-52	0.0	Pedestrian & Bicycle Paths	61	MM-RIM	2007
Logan	I-70	Thomas-Gove County Line, Southeast to Logan-Gove County Line	0.8	Overlay	79	SM-ISR	2003
Logan	I-70	Bridges over Union Pacific Railroad	0.0	Bridge Overlay	75	SM-BSR	2006
Logan	K-25	Various Locations in District 3	0.0	Signing	110	SM-SOS	2008
Logan	K-25	East Junction US-40, North to Logan-Thomas County Line	2.3	25 mm Overlay (1 Inch)	120	SM-IRR	2000
Logan	K-25	Bridge over Twin Butte Creek, 10.4 km North Wichita-Logan County Line	0.0	Bridge Overlay	141	SM-BSR	2000
Logan	K-25	Wichita-Logan County Line, North 22.26 km	13.8	40 mm Overlay (1-1/2 Inches)	600	SM-IRR	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Logan	K-25	22.3 km North Wichita-Logan Co Line, North to West Junction US-40	22.9	Conventional Seal	261	SM-1RR	2003
Logan	K-25	Bridge over Smoky Hill River	0.0	Bridge Repair	59	SM-BSR	2007
Logan	K-25	East Junction US-40, North to Logan-Thomas County Line	2.3	1 Inch Overlay	181	SM-1RR	2006
Logan	K-25	Union Pacific Railroad & K-25 West of Monument	0.0	Surfacing	0	MM-RRS	2005
Logan	K-25	Union Pacific Railroad & K-25 West of Monument	0.0	Flashing Light Signal	123	MM-RRX	2005
Logan	US-40	Wallace-Logan Co Line, East to 0.2 km West of West Junction US-83	35.7	40 mm Overlay (1-1/2 Inches)	3,472	SM-1RR	2002
Logan	US-40	Union Pacific Railroad along US-24 or US-40	0.0	Right of Way	0	MM-RIM	2004
Logan	US-40	Wallace-Logan County Line, East to West Junction with US-83	0.0	Crack Repair	64	SM-CMN	2005
Logan	US-40	Bridge over North Fork Smoky Hill River	0.0	Bridge Overlay	135	SM-BSR	2006
Logan	US-83	Scott-Logan County Line, North 22.861 km	14.2	40 mm Overlay (1-1/2 Inches)	1,396	SM-1RR	2000
Logan	US-83	West Junction US-40, North to Logan-Thomas County Line	0.0	Crack Repair	3	SM-1RR	2000
Logan	US-83	12.9 km North of RS-1067, North to East Junction US-40	0.0	Shoulders	18	SM-1RR	2000
Logan	US-83	.2 km North of West Junction US-40, North to Logan-Thomas Co Line	0.9	40 mm Overlay (1-1/2 Inches)	113	SM-1RR	2002
Logan	US-83	Junction with US-40, North to Logan-Thomas County Line	0.0	Crack Repair	6	SM-CMN	2005
Logan	US-83	Bridge, Plum Creek	0.0	Bridge Overlay	67	SM-BSR	2007
Logan	US-83	Union Pacific Railroad & US-83 West Edge of Oakley	0.0	Surfacing	20	MM-RRS	2005
Lyon	I-35	East Junction US-50, East to the Lyon-Coffee County Line	10.3	Pavement Reconstruction	35,590	MM-IRI	2001
Lyon	I-35	E Urban Area Boundary of Emporia, E to 1.4 km W of LY-CF Co Line	9.3	Overlay	513	SM-ISR	2000
Lyon	I-35	Approx 1.403 km W of LY-CF County Line, E to Lyon-Coffee County Line	0.9	Sealing	25	SM-ISR	2001
Lyon	I-35	From US-50 KTA Interchange, East to US-50 Interchange	0.0	Pavement Marking	78	SM-PMR	2002
Lyon	I-35	Bridge, Prairie Street over I-35	0.0	Bridge Repair	125	SM-BSR	2004
Lyon	I-35	KTA, East to Junction US-50	0.0	Joint Repair	122	SM-CMN	2004
Lyon	I-35	I-35/KTA/US-50 Interchange	0.2	Preliminary Engineering	11,400	MM-IRI	2007
Lyon	I-35	I-35 Eastbound Exit Ramp at Industrial Road	0.5	Grade & Surfacing	1,612	LC-EDP	2007
Lyon	I-35	Bridge, Westbound I-35 over BNSF Railway (NE Corner of Bridge)	0.0	Slide Repair	68	SM-CMN	2001
Lyon	K-57	K-57 & South Avenue, City of Emporia	0.0	Traffic Signals	0	SM-SAF	2003
Lyon	K-57	South City Limits of Emporia, South to Lyon-Greenwood County Line	15.6	25 mm Overlay (1 Inch)	206	SM-1RR	2003
Lyon	K-78	Jet US-56, S to N City Limits of Miller (Include East & West Ramps)	1.2	Conventional Seal	14	SM-1RR	2004
Lyon	K-99	Bridge over 142 Mile Creek, 0.21 km North US-56	0.0	Bridge Replacement	827	PB-PBR	2001
Lyon	K-99	Bridge over Elm Creek, 4.12 Miles (6.6 km) North US-56	0.0	Bridge Replacement	1,910	PB-PBR	2007
Lyon	K-99	North Junction I-35, North to North Ramp at Junction K-170	10.7	25 mm Overlay (1 Inch)	574	SM-1RR	2000
Lyon	K-99	Culvert, approximately 6.6 km (4.1 Miles) North Junction K-170	0.0	Culvert	65	SM-BCR	2003
Lyon	K-99	Bridge over Allen Creek, 1.29 Miles North of I-35 Junction	0.0	Bridge Repair	44	SM-BSR	2004
Lyon	K-99	Junction K-170, North to Lyon-Wabaunsee County Line	15.2	Conventional Seal	196	SM-1RR	2004
Lyon	K-99	K-99, Bridge over the KTA, 7.09 Miles North & East of Junction I-35	0.0	Bridge Deck	491	PB-PDR	2005
Lyon	K-99	Bridge over KTA, 4.6 Miles North of Junction I-35	0.0	Bridge Deck	551	PB-PDR	2005
Lyon	K-99	Emporia: Constitution to Market & Ks Ave to 2nd & 13th to N City Limits	1.4	Milling & Overlay	300	SM-K1R	2001
Lyon	K-130	Bridge over Neosho River, 7.6 Miles (12.23 km) South I-35	0.0	Bridge Replacement	4,877	PB-PBR	2007
Lyon	K-130	North City Limits of Hartford, North to Junction I-35	8.1	40 mm Overlay (1-1/2 Inches)	551	SM-1RR	2000
Lyon	K-130	Bridge over Plum Creek, 3.28 Miles South of Junction I-35	0.0	Bridge Repair	145	SM-BSR	2004
Lyon	K-130	BNSF Railway & K-130 near Neosho Rapids	0.0	Surfacing	46	MM-RRS	2002
Lyon	K-170	Junction K-99, East to Lyon-Osage County Line	8.0	25 mm Overlay (1 Inch)	432	SM-1RR	2000
Lyon	US-50	Bridge over BNSF Railway & Streets 1.5 km East of K-99	0.0	Bridge Replacement	4,110	PB-PBR	2005
Lyon	US-50	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2000
Lyon	US-50	East City Limits of Emporia, East to Junction I-35	0.6	25 mm Overlay (1 Inch)	906	SM-1RR	2003
Lyon	US-50	Chase-Lyon County Line, East to West City Limits of Emporia	0.0	Joint Repair	77	SM-CMN	2004
Lyon	US-50	Emporia: Intersection of US-50 & Graphic Arts Road	0.4	Intersection Improvement	1,732	LC-K3R	2007
Lyon	US-50	Lyon County: Junction US-50 & Road F	0.6	Grade & Surfacing	996	LC-EDP	2009
Lyon	US-50	Emporia: Industrial to Prairie/Elm to Constitution	1.2	Milling & Overlay	283	SM-K1R	2000
Lyon	US-50	Emporia: Intersection of US-50 & Prairie Street	0.1	Milling & Overlay	157	SM-K1R	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Lyon	US-50	Emporia: Prairie Street to Elm on 6th (US-50)	0.6	Milling & Overlay	249	SM-K1R	2003
Lyon	US-50	U-50 & K-99, City of Emporia	0.0	Traffic Signals	91	LC-HES	2005
Lyon	US-50	Graphic Arts Road to Industrial Road in Emporia	0.6	Milling & Overlay	255	LC-K1R	2007
Lyon	US-50	Elm Street to Constitution Street on 6th Avenue (US-50)	0.7	Milling & Overlay	271	LC-K1R	2008
Lyon	US-56	Bridges over Bluff Creek, Hill Creek, 142 Mile Creek	0.0	Bridge Replacement	2,558	PB-PBR	2001
Lyon	US-56	Morris-Lyon County Line, East to Lyon-Osage County Line	22.1	1 Inch Overlay	1,360	SM-IRR	2004
Lyon		Emporia: Peyton Street to Penny Lane on South Avenue	0.4	Pavement Reconstruction	571	LC-EDP	2003
Lyon		City of Emporia: Railroad Safety Evaluation Corridor Study	0.0	Preliminary Engineering	0	MM-RSL	2002
Lyon		Emporia: Intersection of Weaver St & S Avenue; E .45 km on S Avenue	0.3	Pavement Reconstruction	254	LC-EDP	2003
Lyon		Emporia: Logan Avenue from US-99/K-57 to Exchange Street	0.3	Grade & Surfacing	513	LC-EDP	2007
Lyon		Emporia: Americus Road, US-50 North to 18th Avenue	0.5	Grade, Bridge & Surfacing	1,813	LC-EDP	2003
Marion	K-15	Bridge over North Cottonwood River, 14.3 km North East Junction US-56	0.0	Bridge Replacement	1,826	PB-PBR	2002
Marion	K-15	Harvey-Marion County Line, North to West Junction US-56	13.1	Overlay	788	SM-IRR	2001
Marion	K-15	East Junction US-56, North to Marion-Dickinson County Line	17.0	1-1/2 Inch Overlay	2,180	SM-IRR	2005
Marion	K-15	Harvey-Marion County Line, North to West Junction US-56	13.0	Sealing	1,084	SM-IRR	2006
Marion	K-150	Junction US-56, East to Marion-Chase County Line	8.0	Grade, Bridge & Surfacing	417	MM-RIM	2002
Marion	K-168	Junction US-56, North to South City Limits of Lehigh	0.5	Overlay	19	SM-IRR	2001
Marion	K-215	East City Limits of Goessel, East to Junction K-15	0.5	Overlay	27	SM-IRR	2001
Marion	K-215	East City Limits of Goessel, East to Junction K-15	0.5	Sealing	38	SM-IRR	2006
Marion	K-256	Bridge over Cottonwood River, 1.1 km South Junction US-56	0.0	Bridge Overlay	215	SM-BSR	2001
Marion	K-256	Union Pacific Railroad & K-256, (Main St) in Marion	0.0	Flashing Light Signal	147	MM-RRX	2000
Marion	US-50	0.16 km East RS-1410, East to Marion-Chase County Line	4.0	Grade, Bridge & Surfacing	6,077	MM-RIM	2000
Marion	US-50	Bridge Approaches	0.0	Mudjacking	15	SM-EMR	2000
Marion	US-50	5.28 km (3.28 Miles) & 3.70 km (2.3 Miles) W of US-77 (500 Feet Long)	0.0	Sealing	24	SM-CMN	2002
Marion	US-50	Approximately 5.28 km & 3.70 km West of US-77 (each 500 Feet)	0.0	Sealing	44	SM-CMN	2003
Marion	US-50	Bridge over Cottonwood River, 1.82 km East of US-77	0.0	Special	16	SM-EMR	2002
Marion	US-50	Between Florence & Peabody (500 Feet Test Section)	0.0	Special	1	SM-CMN	2004
Marion	US-50	Harvey-Marion County Line, East to 0.381 Miles East of Junction US-77	0.0	Special	5,611	SM-IRR	2004
Marion	US-50	Harvey-Marion County Line, East to 0.381 Miles East of Junction US-77	0.0	Pavement Patching	2,389	SM-IRR	2004
Marion	US-56	South City Limits of Lincolnville, North to Marion-Dickinson County Line	8.4	Grade, Bridge & Surfacing	9,716	MM-RIM	2001
Marion	US-56	South City Limits of Lincolnville, North to Marion-Dickinson County Line	0.0	Railroad Improvement	51	MM-RIM	2002
Marion	US-56	East Junction K-15, East to Junction US-77	0.0	Joint Repair	2,388	SM-IRR	2001
Marion	US-56	Bridge over Mud Creek, Railroad & Walnut Sts, 0.83 Miles E of K-256	0.0	Bridge Repair	71	SM-BSR	2005
Marion	US-56	McPherson-Marion County Line, East to East of East Junction K-15	8.3	1-1/2 Inch Overlay	988	SM-IRR	2005
Marion	US-56	Junction US-77, North to South City Limits of Lincolnville	9.1	1-1/2 Inch Overlay	1,412	SM-IRR	2005
Marion	US-77	1.6 km North of the North Jet RS-875, N to South City Limits Florence	6.7	Grade, Bridge & Surfacing	11,744	MM-RIM	2001
Marion	US-77	Butler-Marion County Line, North to 1.6 km North of the N Jct RS-875	4.4	Grade & Surfacing	4,415	MM-RIM	2004
Marion	US-77	Junction US-50, North to Junction US-56/K-150	8.8	Grade, Bridge & Surfacing	12,266	MM-RIM	2005
Marion	US-77	Junction US-50, North to Junction US-56/K-150	0.3	Grade & Surfacing	3,028	MM-HES	2006
Marion	US-77	Butler-Marion County Line, North 6.437 km	4.0	Sealing	108	SM-IRR	2000
Marion	US-77	Junction US-50, North to Junction K-150/US-56	8.8	Sealing	255	SM-IRR	2000
Marion	US-77	Bridges over BNSF Railway, Doyle Cr & Local Rd, 0.55 Miles S of US-50	0.0	Bridge Repair	13	SM-EMR	2004
Marshall	K-9	Bridges, 8.44 Miles East of the East Junction US-77	0.0	Bridge Replacement	2,125	PB-PBR	2006
Marshall	K-9	East Junction US-77, East to West City Limits of Frankfort	11.9	40 mm Overlay (1-1/2 Inches)	594	SM-IRR	2000
Marshall	K-9	2nd Street to North City Limits of Frankfort	0.6	Curb & Gutter	325	MM-K3R	2002
Marshall	K-9	West City Limits of Waterville to East City Limits	0.6	Curb & Gutter	259	MM-K3R	2003
Marshall	K-9	10th Street (North City Limits) in Frankfort, North to North Junction K-99	1.0	25 mm Overlay (1 Inch)	49	SM-IRR	2002
Marshall	K-9	South Junction K-99, East & North to 10th Street in Frankfort	0.7	25 mm Overlay (1 Inch)	76	SM-IRR	2002
Marshall	K-9	Junction K-87, East to Marshall-Nemaha County Line	0.0	Crack Repair	7	SM-CMN	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Marshall	K-9	Washington-Marshall County Line, East to West Junction US-77	3.2	1-1/2 Inch Overlay	338	SM-1RR	2004
Marshall	K-9	East Junction US-77, East to South Junction K-99	12.3	1 Inch Overlay	781	SM-1RR	2005
Marshall	K-9	Junction K-87, East to Marshall-Nemaha County Line	5.0	1 Inch Overlay	388	SM-1RR	2006
Marshall	K-9	South Junction K-99, North to North Junction K-99	1.7	Conventional Seal	41	SM-1RR	2007
Marshall	K-87	Village of Vliets, North to Junction US-36	0.0	Crack Repair	40	SM-1RR	2000
Marshall	K-87	East Village of Vliet, North to Junction US-36	8.6	Conventional Seal	111	SM-1RR	2004
Marshall	K-88	Vermillion, North to Junction K-9	0.3	1 Inch Overlay	29	SM-1RR	2006
Marshall	K-99	Br over Clear Fork Creek, 2.6 km N of Pottawatomie-Marshall Co Line	0.0	Bridge Replacement	1,473	PB-PBR	2005
Marshall	K-99	Junction US-36, North to Kansas-Nebraska State Line	14.5	Sealing	164	SM-1RR	2000
Marshall	K-99	Pottawatomie-Marshall County Line, North to Junction US-36	0.0	Crack Repair	31	SM-1RR	2000
Marshall	K-99	North Junction K-9, North to Junction US-36	8.1	25 mm Overlay (1 Inch)	400	SM-1RR	2002
Marshall	K-99	Pottawatomie-Marshall County Line, North to South Junction K-9	9.6	25 mm Overlay (1 Inch)	466	SM-1RR	2003
Marshall	K-99	Junction US-36, North to Kansas-Nebraska State Line	14.5	Conventional Seal	160	SM-1RR	2003
Marshall	K-99	Junction US-36, North to Kansas-Nebraska State Line	14.5	Conventional Seal	726	SM-1RR	2007
Marshall	K-99	Pottawatomie-Marshall County Line, North to Junction US-36	19.3	Conventional Seal	483	SM-1RR	2007
Marshall	K-99	Union Pacific Railroad & K-99 at Summit	0.0	Flashing Light Signal	79	MM-RRX	2000
Marshall	K-99	Union Pacific Railroad & K-99 East of Beattie	0.0	Flashing Light Signal	87	MM-RRX	2000
Marshall	K-110	Junction US-36, North to South City Limits of Axtell	1.8	Conventional Seal	59	SM-1RR	2004
Marshall	K-233	Junction US-77, East to Oketo City Limits	3.5	Conventional Seal	39	SM-1RR	2003
Marshall	US-36	US-36 & US-77 Union Pacific Railroad Crossing (Marysville)	0.0	Bridge Replacement	10,150	MM-RSP	2003
Marshall	US-36	Washington-Marshall County Line, East to End of 4 Lane Divided	7.6	Sealing	175	SM-1RR	2000
Marshall	US-36	Bridge over North Fork Black Vermillion River, 0.7 km East Jet K-110	0.0	Bridge Overlay	205	SM-BSR	2000
Marshall	US-36	Junction K-87, East to Marshall-Nemaha County Line	5.0	25 mm Overlay (1 Inch)	230	SM-1RR	2003
Marshall	US-36	WS-MS County Line, E to Jet K-87 (Ex W Jet US-77 to ECL Marysville)	25.1	1 Inch Overlay	1,947	SM-1RR	2004
Marshall	US-36	12th Street to 20th Street on Center Street (US-36)	0.5	Milling & Overlay	249	LC-K1R	2008
Marshall	US-36	Union Pacific Railroad & US-36 East of Home City	0.0	Flashing Light Signal	96	MM-RRX	2000
Marshall	US-77	US-36 & US-77 Union Pacific Railroad Crossing (Marysville)	0.0	Bridge Replacement	7,423	MM-RSP	2003
Marshall	US-77	Bridge over Horseshoe Creek, 6.1 km North of West Junction U-36	0.0	Bridge Replacement	957	PB-PBR	2001
Marshall	US-77	Bridge, 10.03 km East to West Junction K-9	0.0	Bridge Repair	91	SM-BSR	2000
Marshall	US-77	West Junction K-9, North to South City Limits of Marysville	16.6	40 mm Overlay (1-1/2 Inches)	1,589	SM-1RR	2000
Marshall	US-77	Riley-Marshall County Line, North to West Junction K-9	8.5	Conventional Seal	142	SM-1RR	2002
Marshall	US-77	West Junction US-36, North to Kansas-Nebraska State Line	11.2	Conventional Seal	131	SM-1RR	2003
Marshall	US-77	Blue Rapids: US-77 from Gypsum Street to Railroad Street	0.8	Curb & Gutter	758	LC-K3R	2006
Marshall	US-77	RL-MS County Line, N Approx 0.5 Mile S of S City Limits of Marysville	24.7	1-1/2 Inch Overlay	3,337	SM-1RR	2005
Marshall	US-77	West Junction US-36, North to Kansas-Nebraska State Line	11.2	1-1/2 Inch Overlay	1,063	SM-1RR	2007
Marshall	US-77	Marshall County Railroad Historical Society & US-77	0.0	Surfacing	75	MM-RRS	2007
Marshall		US-36 & US-77 Union Pacific Railroad Crossing (Marysville)	0.0	Preliminary Engineering	0	MM-RSP	2000
Marshall		US-36 & US-77 Union Pacific Railroad Crossing (Marysville)	0.0	Special	17,243	MM-RSP	2002
Marshall		US-36 & US-77 Union Pacific Railroad Crossing (Marysville)	0.0	Railroad Improvement	13,429	MM-RSP	2005
Marshall		Junction of 11th Road & North Street, West 1.0 Kingman - Marysville	0.6	Grade & Surfacing	522	LC-EDP	2006
Marshall		City of Marysville	0.0	Intelligent Transp System	0	LC-ITS	2004
McPherson	I-135	1.6 km South of K-61 Junction, North to 1.5 km North of RS-448	9.5	Overlay	1,183	SM-ISR	2002
McPherson	I-135	1.61 km South of Junction K-61, North 14.84 km	9.2	Surfacing	6,401	SM-ISR	2003
McPherson	I-135	1 Mile North of FAS 448, North to McPherson-Saline County Line	10.1	Overlay	9,170	SM-ISR	2005
McPherson	I-135	9.6 km North of Junction US-56, North to McPherson-Saline Co Line	10.1	Slurry Seal	478	SM-ISR	2003
McPherson	I-135	Harvey-McPherson County Line, N to 1.3 Miles S of Junction US-81B	0.0	Joint Repair	57	SM-CMN	2004
McPherson	I-135	North End PCCP, North 9.22 Miles	9.2	Milling & Overlay	17	SM-1RR	2004
McPherson	I-135	Bridge, Avenue A Bridge over I-135	0.0	Bridge Repair	15	SM-EMR	2007
McPherson	I-135	McPherson County: I-135 Exit No 65 (RS-448)	0.0	Lighting	182	SM-LTG	2007
McPherson	K-4	Ellsworth-McPherson Co Line, East to West City Limits of Lindsborg	13.0	40 mm Overlay (1-1/2 Inches)	344	SM-1RR	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
McPherson	K-4	Ellsworth-McPherson Co Line, East to West City Limits of Lindsborg	0.0	Crack Repair	23	SM-CMN	2005
McPherson	K-4	West City Limits to 3rd Street on K-4	0.0	Milling & Overlay	192	LC-K1R	2008
McPherson	K-61	Corridor: RN-MP County Line NE to Begin of 4-Lane S of McPherson	7.4	Grade, Bridge & Surfacing	46,167	SE-SEC	2009
McPherson	K-61	Corridor: RN-MP County Line NE to Begin of 4-Lane S of McPherson	7.1	Grade, Bridge & Surfacing	49,051	SE-SEC	2009
McPherson	K-61	Reno-McPherson County Line, Northeast to Junction K-153	12.4	Conventional Seal	168	SM-IRR	2002
McPherson	K-61	Reno-McPherson County Line, North to Junction K-153	12.5	50 mm Overlay	992	SM-IRR	2002
McPherson	K-86	Junction US-56, North to South City Limits of Canton	0.3	Overlay	16	SM-IRR	2001
McPherson	K-153	Junction K-61, North to South City Limits of McPherson	2.9	25 mm Overlay (1 Inch)	237	SM-IRR	2000
McPherson	K-153	Bridge, K-153 Spur Over	0.0	Bridge Repair	188	SM-BSR	2003
McPherson	K-153	Junction K-61, North to Junction US-56	3.5	Sealing	339	SM-IRR	2006
McPherson	K-153S	Junction K-61, Northeast to Junction K-153	1.2	25 mm Overlay (1 Inch)	96	SM-IRR	2000
McPherson	K-153S	Junction K-61, North to Junction K-153	1.2	Sealing	121	SM-IRR	2006
McPherson	K-175	North City Limits of Marquette, North to Junction K-4	0.5	40 mm Overlay (1-1/2 Inches)	29	SM-IRR	2003
McPherson	K-175	Junction K-4, South to North City Limits of Marquette	0.0	Crack Repair	2	SM-CMN	2005
McPherson	K-260	South Junction I-135, West to North Junction I-135	3.6	40 mm Overlay (1-1/2 Inches)	612	SM-IRR	2000
McPherson	US-56	Empire Street, East 0.45 km on US-56 in Galva	0.3	Grade & Surfacing	439	MM-K3R	2001
McPherson	US-56	Rice-McPherson County Line, East to Junction K-153	13.2	Overlay	1,546	SM-CMN	2000
McPherson	US-56	4 Lane Divided/2 Lane, East to McPherson-Marion County Line	13.2	Overlay	1,096	SM-IRR	2001
McPherson	US-56	US-56 & Kansas Avenue (South of Canton)	0.2	Intersection Improvement	351	SM-SAF	2002
McPherson	US-56	Junction Eby Street (in McPherson), East to Junction RS-319	0.0	Pavement Patching	766	SM-CMN	2002
McPherson	US-56	McPherson: West of Cherry to Hartup on US-56/US-81B	0.2	Grade & Surfacing	1,564	LC-K3R	2006
McPherson	US-56	Rice-McPherson County Line, East 3.98 Miles & 1.08 Miles at Conway	5.1	1-1/2 Inch Overlay	572	SM-IRR	2004
McPherson	US-56	West of Eby Street in McPherson, East to 4 Lane Divided/2 Lane	1.3	Conventional Seal	246	SM-IRR	2004
McPherson	US-56	From Ash Street to .5 Block West of Cherry Street on US-56/81B	0.3	Grade & Surfacing	1,603	LC-K3R	2008
McPherson	US-56	Junction RS-319, East to McPherson-Marion County Line	13.1	Sealing	1,749	SM-IRR	2006
McPherson	US-56	McPherson: Junction K-153 to Maple Street on US-56	0.9	Surfacing	256	SM-K1R	2001
McPherson	US-56	McPherson: Kansas Avenue (US-56/US-81B), Hartup to Eshelman	0.8	Surfacing	629	LC-K1R	2005
McPherson	US-56	US-56 & US-81 (Business), City of McPherson	0.0	Intersection Improvement	124	LC-HES	2005
McPherson	US-81 A	Junction K-61, North to South City Limits of McPherson	1.4	25 mm Overlay (1 Inch)	74	SM-IRR	2000
McPherson	US-81 A	Junction K-61, North to South City Limits of McPherson	1.4	Sealing	132	SM-IRR	2006
McPherson	US-81 B	US-56/US-8B & Lakeside Drive; US-8B & A Avenue in McPherson	0.0	Traffic Signals	102	SM-SAF	2000
McPherson	US-81 B	Smoky Hill River Bridge, 5.5 km (3.4 Miles) Northwest of I-135	0.0	Bridge Replacement	1,852	SE-SEC	2003
McPherson	US-81 B	Junction I-135, North to McPherson-Saline County Line	7.4	40 mm Overlay (1-1/2 Inches)	524	SM-IRR	2002
McPherson	US-81 B	US-81B from K-4 to Swensson Street	0.7	Pavement Reconstruction	577	LC-K3R	2008
Meade	K-23	Bridges, 16.9 km South US-54 & 6.8 km North K-98	0.0	Bridge Replacement	2,164	PB-PBR	2005
Meade	K-23	Oklahoma-Kansas State Line, North to South City Limits of Meade	0.0	Crack Repair	39	SM-CMN	2003
Meade	K-23	South City Limits of Meade to North City Limits of Meade	1.0	Slurry Seal	53	SM-CMN	2004
Meade	K-23	North City Limits of Meade, North to Meade-Gray County Line	12.6	Conventional Seal	179	SM-IRR	2005
Meade	K-98	Junction K-23, East & South to Junction US-54	8.4	Sealing	81	SM-IRR	2000
Meade	K-98	Junction K-23, East to Junction US-54, except Fowler	8.4	Conventional Seal	98	SM-CMN	2003
Meade	US-54	W City Limits of Meade to Spring Lake & State Street to 4 Lane/2 Lane	1.9	Overlay	268	SM-IRR	2000
Meade	US-54	Meade: Meade Center Street, East to State Street	0.4	Surfacing	1,208	SM-IRR	2000
Meade	US-54	Meade: Meade Center to State Street (Waterline)	0.0	Special	101	SM-IRR	2000
Meade	US-54	2 lane/4 lane, East to Spring Lake in Meade	0.7	Pavement Reconstruction	4,055	MM-RIM	2006
Meade	US-54	State Street in Meade, East to 4 lane Divided/2 lane	1.3	Grade, Bridge & Surfacing	6,096	MM-RIM	2006
Meade	US-54	South City Limits of Plains, East to West City Limits of Meade	13.7	Slurry Seal	638	SM-IRR	2000
Meade	US-54	Seward-Meade County Line, Northeast to South City Limits of Plains	2.9	40 mm Overlay (1-1/2 Inches)	304	SM-IRR	2001
Meade	US-54	East City Limits of Meade, Northeast to Meade-Cowley County Line	0.0	Shoulders	147	SM-IRR	2001
Meade	US-54	End 4 Lane Divided at Meade, Northeast to Meade-Clark County Line	14.4	Slurry Seal	733	SM-IRR	2004
Meade	US-54	South City Limits of Plains, East to West City Limits of Meade	13.7	Slurry Seal	704	SM-CMN	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Meade	US-54	Seward-Meade County Line, East to South City Limits of Plains	2.9	Overlay	651	SM-1RR	2006
Meade	US-160	Seward-Meade County Line, East to West Junction US-54	3.8	Grade & Surfacing	4,032	MM-RIM	2008
Meade	US-160	East Junction US-54, East to Meade-Clark County Line	12.3	40 mm Overlay (1-1/2 Inches)	615	SM-1RR	2003
Miami	I-35	Franklin-Miami County Line, Northeast to Miami-Johnson County Line	2.8	Pavement Reconstruction	9,321	MM-IRI	2002
Miami	K-7	Linn-Miami County Line, North to Junction US-169	7.8	1-1/2 Inch Overlay	352	SM-1RR	2004
Miami	K-7	Union Pacific Railroad & K-7 South of Osawatomie	0.0	Flashing Light Signal	343	MM-RRX	2006
Miami	K-68	K-68 & Old Kansas City Road (Old US-169) North of Paola	0.3	Intersection Improvement	1,497	MM-HES	2001
Miami	K-68	Bridge over South Wea Creek, 0.68 Mile West of US-69	0.0	Bridge Replacement	445	PB-PBR	2008
Miami	K-68	Bridge over Missouri Pacific Railroad	0.0	Bridge Overlay	126	SM-BSR	2002
Miami	K-68	Bridge over Bull Creek, SLSF Railroad	0.0	Bridge Repair	69	SM-BSR	2003
Miami	K-68	Culvert	0.0	Culvert	22	SM-BCR	2005
Miami	K-68	Louisburg: Intersection of K-68 & East Crestview Circle	0.2	Grade & Surfacing	870	LC-K3R	2007
Miami	K-68	Franklin-Miami County Line, East to Junction US-169	11.3	1-1/2 Inch Overlay	708	SM-1RR	2006
Miami	K-68	Junction US-169, East to Kansas-Missouri State Line	0.0	1-1/2 Inch Overlay	1,158	SM-1RR	2006
Miami	US-69	Linn-Miami County Line, North 7.48 km (4.65 Miles)	4.6	Grade & Surfacing	18,535	MM-RIM	2004
Miami	US-69	7.6 km North Linn-Miami County Line, North to 2 lane/4 lane Divided	10.9	Grade, Bridge & Surfacing	31,199	MM-RIM	2002
Miami	US-69	2 lane/4 lane Divided, North to 9.5 km North K-68 (4 lane)	6.5	Pavement Reconstruction	14,638	MM-RIM	2003
Miami	US-69	US-69 & K-68, Southbound Ramp Terminal	0.0	Traffic Signals	97	SM-SAF	2000
Miami	US-69	9.5 km North of Junction K-68, North to Miami-Johnson County Line	0.0	Crack Repair	26	SM-1RR	2000
Miami	US-69	Linn-Miami County Line, North 7.5 km	4.6	50 mm Overlay	589	SM-1RR	2002
Miami	US-169	.9 km SW K-7, NE 15.9 km to .5 km SW Interchange (Old K-263)	9.9	Grade, Bridge & Surfacing	56,339	MM-RIM	2002
Miami	US-169	.9 km SW K-7, NE 15.9 km to .5 km SW Interchange (Old K-263)	0.0	Bridge	1,904	MM-RIM	2001
Miami	US-169	.9 km SW K-7, NE 15.9 km to .5 km SW Interchange (Old K-263)	0.0	Bridge	292	MM-RIM	2001
Miami	US-169	.5 km SW Interchange (Old K-263) Paola, NE & N to existing 4 Lanes	10.7	Grade, Bridge & Surfacing	42,476	MM-RIM	2001
Miami	US-169	.5 km SW Interchange (Old K-263) Paola, NE & N to existing 4 Lanes	0.0	Bridge	413	MM-RIM	2001
Miami	US-169	Franklin-Miami County Line, North to 4 Lane South of Junction K-7	6.1	1-1/2 Inch Overlay	354	SM-1RR	2004
Miami	US-169	US-169 & RS-460/223rd Road in Miami County	0.0	Lighting	182	SM-LTG	2007
Miami		Spring Hill: South City Limits to South Street on Webster Street	0.5	Grade & Surfacing	1,415	LC-EDP	2004
Miami		BNSF Railway Crossing at 223rd Street in Miami County	0.0	Grade, Bridge & Surfacing	3,875	MM-RSL	2007
Miami		Industrial Park Drive from Hospital Drive East approximately 1600 Feet	0.3	Surfacing	874	LC-EDP	2008
Miami		Paola: from K-263 to Southeast Centennial	0.4	Grade, Bridge & Surfacing	1,002	LC-EDP	2000
Miami		Junction RS-1604/RS-264 Northeast of Osawatomie, East to US-169	1.0	Grade, Bridge & Surfacing	1,142	LC-EDP	2002
Mitchell	K-9	Junction US-24, East to Mitchell-Cloud County Line	9.3	40 mm Overlay (1-1/2 Inches)	549	SM-1RR	2001
Mitchell	K-9	Junction US-24, East to Mitchell-Cloud County Line	0.0	Crack Repair	11	SM-CMN	2004
Mitchell	K-9	Kyle Railroad & K-9 East of Beloit at Gilbert Station	0.0	Surfacing	16	MM-RRS	2001
Mitchell	K-9	Kyle Railroad & K-9 at Gilbert Station	0.0	Flashing Light Signal	172	MM-RRX	2005
Mitchell	K-14	Bridge over Salt Creek, 4.1 km North Lincoln-Mitchell County Line	0.0	Bridge Replacement	1,187	PB-PBR	2004
Mitchell	K-14	Bridge over Mulberry Creek Drainage, 8.1 km North of US-24	0.0	Bridge Replacement	934	PB-PBR	2001
Mitchell	K-14	Lincoln-Mitchell County Line, North to South City Limits of Beloit	16.7	40 mm Overlay (1-1/2 Inches)	857	SM-1RR	2000
Mitchell	K-14	Beloit: Court Street to 3rd Street on K-14 (Main Street)	0.2	Pavement Reconstruction	636	MM-K3R	2004
Mitchell	K-14	Culvert, 1/4 Mile North of Junction US-24	0.0	Culvert	52	SM-BCR	2003
Mitchell	K-14	Lincoln-Mitchell County Line, North to South City Limits of Beloit	0.0	Crack Repair	34	SM-CMN	2002
Mitchell	K-14	Junction US-24, North to Mitchell-Jewell County Line	7.8	Overlay	469	SM-1RR	2003
Mitchell	K-14	Culvert, 2.34 Miles Northeast of Lincoln-Mitchell County Line	0.0	Culvert	36	SM-BCR	2004
Mitchell	K-14	Junction US-24, North to Mitchell-Jewel County Line	0.0	Crack Repair	16	SM-CMN	2005
Mitchell	K-14	Bridge over Solomon River, 2.19 Miles South of Junction US-24	0.0	Bridge Overlay	450	SM-BSR	2007
Mitchell	K-14	Beloit: near S City Limits to Solomon River Br Edge of Wearing Surface	0.5	Milling & Overlay	72	SM-K1R	2001
Mitchell	K-14	Beloit: 9th to US-24 Intersection on Independence (K-14)	0.9	Slurry Seal	47	LC-K1R	2005
Mitchell	K-128	Junction US-24, North to Mitchell-Jewell County Line	3.6	25 mm Overlay (1 Inch)	150	SM-1RR	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Mitchell	K-128	Junction US-24 North to Mitchell-Jewell County Line	0.0	Crack Repair	1	SM-CMN	2004
Mitchell	K-128	Kyle Railroad & K-128 2 Miles West of Glen Elder	0.0	Surfacing	16	MM-RRS	2002
Mitchell	K-181	Bridges, 3.1 & 11.9 Miles Northwest Lincoln-Mitchell County Line	0.0	Bridge Replacement	1,514	PB-PBR	2006
Mitchell	K-181	Culvert, 3.4 km South of Tipton	0.0	Culvert	69	SM-BCR	2001
Mitchell	K-181	Culverts at Milepost 9.454 & 9.504	0.0	Culvert	81	SM-BCR	2001
Mitchell	K-181	Lincoln-Mitchell Co Line, North & West to Mitchell-Osborne Co Line	13.3	40 mm Overlay (1-1/2 Inches)	911	SM-IRR	2002
Mitchell	K-181	Culvert, Bacon Creek Drainage, 0.94 Mile N Lincoln-Mitchell Co Line	0.0	Culvert	425	PB-PCR	2007
Mitchell	K-181	Lincoln-Mitchell County Line, West & North to MC-OB County Line	13.3	Conventional Seal	197	SM-IRR	2006
Mitchell	K-181	Kansas & Oklahoma Railroad & K-181 South Edge of Hunter	0.0	Surfacing	30	MM-RRS	2002
Mitchell	K-181	Kansas & Oklahoma Railroad & K-181 West Edge of Hunter	0.0	Surfacing	30	MM-RRS	2002
Mitchell	K-193	Entire Length, Asherville, North to Junction US-24	0.5	40 mm Overlay (1-1/2 Inches)	24	SM-IRR	2000
Mitchell	K-193	Asherville, North to Junction US-24	0.0	Crack Repair	12	SM-CMN	2002
Mitchell	US-24	Oak Street, East to Locust Street in Cawker City	0.2	Curb & Gutter	102	MM-K3R	2001
Mitchell	US-24	Junction K-14, East to Mitchell-Cloud County Line	12.1	40 mm Overlay (1-1/2 Inches)	813	SM-IRR	2000
Mitchell	US-24	Osborne-Mitchell County Line, East to Junction K-14	0.0	Crack Repair	105	SM-IRR	2000
Mitchell	US-24	Junction K-14, Southeast to Mitchell-Cloud County Line	0.0	Crack Repair	32	SM-CMN	2002
Mitchell	US-24	Osborne-Mitchell County Line, East to Junction K-14	20.7	Conventional Seal	432	SM-IRR	2003
Mitchell	US-24	Culvert Repair, Browns Creek Drainage	0.0	Culvert	55	SM-BCR	2006
Mitchell	US-24	Culvert, 24.08 Miles East of Osborne-Mitchell County Line	0.0	Culvert	250	PB-PCR	2008
Mitchell	US-24	Osborne-Mitchell County Line, East to Mitchell-Cloud County Line	32.8	Overlay	4,395	SM-IRR	2007
Mitchell	US-24	Kyle Railroad & US-24 at Cawker City	0.0	Surfacing	23	MM-RRS	2002
Mitchell	US-24	Kyle Railroad & US-24 at Beloit	0.0	Flashing Light Signal	209	MM-RRX	2004
Montgomery	K-96	Wilson-Montgomery Co Line S & E to Montgomery-Labette Co Line	15.5	Overlay	516	MM-RIM	2001
Montgomery	US-75	10th, Main North to Laurel, Independence	0.1	Grade & Surfacing	640	MM-K3R	2001
Montgomery	US-75	(Chestnut Street) 9th Street to 8th Street - Independence	0.1	Grade & Surfacing	233	MM-K3R	2002
Montgomery	US-75	From Oklahoma-Kansas State Line, North to Junction RS-471	0.0	Guard Fence	249	MM-GFU	2002
Montgomery	US-75	West Junction US-160, East to West City Limits of Independence	1.1	25 mm Overlay (1 Inch)	129	SM-IRR	2001
Montgomery	US-75	Caney: 5th Street North to 1st Street on US-75 (McGee Street)	0.3	Intersection Improvement	552	MM-K3R	2004
Montgomery	US-75	Oklahoma-Kansas State Line, North to West Junction US-160	20.7	25 mm Overlay (1 Inch)	872	SM-IRR	2003
Montgomery	US-75	North Junction US-75/US-166, North of North City Limits of Caney	0.0	Lighting	105	SM-LTG	2005
Montgomery	US-75	North City Limits of Independence, North 4.7 Miles (South of Sycamore)	4.7	Conventional Seal	64	SM-CMN	2004
Montgomery	US-75	Independence: 27th to 21st & 19th to 10th on West Main	0.5	Milling & Overlay	449	SM-K1R	2004
Montgomery	US-75	Independence: Oak Street to Morningside Drive on US-75	1.0	Surfacing	245	SM-K1R	2001
Montgomery	US-75	Independence: Intersection of North Penn Avenue (US-75) & Oak Street	0.0	Milling & Overlay	114	LC-K1R	2006
Montgomery	US-75	Independence: 10th to 6th on Main (US-160)	0.6	Milling & Overlay	446	LC-K1R	2007
Montgomery	US-75	South Kansas & Oklahoma Railroad & US-75 Southwest of Independence	0.0	Surfacing	36	MM-RRS	2001
Montgomery	US-75	South Kansas & Oklahoma Railroad & US-75 South of Independence	0.0	Flashing Light Signal	154	MM-RRX	2004
Montgomery	US-160	Bridge over Verdigris River, 2.1 km East of the East Junction US-75	0.0	Bridge Replacement	1,778	PB-PBR	2002
Montgomery	US-160	South Junction US-169, to Montgomery-Labette County Line	4.5	Sealing	42	SM-IRR	2000
Montgomery	US-160	Elk-Montgomery County Line, East to West Junction US-75	16.9	25 mm Overlay (1 Inch)	842	SM-IRR	2001
Montgomery	US-160	South Junction US-169, East to Montgomery-Labette County Line	4.5	1 Inch Overlay	196	SM-IRR	2006
Montgomery	US-160	Independence: 1st to Cement Street on US-160/K-96	0.3	Milling & Overlay	57	SM-K1R	2000
Montgomery	US-160	South Kansas & Oklahoma Railroad & US-160, 4 Miles S of Cherryvale	0.0	Surfacing	16	MM-RRS	2001
Montgomery	US-166	Sycamore Creek, in Coffeyville	0.0	Special	390	LC-EDP	2007
Montgomery	US-166	Coffeyville: Intersection of US-166/US-169	0.1	Intersection Improvement	524	MM-K3R	2001
Montgomery	US-166	Bridge over US-75	0.0	Bridge Repair	186	SM-BSR	2003
Montgomery	US-166	S Junction US-75, East to 1.4 km West of West City Limits of Coffeyville	13.4	Conventional Seal	202	SM-IRR	2003
Montgomery	US-166	Bridges-Eastbound, Onion Cr & E bound over Missouri Pacific Railroad	0.0	Bridge Overlay	1,276	SM-BSR	2006
Montgomery	US-166	East City Limits of Coffeyville, East to Montgomery-Labette County Line	3.9	Conventional Seal	67	SM-CMN	2004
Montgomery	US-166	Bridge-N lane over Missouri Pacific Railroad, 14.2 Miles E S Jct US-75	0.0	Bridge Replacement	3,599	PB-PDR	2006

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Montgomery	US-166	Chautauqua-Montgomery County Line, East to North Junction US-75	2.3	1 Inch Overlay	162	SM-1RR	2005
Montgomery	US-166	Bridge, BNSF Railway, 1.99 Miles E of Chautauqua-Montgomery Co Line	0.0	Bridge Overlay	75	SM-BSR	2007
Montgomery	US-166	Bridge over Pumpkin Creek, 4.05 Miles East of West Junction US-169	0.0	Bridge Repair	182	SM-BSR	2007
Montgomery	US-166	South Junction US-75, East to West City Limits of Coffeyville	14.2	1 Inch Overlay	996	SM-1RR	2007
Montgomery	US-166	US-166 (11th) & Buckeye Street in Coffeyville	0.3	Intersection Improvement	613	LC-HES	2002
Montgomery	US-166	Coffeyville: End of 4 lane Divided to East of Hall on 11th (US-166)	0.0	Joint Repair	0	LC-K1R	2005
Montgomery	US-166	Davis St to Sunflower St on 11th St/Northeast Boulevard (US-166/169)	0.0	Pavement Patching	478	LC-K1R	2008
Montgomery	US-169	0.3 km S of the S Jct US-160, North 0.1 km S N Jct US-160 (4 Lanes)	1.0	Grade & Surfacing	3,287	MM-RIM	2002
Montgomery	US-169	North End East Junction US-166, North to South Junction US-160	0.0	Crack Repair	87	SM-1RR	2000
Montgomery	US-169	Corridor: US-169, Including Jct US-166, North to approx County Rd 3000	5.5	Grade & Surfacing	39,312	SE-SEC	2008
Montgomery	US-169	Corridor: US-169, Including Jct US-166, North to approx County Rd 3000	1.9	Surfacing	540	SE-SEC	2008
Montgomery	US-169	0.5 km S of Jct US-400, Northeast to Montgomery-Labette County Line	1.3	50 mm Overlay	128	SM-1RR	2002
Montgomery	US-169	East Junction US-166, North to 0.4 km South of South Junction US-160	11.3	40 mm Overlay (1-1/2 Inches)	918	SM-1RR	2003
Montgomery	US-169	.2 km South of North Jct US-160, NE to 0.3 km South of Jct US-400	9.5	Overlay	1,231	SM-1RR	2003
Montgomery	US-169	Coffeyville: from 12th, South 0.69 km on South Walnut (US-169)	0.1	Grade & Surfacing	760	SM-K1R	2003
Montgomery	US-169	South Kansas & Oklahoma Railroad & US-169, 6 Miles S of Cherryvale	0.0	Flashing Light Signal	178	MM-RRX	2000
Montgomery	US-169	South Kansas & Oklahoma Railroad & US-169 Northeast of Coffeyville	0.0	Flashing Light Signal	191	MM-RRX	2002
Montgomery	US-169	Liberty St (Old US-169) from S City Limits to N City Limits of Cheryvale	0.8	Overlay	180	LC-EDP	2006
Montgomery		Coffeyville: Ext of Cline Road between US-166 & 8th	0.2	Grade & Surfacing	1,050	LC-EDP	2007
Montgomery		Coffeyville: South Walnut (US-169) from .184 km South of 15th, South	1.0	Diamond Grind Concr Pavemnt	757	LC-K1R	2004
Morris	K-4	Bridge over Clark Creek Drainage, 4.9 km East US-77 Junction	0.0	Bridge Replacement	221	PB-PBR	2006
Morris	K-4	Culvert, 11.51 km Northeast of Junction US-77	0.0	Culvert	74	SM-BCR	2002
Morris	K-4	Wabauensee-Morris County Line, North to Junction K-177	0.1	40 mm Overlay (1-1/2 Inches)	4	SM-1RR	2003
Morris	K-4	Culvert, Munkers Creek Drainage	0.0	Culvert	105	PB-PCR	2006
Morris	K-4	Bridges over Parkers Cr Drainage, Parkers Creek, Lairds Cr Drainage	0.0	Bridge Replacement	1,178	PB-PBR	2006
Morris	K-4	Culvert Repair, 0.75 Mile North of K-149	0.0	Culvert	30	SM-BCR	2006
Morris	K-57	East Junction K-4, South to North City Limits of Council Grove	0.0	Crack Repair	37	SM-1RR	2000
Morris	K-57	Geary-Morris County Line, South to Junction K-4	2.1	Conventional Seal	25	SM-1RR	2001
Morris	K-57	Wabauensee-Morris County Line, S to North City Limits of Council Grove	11.0	40 mm Overlay (1-1/2 Inches)	1,157	SM-1RR	2003
Morris	K-57	Velie Street (Council Grove), South to Morris-Chase County Line	9.8	40 mm Overlay (1-1/2 Inches)	884	SM-1RR	2003
Morris	K-57	Geary-Morris County Line, South to West Junction K-4 (Dwight)	2.1	1-1/2 Inch Overlay	197	SM-1RR	2007
Morris	K-57	Main Street to the South City Limits in Council Grove	0.9	Milling & Overlay	140	LC-K1R	2007
Morris	K-149	Bridge over West Fork Neosho River, 3.76 Miles North US-56	0.0	Bridge Repair	21	SM-BSR	2007
Morris	K-177	City of Council Grove	0.0	Scenic Or Historic Hwy Progs	171	MM-RIM	2003
Morris	K-177	City of Council Grove-Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	54	MM-RIM	2007
Morris	K-177	Junction K-4, North to Morris-Geary County Line	1.2	40 mm Overlay (1-1/2 Inches)	161	SM-1RR	2003
Morris	K-177	Bridge over Munkers Creek	0.0	Bridge Repair	110	SM-BSR	2006
Morris	K-209	Dickinson-Morris County Line, East to Junction US-77	0.0	Crack Repair	8	SM-1RR	2000
Morris	US-56	Bridge (Missouri Pacific Railroad over US-56) 5.5 km East US-77	0.0	Grade, Bridge & Surfacing	1,040	PB-PBR	2000
Morris	US-56	Council Grove Subarea, US-56 West of Council Grove	0.0	Special	119	MM-RIM	2001
Morris	US-56	Dickinson-Morris County Line, East to Junction RS-819	14.1	40 mm Overlay (1-1/2 Inches)	734	SM-1RR	2001
Morris	US-56	Junction RS-819, East to West City Limits of Council Grove	8.8	40 mm Overlay (1-1/2 Inches)	793	SM-1RR	2001
Morris	US-56	East City Limits of Council Grove, East to Morris-Lyon County Line	6.5	40 mm Overlay (1-1/2 Inches)	734	SM-1RR	2001
Morris	US-56	Dickinson-Marshall County Line, to Junction RS-819	14.1	Conventional Seal	707	SM-1RR	2007
Morris	US-56	Council Grove: US-56 from West City Limits, then East through Belfry	1.0	Overlay	114	SM-K1R	2002
Morris	US-56	Council Grove: Belfry Street to East City Limits on Main Street	1.1	Milling & Overlay	116	LC-K1R	2005
Morris	US-77	Junction K-209, Northeast to Morris-Geary County Line	0.0	Crack Repair	13	SM-1RR	2000
Morris	US-77	Dickinson-Morris County Line, North to Morris-Geary County Line	12.1	1 Inch Overlay	810	SM-1RR	2005
Morris		RS-1618, from US-56 North 2.8 Miles & East .2 Mile	3.0	Surfacing	676	LC-EDP	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Morton	K-27	North City Limits of Elkhart, North to South Jct K-51 & Northeast Bypass	9.8	Grade, Bridge & Surfacing	9,802	MM-RIM	2002
Morton	K-27	Elkhart: Colorado Street to North Street on K-27	0.3	Grade & Surfacing	340	MM-K3R	2003
Morton	K-27	South Junction K-51 North & East to the North Junction K-51	0.0	Crack Repair	9	SM-CMN	2002
Morton	K-27	North Junction K-51, North to Morton-Stanton County Line	9.4	1-1/2 Inch Overlay	651	SM-IRR	2005
Morton	K-51	Kansas-Colorado State Line, East to South Junction K-27	7.9	Sealing	64	SM-IRR	2000
Morton	K-51	North Junction K-27, East & South to the Junction US-56	0.0	Crack Repair	17	SM-CMN	2002
Morton	K-51	North Junction K-27, East & South to West Junction US-56	17.4	1-1/2 Inch Overlay	1,140	SM-IRR	2004
Morton	US-56	7.9 km Northeast RS-1488, East to Morton-Stevens County Line	8.0	Grade & Surfacing	4,809	MM-RIM	2002
Morton	US-56	Oklahoma-Kansas State Line, Northeast 14 Miles	14.0	Conventional Seal	440	SM-IRR	2006
Nemaha	K-9	South Branch Black Vermillion Drainage Bridges	0.0	Bridge Replacement	582	PB-PBR	2004
Nemaha	K-9	Illinois Creek Bridge, 15.9 km East Marshall-Nemaha County Line	0.0	Bridge Replacement	855	PB-PBR	2001
Nemaha	K-9	South Junction K-63, East to Nemaha-Jackson County Line	14.0	25 mm Overlay (1 Inch)	693	SM-IRR	2000
Nemaha	K-9	MS-NM Co Line, East to N Jct K-63 & S Jct K-63, East to NM-JA Co Line	0.0	Crack Repair	38	SM-CMN	2002
Nemaha	K-9	North Junction K-63, South to South Junction K-63	5.0	1 Inch Overlay	267	SM-IRR	2004
Nemaha	K-9	Marshall-Nemaha County Line, East to North Junction K-63	11.0	1 Inch Overlay	846	SM-IRR	2006
Nemaha	K-9	South Junction K-63, East to Nemaha-Jackson County Line	14.0	1 Inch Overlay	1,093	SM-IRR	2006
Nemaha	K-62	Jackson-Nemaha County Line to Junction K-9	6.0	Conventional Seal	76	SM-IRR	2002
Nemaha	K-62	Jackson-Nemaha County Line, North to Junction K-9	6.0	Conventional Seal	302	SM-IRR	2007
Nemaha	K-62	Culvert, Soldier Cr Drainage, 4.15 Miles N of Jackson-Nemaha Co Line	0.0	Culvert	400	PB-PCR	2008
Nemaha	K-63	Tennessee Creek Bridge, 8.5 km North K-9 North Junction	0.0	Bridge Replacement	925	PB-PBR	2000
Nemaha	K-63	Pottawatomie-Nemaha County Line, North to South Junction K-9	6.1	1 Inch Overlay	326	SM-IRR	2004
Nemaha	K-63	North Junction K-9, North to East Junction US-36	8.1	1 Inch Overlay	422	SM-IRR	2004
Nemaha	K-71	Junction K-63, East to South City Limits of Bern	4.6	Conventional Seal	58	SM-CMN	2003
Nemaha	K-178	Junction US-36, North to Street Benedict	3.5	Conventional Seal	45	SM-IRR	2004
Nemaha	K-187	Junction K-9, North to Junction US-36	8.0	Sealing	218	SM-IRR	2000
Nemaha	K-187	Junction K-9, North to Junction US-36	8.0	Conventional Seal	400	SM-IRR	2007
Nemaha	K-187	Union Pacific Railroad & K-187 West of Seneca	0.0	Flashing Light Signal	91	MM-RRX	2000
Nemaha	K-236	Junction US-36, North to Oneida	1.5	25 mm Overlay (1 Inch)	75	SM-IRR	2000
Nemaha	K-236	Union Pacific Railroad & K-236 South of Oneida	0.0	Flashing Light Signal	91	MM-RRX	2000
Nemaha	US-36	Junction K-236, East to West Junction US-75	8.0	25 mm Overlay (1 Inch)	467	SM-IRR	2000
Nemaha	US-36	At-grade crossing of US-36/Union Pacific Railroad .5 Mile E of Seneca	0.0	Preliminary Engineering	0	MM-RRS	2000
Nemaha	US-36	Marshall-Nemaha County Line, East to Junction K-236	16.0	25 mm Overlay (1 Inch)	1,000	SM-IRR	2003
Nemaha	US-36	Junction K-236, East to Nemaha-Brown Co Line (West Junction US-75)	8.0	1 Inch Overlay	542	SM-IRR	2004
Nemaha	US-36	West Junction K-63, East to Junction K-236	0.0	Crack Repair	21	SM-CMN	2005
Nemaha	US-36	Union Pacific Railroad & US-36 at Baileyville	0.0	Flashing Light Signal	94	MM-RRX	2000
Nemaha	US-36	Union Pacific Railroad & US-36 East of Seneca	0.0	Flashing Light Signal	92	MM-RRX	2000
Nemaha	US-75	Bridge over Rock Creek	0.0	Bridge Overlay	102	SM-BSR	2001
Nemaha	US-75	Brown-Nemaha County Line, Northwest to Kansas-Nebraska State Line	0.0	Crack Repair	4	SM-IRR	2001
Nemaha	US-75	Brown-Nemaha County Line, North to Kansas-Nebraska State Line	1.1	1 Inch Overlay	79	SM-IRR	2004
Nemaha	US-75	Brown-Nemaha County Line, North to Kansas-Nebraska State Line	0.0	Crack Repair	3	SM-CMN	2006
Nemaha		Seneca: Community Drive: Main Street North to US-36	0.6	Grade & Surfacing	916	LC-EDP	2001
Neosho	K-39	Big Creek Overflow Bridge & Big Creek Bridge	0.0	Bridge Replacement	2,515	PB-PBR	2000
Neosho	K-39	Bridge over Neosho River, 2.9 km East of South Junction Old US-169	0.0	Bridge Replacement	7,125	PB-PBR	2002
Neosho	K-39	Bridge over S Kansas & Oklahoma RR in Chanute (2.6 km E Jct US-169)	0.0	Bridge Replacement	4,636	PB-PBR	2007
Neosho	K-39	Bridge over S Kansas & Oklahoma RR in Chanute (2.6 km E Jct US-169)	0.0	Detour(s)	66	PB-PBR	2006
Neosho	K-39	West of US-169, East to Plummer Avenue in Chanute	0.7	Grade & Surfacing	1,741	MM-RIM	2002
Neosho	K-39	Wilson-Neosho County Line, East to Junction US-169	2.5	Slurry Seal	88	SM-IRR	2002
Neosho	K-39	1.5 Miles East of East City Limits on Chanute, East 1.5 Miles	0.0	Overlay	264	SM-IRR	2007
Neosho	K-39	East Junction with US-59, East to Neosho-Bourbon County Line on K-39	4.0	Sealing	46	SM-CMN	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Neosho	K-39	East Junction K-59, East to Neosho-Bourbon County Line	4.0	Conventional Seal	240	SM-1RR	2007
Neosho	K-39	Wilson-Neosho County Line, East to Junction US-169	2.5	1 Inch Overlay	215	SM-1RR	2007
Neosho	K-39	PCCP East of Chanute, to West Junction US-59	7.0	Conventional Seal	453	SM-1RR	2007
Neosho	K-39	Bridge on K-39 over US-169	0.0	Bridge Repair	80	SM-BSR	2007
Neosho	K-47	Wilson-Neosho County Line, East to Junction US-59	14.0	Slurry Seal	298	SM-1RR	2000
Neosho	K-47	East City Limits of St Paul, East to Neosho-Crawford County Line	4.0	Conventional Seal	65	SM-CMN	2004
Neosho	K-47	Wilson-Neosho County Line, East to Junction US-169	2.8	1 Inch Overlay	81	SM-1RR	2005
Neosho	K-47	0.2 Mile East of Junction US-169, East to North Junction US-59	10.8	1 Inch Overlay	575	SM-1RR	2006
Neosho	K-57	Junction K-59, East to East City Limits of St Paul	6.0	40 mm Overlay (1-1/2 Inches)	438	SM-1RR	2001
Neosho	K-108	Erie: from Main Street to North Junction of US-59/K-108 on K-108	0.5	Grade & Surfacing	1,102	LC-K3R	2006
Neosho	K-146	Junction US-59, East to Neosho-Crawford County Line	9.0	25 mm Overlay (1 Inch)	247	SM-1RR	2002
Neosho	K-146	West Junction US-59, East to Neosho-Crawford County Line	9.0	Conventional Seal	192	SM-CMN	2006
Neosho	K-146	Union Pacific Railroad & K-146 North of Erie	0.0	Flashing Light Signal	126	MM-RRX	2001
Neosho	K-201	Junction US-59, East to West City Limits Stark (Entire Route)	0.0	Conventional Seal	0	SM-1RR	2006
Neosho	US-59	Bridge Labette Creek Drainage, 4.0 km N Labette-Neosho County Line	0.0	Bridge Replacement	772	PB-PBR	2005
Neosho	US-59	Bridge over Little Canville Creek, 1.5 km South of North Junction K-39	0.0	Bridge Overlay	100	SM-BSR	2000
Neosho	US-59	0.179 km North Junction K-146, North to 0.515 km South Junction K-39	5.1	Diamond Grind Concr Pavemnt	665	SM-1RR	2001
Neosho	US-59	Bridge over Neosho River, 2.4 Miles North of Junction K-57	0.0	Bridge Repair	388	SM-BSR	2003
Neosho	US-59	Bridge over Canville Creek	0.0	Bridge Repair	65	SM-BSR	2003
Neosho	US-59	Bridge over Neosho River Drainage, 200 Feet South of K-47	0.0	Bridge Repair	181	SM-BSR	2004
Neosho	US-59	Junction K-146, North to West Junction K-39	5.5	Overlay	1,914	SM-1RR	2007
Neosho	US-59	0.11 Mile E of W Jct of K-39, E & N to Neosho-Allen Co Line on US-59	8.1	Sealing	116	SM-CMN	2004
Neosho	US-59	Labette-Neosho County Line, North to Junction K-146	15.5	1 Inch Overlay	881	SM-1RR	2006
Neosho	US-59	West Junction K-39, North to Neosho-Allen County Line	8.2	Conventional Seal	574	SM-1RR	2007
Neosho	US-169	150 meters South of South City Limits Thayer, N to 4.79 km N Jct K-47	6.2	Grade, Bridge & Surfacing	8,483	MM-RIM	2003
Neosho	US-169	4.8 km North of Junction K-47, North to Neosho-Allen County Line	0.0	Pavement Patching	1,331	SM-1RR	2000
Neosho	US-169	Labette-Neosho County Line, North 0.9 km	0.6	50 mm Overlay	47	SM-1RR	2002
Neosho	US-169	0.9 km N of Labette-Neosho County Line, N to S City Limits of Thayer	6.7	Slurry Seal	310	SM-1RR	2002
Neosho	US-169	Junction US-169 & US-39, West of Chanute	0.0	Lighting	61	SM-LTG	2004
Neosho	US-169	11.8 Miles S of Neosho-Allen County Line, N to Neosho-Allen County Line	0.0	Overlay	2,355	SM-1RR	2006
Neosho	US-169	Pipe, Located approximately 2.9 Miles North of Junction K-39	0.0	Culvert	376	SM-EMR	2005
Neosho		Chanute: Plummer Avenue, from K-39 North to Ash Grove Road	0.5	Grade & Surfacing	5	LC-EDP	2002
Neosho		Chanute: South Santa Fe from 18th Street to 21st Street	0.0	Grade & Surfacing	486	LC-EDP	2002
Neosho		Chanute: on South Santa Fe: 21st Street South 0.46 km	0.3	Grade & Surfacing	1,313	LC-EDP	2001
Ness	K-4	Lane-Ness County Line, East to Junction US-283	19.0	40 mm Overlay (1-1/2 Inches)	1,892	SM-1RR	2000
Ness	K-4	Lane-Ness County Line, East to the Junction US-283	0.0	Crack Repair	25	SM-CMN	2002
Ness	K-4	Junction US-283, East to Ness-Rush County Line	17.0	Conventional Seal	198	SM-CMN	2003
Ness	K-4	Ness-Lane County Line, East to Junction US-283	19.0	Conventional Seal	380	SM-1RR	2007
Ness	K-96	Bridge over Long Branch, 2.1 km East Junction US-283	0.0	Bridge Replacement	807	PB-PBR	2005
Ness	K-96	Bridge over Walnut Creek Drainage, 0.5 km West of Ness-Rush Co Line	0.0	Bridge Replacement	717	PB-PBR	2003
Ness	K-96	North Fork Walnut Creek Bridges, 1.2 & 0.5 km West of US-283	0.0	Bridge Replacement	2,765	PB-PBR	2006
Ness	K-96	North Fork Walnut Creek Bridges, 1.2 & 0.5 km West of US-283	0.0	Special	0	MM-RIM	2006
Ness	K-96	Intersection K-96 (Sycamore Street)/Kansas Avenue in Ness City	0.1	Curb & Gutter	233	MM-K3R	2003
Ness	K-96	School Street in Ness City, East Ness-Rush County Line	17.3	40 mm Overlay (1-1/2 Inches)	1,475	SM-1RR	2001
Ness	K-96	Lane-Ness County Line, East to Junction US-283	19.0	1-1/2 Inch Overlay	1,210	SM-1RR	2005
Ness	K-96	Kansas & Oklahoma Railroad & K-96 East of Bazine	0.0	Surfacing	37	MM-RRS	2006
Ness	K-96	Kansas & Oklahoma Railroad & K-96 East of Bazine	0.0	Flashing Light Signal	180	MM-RRX	2007
Ness	K-147	Junction K-4, North to Ness-Trego County Line	3.9	Conventional Seal	52	SM-CMN	2003
Ness	US-283	Hodgeman-Ness County Line, North to North City Limits of Ness City	13.7	40 mm Overlay (1-1/2 Inches)	1,606	SM-1RR	2002
Ness	US-283	0.3 Mile S of N City Limits of Ness City, N to Ness-Trego County Line	16.6	Conventional Seal	240	SM-CMN	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Ness	US-283	Kansas & Oklahoma Railroad & US-283 in Ness City	0.0	Surfacing	25	MM-RRS	2002
Ness	US-283	Kansas & Oklahoma Railroad & US-283 in Ness City	0.0	Flashing Light Signal	166	MM-RRX	2005
Norton	K-9	Bridges over Elk Creek, East Elk Creek & Otter	0.0	Bridge Replacement	2,784	PB-PBR	2001
Norton	K-9	Bridges over Elk Creek, East Elk Creek & Otter	0.0	Seeding, Sodding	9	PB-PBR	2002
Norton	K-9	East Junction US-283, East to Norton-Phillips County Line	12.7	Conventional Seal	144	SM-IRR	2000
Norton	K-9	Decatur-Norton County Line, East to West Junction US-283	16.2	Conventional Seal	181	SM-IRR	2004
Norton	K-9	East Junction US-283, East to Norton-Phillips County Line	12.7	1 Inch Overlay	785	SM-IRR	2005
Norton	K-60	Junction US-36, North to Junction K-383	4.3	1 Inch Overlay	347	SM-IRR	2006
Norton	K-67	Bridge over Prairie Dog Creek, 1 km North Junction US-36	0.0	Bridge Overlay	160	SM-BSR	2000
Norton	K-67	Kyle Railroad & K-67 East of Norton	0.0	Surfacing	17	MM-RRS	2002
Norton	K-173	Densmore, North to Junction K-9	0.6	Conventional Seal	7	SM-IRR	2000
Norton	K-173	Densmore, North to Junction K-9	0.6	1 Inch Overlay	42	SM-IRR	2005
Norton	K-383	Decatur-Norton Co Line, Northeast & North to West Junction US-36	13.6	Grade, Bridge & Surfacing	8,793	MM-RIM	2000
Norton	K-383	Decatur-Norton County Line, Northeast to West Junction US-36	13.6	Conventional Seal	219	SM-CMN	2005
Norton	K-383	East Junction US-36, Northeast to Norton-Phillips County Line	10.3	1 Inch Overlay	862	SM-IRR	2006
Norton	US-36	Decatur-Norton County Line, East to West Junction K-383	9.5	Grade, Bridge & Surfacing	17,907	MM-RIM	2006
Norton	US-36	West Junction K-383, East to Curb & Gutter in Norton	5.8	Grade, Bridge & Surfacing	6,544	MM-RIM	2004
Norton	US-36	Bridge over Railroad & Local Road, 1.8 km East US-283	0.0	Bridge Replacement	5,999	PB-PBR	2003
Norton	US-36	Intersections US-36/US-283 in Norton	0.2	Intersection Improvement	490	MM-K3R	2001
Norton	US-36	US-36 & Wilmington Street, City of Norton, Norton County	0.0	Special	6	SM-SAF	2001
Norton	US-36	0.528 km E of WCL Norton, E to Norton-Phillips Co Line (except 1.2 km)	13.8	40 mm Overlay (1-1/2 Inches)	847	SM-IRR	2003
Norton	US-36	Nebraska Kansas Colorado Railroad & US-36 East of Reager	0.0	Surfacing	69	MM-RRS	2001
Norton	US-283	Junction US-36 in Norton, North to Kansas-Nebraska State Line	11.3	Grade, Bridge & Surfacing	13,505	MM-RIM	2001
Norton	US-283	Graham-Norton County Line, North & West to West Junction K-9	6.0	Grade, Bridge & Surfacing	7,090	MM-RIM	2003
Norton	US-283	Graham-Norton County Line, North & West to West Junction K-9	6.0	Overlay	193	SM-IRR	2000
Norton	US-283	West Junction K-9, North to South City Limits of Norton	13.7	Conventional Seal	194	SM-CMN	2003
Norton	US-283	Armory Drive, North to Kansas-Nebraska State Line	11.0	Conventional Seal	200	SM-CMN	2005
Norton	US-283	Kyle Railroad & US-283 in Norton	0.0	Flashing Light Signal	266	MM-RRX	2000
Osage	I-35	Coffee-Osage Co Line, E to approx 0.6 km (0.4 Mi) E of the E Jct K-31	6.5	Pavement Reconstruction	23,144	MM-IRI	2004
Osage	I-35	Coffee-Osage County Line, East to approx 0.698 km East of E Jct K-31	6.5	40 mm Overlay (1-1/2 Inches)	655	SM-ISR	2001
Osage	I-35	Approx Milepost 164.5 East to approx Milepost 165.5 near Junction K-31	0.0	Pavement Patching	64	SM-ISR	2006
Osage	I-35	0.3 Mile East of East Junction K-31, NE to Osage-Franklin County Line	0.0	Pavement Marking	104	SM-PMR	2007
Osage	I-35	4.9 Miles SW of Osage-Franklin Co Line, NE to Osage-Franklin Co Line	0.0	Pavement Patching	51	SM-ISR	2007
Osage	K-31	Osage City: 7th Street East North & East 0.8 km on K-31	0.5	Grade & Surfacing	1,171	MM-K3R	2001
Osage	K-31	East City Limits of Osage City, East to Junction US-75	6.7	Sealing	86	SM-IRR	2000
Osage	K-31	192 meters West of Junction US-75, East to South City Limits of Melvern	3.5	40 mm Overlay (1-1/2 Inches)	325	SM-IRR	2001
Osage	K-31	Burlingame: K-31 near Prospect Street	0.1	Pavement Reconstruction	290	MM-K3R	2004
Osage	K-31	Melvorn: Hollman Street to Emporia Street on K-31 (Main Street)	0.1	Curb & Gutter	101	MM-K3R	2004
Osage	K-31	South Junction US-56, South to Junction K-170	1.5	40 mm Overlay (1-1/2 Inches)	101	SM-IRR	2002
Osage	K-31	Curb & Gutter East Edge of Osage City, East to Junction US-75	7.2	25 mm Overlay (1 Inch)	381	SM-IRR	2003
Osage	K-31	East Junction I-35, South to Osage-Coffee County Line	1.3	Conventional Seal	16	SM-CMN	2003
Osage	K-31	Wabaunsee-Osage Co Line, E to 0.16 Mile W of Prospect in Burlingame	5.4	1 Inch Overlay	344	SM-IRR	2004
Osage	K-31	South City Limits of Melvern, South to Junction I-35	0.0	Crack Repair	13	SM-CMN	2005
Osage	K-31	South Junction US-75, East & South to Junction I-35	0.0	Conventional Seal	259	SM-IRR	2007
Osage	K-31	East Junction I-35, East to Osage-Coffey County Line	1.3	1 Inch Overlay	105	SM-IRR	2007
Osage	K-31	Osage City: 4th to 7th on Market Street (K-31)	0.3	Surfacing	100	SM-K1R	2001
Osage	K-68	Junction K-268, East to Osage-Franklin County Line	1.0	25 mm Overlay (1 Inch)	67	SM-IRR	2000
Osage	K-68	200 meters East of US-75 Junction, East to K-268 Junction	0.0	Crack Repair	17	SM-IRR	2000
Osage	K-68	Junction K-268, East to the Osage-Franklin County Line	0.0	Crack Repair	2	SM-CMN	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Osage	K-68	Junction US-75, East & North to Junction K-268	11.4	1 Inch Overlay	594	SM-1RR	2004
Osage	K-68	Junction K-268, East to Osage-Franklin County Line	1.0	Sealing	27	SM-CMN	2005
Osage	K-170	Lyon-Osage County Line, East to K-31 Junction	13.7	25 mm Overlay (1 Inch)	717	SM-1RR	2000
Osage	K-170	Lyon-Osage County Line, East & North to Junction K-31	13.8	Conventional Seal	281	SM-1RR	2006
Osage	K-170	BNSF Railway & K-170 East of Reading	0.0	Flashing Light Signal	224	MM-RRX	2005
Osage	K-268	Junction US-75, East to Junction K-68	9.5	25 mm Overlay (1 Inch)	551	SM-1RR	2000
Osage	K-268	Junction US-75, East to Junction K-68	0.0	Crack Repair	22	SM-CMN	2002
Osage	K-268	Junction US-75, East to Junction K-68	9.5	Sealing	255	SM-CMN	2005
Osage	K-278	Melvern Recreation Area, East to Junction US-75/K-31	3.0	Sealing	51	SM-CMN	2005
Osage	K-368	Junction K-268, North to Entrance to Vassar State Park	0.0	Crack Repair	4	SM-1RR	2000
Osage	K-368	Junction K-268, North to East 229th Street	0.0	Crack Repair	1	SM-CMN	2002
Osage	K-368	Junction K-268, North to Pomona Lake	1.0	Sealing	20	SM-CMN	2005
Osage	US-56	Missouri Pacific Railroad Overpass Bridge, 9.2 km East US-75	0.0	Bridge Removal	471	PB-PBR	2001
Osage	US-56	Bridges over Salt Creek & Swede Creek, East Lyon-Osage County Line	0.0	Bridge Replacement	1,457	PB-PBR	2003
Osage	US-56	Bridge over Smith Creek, 1.2 km North South Junction K-31	0.0	Bridge Replacement	860	PB-PBR	2001
Osage	US-56	Bridge over Dragoon Creek Drainage	0.0	Bridge Replacement	485	PB-PBR	2002
Osage	US-56	Santa Fe Trail High School Entrance, 7.2 km West in Overbrook	0.3	Grade & Surfacing	289	MM-HES	2000
Osage	US-56	Lyon-Osage County Line, East to Osage-Douglas County Line	32.8	40 mm Overlay (1-1/2 Inches)	1,803	SM-1RR	2002
Osage	US-56	Bridge over 110 Mile Creek, 1.88 Miles West of Junction US-75	0.0	Bridge Overlay	227	SM-BSR	2006
Osage	US-75	Bridges over US-56 (West lane & East lane)	0.0	Bridge Paint	131	SM-BSP	2001
Osage	US-75	Bridges over Local Road (Northbound)	0.0	Bridge Overlay	203	SM-BSR	2001
Osage	US-75	North Junction K-31/K-268, North to 2 lane/4 lane	9.5	40 mm Overlay (1-1/2 Inches)	976	SM-1RR	2001
Osage	US-75	2 lane/4 lane, North to Osage-Shawnee County Line	6.5	40 mm Overlay (1-1/2 Inches)	1,574	SM-1RR	2001
Osage	US-75	Bridges, East lanes over Local Road & Local Road over US-75	0.0	Bridge Repair	335	SM-BSR	2002
Osage	US-75	Bridge Southbound over US-56 & Bridge Northbound over US-56	0.0	Bridge Overlay	603	SM-BSR	2004
Osage	US-75	0.62 Mile S of S City Limits of Lyndon, N to S City Limits of Lyndon	0.6	1 Inch Overlay	47	SM-1RR	2004
Osage	US-75	North City Limits of Lyndon, North 1.6 Miles	0.0	Joint Repair	16	SM-CMN	2004
Osage	US-75	Bridges Southbound over Local Road & Southbound over Local Road	0.0	Bridge Overlay	368	SM-BSR	2005
Osage	US-75	End of Concrete Pavement, North to Osage-Shawnee County Line	0.0	Crack Repair	45	SM-CMN	2004
Osage	US-75	7.012 Miles N of Coffey-Osage County Line, N to 0.2 Mile North of K-68	5.1	Overlay	1,019	SM-1RR	2006
Osborne	K-18	Rooks-Osborne County Line, East to Osborne-Russell County Line	7.8	Conventional Seal	118	SM-1RR	2003
Osborne	K-181	Junction US-24, North to Osborne-Smith County Line	4.0	1-1/2 Inch Overlay	285	SM-1RR	2004
Osborne	K-181	Mitchell-Osborne County Line, West & North to Jct US-24 in Downs	14.7	1-1/2 Inch Overlay	1,590	SM-1RR	2005
Osborne	K-181	Bridge, South Fork Solomon River	0.0	Bridge Repair	30	SM-BSR	2007
Osborne	K-181	Kyle Railroad & K-181 in Downs	0.0	Surfacing	66	MM-RRS	2002
Osborne	US-24	North Junction US-281, East to 2 lane/4 lane	6.9	Grade, Bridge & Surfacing	8,044	MM-RIM	2002
Osborne	US-24	North Junction US-281, East to 2 lane/4 lane	0.0	Detour(s)	464	MM-RIM	2002
Osborne	US-24	North Junction US-281, East to 2 lane/4 lane	0.1	Overlay	67	MM-RIM	2005
Osborne	US-24	South Junction US-281, North to North Junction US-281	4.0	40 mm Overlay (1-1/2 Inches)	512	SM-1RR	2002
Osborne	US-24	Rooks-Osborne County Line, East to South Junction US-281	19.2	Conventional Seal	248	SM-CMN	2002
Osborne	US-24	1.68 km West of Junction K-181, East to Osborne-Mitchell County Line	4.0	Conventional Seal	86	SM-1RR	2003
Osborne	US-24	Rooks-Osborne County Line, East to South Junction US-281	19.2	1-1/2 Inch Overlay	2,957	SM-1RR	2005
Osborne	US-24	Downs: US-24 from 2nd Street East to Clark Street	0.2	Grade & Surfacing	477	LC-K3R	2009
Osborne	US-24	North Junction US-281, East 6.915 Miles to 2 lane/4 lane	6.9	Conventional Seal	205	SM-1RR	2007
Osborne	US-281	Bridge over S Fork Solomon River, 32.7 km N Russell-Osborne Co Line	0.0	Bridge Replacement	2,059	PB-PBR	2004
Osborne	US-281	Bridge over S Fork Solomon River, 32.7 km N Russell-Osborne Co Line	0.0	Special	105	PB-PBR	2002
Osborne	US-281	Massachusetts Street North to Jefferson Street in Osborne	0.7	Grade & Surfacing	1,490	MM-K3R	2002
Osborne	US-281	Bridge over North Fork Solomon River	0.0	Bridge Paint	215	SM-BSP	2001
Osborne	US-281	Russell-Osborne County Line, North to South City Limits of Osborne	20.5	Conventional Seal	249	SM-1RR	2002
Osborne	US-281	North Junction US-24, North to Osborne-Smith County Line	4.0	40 mm Overlay (1-1/2 Inches)	438	SM-1RR	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Osborne	US-281	Russell-Osborne County Line, North to South City Limits of Osborne	20.5	1 Inch Overlay	1,774	SM-IRR	2006
Osborne	US-281	Kyle Railroad & US-281 in Osborne	0.0	Surfacing	55	MM-RRS	2001
Osborne		Downs: from US-24, South & East to 3rd Street & Commercial Street	1.5	Grade & Surfacing	1,870	LC-EDP	2007
Ottawa	K-18	Lincoln-Ottawa County Line, East to Junction Old US-81	17.2	40 mm Overlay (1-1/2 Inches)	1,051	SM-IRR	2001
Ottawa	K-18	Bridge over Solomon River, 3.59 km Northeast of Junction US-81	0.0	Bridge Deck	771	PB-PDR	2003
Ottawa	K-18	South Junction Old US-81, East to Ottawa-Dickinson County Line	0.0	Crack Repair	32	SM-CMN	2003
Ottawa	K-18	South Junction Old US-81, East to Ottawa-Dickinson County Line	14.6	Conventional Seal	177	SM-IRR	2004
Ottawa	K-18	Lincoln-Ottawa County Line, East to South Junction Old US-81	0.0	Crack Repair	36	SM-CMN	2004
Ottawa	K-18	Kyle Railroad & K-18 in Bennington	0.0	Surfacing	70	MM-RRS	2005
Ottawa	K-18	Kyle Railroad & K-18 in Bennington	0.0	Flashing Light Signal	198	MM-RRX	2006
Ottawa	K-41	East City Limits of Delphos, East to Junction US-81 (Entire Route)	5.0	Sealing	49	SM-IRR	2000
Ottawa	K-41	Bridge over Dry Creek, 4.3 km West of Junction US-81	0.0	Bridge Overlay	119	SM-BSR	2000
Ottawa	K-41	Culvert, East of Delphos approximately 1.5 km	0.0	Culvert	93	SM-BCR	2002
Ottawa	K-41	East City Limits of Delphos, East to Junction US-81	4.9	Conventional Seal	76	SM-IRR	2005
Ottawa	K-106	Bridge over Salt Creek, Southwest of Minneapolis	0.0	Special	140	SM-CMN	2003
Ottawa	K-106	Bridge over Solomon River Drainage, 3.9 Miles East of Jct US-81	0.0	Bridge Replacement	188	PB-PCR	2005
Ottawa	K-106	Junction K-18, North & East to State Park	0.0	Crack Repair	36	SM-CMN	2003
Ottawa	K-106	Junction K-18, North & East to State Park	16.3	Conventional Seal	176	SM-IRR	2004
Ottawa	K-106	Minneapolis: South City Limits to 1st Street on K-106	0.3	Surfacing	52	SM-K1R	2001
Ottawa	K-106	Mill Street to Rothsay Avenue in Minneapolis	0.5	Milling & Overlay	216	LC-K1R	2006
Ottawa	K-106	Kyle Railroad & K-106 Mill Street in Minneapolis	0.0	Flashing Light Signal	155	MM-RRX	2006
Ottawa	K-106	Kyle Railroad & K-106 in Minneapolis	0.0	Surfacing	23	MM-RRS	2006
Ottawa	US-81	Bridges over Solomon River 3.9 km North Junction K-18	0.0	Bridge Deck	2,179	PB-PDR	2000
Ottawa	US-81	Saline-Ottawa County Line, North to 2.1 km South Junction K-106	10.2	Milling & Overlay	1,080	SM-IRR	2000
Ottawa	US-81	Bridges, (W lane & E lane) Local Rd, 1.6 km N of Saline-Ottawa Co Line	0.0	Bridge Overlay	261	SM-BSR	2000
Ottawa	US-81	US-81 from Saline-Ottawa County Line, North to Junction K-106	0.0	Guard Fence	254	MM-GFU	2001
Ottawa	US-81	Saline-Ottawa County Line, North to Junction K-106	0.0	Crack Repair	64	SM-CMN	2002
Ottawa	US-81	2.5 km South of Junction K-106, North to Ottawa-Cloud County Line	0.0	Pavement Patching	168	SM-CMN	2003
Ottawa	US-81	Bridges (W lane) & (E lane), Jct K-18, 4 Miles N Saline-Ottawa Co Line	0.0	Slide Repair	545	SM-CMN	2004
Ottawa	US-81	Saline-Ottawa County Line, North to 1.2 Miles South of Junction K-106	10.2	Overlay	10,629	SM-IRR	2006
Ottawa	US-81	Southbound 0.7 Mile North of Junction K-106, North 5.8 Miles	5.8	Conventional Seal	94	SM-IRR	2005
Ottawa	US-81	Northbound 6.8 Miles N of Jct K-106, N to Ottawa-Cloud County Line	5.9	Conventional Seal	95	SM-IRR	2005
Ottawa	US-81	1.8 Miles South of K-106, North 14.62 Miles	0.0	Joint Repair	78	SM-CMN	2005
Ottawa	US-81	US-81 & K-18 in Ottawa County	0.0	lighting	197	SM-LTG	2009
Pawnee	K-19	Edwards-Pawnee County Line, North to Junction K-19 Spur	11.5	25 mm Overlay (1 Inch)	575	SM-IRR	2000
Pawnee	K-19	Junction K-19 Spur, East to Pawnee-Stafford County Line	10.2	Conventional Seal	124	SM-CMN	2002
Pawnee	K-19	Edwards-Pawnee County Line, North to Junction with K-19 Spur on K-19	11.5	Conventional Seal	204	SM-CMN	2005
Pawnee	K-19 S	Junction K-19, N to Pawnee River Bridge (South City Limits of Larned)	0.4	25 mm Overlay (1 Inch)	20	SM-IRR	2000
Pawnee	K-19 S	Junction with K-19, North to South City Limits of Larned on K-19 Spur	0.4	Conventional Seal	14	SM-CMN	2005
Pawnee	K-156	Bridges over Pawnee River & Cocklebur Creek	0.0	Bridge Replacement	1,996	PB-PBR	2001
Pawnee	K-156	Bridge over Pawnee River Drainage, 5.6 km East of US-183	0.0	Bridge Replacement	863	PB-PBR	2005
Pawnee	K-156	Hodgeman-Pawnee County Line, East to West City Limits of Larned	0.0	Crack Repair	20	SM-CMN	2002
Pawnee	K-156	Bridges over Sawmill Creek, 5.99 & 7.59 Miles East of PN-HG Co Line	0.0	Bridge Replacement	2,346	PB-PBR	2007
Pawnee	K-156	Hodgeman-Pawnee County Line, East to West City Limits of Larned	25.1	1 Inch Overlay	2,414	SM-IRR	2006
Pawnee	K-264	Larned State Hospital, North to Junction K-156 (Entire Route)	0.0	Crack Repair	1	SM-CMN	2002
Pawnee	K-264	State Hospital, North to Junction K-156 (Entire Route)	1.0	1 Inch Overlay	111	SM-IRR	2006
Pawnee	US-56	Intersection of US-56 & K-156 in Larned	0.1	Intersection Improvement	308	MM-K3R	2000
Pawnee	US-56	Edwards-Pawnee County Line, Northeast to South City Limits of Larned	16.9	40 mm Overlay (1-1/2 Inches)	1,276	SM-IRR	2003
Pawnee	US-56	E City Limits of Larned, NE to Pawnee-Barton County Line on US-56	7.4	Conventional Seal	118	SM-IRR	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Pawnee	US-56	East City Limits Larned, Northeast to Pawnee-Barton County Line	7.4	Overlay	542	SM-1RR	2005
Pawnee	US-56	Bridge over Big Coon Creek	0.0	Bridge Overlay	347	SM-BSR	2006
Pawnee	US-56	Edwards-Pawnee County Line, Northeast to West City Limits of Larned	16.9	Conventional Seal	385	SM-CMN	2006
Pawnee	US-56	Bridge over Pawnee River	0.0	Bridge Overlay	126	SM-BSR	2007
Pawnee	US-56	Larned: US-56/K-156, West City Limits to East City Limits	1.2	Sealing	181	SM-K1R	2002
Pawnee	US-56	9th Street to 14th Street on Broadway (US-56)	0.4	Milling & Overlay	202	LC-K1R	2008
Pawnee	US-56	Kansas & Oklahoma Railroad & US-56 Southwest of Larned	0.0	Surfacing	80	MM-RRS	2005
Pawnee	US-183	Junction US-56, North to Junction K-156	12.3	40 mm Overlay (1-1/2 Inches)	909	SM-1RR	2003
Pawnee	US-183	Bridge over Pawnee River, 11.9 Miles North of US-56	0.0	Bridge Overlay	351	SM-BSR	2005
Pawnee	US-183	Junction K-156, North to Pawnee-Rush County Line	11.2	1 Inch Overlay	1,052	SM-1RR	2006
Pawnee	US-183	Kansas & Oklahoma Railroad & US-183 12 Miles West of Larned	0.0	Surfacing	47	MM-RRS	2005
Phillips	K-9	Norton-Phillips County Line, East to Phillips-Smith County Line	30.7	Conventional Seal	343	SM-1RR	2000
Phillips	K-9	Norton-Phillips County Line, East to Phillips-Smith County Line	30.7	1 Inch Overlay	1,754	SM-1RR	2005
Phillips	K-121	Kyle Railroad & K-121 at Stuttgart	0.0	Surfacing	10	MM-RRS	2002
Phillips	K-383	Bridges over Elk; Prairie Dog; Jack; & Dry Creek	0.0	Bridge Replacement	2,712	PB-PBR	2001
Phillips	K-383	Norton-Phillips County Line, Northeast to Junction US-183	15.4	1-1/2 Inch Overlay	983	SM-1RR	2004
Phillips	K-383	Culvert	0.0	Culvert	57	SM-BCR	2006
Phillips	K-383	K-383, 3.2 Miles East of Long Island along Prairie Dog Creek	0.0	Slide Repair	120	SM-CMN	2006
Phillips	US-36	East City Limits of Phillipsburg, East to Phillips-Smith County Line	13.6	40 mm Overlay (1-1/2 Inches)	1,449	SM-1RR	2000
Phillips	US-36	Norton-Phillips County Line, East to West City Limits of Phillipsburg	17.1	40 mm Overlay (1-1/2 Inches)	2,309	SM-1RR	2001
Phillips	US-36	East City Limits of Phillipsburg, East to Phillips-Smith County Line	13.6	Overlay	1,562	SM-1RR	2007
Phillips	US-183	0.5 km S of N City Limits Phillipsburg, N to Kansas-Nebraska State Line	18.0	40 mm Overlay (1-1/2 Inches)	1,169	SM-1RR	2002
Phillips	US-183	Rooks-Phillips County Line, North to East Junction US-36	13.2	1-1/2 Inch Overlay	1,763	SM-1RR	2004
Phillips	US-183	Bridge over Deer Creek Drainage, 0.11 Mile South of Junction US-36	0.0	Bridge Repair	130	SM-BSR	2005
Phillips		Phillipsburg: 2nd Street (US-183), State to Walnut	0.6	Surfacing	149	LC-K1R	2003
Pottawatomie	K-13	Riley-Pottawatomie County Line, Northeast to Junction K-16	13.6	Sealing	141	SM-1RR	2000
Pottawatomie	K-13	Riley-Pottawatomie County Line, North to Junction K-16	0.0	Crack Repair	53	SM-CMN	2004
Pottawatomie	K-13	Bridges (2.26 & 4.09 Miles North of Riley-Pottawatomie Co Line)	0.0	Bridge Overlay	240	SM-BSR	2005
Pottawatomie	K-13	Pottawatomie-Riley County Line, North to Junction K-16	13.6	1 Inch Overlay	613	SM-1RR	2005
Pottawatomie	K-16	Vermillion River Bridge, 1.26 km East K-259	0.0	Bridge Replacement	1,707	PB-PBR	2001
Pottawatomie	K-16	Bridge over Spring Creek, 1.6 km (1 Mile) West of Junction K-63	0.0	Bridge Replacement	714	PB-PBR	2005
Pottawatomie	K-16	Junction K-13, Northeast to South Junction K-99	8.1	40 mm Overlay (1-1/2 Inches)	683	SM-1RR	2000
Pottawatomie	K-16	Bridge over Mill Creek, 1.2 km West of Junction K-259	0.0	Bridge Overlay	135	SM-BSR	2000
Pottawatomie	K-16	East Edge of Wearing Surface Big Blue River Bridge, East to Jct K-13	10.4	25 mm Overlay (1 Inch)	494	SM-1RR	2002
Pottawatomie	K-16	North Junction K-99, East to North Junction K-63	19.3	40 mm Overlay (1-1/2 Inches)	822	SM-1RR	2002
Pottawatomie	K-16	Junction K-13, North & East to South Junction K-99	0.0	Crack Repair	13	SM-CMN	2002
Pottawatomie	K-16	South Junction K-63, East to Pottawatomie-Jackson County Line	2.0	1 Inch Overlay	122	SM-1RR	2004
Pottawatomie	K-16	Junction K-13, East to North Junction K-99	8.6	1 Inch Overlay	1,079	SM-1RR	2006
Pottawatomie	K-16	Riley-Pottawatomie County Line, East to Junction K-13	10.5	Conventional Seal	198	SM-CMN	2006
Pottawatomie	K-63	Bridges, Bartlett Creek & Union Pacific Railroad	0.0	Bridge Overlay	521	SM-BSR	2000
Pottawatomie	K-63	Bridge over Little Noxie Creek, 11.98 Miles (19.3 km) North US-24	0.0	Bridge Replacement	809	PB-PBR	2006
Pottawatomie	K-63	Commercial Street from S City Limits to N City Limits in Havensville	0.4	Milling & Overlay	627	MM-K3R	2004
Pottawatomie	K-63	N City Limits of St Marys, N to Pottawatomie-Nemaha County Line	26.8	25 mm Overlay (1 Inch)	1,238	SM-1RR	2003
Pottawatomie	K-63	Bridge over Vermillion Creek	0.0	Bridge Repair	172	SM-BSR	2005
Pottawatomie	K-99	Bridges over Rock Creek & Rock Creek Drainage	0.0	Bridge Replacement	1,617	PB-PBR	2004
Pottawatomie	K-99	.176 km North of Jct US-24, North to South City Limits of Westmoreland	14.1	25 mm Overlay (1 Inch)	707	SM-1RR	2000
Pottawatomie	K-99	South Junction K-16, North to Pottawatomie-Marshall County Line	0.0	Crack Repair	8	SM-1RR	2000
Pottawatomie	K-99	Main Street in Westmoreland, North to South Junction K-16	7.3	40 mm Overlay (1-1/2 Inches)	346	SM-1RR	2002
Pottawatomie	K-99	North Junction K-16, North to Pottawatomie-Marshall County Line	4.6	25 mm Overlay (1 Inch)	218	SM-1RR	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Pottawatomie	K-99	Junction US-24, North to South Junction K-16	21.2	1 Inch Overlay	1,637	SM-IRR	2006
Pottawatomie	K-99	North Junction K-16, North to Pottawatomie-Marshall County Line	4.6	Conventional Seal	115	SM-IRR	2007
Pottawatomie	K-99	Wamego: Valley Street to Junction with US-24 on Lincoln Avenue	0.7	Grade & Surfacing	1,035	LC-K1R	2005
Pottawatomie	K-99	Union Pacific Railroad & K-99 in Wamego	0.0	Flashing Light Signal	135	MM-RRX	2001
Pottawatomie	US-24	US-24 & Green Valley Road	0.2	Intersection Improvement	308	SM-SAF	2001
Pottawatomie	US-24	US-24/Green Valley Rd, 4.5 km East Riley-Pottawatomie County Line	0.0	Intersection Improvement	25	MM-RIM	2000
Pottawatomie	US-24	Bridge over Vermillion River, 6.1 km East of Junction K-99	0.0	Bridge Widen	2,510	PB-PBR	2005
Pottawatomie	US-24	E City Limits Belvue, E to PT-SN County Line (except St Marys, 2.2 km)	0.0	Crack Repair	78	SM-IRR	2000
Pottawatomie	US-24	1.6 km E of E City Limits of Wamego, E to E City Limits of Belvue	5.9	25 mm Overlay (1 Inch)	450	SM-IRR	2001
Pottawatomie	US-24	Riley-Pottawatomie County Line, East 6.259 km	3.9	25 mm Overlay (1 Inch)	497	SM-IRR	2002
Pottawatomie	US-24	E City Limits of Belvue, East to PT-SN County Line (exclude St Marys)	8.1	40 mm Overlay (1-1/2 Inches)	103	SM-IRR	2002
Pottawatomie	US-24	Bridge over Deep Creek	0.0	Bridge Repair	76	SM-BSR	2004
Pottawatomie	US-24	4.06 Miles East of Riley-Pottawatomie County Line, East 9.17 Miles	0.0	Joint Repair	42	SM-CMN	2004
Pottawatomie	US-24	Union Pacific Railroad along US-24 or US-40	0.0	Right of Way	0	MM-RIM	2004
Pottawatomie	US-24	Westbound Lanes, 3.6 Miles East of RL-PT County Line, East 9.19 Miles	0.0	Pavement Marking	4	SM-PMR	2005
Pottawatomie	US-24	4.4 Miles E of Jct K-177, E to 1.2 Miles E of East City Limits of Wamego	11.6	Conventional Seal	303	SM-CMN	2005
Pottawatomie	US-24	Intersection of US-24 & Entrance to Manhattan Town Center	0.1	Grade & Surfacing	174	LC-K3R	2008
Pottawatomie	US-24	East City Limits of Belvue, East to PT-SN County Line (except St Marys)	6.8	1-1/2 Inch Overlay	586	SM-IRR	2006
Pottawatomie	US-24	East City Limits of Wamego, East to East City Limits of Belvue	6.9	1 Inch Overlay	460	SM-IRR	2007
Pottawatomie	US-24	St Marys:Bertrand, W City Limits to E City Limits & 6th, Bertrand to Elm	1.9	Milling & Overlay	217	SM-K1R	2002
Pottawatomie		Pottawatomie County State Fishing Lake Bridge	0.0	Bridge Replacement	88	PB-PBR	2002
Pratt	K-42	Junction US-281, East & South to Pratt-Barber County Line	9.0	Overlay	761	SM-IRR	2005
Pratt	K-61	Junction US-54, North to 2 Lane	1.1	Slurry Seal	130	SM-IRR	2000
Pratt	K-61	Junction US-54, Northeast to Pratt-Reno County Line	18.1	40 mm Overlay (1-1/2 Inches)	123	SM-IRR	2003
Pratt	K-61	4 lane/2 lane, North to Pratt-Reno County Line	0.0	Crack Repair	40	SM-CMN	2006
Pratt	K-64	Junction US-281, East & North to Junction US-54	3.6	40 mm Overlay (1-1/2 Inches)	132	SM-IRR	2003
Pratt	US-54	Country Club Road to Junction K-61 in Pratt	0.2	Grade & Surfacing	810	MM-K3R	2002
Pratt	US-54	Kiowa-Pratt County Line, East to West City Limits of Pratt	14.2	40 mm Overlay (1-1/2 Inches)	1,141	SM-IRR	2001
Pratt	US-54	Corridor: West of Pratt, East thru proposed Interchange East of Pratt	0.0	Preliminary Engr & ROW	0	SE-SEC	2009
Pratt	US-54	Near proposed Interchange East of Pratt, East to PR-KM County Line	0.0	Prel Engr, ROW & Utilities	0	SE-SEC	2008
Pratt	US-54	1.6 km East of Cairo Intersection, East to Pratt-Kingman County Line	4.0	Grade & Surfacing	29,648	SE-SEC	2009
Pratt	US-54	East City Limits Pratt, East to Pratt-Kingman County Line	13.8	Slurry Seal	712	SM-IRR	2003
Pratt	US-54	Kiowa-Pratt County Line, East to West City Limits of Pratt	14.2	Conventional Seal	452	SM-IRR	2006
Pratt	US-54	Pratt: Intersections at Jackson Street & Ninescah Street on 1st	0.0	Intersection Improvement	200	SM-K1R	2000
Pratt	US-54	Mound Street to Jackson Street on First Street (US-54/US-400)	0.3	Milling & Overlay	210	LC-K1R	2008
Pratt	US-281	North & South Approaches to Railroad Tracks near N City Limits of Pratt	0.1	Grade & Surfacing	250	MM-K3R	2003
Pratt	US-281	Pratt: S of Central Kansas Railroad Crossing N to 10th on US-281	0.1	Pavement Reconstruction	531	MM-K3R	2004
Pratt	US-281	Pratt-Barber County Line, N to approximately 165 meters N of Jct K-64	12.6	Slurry Seal	595	SM-IRR	2001
Pratt	US-281	North City Limits of Pratt, North to Pratt-Stafford County Line	11.7	Slurry Seal	601	SM-IRR	2003
Pratt	US-281	Pratt: Railroad Tracks North to North City Limits on US-281	0.3	Milling & Overlay	119	SM-K1R	2001
Pratt		Pratt: 30th Street from US-281 East to K-61	2.5	Grade & Surfacing	2,603	LC-EDP	2007
Rawlins	K-25	Jct US-36, N to Kansas-Nebraska State Line (exclude 0.3 km Concrete)	13.2	40 mm Overlay (1-1/2 Inches)	1,269	SM-IRR	2003
Rawlins	K-25	Rawlins-Thomas County Line, North to Concrte Pavement in Atwood	16.6	Overlay	926	SM-IRR	2007
Rawlins	K-117	Junction US-36, North to Kansas-Nebraska State Line	12.0	40 mm Overlay (1-1/2 Inches)	590	SM-IRR	2002
Rawlins	K-117	Junction US-36, North to Kansas-Nebraska State Line	12.0	1 Inch Overlay	959	SM-IRR	2006
Rawlins	K-117	Nebraska Kansas Colorado Railroad & K-117 at Herndon	0.0	Surfacing	13	MM-RRS	2002
Rawlins	US-36	5.5 km East RS-892, East to Rawlins-Decatur County Line	8.0	Grade, Bridge & Surfacing	9,635	MM-RIM	2001
Rawlins	US-36	110 meters W of East City Limits of Atwood, East to 5.5 km East RS-892	8.4	Grade, Bridge & Surfacing	8,938	MM-RIM	2000
Rawlins	US-36	15.9 km E of Cheyenne-Rawlins Co Line, E to W End of Concrete-Atwood	10.0	Slurry Seal	433	SM-IRR	2001

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Rawlins	US-36	Atwood: from US-36/K-25 Intersection East to East of 7th Street	0.4	Pavement Reconstruction	1,420	MM-K3R	2007
Rawlins	US-36	9.9 Miles East of Cheyenne-Rawlins County Line, East 10.061 Miles	10.9	Conventional Seal	256	SM-1RR	2005
Rawlins	US-36	5th Street in Atwood, East 8.089 Miles	8.1	Conventional Seal	150	SM-CMN	2005
Rawlins	US-36	Rawlins-Decatur County Line, West 7.946 Miles	7.9	Conventional Seal	174	SM-CMN	2006
Rawlins	US-36	9.9 Mi E of Cheyenne-Rawlins Co Line, E to W end Concrete Pavement	10.1	Overlay	890	SM-1RR	2007
Reno	K-14	Various Locations in District 5	0.0	Signing	153	SM-SOS	2008
Reno	K-14	Kingman-Reno County Line, North to Junction K-61	10.7	40 mm Overlay (1-1/2 Inches)	691	SM-1RR	2000
Reno	K-14	Bridges over Goose Creek & Silver Creek	0.0	Bridge Overlay	317	SM-BSR	2000
Reno	K-14	North Fork Ninescah River, (Bridge) along K-14	0.0	Special	348	SM-CMN	2004
Reno	K-14	1 Mile West of South Junction K-96, North to Reno-Rice County Line	1.2	1-1/2 Inch Overlay	103	SM-1RR	2004
Reno	K-14	East Junction K-61, North to South Junction K-96	17.2	Conventional Seal	918	SM-1RR	2007
Reno	K-17	Kingman-Reno County Line, North 18.185 km	11.3	40 mm Overlay (1-1/2 Inches)	503	SM-1RR	2000
Reno	K-17	14 meters N of Pretty Prairie Rd, N to 114 meters N of Trails West Rd	0.0	Crack Repair	37	SM-CMN	2002
Reno	K-17	Kingman-Reno County Line, North to Junction K-96	16.6	1 Inch Overlay	1,024	SM-1RR	2007
Reno	K-61	West City Limits of Turon, East to Junction K-14	14.1	Slurry Seal	521	SM-1RR	2000
Reno	K-61	Hutchinson: Intersection of K-61 & Lorraine Street	0.3	Intersection Improvement	384	MM-K3R	2003
Reno	K-61	Corridor: 4 lane/2 lane, N of 17th in Hutchinson, NE to RN-MP Co Line	8.6	Grade, Bridge & Surfacing	61,680	SE-SEC	2009
Reno	K-61	West City Limits Turon, Northeast to West Junction US-50	25.3	Overlay	1,652	SM-1RR	2002
Reno	K-61	Bridges (East lane) & (West lane), Cow Creek	0.0	Bridge Repair	338	SM-BSR	2003
Reno	K-61	Pratt-Reno County Line, Northeast to West City Limits of Turon	1.9	40 mm Overlay (1-1/2 Inches)	226	SM-1RR	2003
Reno	K-61	Bridge, Pedestrian Overpass at 30th Street	0.0	Bridge Paint	41	SM-BSP	2004
Reno	K-61	West City Limits of Turon, West to West Junction US-50	0.0	Crack Repair	124	SM-CMN	2003
Reno	K-61	North City Limits of Hutchinson, North to Reno-McPherson County Line	6.7	1-1/2 Inch Overlay	494	SM-1RR	2004
Reno	K-61	Pratt-Reno County Line, Northeast to West City Limits of Turon	0.0	Crack Repair	6	SM-CMN	2006
Reno	K-61	N Edge of Wearing Surface of Ninescah River Br, NE to Ramp to US-50	8.3	1 Inch Overlay	1,457	SM-1RR	2007
Reno	K-61	Hutchinson: North of Ave G, South of Lorraine & Ave A Ramps (K-61)	0.9	Milling & Overlay	300	SM-K1R	2001
Reno	K-61	Hutchinson: K-61, Junction US-50 to North of 30th	3.9	Surfacing	400	SM-K1R	2002
Reno	K-61	Hutchinson: K-61 from Junction US-50 to 0.32 km North of 30th	3.9	Surfacing	400	LC-K1R	2003
Reno	K-61	Hutchinson: Junction US-50/K-61 to Avenue G on K-61	1.0	Milling & Overlay	400	LC-K1R	2005
Reno	K-61	Lorraine Street to 11th Avenue on Ken Kennedy Freeway (K-61)	0.9	Milling & Overlay	549	LC-K1R	2007
Reno	K-96	Hutchinson Bypass: Junction US-50, North to K-96	1.6	Grade, Bridge & Surfacing	13,550	MM-RIM	2001
Reno	K-96	Hutchinson Bypass: Junction US-50, North to K-96	0.0	Care Agt(Maint New Landsc)	67	MM-RIM	2001
Reno	K-96	Bridges, 1.45 & 1.74 km South of 5th in Hutchinson	0.0	Bridge Replacement	1,956	PB-PBR	2003
Reno	K-96	Bridge, Arkansas River between Hutchinson & South Hutchinson	0.0	Preliminary Engineering	0	SM-BSR	2001
Reno	K-96	Bridge, Arkansas River between Hutchinson & South Hutchinson	0.0	Bridge Repair	863	SM-BSR	2003
Reno	K-96	Bridge, Avenue B, 1.2 km South of 5th Avenue in Hutchinson	0.0	Bridge Repair	127	SM-BSR	2000
Reno	K-96	Nickerson: Burr & Ave H; Ave H & Nickerson; Nickerson & Railroad	0.2	Intersection Improvement	186	MM-K3R	2004
Reno	K-96	1.3 km East of Buhler Road, East to Reno-Sedgwick County Line	3.4	Slurry Seal	130	SM-1RR	2002
Reno	K-96	Nickerson Blvd beginning at Yaggy Road to Cow Creek Bridge Approach	3.4	Overlay	172	SM-1RR	2003
Reno	K-96	Rice-Reno County Line, to East City Limits of Nickerson	0.0	Crack Repair	39	SM-CMN	2003
Reno	K-96	2.3 Miles South of Junction US-50, South to Reno-Sedgwick County Line	0.0	Joint Repair	77	SM-CMN	2004
Reno	K-96	S City Limits of Hutchinson, East to .8 Mile East of Haven/Buhler Road	14.1	Conventional Seal	318	SM-CMN	2005
Reno	K-96	East City Limits of Nickerson, East 3.96 Miles to Concrete Pavement	4.0	Overlay	388	SM-1RR	2005
Reno	K-96	Junction US-50, South 2.191 Miles to Begin 10 Foot Shoulders	2.2	Overlay	373	SM-CMN	2005
Reno	K-96	Bridge: Blanchard Road, Railroad	0.0	Bridge Repair	47	SM-BSR	2007
Reno	K-96	Hutchinson: Arkansas River Bridge North to 5th on K-96	1.3	Milling & Overlay	358	LC-K1R	2004
Reno	K-96	Kansas & Oklahoma Railroad & K-96 at Nickerson	0.0	Surfacing	38	MM-RRS	2007
Reno	US-50	Junction K-14, East 12.6 km (includes K-61 Intersection)	7.8	Grade & Surfacing	5,711	MM-RIM	2005
Reno	US-50	1: W Jct K-96, E to E Jct K-96; 2: E of E Jct K-96, East to West of K-61	2.4	Grade, Bridge & Surfacing	27,363	MM-RIM	2007
Reno	US-50	1: W Jct K-96, East to E Jct K-96; 2: E of Jct K-96, East to West of K-61	0.8	Grade, Bridge & Surfacing	1,095	MM-RIM	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Reno	US-50	1: W Jct K-96, E to E Jct K-96; 2: E of E Jct K-96, East to West of K-61	0.0	Funds Only	155	MM-RIM	2006
Reno	US-50	1: W Jct K-96, E to E Jct K-96; 2: E of E Jct K-96, E to W of K-61	2.4	Seeding, Sodding	37	MM-RIM	2009
Reno	US-50	Bridge, Missouri Pacific Railroad, 0.9 km East of Junction K-96	0.0	Bridge Overlay	214	SM-BSR	2000
Reno	US-50	Bridge over Salt Creek Drainage 19.1 km East of Old US-50	0.0	Bridge Repair	72	SM-BSR	2000
Reno	US-50	From Stafford-Reno County Line, East to Junction K-14	0.0	Guard Fence	192	MM-GFU	2004
Reno	US-50	Junction K-14, East to West Junction K-61	7.7	Overlay	784	SM-IRR	2001
Reno	US-50	West Junction K-61, East to Junction K-96	6.0	Overlay	1,545	SM-IRR	2001
Reno	US-50	Junction K-96, East to Halstead Street	3.7	Overlay	554	SM-IRR	2001
Reno	US-50	Interchange: Junction K-96/US-50 in South Hutchinson	0.3	Interchange/s	8,031	SE-SEI	2007
Reno	US-50	Interchange: East Junction K-96/US-50 in South Hutchinson	0.3	Seeding, Sodding	7	SE-SEI	2009
Reno	US-50	50 meters East of Halstead Road, East to Reno-Harvey County Line	0.0	Crack Repair	77	SM-IRR	2001
Reno	US-50	Halstead Street, East to Reno-Harvey County Line	0.0	Special	11	SM-IRR	2002
Reno	US-50	50 meters East of Halstead Road, East to Reno-Harvey County Line	10.0	Conventional Seal	240	SM-IRR	2002
Reno	US-50	Stafford-Reno County Line, East to 180 meters West of Junction K-14	0.0	Crack Repair	83	SM-CMN	2002
Reno	US-50	US-50 & Airport Road, South of Hutchinson	0.0	Traffic Signals	108	SM-SAF	2005
Reno	US-50	US-50 & Airport Road (Yoder Road), South of Hutchinson	0.0	Traffic Signals	61	SM-SAF	2005
Reno	US-50	East Junction K-61, East to Reno-Harvey County Line	10.0	1 Inch Overlay	2,023	SM-IRR	2005
Reno	US-50	Stafford-Reno County Line, East to Junction K-14	16.8	1 Inch Overlay	2,795	SM-IRR	2006
Reno	US-50	West Junction K-61, East 5.239 Miles to Centerline Valley Pride Road	0.0	Crack Repair	79	SM-CMN	2006
Reno	US-50	Halstead Street from 4th Avenue to 11th Avenue	0.4	Grade & Surfacing	1,882	LC-EDP	2008
Republic	K-139	Bridge over South Fork Mill Creek, 0.9 km South of US-36	0.0	Bridge Replacement	780	PB-PBR	2008
Republic	K-139	Entire Length-West City Limits of Cuba, North to Junction US-36	1.0	40 mm Overlay (1-1/2 Inches)	62	SM-IRR	2000
Republic	K-148	Bridge, East Creek, 12.7 km East & North US-81	0.0	Bridge Replacement	702	PB-PBR	2001
Republic	K-148	Jewell-Republic County Line, East to Junction US-81	15.5	25 mm Overlay (1 Inch)	939	SM-IRR	2000
Republic	K-148	Culvert, 9.5 km West of Republic-Washington County Line	0.0	Culvert	71	SM-BCR	2001
Republic	K-148	Junction US-81, to Republic-Washington County Line	16.7	40 mm Overlay (1-1/2 Inches)	822	SM-IRR	2001
Republic	K-148	Bridge over Turkey Creek	0.0	Bridge Paint	24	SM-BSP	2003
Republic	K-148	Bridge over Marsh Creek, 0.57 Mile Northeast Jewell-Republic Co Line	0.0	Bridge Repair	122	SM-BSR	2004
Republic	K-148	Culvert, Marsh Cr Drainage, 2.32 Miles E of Jewell-Republic Co Line	0.0	Culvert	72	SM-BCR	2004
Republic	K-148	Jewell-Republic County Line, East to Republic-Washington County Line	0.0	Joint Repair	27	SM-CMN	2003
Republic	K-148	Bridge over Marsh Creek, 0.57 Mile Northeast Jewell-Republic Co Line	0.0	Flood Damage	14	SM-EMR	2004
Republic	K-148	4 Culverts Plus Elk Creek Drainage Culverts	0.0	Culvert	733	PB-PCR	2006
Republic	K-148	BNSF Railway & K-148 at Kackley	0.0	Flashing Light Signal	111	MM-RRX	2000
Republic	K-148	BNSF Railway & K-148 at Kackley	0.0	Surfacing	16	MM-RRS	2001
Republic	K-148	Kyle Railroad & K-148 at Norway	0.0	Surfacing	13	MM-RRS	2003
Republic	K-199	North City Limits of Courtland, North to Junction US-36	0.0	Crack Repair	4	SM-CMN	2002
Republic	K-199	North City Limits of Courtland, North to Junction US-36	0.8	1 Inch Overlay	40	SM-IRR	2005
Republic	K-266	Junction US-36, North to Pawnee Indian Village	7.5	Conventional Seal	93	SM-IRR	2004
Republic	K-266	K-266 at Milepost 4.53 in Republic County	0.0	Special	50	SM-EMR	2004
Republic	K-266	Bridge over Mud Creek, 1.98 Miles North of Junction US-36	0.0	Culvert	400	PB-PCR	2008
Republic	US-36	Republican River Bridge 7, 5.8 km (3.6 Miles) East K-266	0.0	Bridge Replacement	6,644	PB-PBR	2002
Republic	US-36	Republican River Bridge 7, 5.8 km (3.6 Miles) East K-266	0.0	Special	199	PB-PBR	2001
Republic	US-36	2 km East Junction US-81, East to Republic-Washington County Line	13.6	40 mm Overlay (1-1/2 Inches)	1,092	SM-IRR	2000
Republic	US-36	Bridge, Junction US-81/US-36	0.0	Bridge Overlay	409	SM-BSR	2000
Republic	US-36	3.2 km (2 Miles) East of K-266, East to West City Limits of Belleville	0.0	Guard Fence	358	MM-GFU	2004
Republic	US-36	Bridge over Riley Creek	0.0	Bridge Repair	139	SM-BSR	2001
Republic	US-36	Jewell-Republic County Line, East to 1.8 km East of Junction US-81	0.0	Crack Repair	49	SM-CMN	2002
Republic	US-36	Bridge, Republican River & Missouri Pacific RR, 3.6 Miles E of K-266	0.0	Flood Damage	88	SM-EMR	2004
Republic	US-36	Bridge over Riley Creek, 0.22 Miles East of Junction US-81	0.0	Flood Damage	20	SM-EMR	2004
Republic	US-36	Culvert, 11.14 Miles East of Jewell-Republic Co Line at RP 234.49	0.0	Flood Damage	31	SM-EMR	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Republic	US-36	Jewell-Republic County Line, East to End of 4-Lane East of Belleville	16.7	1 Inch Overlay	1,492	SM-1RR	2005
Republic	US-36	BNSF Railway & US-36 Northwest of Courtland	0.0	Flashing Light Signal	213	MM-RRX	2005
Republic	US-81	Cloud-Republic County Line, North to 1.3 Miles Northeast of US-36	9.4	Grade & Bridge	5,850	MM-RIM	2000
Republic	US-81	Cloud-Republic County Line, North to 1.3 Miles Northeast of US-36	0.0	Surface & Bridge	20,091	MM-RIM	2001
Republic	US-81	1.3 Miles NE US-36, Belleville, N to .5 Mile S of the KS-NE State Line	0.0	Grade & Bridge	5,456	MM-RIM	2000
Republic	US-81	1.3 Miles NE US-36, Belleville, N to .5 Mile S of the KS-NE State Line	9.9	Surface & Bridge	19,426	MM-RIM	2001
Republic	US-81	5 km N Junction US-36, North to 0.8 km South of the KS-NE State Line	9.9	Milling & Overlay	441	SM-1RR	2000
Republic	US-81	US-81 at US-36, at 18th Street & at 23rd Street Intersections	0.0	Lighting	88	SM-LTG	2001
Republic	US-81	5.2 km NE of US-36, NE to approximately 0.8 km South KS-NE State Line	0.0	Milling	9	SM-1RR	2002
Republic	US-81	RCB, 17.05 Miles North of Cloud-Republic County Line at RP 223.21	0.0	Flood Damage	9	SM-EMR	2004
Republic	US-81	Bridge over Rose Creek Drainage 12.04 Miles North of Junction US-36	0.0	Flood Damage	15	SM-EMR	2004
Republic	US-81	Bridges over Rose Creek 10.5 Miles North of US-36	0.0	Flood Damage	31	SM-EMR	2004
Republic	US-81	Culvert, 19.1 Miles North of Cloud-Republic Co Line at RP 225.26	0.0	Flood Damage	20	SM-EMR	2004
Republic	US-81	20.04 Miles North of Cloud-Republic Co Line at RP 226.2 - Southbound	0.0	Flood Damage	65	SM-EMR	2004
Republic	US-81	1.402 Miles South of US-36 Junction , North 14.950 Miles	0.0	Joint Repair	54	SM-CMN	2004
Republic	US-81	From 1.402 Miles South Junction US-81/US-36, North 4.630 Miles	4.6	Sealing	52	SM-CMN	2005
Republic		Emergency Repair Flood Projects	0.0	Flood Damage	18	SM-EMR	2004
Rice	K-4	Lost Creek Bridge, 8.13 km East Junction K-171	0.0	Bridge Replacement	824	PB-PBR	2001
Rice	K-4	Junction K-14, East to Rice-Ellsworth County Line	0.0	Crack Repair	23	SM-1RR	2000
Rice	K-4	Barton-Rice County Line, East to Junction K-14	0.0	Crack Repair	26	SM-1RR	2001
Rice	K-4	Junction K-14, East to Rice-Ellsworth County Line	10.1	40 mm Overlay (1-1/2 Inches)	1,285	SM-1RR	2002
Rice	K-4	Barton-Rice County Line, East to Junction K-14	15.2	1-1/2 Inch Overlay	2,151	SM-1RR	2005
Rice	K-14	Sterling : Cleveland Avenue to Forrest Avenue on K-14	0.4	Milling & Overlay	207	MM-K3R	2003
Rice	K-14	North City Limits of Lyons, North to Junction K-4	10.8	50 mm Overlay	796	SM-1RR	2001
Rice	K-14	Junction K-4, North to Rice-Ellsworth County Line	0.0	Crack Repair	6	SM-CMN	2002
Rice	K-14	Bridge over Arkansas River, 2.3 Miles South of Sterling	0.0	Bridge Repair	230	SM-BSR	2004
Rice	K-14	Bridge over Cow Creek	0.0	Bridge Repair	37	SM-BSR	2004
Rice	K-14	Reno-Rice County Line, North to South City Limits of Sterling	3.0	1-1/2 Inch Overlay	215	SM-1RR	2004
Rice	K-14	North City Limits of Sterling, to South City Limits Lyons	7.6	1-1/2 Inch Overlay	635	SM-1RR	2004
Rice	K-14	Junction K-4, North to Rice-Ellsworth County Line	0.5	Conventional Seal	9	SM-1RR	2004
Rice	K-14	Intersection of K-14/96 & American Road	0.0	Intersection Improvement	146	LC-K3R	2008
Rice	K-14	North City Limits of Lyons, North to Junction K-4	10.8	Conventional Seal	705	SM-1RR	2007
Rice	K-14	Sterling: Garfield Street North to Railroad Tracks on K-14	0.3	Milling & Overlay	80	SM-K1R	2001
Rice	K-14	Sterling: Jackson Street to Main Street on Broadway (K-14/96)	0.2	Surfacing	92	LC-K1R	2003
Rice	K-14	Cleveland Avenue to Forest Avenue on Broadway Avenue (K-14/K-96)	0.4	Slurry Seal	76	LC-K1R	2008
Rice	K-14	Central Kanss Railroad & K-14 2 Miles West of Geneseo	0.0	Surfacing	33	MM-RRS	2001
Rice	K-46	Junction US-56, North to South City Limits of Little River (Entire Route)	0.0	Crack Repair	3	SM-1RR	2000
Rice	K-46	Culvert, 2.09 km North of Junction US-56	0.0	Culvert	102	PB-PCR	2003
Rice	K-46	Culvert, 0.8 km North of Junction US-56	0.0	Culvert	38	SM-BCR	2003
Rice	K-46	Junction US-56, North to South City Limits of Little River	1.3	1-1/2 Inch Overlay	98	SM-1RR	2004
Rice	K-171	North City Limits of Bushton, North to Junction K-4	0.3	1-1/2 Inch Overlay	39	SM-1RR	2005
Rice	US-56	Little Cow Creek Bridge, 21 km East Barton-Rice County Line	0.0	Bridge Replacement	962	PB-PBR	2001
Rice	US-56	Bridge over Cow Creek, 16.2 km East of Barton-Rice County Line	0.0	Bridge Replacement	1,467	PB-PBR	2003
Rice	US-56	Barton-Rice County Line, East to West City Limits of Lyons	14.1	40 mm Overlay (1-1/2 Inches)	896	SM-1RR	2000
Rice	US-56	East City Limits of Lyons, to Rice-McPherson County Line	0.0	Crack Repair	20	SM-1RR	2000
Rice	US-56	East City Limits of Lyons, East to Rice-McPherson County Line	14.5	1-1/2 Inch Overlay	1,234	SM-1RR	2004
Rice	US-56	Lyons: US-56 & K-14/96 Junction	0.1	Intersection Improvement	629	LC-K3R	2007
Rice	US-56	Lyons: US-56 from Grand Avenue, East to the East City Limits	1.1	Milling & Overlay	257	LC-K1R	2004
Rice	US-56	From the Frisco Railroad Drainage Ditch to Grand Avenue on US-56	1.0	Milling & Overlay	466	LC-K1R	2007

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Riley	I-70	Geary-Riley County Line East to Riley-Wabaunsee County Line	6.0	Pavement Reconstruction	18,373	MM-IRI	2000
Riley	I-70	Geary-Riley County Line, East to the Riley-Wabaunsee County Line	0.0	Bridge	540	MM-IRI	2000
Riley	I-70	Geary-Riley County Line, East to Riley-Wabaunsee County Line	6.0	Surfacing	461	MM-IRI	2000
Riley	I-70	Geary-Riley County Line, East to Riley-Wabaunsee County Line	0.0	Joint Repair	107	SM-CMN	2004
Riley	K-13	Junction US-24, Northeast to Riley-Pottawatomie County Line	1.0	Sealing	11	SM-IRR	2000
Riley	K-13	Junction US-24, North to Riley-Pottawatomie County Line	0.0	Crack Repair	6	SM-CMN	2004
Riley	K-13	Junction US-24, Northeast to Pottawatomie-Riley County Line	1.0	1 Inch Overlay	60	SM-IRR	2005
Riley	K-16	Big Blue River Bridge (Tuttle Creek Reservoir) 3.6 km East of US-77	0.0	Slurry Seal	24	SM-EMR	2001
Riley	K-16	US-77, East to West Edge of Wearing Surface Big Blue River Bridge	1.7	25 mm Overlay (1 Inch)	84	SM-IRR	2002
Riley	K-16	Bridge over Big Blue River (Tuttle Creek)	0.0	Bridge Repair	8,046	SM-BSR	2005
Riley	K-16	Junction US-77, East to Riley-Pottawatomie County Line	2.6	Conventional Seal	53	SM-CMN	2006
Riley	K-18	K-18/K-113 Interchange at Manhattan	0.0	Interchange/S	6,200	MM-RIM	2005
Riley	K-18	Bridges (North lane) & (South lane) over K-113 in Manhattan	0.0	Bridge Replacement	1,680	PB-PBR	2005
Riley	K-18	Geary-Riley County Line, Northeast to 17th Street in Manhattan	0.8	Grade, Bridge & Surfacing	32,461	MM-RIM	2009
Riley	K-18	Geary-Riley County Line, Northeast to North of Walnut Street at Ogden	0.0	Special	1,540	MM-RIM	2008
Riley	K-18	Geary-Riley County Line, Northeast to 17th Street in Manhattan	0.0	Grade & Surfacing	441	SM-EMR	2006
Riley	K-18	Bridge over Kansas River, 0.2 km North of Geary-Riley County Line	0.0	Joint Repair	388	SM-BSR	2001
Riley	K-18	From Ogden to Jct K-113 in Manhattan	0.0	Preliminary Engineering	0	MM-RIM	2003
Riley	K-18	Edge of Wearing Surface Kansas River Bridge, E 0.34 Mile to Jct K-177	0.0	Joint Repair	11	SM-CMN	2004
Riley	K-18	East Junction K-177, East to Riley-Wabaunsee County Line	8.9	Sealing	110	SM-CMN	2004
Riley	K-18	Riley County: Junction of K-18 & Wildcat Creek Road	0.3	Grade & Surfacing	516	LC-EDP	2007
Riley	K-18	Corridor: Walnut Street in Ogden, Northeast to near K-113 in Manhattan	0.0	Preliminary Engineering	0	MM-COR	2005
Riley	K-18	K-18 from Walnut Street in Ogden Northeast to K-113/Seth Child	0.0	Preliminary Engineering	0	MM-RIM	2006
Riley	K-18	Junction K-114, East to Junction K-113	6.5	Overlay	1,695	SM-IRR	2007
Riley	K-18	City of Manhattan	0.0	Intelligent Transp System	68	LC-ITS	2007
Riley	K-18	K-18 & 15th Street in Manhattan	0.0	Intersection Improvement	300	LC-HES	2007
Riley	K-82	Clay-Riley County Line, East to South Junction US-77	1.5	40 mm Overlay (1-1/2 Inches)	143	SM-IRR	2002
Riley	K-82	North Junction US-77, North to Junction US-24	4.0	Conventional Seal	55	SM-IRR	2003
Riley	K-82	Clay-Riley County Line, East to South Junction US-77	0.0	Crack Repair	5	SM-CMN	2004
Riley	K-82	Clay-Riley County Line, East to South Junction US-77	1.5	Conventional Seal	53	SM-CMN	2006
Riley	K-82	North Junction US-77, North to Junction US-24	4.0	Conventional Seal	80	SM-IRR	2007
Riley	K-113	Junction K-18, North to Junction US-24	5.6	25 mm Overlay (1 Inch)	942	SM-IRR	2003
Riley	K-113	Manhattan: 2 Intersections of K-113/Southwind & /Amherst Road	0.6	Grade & Surfacing	273	LC-K3R	2007
Riley	K-114	Ogden East City Limits, East 0.256 km	0.2	Overlay	105	SM-IRR	2003
Riley	K-177	Geary-Riley County Line, North 11.128 km	6.9	Conventional Seal	366	SM-IRR	2002
Riley	K-177	Junction K-18, South 0.1 Mile	0.0	Joint Repair	3	SM-CMN	2004
Riley	US-24	Timber Creek Bridge, 0.56 km East K-82	0.0	Bridge Replacement	785	PB-PBR	2000
Riley	US-24	.36 km West of Junction K-82, East to West Junction US-77	9.4	25 mm Overlay (1 Inch)	519	SM-IRR	2000
Riley	US-24	East Junction US-77, East to Junction K-13	0.0	Crack Repair	95	SM-IRR	2000
Riley	US-24	West Junction US-77, East to East Junction US-77	4.1	Conventional Seal	76	SM-IRR	2001
Riley	US-24	Junction K-13, Southeast to PCCP (7.6 km)	4.7	25 mm Overlay (1 Inch)	641	SM-IRR	2001
Riley	US-24	South Junction K-177, East to Riley-Pottawatomie County Line	0.0	25 mm Overlay (1 Inch)	3	SM-IRR	2002
Riley	US-24	Clay-Riley County Line, East to 0.2 km East of Junction K-82	2.6	Conventional Seal	41	SM-IRR	2003
Riley	US-24	Manhattan: Intersection of US-24/K-177 & Kimball Avenue	0.1	Grade & Surfacing	97	LC-K3R	2005
Riley	US-24	West Junction US-77, East to Junction K-13	13.7	1-1/2 Inch Overlay	945	SM-IRR	2004
Riley	US-24	Approximately 650 Ft East of Junction K-82, East & South 9.03 Miles	9.0	Conventional Seal	117	SM-IRR	2004
Riley	US-24	Bridge, Phiel Creek	0.0	Bridge Repair	157	SM-BSR	2005
Riley	US-24	.25 Mile South of Ehler Road, South to Junction K-177	0.9	Sealing	380	SM-IRR	2006
Riley	US-24	Manhattan: US-24 & Marlatt Avenue	0.1	Grade & Surfacing	2,006	LC-K3R	2009
Riley	US-24	Clay-Riley County Line, East to West Junction US-77	11.7	Conventional Seal	586	SM-IRR	2007
Riley	US-24	US-24 & Ehlers Road	0.0	Intersection Improvement	260	LC-HES	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Riley	US-77	Bridge over Fancy Creek, 3.4 km North K-16	0.0	Bridge Replacement	7,437	PB-PBR	2007
Riley	US-77	Culvert, 7.66 km North of South Junction K-82	0.0	Culvert	119	SM-BCR	2001
Riley	US-77	Geary-Riley County Line, North to West Junction US-24	11.4	Conventional Seal	205	SM-IRR	2001
Riley	US-77	East Junction US-24, North 12.844 km to County Road 893	8.0	25 mm Overlay (1 Inch)	500	SM-IRR	2002
Riley	US-77	Junction County Road 893, North to Riley-Marshall County Line	10.7	Conventional Seal	177	SM-IRR	2002
Riley	US-77	Bridge over Abandoned CRIP Railroad, 6.01 Miles North of S Jct K-82	0.0	Bridge Removal	240	SM-BSR	2005
Riley	US-77	Geary-Riley County Line, North & East to West Junction US-24	11.3	1-1/2 Inch Overlay	627	SM-IRR	2004
Riley	US-77	Riley County Road 893, North to Riley-Marshall County Line	10.7	1-1/2 Inch Overlay	1,527	SM-IRR	2005
Riley		Ogden: West City Limits to East City Limits on Riley Avenue	0.5	Milling & Overlay	351	LC-EDP	2003
Riley		Riley County: Wildcat Creek Road, from Eureka Drive South .8 km	0.5	Grade, Bridge & Surfacing	972	LC-EDP	2007
Riley		North Manhattan & Claflin, Manhattan	0.2	Intersection Improvement	425	LC-HES	2000
Rooks	K-18	Graham-Rooks County Line, East to Junction US-183	21.0	Conventional Seal	251	SM-CMN	2002
Rooks	K-18	Junction US-183, East to Rooks-Osborne County Line	14.9	Conventional Seal	217	SM-IRR	2003
Rooks	K-18	Graham-Rooks County Line, East to Junction US-183	21.0	1 Inch Overlay	1,958	SM-IRR	2006
Rooks	K-258	Webster Reservoir, North to Junction US-24	3.9	1-1/2 Inch Overlay	315	SM-IRR	2005
Rooks	US-24	0.7 km East of Junction US-183, East to Rooks-Osborne County Line	12.1	Conventional Seal	146	SM-CMN	2002
Rooks	US-24	GH-RO Co Line, East to RO-OB Co Line (except Concrete in Stockton)	31.0	1-1/2 Inch Overlay	5,012	SM-IRR	2005
Rooks	US-183	From 7th Street, North to US-24 (Main Street) Stockton	0.5	Pavement Reconstruction	986	MM-K3R	2001
Rooks	US-183	Ellis-Rooks County Line, North to South City Limits of Plainville	6.2	Grade, Bridge & Surfacing	9,675	MM-RIM	2006
Rooks	US-183	Junction K-18, North 16.606 km	10.3	Slurry Seal	491	SM-IRR	2003
Rooks	US-183	1.5 km S of Junction US-24, N to Rooks-Phillips Co Line (Except PCCP)	8.9	40 mm Overlay (1-1/2 Inches)	553	SM-IRR	2003
Rooks	US-183	Kyle Railroad & US-183 in Stockton	0.0	Surfacing	52	MM-RRS	2001
Rooks		Palco: Ash Avenue to Douglas Avenue on Main Street	0.2	Pavement Reconstruction	748	LC-EDP	2004
Rush	K-4	Bridge over Big Timber Creek, 4.13 Miles Southeast Ness-Rush Co Line	0.0	Bridge Replacement	910	PB-PBR	2006
Rush	K-4	Ness-Russell County Line, East to Junction US-183	21.5	25 mm Overlay (1 Inch)	1,031	SM-IRR	2002
Rush	K-4	Junction US-183, East to Rush-Barton County Line	15.1	25 mm Overlay (1 Inch)	764	SM-IRR	2003
Rush	K-4	Ness-Rush County Line, East to Rush-Barton County Line	0.0	Crack Repair	58	SM-CMN	2005
Rush	K-96	Safety Rest Area West of Alexander	0.0	Safety Rest Area	481	MM-RIM	2000
Rush	K-96	Bridge over Walnut Creek Drainage, 0.7 km East of Ness-Rush Co Line	0.0	Bridge Replacement	769	PB-PBR	2003
Rush	K-96	West City Limits of Alexander, East to Junction US-183	13.6	Slurry Seal	601	SM-IRR	2002
Rush	K-96	Junction US-183, East to Rush-Barton County Line	15.0	Conventional Seal	214	SM-CMN	2003
Rush	US-183	Junction K-4, North to Rush-Ellis County Line	11.1	25 mm Overlay (1 Inch)	659	SM-IRR	2001
Rush	US-183	Culvert in Lacrosse near Junction K-4	0.0	Culvert	130	SM-BCR	2001
Rush	US-183	Pawnee-Rush County Line, North to Junction K-4	13.0	1 Inch Overlay	865	SM-IRR	2004
Rush	US-183	Junction K-4, North to Rush-Ellsworth County Line	11.1	Conventional Seal	207	SM-CMN	2005
Rush	US-183	Kansas & Oklahoma Railroad & US-183 in Rush Center	0.0	Flashing Light Signal	162	MM-RRX	2006
Rush		Lacrosse: 12th Street to K-4 on Oak Street	0.3	Pavement Reconstruction	312	LC-EDP	2004
Russell	I-70	1.2 km West of Junction US-40B, East to Russell-Ellsworth County Line	16.8	Surface & Bridge	18,332	SM-ISR	2000
Russell	I-70	Ellis-Russell County Line, East 21.365 km	13.3	Surface & Bridge	15,437	SM-ISR	2004
Russell	I-70	FAS 48 from Old US-40, South 7.2 km (except 0.2 km Balta Interchange)	4.4	40 mm Overlay (1-1/2 Inches)	373	SM-ISR	2004
Russell	I-70	Ellis County Line, East 13.28 Miles	0.0	Preliminary Engineering	0	SM-ISR	2004
Russell	I-70	Eastbound & Westbound from Ellis-Russell Co Line, East approx 19.4 km	12.1	Milling & Overlay	358	SM-EMR	2002
Russell	I-70	Ellis-Russell Co Line, East to 1.2 km West of East Junction US-40B	13.3	40 mm Overlay (1-1/2 Inches)	2,589	SM-ISR	2002
Russell	I-70	Safety Rest Area on I-70, approximately 3.4 km East of Junction US-281	0.0	Safety Rest Area	410	MM-RIM	2003
Russell	I-70	2 Miles East of US-281, East to Russell-Ellsworth County Line	20.1	Sealing	5,015	SM-ISR	2007
Russell	K-18	East Junction US-281, East to Russell-Lincoln County Line	13.3	40 mm Overlay (1-1/2 Inches)	1,123	SM-IRR	2000
Russell	K-18	Osborne-Russell County Line, East to West Junction US-281	4.8	Conventional Seal	68	SM-IRR	2003
Russell	K-18	East Junction US-281, East to Russell-Lincoln County Line	13.3	Conventional Seal	232	SM-CMN	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Russell	K-176	North City Limits of Lucas, North to Junction K-18 (Entire Route)	0.2	40 mm Overlay (1-1/2 Inches)	13	SM-IRR	2000
Russell	K-176	North City Limits of Lucas, North 0.173 Mile to Jct K-18 (Entire Route)	0.2	Conventional Seal	7	SM-CMN	2005
Russell	K-181	Junction K-232, East to Russell-Lincoln County Line	0.1	40 mm Overlay (1-1/2 Inches)	7	SM-IRR	2002
Russell	K-181	Junction K-232, East to Russell-Lincoln County Line	0.1	Conventional Seal	2	SM-IRR	2006
Russell	K-231	North City Limits of Dorrance, North to Junction I-70 (Entire Route)	0.7	40 mm Overlay (1-1/2 Inches)	53	SM-IRR	2000
Russell	K-232	Lincoln-Russell Co Line, West & North to Junction K-18 (Entire Route)	9.0	40 mm Overlay (1-1/2 Inches)	668	SM-IRR	2000
Russell	K-232	Lincoln-Russell County Line, North to Junction K-18	9.0	1-1/2 Inch Overlay	1,049	SM-IRR	2005
Russell	K-257	Junction I-70 Right of Way, North to Gorham (Entire Route)	0.9	40 mm Overlay (1-1/2 Inches)	72	SM-IRR	2004
Russell	US-40	East City Limits of Russell, East to Junction I-70	3.8	1-1/2 Inch Overlay	403	SM-IRR	2004
Russell	US-281	Bridges over Landon Creek & Smoky Hill River	0.0	Bridge Replacement	2,841	PB-PBR	2003
Russell	US-281	West Junction K-18, East to East Junction K-18	8.5	40 mm Overlay (1-1/2 Inches)	452	SM-IRR	2000
Russell	US-281	Barton-Russell County Line, North to South City Limits of Russell	11.7	Conventional Seal	178	SM-IRR	2002
Russell	US-281	East Junction K-18, North to Russell-Osborne County Line	1.0	Conventional Seal	12	SM-IRR	2002
Russell	US-281	Bridges over Saline River & Paradise Creek	0.0	Bridge Deck	1,304	PB-PDR	2004
Russell	US-281	0.796 km S of North City Limits of Russell, North to West Junction K-18	15.0	25 mm Overlay (1 Inch)	729	SM-IRR	2003
Russell	US-281	BT-RS Co Line, N 11.46 Miles to Fossil Lake Bridge (exclude 1.17 Miles)	11.5	1-1/2 Inch Overlay	592	SM-IRR	2004
Russell	US-281	West Junction K-18, East to East Junction K-18	8.5	Conventional Seal	124	SM-CMN	2005
Russell	US-281	Junction K-18, North to Russell-Osborne County Line	1.0	1 Inch Overlay	136	SM-IRR	2006
Russell	US-281	0.495 Mile South of N City Limits of Russell, North to W Junction K-18	15.0	Conventional Seal	330	SM-IRR	2007
Russell	US-281	Russell: South City Limits to Dorrance Street on US-281	1.0	Milling & Overlay	200	SM-K1R	2001
Russell		Russell: Wichita Avenue from St Johns to US-281/40B	0.6	Grade & Surfacing	797	LC-EDP	2005
Russell		Data Collection System	0.0	Intelligent Transp System	0	LC-ITS	2006
Saline	I-70	.6 km West of I-135/US-81, East to .5 km West RS-1050	9.4	Pavement Reconstruction	39,586	MM-IRI	2003
Saline	I-70	.6 km West of I-135/US-81, East to .5 km West RS-1050	9.3	40 mm Overlay (1-1/2 Inches)	567	MM-IRI	2002
Saline	I-70	0.5 km West of RS-1050, East to Saline-Dickinson County Line	6.5	Grade, Bridge & Surfacing	25,306	MM-IRI	2007
Saline	I-70	0.9 km West of RS-1050, East to Saline-Dickinson County Line	6.5	Seeding, Sodding	67	MM-IRI	2009
Saline	I-70	Bridges Local Roads Over, 1.6, 11.3, 17.8 km East County Line	0.0	Bridge Overlay	359	SM-BSR	2000
Saline	I-70	Saline County: I-70 Exit Numbers 244 (RS-522) & 249 (RS-1710)	0.0	Lighting	105	SM-LTG	2004
Saline	I-70	12.9 km East of Lincoln-Saline County Line, East 10.8 km	6.7	Conventional Seal	194	SM-ISR	2002
Saline	I-70	Bridge, Eastbound I-70 over K-143 in Salina	0.0	Bridge Repair	0	SM-EMR	2002
Saline	I-70	RS-1050, East to Saline-Dickinson County Line	5.9	Overlay	610	SM-ISR	2003
Saline	I-70	Lincoln-Saline County Line, East 12.915 km	8.0	Conventional Seal	208	SM-ISR	2003
Saline	I-70	Lincoln-Saline County Line, East to Junction I-135	13.7	Overlay	3,442	SM-ISR	2004
Saline	I-70	2 Miles West of I-135, East to New Concrete Pavement	1.0	Overlay	536	SM-ISR	2006
Saline	I-70	Saline County: I-70 Exit No 266 (K-221)	0.0	Lighting	185	SM-LTG	2009
Saline	I-135	Southbound & Northbound over K-4 1.4 km North MP-SA County Line	0.0	Preliminary Engineering	0	MM-IRI	2001
Saline	I-135	McPherson-Saline County Line, North to 0.5 km North Junction K-104	9.4	Pavement Reconstruction	29,704	MM-IRI	2000
Saline	I-135	McPherson-Saline County Line, North to 0.5 km North Junction K-104	9.4	Overlay	744	MM-IRI	2000
Saline	I-135	McPherson-Saline County Line, North to 0.5 km North Junction K-104	0.0	Bridge Replacement	2,544	MM-IRI	2001
Saline	I-135	Interchange: Waterwell Road, 1.6 km South of Shilling Interchange	0.0	Interchange/s	4,514	SE-SEI	2003
Saline	I-135	Northbound I-135 Bridge over I-70, Northwest of Salina	0.0	Bridge Repair	23	SM-EMR	2002
Saline	I-135	0.5 Mile North of Mentor Interchange, North 9.66 Miles	0.0	Joint Repair	112	SM-CMN	2005
Saline	I-135	McPherson-Saline County Line North to Junction I-135/I-70	0.0	Pavement Marking	557	SM-PMR	2006
Saline	K-4	Bridge over Dry Creek, 0.43 km (0.27 Mile) East of North Jct I-135	0.5	Bridge Replacement	1,232	MM-RIM	2007
Saline	K-4	Junction K-104, East to Saline-Dickinson County Line	15.0	40 mm Overlay (1-1/2 Inches)	901	SM-IRR	2002
Saline	K-4	Bridge over Dry Creek	0.0	Bridge Repair	252	SM-BSR	2003
Saline	K-4	South City Limits of Gypsum, East to Saline-Dickinson County Line	0.0	Crack Repair	5	SM-CMN	2005
Saline	K-4	Bridge over Smoky Hill River, 2.24 Miles East of Junction K-104	0.0	Bridge Overlay	141	SM-BSR	2006
Saline	K-4	Junction K-104, East to South City Limits of Gypsum	0.0	Crack Repair	19	SM-IRR	2006
Saline	K-140	Ellsworth-Saline County Line, Northeast to Junction I-135	16.8	40 mm Overlay (1-1/2 Inches)	1,561	SM-IRR	2001

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Saline	K-140	Ellsworth-Saline County Line, East to Junction I-135	0.0	Crack Repair	22	SM-1RR	2003
Saline	K-140	Ellsworth-Saline County Line, East to I-135/US-81 Interchange	16.8	1 Inch Overlay	1,440	SM-1RR	2007
Saline	K-143	Diamond Road, North & West to Junction US-81	4.3	1 Inch Overlay	508	SM-1RR	2005
Saline	US-81	North of Junction I-70/I-135, North to Saline-Ottawa County Line	5.8	Surface & Bridge	8,368	MM-RIM	2004
Saline	US-81	Junction I-70, North to Saline-Ottawa County Line	5.8	Milling & Overlay	618	SM-1RR	2000
Saline	US-81	Bridges (West lane) & (East lane) Saline River, 5.1 km North I-70	0.0	Bridge Deck	1,684	PB-PDR	2002
Saline	US-81 B	McPherson-Saline County Line, North to Rose Hill Intersection	1.0	40 mm Overlay (1-1/2 Inches)	109	SM-1RR	2002
Saline		Salina: Schilling/Centennial: West to Arnold: South to Jumper	0.0	Pavement Reconstruction	1,079	LC-EDP	2004
Saline		Salina: N Ohio St over Union Pacific RR & Central Kansas RR Tracks	0.0	Grade, Bridge & Surfacing	9,728	MM-RSL	2006
Saline		Salina: N Ohio St over Union Pacific RR & Central Kansas RR Tracks	0.0	Grading	646	MM-RSL	2005
Saline		Union Pacific Railroad & Brookville Road Southwest of Brookville	0.0	Flashing Light Signal	144	MM-RRX	2006
Scott	K-4	Junction US-83, East to Scott-Lane County Line	11.9	40 mm Overlay (1-1/2 Inches)	1,448	SM-1RR	2000
Scott	K-4	Junction US-83, East to Scott-Lane County Line	0.0	40 mm Overlay (1-1/2 Inches)	25	SM-CMN	2002
Scott	K-4	US-83 Junction, East to Scott-Lane County Line	11.9	1-1/2 Inch Overlay	2,091	SM-1RR	2006
Scott	K-96	Wichita-Scott County Line, East to PCCP in Scott City (Church Street)	11.8	50 mm Overlay	909	SM-1RR	2002
Scott	K-96	Wichita-Scott County Line, East to PCCP at Scott City	0.0	Crack Repair	39	SM-CMN	2004
Scott	K-96	Junction US-83, East to Scott-Lane County Line	11.8	Conventional Seal	468	SM-1RR	2006
Scott	K-96	Scott City: K-96, East of Junction US-83 to College	0.1	Grade & Surfacing	267	SM-K1R	2002
Scott	US-83	Finney-Scott County Line, North to Concrete at Scott City (12th Street)	14.9	Sealing	781	SM-1RR	2001
Scott	US-83	Railroad Tracks in Scott City, North to Scott-Logan County Line	15.3	50 mm Overlay	1,703	SM-1RR	2002
Scott	US-83	Railroad Tracks in Scott City, North to Scott-Logan County Line	0.0	Crack Repair	60	SM-CMN	2003
Scott	US-83	Finney-Scott County Line, North to 12th Street in Scott City	14.8	Slurry Seal	894	SM-1RR	2005
Scott	US-83	Railroad Tracks in Scott City, North to Scott-Logan County Line	15.8	Conventional Seal	457	SM-1RR	2006
Scott	US-83	Scott City: on Main Street: 4th Street North 0.14 km	0.1	Grade & Surfacing	164	SM-K1R	2000
Scott	US-83	Scott City: 39 Feet N 3rd Street to 114 Feet N 1st Street on US-83	0.1	Grade & Surfacing	394	SM-K1R	2001
Scott	US-83	Scott City: 12th to K-96 on Main (US-83)	0.0	Pavement Patching	212	SM-K1R	2004
Sedgwick	I-35	127th Street Bridge over KTA, 0.16 km Northeast Junction US-54	0.0	Bridge Widen	403	PB-PDR	2005
Sedgwick	I-135	End Viaduct, North to 0.1 km North of 37th Street	2.6	Pavement Reconstruction	29,525	MM-IRI	2002
Sedgwick	I-135	85th Street (Coliseum), North to Sedgwick-Harvey County Line	5.0	Overlay	1,845	SM-ISR	2000
Sedgwick	I-135	0.8 km North 85th Street North, North to Sedgwick-Harvey County Line	4.6	Pavement Reconstruction	11,476	MM-IRI	2004
Sedgwick	I-135	North of Pawnee Street, North to Beginning Viaduct (Wichita)	0.0	Pavement Reconstruction	19,947	MM-IRI	2009
Sedgwick	I-135	I-135/US-54 Interchange & Southbound I-135 (Lincoln to Harris)	0.0	Lighting	2,000	MM-IRI	2007
Sedgwick	I-135	I-135 from Pawnee Street, North to Kellogg Street (Both Sides)	0.0	Fencing	78	SM-EMR	2000
Sedgwick	I-135	Bridge (Unit 36) I-135 over 17th Street in Wichita	0.0	Bridge Repair	0	SM-EMR	2000
Sedgwick	I-135	Bridge, Pedestrian Overpass over I-135	0.0	Bridge Repair	193	SM-BSR	2003
Sedgwick	I-135	Between US-54 & Pawnee Avenue, Northbound & Southbound Lanes	0.0	Pavement Patching	170	SM-EMR	2002
Sedgwick	I-135	I-135 & 2nd Street, in Wichita	0.0	Lighting	18	SM-EMR	2002
Sedgwick	I-135	85th Street Interchange, City of Park City	0.0	Lighting	71	SM-LTG	2005
Sedgwick	I-135	Bridges over 61st Street; Bridges over Chisholm Creek	0.0	Bridge Repair	1,027	SM-BSR	2004
Sedgwick	I-135	Bridges over 85th Street	0.0	Bridge Repair	292	SM-BSR	2003
Sedgwick	I-135	37th Street, North to 85th Street	6.0	Slurry Seal	373	SM-ISR	2004
Sedgwick	I-135	Ramps at 47th South, 53rd North & 61st North Streets	0.0	Pavement Patching	362	SM-ISR	2004
Sedgwick	I-135	I-135 Northbound & Southbound from Pawnee St, N to US-54(Wichita)	0.0	Pavement Patching	54	SM-ISR	2005
Sedgwick	I-135	Northbound Raised Bridge (Canal Route)	0.0	Joint Repair	499	SM-ISR	2007
Sedgwick	I-135	37th Street to 85th Street	6.7	Overlay	2,350	SM-ISR	2008
Sedgwick	I-135	Bridge, 45th Street over I-135	0.0	Bridge Overlay	591	SM-BSR	2006
Sedgwick	I-135	Pawnee Street, North to South End of Viaduct	0.0	Pavement Patching	1,728	SM-ISR	2006
Sedgwick	I-135	KTA Entrance N to the N Edge of Wearing Surface of Pawnee Ave Bridge	0.0	Pavement Marking	168	SM-PMR	2006
Sedgwick	I-235	US-54/I-235 Interchange; Central Kansas RR/Kansas Southwestern RR	0.0	Right of Way	0	MM-IRI	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Sedgwick	I-235	I-235 from MacArthur Road, Northwest to Seneca (Both Sides)	0.0	Fencing	27	SM-EMR	2000
Sedgwick	I-235	I-235 from MacArthur Road, Northwest to Seneca	0.0	Lighting	35	SM-EMR	2000
Sedgwick	I-235	Bridges over Oklahoma, Kansas & Texas Railroad (N lane & S lane)	0.0	Bridge Overlay	465	SM-BSR	2001
Sedgwick	I-235	Bridges: Junction Bickell Street and West lane of I-235	0.0	Bridge Overlay	119	SM-BSR	2001
Sedgwick	I-235	Bridges, Little Arkansas River	0.0	Bridge Overlay	119	SM-BSR	2001
Sedgwick	I-235	From MacArthur Ramps North to Central Ramps	0.0	Pavement Patching	840	SM-CMN	2001
Sedgwick	I-235	Bridges, West lane & East lane over US-54	0.0	Bridge Overlay	68	SM-BSR	2002
Sedgwick	I-235	Northbound I-235 Sign Truss just South of US-54	0.0	Signing	15	SM-EMR	2001
Sedgwick	I-235	25th Street Bridge over I-235 in Wichita	0.0	Bridge Repair	320	SM-EMR	2002
Sedgwick	I-235	Bridge, Northbound I-235 Exit Ramp to Eastbound US-54	0.0	Bridge Repair	156	SM-BSR	2003
Sedgwick	I-235	E End Broadway Br to W Edge of Wear Surf of Hydraulic Br, Incl Ramps	1.1	40 mm Overlay (1-1/2 Inches)	393	SM-ISR	2002
Sedgwick	I-235	S Jct I-35, North to Jct N Broadway Include All Ramps & Side Road	0.0	Pavement Marking	488	SM-PMR	2005
Sedgwick	I-235	K-96 & I-235 Ramps	0.0	Pavement Patching	507	SM-ISR	2006
Sedgwick	I-235	Ramps at Central, Kellogg, McArthur, West & K-42	0.0	Pavement Patching	1,500	SM-ISR	2007
Sedgwick	I-235	Interchanges at US-54 (Kellogg Ave) & at Central Avenue	0.0	Preliminary Engineering	0	MM-IRI	2006
Sedgwick	I-235	Bridge, Northbound I-235 Ramp to K-96 Westbound	0.0	Bridge Overlay	890	SM-BSR	2007
Sedgwick	I-235	0.1 Mile N US-54, Ramp I-235 Southbound to US-54 Westbound, Bridge	0.0	Bridge Repair	100	SM-BSR	2007
Sedgwick	K-15	K-15 & Red Powell Road, City of Derby, Sedgwick County	0.2	Intersection Improvement	97	SM-SAF	2001
Sedgwick	K-15	Wichita: South City Limits, Northwest to I-135 on K-15	1.0	Grade & Surfacing	595	MM-K3R	2004
Sedgwick	K-15	Junction K-15 & 47th Street in Wichita	0.0	Special	3	SM-EMR	2003
Sedgwick	K-15	North City Limits of Derby, North to North End of KTA Bridge Approach	0.0	Pavement Marking	451	SM-PMR	2006
Sedgwick	K-42	2.7 km Northeast of Junction K-49, Northeast 2.6 km	0.0	Grade, Bridge & Surfacing	6,269	PB-PBR	2000
Sedgwick	K-42	119th Street, Northeast to Ridge Road	3.4	Slurry Seal	297	SM-IRR	2001
Sedgwick	K-42	Sumner-Sedgwick County Line, Northeast to Junction K-49	2.0	40 mm Overlay (1-1/2 Inches)	110	SM-IRR	2003
Sedgwick	K-42	Junction with K-49, Northeast to Ridge Road on K-42	15.9	1-1/2 Inch Overlay	1,625	SM-IRR	2004
Sedgwick	K-42	K-42 & Tyler Road (South West Side of Wichita)	0.0	Traffic Signals	9	SM-SAF	2005
Sedgwick	K-42	Reference Point 85.785 to Hoover Road	1.2	Overlay	246	SM-IRR	2007
Sedgwick	K-49	Sumner-Sedgwick County Line, North to Junction K-42	1.0	25 mm Overlay (1 Inch)	40	SM-IRR	2000
Sedgwick	K-49	Sumner-Sedgwick County Line, North to Junction K-42	1.0	1 Inch Overlay	89	SM-IRR	2005
Sedgwick	K-96	1.7 km NW of RS-1805, SE to West City Limits Wichita (4 lane)	5.8	Surface & Bridge	10,550	MM-RIM	2003
Sedgwick	K-96	K-96 from Arkansas River Bridge, East to Junction I-235	0.0	Guard Fence	161	MM-GFU	2001
Sedgwick	K-96	Hillside, Oliver, Woodlawn, Rock Road, Webb, Greenwich - US-54	0.0	Lighting	535	SM-LTG	2006
Sedgwick	K-96	Reno-Sedgwick County Line, East to PCCP at Maize	15.0	Slurry Seal	433	SM-IRR	2002
Sedgwick	K-96	Webb Road Interchange, City of Wichita	0.0	Traffic Signals	131	SM-SAF	2003
Sedgwick	K-96	Bridge Westbound over Arkansas River, 0.56 Mile East of West Street	0.0	Bridge Overlay	914	SM-BSR	2007
Sedgwick	K-96	Reno-Sedgwick County Line, East to Maize Road	0.0	Joint Repair	74	SM-CMN	2004
Sedgwick	K-96	Junction I-135, East to Jct US-54/400 Include all Ramps & Side Road	0.0	Pavement Marking	404	SM-PMR	2005
Sedgwick	K-96	East Edge of Wearing Surface Arkansas River Bridge, SE to Jct I-235	0.0	Pavement Patching	467	SM-IRR	2006
Sedgwick	K-96	K-96 Westbound Bridge over Meridian Avenue in Wichita	0.0	Bridge Repair	0	SM-EMR	2006
Sedgwick	K-96	0.25 Mile East of K-96 & West Street Ramps on Westbound K-96	0.0	Signing	30	SM-EMR	2006
Sedgwick	K-96	I-135 Interchange, East 6.337 Miles	0.0	Overlay	0	SM-IRR	2007
Sedgwick	K-163	Bridge over US-54, North lane & South lane	0.0	Bridge Overlay	398	SM-BSR	2000
Sedgwick	K-163	North City Limits of Garden Plain, North to Junction US-54	0.4	1-1/2 Inch Overlay	166	SM-IRR	2004
Sedgwick	K-251	Junction US-54, North to Cheney Reservoir	3.8	1-1/2 Inch Overlay	441	SM-IRR	2004
Sedgwick	K-251	Bridge, North Fork Ninnescah River	0.0	Bridge Overlay	185	SM-BSR	2006
Sedgwick	K-254	Bridges: Junction 45th Street and North lane of K-254	0.0	Bridge Overlay	636	SM-BSR	2000
Sedgwick	K-254	NW Bypass: near US-54/151st West, N & E to K-96 near 45th St North	0.0	Preliminary Engineering	0	SE-SEB	2005
Sedgwick	K-254	NW Bypass: near US-54/151st West, N & E to K-96 near 45th St North	0.0	Preliminary Engineering	0	SE-SEB	2005
Sedgwick	K-254	Hillside/45th Street, Oliver, & Woodlawn Interchanges	0.0	Lighting	483	SM-LTG	2007
Sedgwick	K-254	Bridges, Middle Fork Chisholm Creek South lane & North lane	0.0	Bridge Repair	219	SM-BSR	2002
Sedgwick	K-254	Junction K-135, East to Middle Fork Chisholm Creek	3.0	Conventional Seal	118	SM-IRR	2002

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Sedgwick	K-254	Bridge over 53rd Street	0.0	Bridge Overlay	218	SM-BSR	2004
Sedgwick	K-254	Middle Fork Chisholm Creek, East to Sedgwick-Butler County Line	7.3	Slurry Seal	438	SM-IRR	2004
Sedgwick	K-254	Junction I-235/I-135 Northeast to Kechi Interchange	4.5	Sealing	779	SM-IRR	2007
Sedgwick	US-54	Kingman-Sedgwick County Line, East to 0.8 km East K-163 (4 lane)	7.5	Pavement Reconstruction	18,308	MM-RIM	2003
Sedgwick	US-54	US-54 from .5 Mile West 151st W to .5 Mile East 119th West in Wichita	0.0	Preliminary Engineering	0	MM-RIM	2007
Sedgwick	US-54	US-54 Highway near 151st Street West in Wichita	0.0	Right of Way	0	MM-COR	2000
Sedgwick	US-54	Light Tower approximately 1137.5 Feet West of Hillside	0.0	Lighting	30	SM-LTG	2001
Sedgwick	US-54	Washington Street Bridge, East to Hillside Avenue	1.7	Overlay	1,456	SM-IRR	2001
Sedgwick	US-54	US-54 in Wichita Metropolitan Area	0.0	Intelligent Transp System	0	MM-ITS	2001
Sedgwick	US-54	From existing Freeway West of Goddard East to near 183rd Street	0.0	Preliminary Engineering	0	SE-SEB	2005
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.8	Interchange/s	28,000	SE-SEI	2007
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Bridge	5,901	SE-SEI	2003
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Bridge	2,200	SE-SEI	2004
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Surfacing	800	SE-SEI	2005
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Grade & Surfacing	1,632	SE-SEI	2004
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Grade & Surfacing	8,200	SE-SEI	2004
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Interchange/s	3,000	SE-SEI	2005
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Interchange/s	10,000	SE-SEI	2006
Sedgwick	US-54	Interchange: Mission Road to Heather Street - East Side Wichita	0.0	Interchange/s	770	SE-SEI	2006
Sedgwick	US-54	Interchange: Sylvan Lane to Mission Road - East Side Wichita	1.0	Interchange/s	42,728	SE-SEI	2003
Sedgwick	US-54	Bridge, Pedestrian Overpass over US-54	0.0	Bridge Repair	145	SM-BSR	2003
Sedgwick	US-54	East City Limits of Wichita, East to Sedgwick-Butler County Line	2.0	50 mm Overlay	329	SM-IRR	2002
Sedgwick	US-54	US-54 & 183rd Street East of Goddard	0.0	Traffic Signals	329	SM-SAF	2003
Sedgwick	US-54	Eastbound US-54 between Washington Street & I-135 in Wichita	0.0	Signing	16	SM-EMR	2002
Sedgwick	US-54	Meridian, Seneca & Washington in Wichita	0.0	Traffic Signals	206	MM-HES	2006
Sedgwick	US-54	US-54 in Wichita Metropolitan Area	0.0	Preliminary Engineering	0	SM-SAF	2002
Sedgwick	US-54	Bridge, Hydraulic Avenue (Ramp)	0.0	Bridge Repair	312	SM-BSR	2003
Sedgwick	US-54	US-54 in Goddard	0.0	Construction Contracts	92	MM-COR	2003
Sedgwick	US-54	US-54/I-235 Interchange	0.0	Pavement Marking	58	SM-PMR	2002
Sedgwick	US-54	S Access Road from 199th St West, East to 183rd St West at Goddard	0.0	Grade & Surfacing	433	MM-COR	2007
Sedgwick	US-54	Bridge, Wichita Flood Control Canal	0.0	Bridge Repair	1,730	SM-BSR	2004
Sedgwick	US-54	North Side of US-54 from Oak Street to Walnut Street in Goddard	0.0	Grade & Surfacing	150	MM-COR	2007
Sedgwick	US-54	Culvert, 13.6 Miles East of Kingman-Sedgwick County Line	0.0	Culvert	295	SM-EMR	2004
Sedgwick	US-54	Bridge Westbound Kellogg over Washington	0.0	Bridge Overlay	1,760	SM-BSR	2005
Sedgwick	US-54	Bridges Southbound & Northbound over Ridge Road	0.0	Bridge Overlay	798	SM-BSR	2005
Sedgwick	US-54	Junction Ridge Road, East to Junction K-42	3.0	1 Inch Overlay	1,083	SM-IRR	2005
Sedgwick	US-54	S Side of US-54, 850 W & 250 Ft E of 1/2 Mile Point-Webb & Greenwich	0.0	Grade & Surfacing	96	MM-COR	2005
Sedgwick	US-54	US-54 between 119th Street West & 135th Street West	0.0	Grade & Surfacing	3,896	MM-COR	2007
Sedgwick	US-54	Bridges over Hillside	0.0	Bridge Overlay	710	SM-BSR	2006
Sedgwick	US-54	Kellogg & Hillside; and Kellogg & Grove	0.0	Pavement Patching	253	SM-CMN	2005
Sedgwick	US-54	0.25 Mile East of K-163 Interchange, East to West Side of 119th Street	0.0	Pavement Marking	224	SM-PMR	2006
Sedgwick	US-54	Front Rd, North of US-54 from 135th St West approximately 1,345 feet	0.0	Grade & Surfacing	250	MM-COR	2006
Sedgwick	US-54	Edwards to the Washington Street Bridge in Wichita	0.0	Pavement Marking	170	SM-PMR	2006
Sedgwick	US-54	East City Limits of Wichita, East to Sedgwick-Butler County Line	2.0	Overlay	356	SM-IRR	2007
Sedgwick	US-54	0.17 Mile East of Hillside Avenue, East to 0.34 Mile East of Oliver Street	0.0	Pavement Marking	108	SM-PMR	2007
Sedgwick	US-54	Wichita: US-54: KTA, East to 127th Street (Westbound lane)	2.2	Milling & Overlay	300	SM-K1R	2000
Sedgwick	US-54	Wichita: from KTA, East to 127th Street (Eastbound lanes)	2.2	Milling & Overlay	284	SM-K1R	2001
Sedgwick	US-54	Wichita: 2 Locations - US-54/400 & US-81	1.0	Pavement Reconstruction	254	SM-K1R	2003
Sedgwick	US-54	119th Street (West City Limits) to Lark Lane in Wichita	0.5	Milling & Overlay	263	LC-K1R	2006
Sedgwick	US-54	0.25 Mile W of Webb Road to the E City Limits on Kellogg (US-54/400)	2.3	Milling & Overlay	680	LC-K1R	2007
Sedgwick	US-81	Cowskin Cr Bridge 3.08 Miles (5.0 km) N Sumner-Sedgwick Co Line	0.0	Bridge Replacement	798	PB-PBR	2007

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Sedgwick	US-81	US-81 & 63rd Street South, Northeast of Haysville	0.2	Intersection Improvement	421	MM-HES	2000
Sedgwick	US-81	Sumner-Sedgwick County Line, North to Haysville Concrete Section	6.0	25 mm Overlay (1 Inch)	310	SM-IRR	2001
Sedgwick	US-81	Corridor: Broadway Avenue East to I-135/KTA in Wichita	0.0	Preliminary Engineering	0	SE-SEC	2002
Sedgwick	US-81	US-81 & Grand Street, City of Haysville	0.0	Traffic Signals	105	SM-SAF	2002
Sedgwick	US-81	Bridge on 47th Street over I-135, approximately 0.25 Mile North of KTA	0.0	Bridge Overlay	377	SM-BSR	2007
Sedgwick	US-81	US-81 & 55th Street, City of Wichita	0.0	Traffic Signals	600	SM-SAF	2007
Sedgwick		Northwest Beltway around Wichita	0.0	Preliminary Engineering	0	SE-SEB	2001
Sedgwick		Various Locations in the City of Wichita	0.0	Lighting	271	SM-LTG	2000
Sedgwick		Various Bridges in Sedgwick County	0.0	Pavement Marking	54	SM-PMR	2000
Sedgwick		Wichita Metropolitan Area (I-135, I-235, US-54 & K-96)	0.0	Intelligent Transportation Sys	73	MM-ITS	2002
Sedgwick		Wichita Metropolitan Area	0.0	Purchase Equipment, etc.	0	MM-ITS	2002
Sedgwick		Various Locations in Sedgwick County	0.0	Signing	32	SM-SOS	2001
Sedgwick		Bypass: West of Goddard East & North to K-96 near 45th St North	0.0	Preliminary Engineering	0	SE-SEB	2001
Sedgwick		Various Locations in Wichita	0.0	Lighting	116	SM-LTG	2002
Sedgwick		City of Wichita	0.0	Purchase Equipment, etc.	0	MM-ITS	2002
Sedgwick		City of Wichita	0.0	Purchase Equipment, etc.	0	MM-ITS	2002
Sedgwick		Wichita South Area	0.0	Location Study	0	MM-RIM	2004
Sedgwick		Hoover Road from South of 31st Street, North to Harry Street	1.2	Grade & Surfacing	10,783	LC-EDP	2004
Sedgwick		Wichita Metro Area: I-135, I-235 & US-54	0.0	Intelligent Transp System	1,848	LC-ITS	2004
Sedgwick		Wichita Metro Area: I-135, I-235 & US-54	0.0	Intelligent Transp System	420	MM-ITS	2007
Sedgwick		Wichita Metro Area: I-135, I-235 & US-54	0.0	Intelligent Transp System	4,367	MM-ITS	2008
Sedgwick		Wichita Metro Area: I-135, I-235 & US-54	0.0	Intelligent Transp System	0	MM-ITS	2005
Sedgwick		Wichita Metro Area: I-135, I-235 & US-54	0.0	Intelligent Transp System	0	LC-ITS	2005
Sedgwick		Speed Monitoring Trailer	0.0	Intelligent Transp System	0	LC-ITS	2004
Sedgwick		International Trade Processing Center in Wichita	0.0	Special	0	MM-RIM	2005
Sedgwick		Junction of Maize Road & 53rd Street North	0.5	Grade & Surfacing	976	LC-EDP	2008
Sedgwick		Colwich: Wichita, Colwich & Crocker Street East of 1st Street	0.4	Grade & Surfacing	689	LC-EDP	2009
Sedgwick		Derby: Madison Avenue from Water Street East to Buckner Street	0.1	Grade & Surfacing	720	LC-EDP	2009
Sedgwick		Wichita: Pawnee Street & Oliver Street-Edwards	0.1	Grade & Surfacing	776	LC-EDP	2001
Sedgwick		Wichita: BNSF Railway/Pawnee Separation	0.0	Grade, Bridge & Surfacing	0	SE-SEW	2000
Sedgwick		Wichita: Central Corridor	2.6	Grade, Bridge & Surfacing	60,413	SE-SEW	2005
Sedgwick		Wichita: 21st Street Separation	0.0	Grade, Bridge & Surfacing	0	SE-SEW	2001
Sedgwick		Haysville: Grand Avenue/Union Pacific Railroad Grade Separation	1.8	Grade, Bridge & Surfacing	4,934	SE-SEW	2003
Seward	K-51	Stevens-Seward County Line, East to Junction US-83	0.0	Crack Repair	55	SM-IRR	2001
Seward	K-51	Stevens-Seward County Line, East to Junction US-83	8.0	Conventional Seal	120	SM-CMN	2005
Seward	K-190	Haskell-Seward County Line, East to Junction US-83	7.0	40 mm Overlay (1-1/2 Inches)	316	SM-IRR	2002
Seward	US-54	Oklahoma-Kansas State Line, Northeast to Western Avenue in Liberal	3.7	Grade, Bridge & Surfacing	20,625	MM-RIM	2006
Seward	US-54	East City Limits of Liberal, Northeast to West End Cimarron River Bridge	10.7	Sealing	131	SM-IRR	2000
Seward	US-54	E End Cimarron River Bridge, Northeast to South City Limits of Kismet	0.0	Crack Repair	52	SM-IRR	2000
Seward	US-54	South City Limits of Kismet, Northeast to Seward-Meade County Line	4.5	40 mm Overlay (1-1/2 Inches)	482	SM-IRR	2001
Seward	US-54	E City Limits of Liberal, E to W Edge of Wear Surf Cimarron River Bridge	11.3	Slurry Seal	687	SM-IRR	2004
Seward	US-54	Liberal: N & NE legs of US-54/US-83/2nd Street/Bluebell Junction	0.2	Grade & Surfacing	353	LC-K3R	2007
Seward	US-54	Cimarron River Bridge, East to Seward-Meade County Line	9.0	Overlay	1,953	SM-IRR	2006
Seward	US-54	E City Limits, E to W Edge of Wearing Surface of Cimarron River Bridge	10.9	Overlay	1,039	SM-IRR	2007
Seward	US-54	Liberal: Pancake: 90 meters East of Western, East 758 meters	0.5	Surfacing	1,500	SM-K1R	2002
Seward	US-54	US-54 (Pancake) & Kansas (Main Street)	0.0	Intersection Improvement	293	LC-HES	2006
Seward	US-56	Stevens-Seward County Line, Northeast to Seward-Haskell County Line	0.8	1-1/2 Inch Overlay	90	SM-IRR	2006
Seward	US-83	Cimarron River Bridge, 8.96 km North K-51	0.0	Bridge Repair	201	SM-CMN	2001
Seward	US-83	Oklahoma-Kansas State Line, North to 1.52 km North of Junction K-51	13.7	25 mm Overlay (1 Inch)	751	SM-IRR	2002
Seward	US-83	Bridge over Cimarron River, 8.96 km (5.57 Miles) N & E Junction K-51	0.0	Bridge Overlay	1,774	SM-BSR	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Seward	US-83	South Junction US-160, North to Seward-Haskell County Line	8.0	Overlay	1,107	SM-1RR	2004
Seward	US-83	0.9 Mile North of Junction K-51, North to South Junction US-160	8.4	Overlay	608	SM-1RR	2005
Seward	US-83	North City Limits of Liberal, North to 0.9 Mile North of Junction K-51	8.5	Overlay	1,023	SM-1RR	2007
Seward	US-83	Liberal: 11th Street North to Tucker Road	1.2	Milling & Overlay	227	SM-K1R	2000
Seward	US-160	South Junction US-83, East to Seward-Meade County Line	12.9	Grade & Surfacing	13,105	MM-RIM	2008
Seward		Liberal: Kansas Avenue East to Calvert Street on Tucker Road	0.5	Grade & Surfacing	1,201	LC-EDP	2005
Shawnee	I-70	K-4/I-70/KTA (I-470) Interchange in Topeka	0.0	Special	13	MM-IRI	2003
Shawnee	I-70	.8 km W Wabaunsee-Shawnee County Line, E to 0.5 km W Valencia Rd	4.2	Pavement Reconstruction	18,653	MM-IRI	2002
Shawnee	I-70	.8 km W Wabaunsee-Shawnee County Line, E to 0.5 km W Valencia Rd	0.0	Special	309	MM-IRI	2002
Shawnee	I-70	.8 km W Wabaunsee-Shawnee County Line, E to 0.5 km W Valencia Rd	3.7	Detour(s)	774	MM-IRI	2002
Shawnee	I-70	8th Street Bridge over I-70 in Topeka	0.0	Special	4	SM-BSR	2001
Shawnee	I-70	Junction I-470, East to West Edge of Wearing Surface Polk/Quincy	0.0	Joint Repair	557	SM-ISR	2001
Shawnee	I-70	East End of Polk/Quincy Viaduct, East 5.6 km	0.0	Pavement Patching	147	SM-ISR	2003
Shawnee	I-70	Valencia Road, East to Junction I-470	0.0	Joint Repair	57	SM-CMN	2004
Shawnee	I-70	Bridges, 0.14 Mile East of Topeka Boulevard	0.0	Bridge Repair	1,191	SM-BSR	2005
Shawnee	I-70	E Edge of Wear Surf Polk-Quincy Viaduct, E to 0.2 Miles E of Carnahan	0.0	Pavement Patching	376	SM-ISR	2004
Shawnee	I-70	Bridge, 6th Street over I-70 in Topeka	0.0	Bridge Overlay	271	SM-BSR	2006
Shawnee	I-70	Bridges, SE 4th Street & SE 3rd Street in Topeka	0.0	Bridge Overlay	316	SM-BSR	2007
Shawnee	I-70	I-70/I-470 & US-75 Interchange Vicinity	0.0	Intelligent Transp System	112	MM-ITS	2008
Shawnee	I-70	I-70 Westbound, I-70 Eastbound, US-75 Southbound approaching Topeka	0.0	Intelligent Transp System	693	MM-ITS	2008
Shawnee	I-70	I-70 Eastbound & Westbound approaching Polk/Quincy Viaduct in Topeka	0.0	Intelligent Transp System	140	MM-ITS	2008
Shawnee	I-470	West of Martin Drive, East to Topeka Boulevard	0.0	Care Agt(Maint New Landsc)	140	MM-IRI	2000
Shawnee	I-470	Southbound I-470/US-75 Exit Ramp at 21st Street in Topeka	0.1	Intersection Improvement	165	SM-SAF	2001
Shawnee	I-470	Junction I-70 South & East to 1.2 km East of Gage Boulevard	0.0	Pavement Marking	144	SM-PMR	2001
Shawnee	I-470	Bridge, I-470 Westbound over I-70 (.2 Mile Northwest of 10th Street)	0.0	Bridge Repair	141	SM-BSR	2002
Shawnee	I-470	I-470, at Milepost 6.50 on Eastbound I-470 in Topeka	0.0	Special	12	SM-EMR	2001
Shawnee	I-470	Westbound I-470	0.0	Signing	13	SM-CMN	2003
Shawnee	I-470	Bridge, 0.5 km East of Gage Boulevard Interchange	0.0	Bridge	55	SM-BSR	2004
Shawnee	I-470	Intersection: I-470/Huntoon/Arvonia in Topeka	0.0	Ramp Improvement	324	SM-SAF	2004
Shawnee	I-470	Junction I-70, South to 0.7 Mile East of Gage Boulevard	0.0	Joint Repair	504	SM-ISR	2003
Shawnee	I-470	I-470/US-75 Interchange East to Topeka Boulevard	0.0	Joint Repair	43	SM-CMN	2004
Shawnee	I-470	Bridges, Shunganunga Creek	0.0	Bridge Repair	247	SM-BSR	2005
Shawnee	I-470	Bridges, 110 Mile Creek	0.0	Bridge Overlay	214	SM-BSR	2006
Shawnee	I-470	21st & I-470 Westbound Off Ramp	0.0	Ramp Improvement	204	LC-HES	2005
Shawnee	K-4	K-4/I-70/KTA (I-470) Interchange in Topeka	2.6	Landscaping & Beautification	0	MM-RIM	2002
Shawnee	K-4	K-4/I-70/KTA (I-470) Interchange in Topeka	0.0	Care Agt(Maint New Landsc)	372	MM-RIM	2001
Shawnee	K-4	Br 120 Mission Cr Drainage 7.4 km NE Wabaunsee-Shawnee Co Line	0.0	Bridge Replacement	677	PB-PBR	2004
Shawnee	K-4	East Junction US-24, North to Shawnee-Jefferson County Line	0.8	50 mm Overlay	111	SM-1RR	2002
Shawnee	K-4	South Junction Auburn Road, North to 10th Street	1.9	40 mm Overlay (1-1/2 Inches)	210	SM-1RR	2002
Shawnee	K-4	Junction US-40, North to Junction US-24	0.0	Joint Repair	37	SM-CMN	2004
Shawnee	K-4	Wabaunsee-Shawnee County Line, Northeast to RS-514 (Auburn Road)	10.1	1-1/2 Inch Overlay	507	SM-1RR	2005
Shawnee	K-4	Junction with US-24, North to Shawnee-Jefferson County Line on K-7	0.9	Conventional Seal	20	SM-CMN	2005
Shawnee	US-24	Bridge over Union Pacific Railroad, 6.15 Miles Southeast of Silver Lake	0.0	Bridge Overlay	305	SM-BSR	2007
Shawnee	US-24	West City Limits of Rossville, East to 2 lane/4 lane	0.0	Crack Repair	131	SM-1RR	2000
Shawnee	US-24	Bridges: North lane & South lane over Goodyear Plant Entrance	0.0	Bridge Repair	233	SM-BSR	2002
Shawnee	US-24	PT-SN Co Line, E to W City Limits of Silver Lake; ECL to 2 lane-4 lane	18.3	40 mm Overlay (1-1/2 Inches)	725	SM-1RR	2002
Shawnee	US-24	1.3 km East of Junction US-75, East to 1.8 km East of Junction US-75	0.3	40 mm Overlay (1-1/2 Inches)	60	SM-1RR	2002
Shawnee	US-24	Bridges: Old US-75 (West lane) & (East lane)	0.0	Bridge Repair	226	SM-BSR	2003
Shawnee	US-24	Kansas Avenue East to Shawnee-Jefferson County Line	3.6	25 mm Overlay (1 Inch)	662	SM-1RR	2003
Shawnee	US-24	Union Pacific Railroad along US-24 or US-40	0.0	Right of Way	0	MM-RIM	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Shawnee	US-24	Bridges: Old US-75 West lane & East lane	0.0	Bridge Repair	0	SM-CMN	2005
Shawnee	US-24	US-24, from Pearl St East to East City Limits & Orange St Approach	0.3	Curb & Gutter	708	LC-K3R	2008
Shawnee	US-24	US-24/Main & US-24/Orange in Rossville	0.0	Traffic Signals	18	SM-SAF	2006
Shawnee	US-24	Bridges on US-24 over Soldier Creek	0.0	Bridge	177	SM-CMN	2006
Shawnee	US-24	West City Limits of Silver Lake, East to Rochester Road	10.7	Conventional Seal	469	SM-IRR	2007
Shawnee	US-40	0.8 km East of Junction K-4, East to Shawnee-Douglas County Line	5.7	25 mm Overlay (1 Inch)	468	SM-IRR	2001
Shawnee	US-40	Junction K-4, East to Shawnee-Douglas County Line	5.8	1-1/2 Inch Overlay	546	SM-IRR	2005
Shawnee	US-75	Kansas River Bridge - East lane, 0.8 km North I-70/US-75	0.0	Bridge Replacement	8,914	PB-PBR	2000
Shawnee	US-75	East Junction I-70, North to 0.3 km North Kansas River Bridge	0.5	Pavement Reconstruction	2,702	MM-RIM	2000
Shawnee	US-75	Kansas River Bridge - West lane, 0.8 km North I-70/US-75	0.0	Bridge Paint	1,148	PB-PBR	2002
Shawnee	US-75	0.4 km North Kansas River Bridge, North to 1.1 km Northeast US-24	1.7	Pavement Reconstruction	20,567	MM-RIM	2002
Shawnee	US-75	US-75/46th Street North of Topeka	0.0	Interchange/s	12,832	MM-RIM	2002
Shawnee	US-75	US-75/35th Street North of Topeka	0.0	Grade, Bridge & Surfacing	5,329	MM-RIM	2000
Shawnee	US-75	End of 4 lane, South of Topeka, North to North of KTA	5.7	Grade, Bridge & Surfacing	13,149	MM-RIM	2001
Shawnee	US-75	Bridges over Local Road, RS-207, & Wakarusa River	0.0	Bridge Overlay	451	SM-BSR	2000
Shawnee	US-75	Bridges over Wakarusa River (East lane & West lane)	0.0	Bridge Paint	299	SM-BSP	2001
Shawnee	US-75	Osage-Shawnee County Line, North 3.96 km	2.5	40 mm Overlay (1-1/2 Inches)	530	SM-IRR	2001
Shawnee	US-75	Part 1: 0.35 km S US-24, N to Soldier Creek; Part 2: N & S of 46th Street	1.3	Slurry Seal	129	SM-IRR	2001
Shawnee	US-75	Bridge (West lane) over US-24, North of Topeka	0.0	Bridge Repair	68	SM-EMR	2002
Shawnee	US-75	Bridges over Wakarusa River	0.0	Bridge Repair	528	SM-BSR	2004
Shawnee	US-75	Bridge over RS-0207	0.0	Bridge Repair	145	SM-BSR	2004
Shawnee	US-75	49th St N to Jct I-470, & Soldier Cr N to Shawnee-Jackson County Line	0.0	Joint Repair	99	SM-CMN	2004
Shawnee	US-75	46th Street, North to Shawnee-Jackson County Line on US-75	0.0	Pavement Marking	46	SM-PMR	2005
Shawnee	US-75	0.45 Mile North of NW 46th Street North to Shawnee-Jackson Co Line	0.0	Pavement Marking	204	SM-PMR	2006
Shawnee		E 6th Street, 600 Feet in length approximately 0.1 Mile W of Croco Road	0.0	Special	186	SE-SEB	2005
Shawnee		Topeka Metropolitan Area	0.0	Intelligent Transp System	0	MM-ITS	2001
Shawnee		District 1, Area 4 (Topeka Metro Area)	0.0	Purchase Equipment	0	MM-ITS	2002
Shawnee		City of Topeka	0.0	Preliminary Engineering	0	MM-ITS	2002
Shawnee		Topeka: Kansas Avenue Extension from 37th to Topeka Boulevard	0.5	Grade & Surfacing	2,742	LC-EDP	2007
Shawnee		I-470/US-75/Burlingame Rd; K-4/US-40 to US-24; US-75/62nd-N Co Line	0.0	Pavement Marking	125	SM-PMR	2003
Shawnee		Union Pacific RR Tracks at NW Lower Silver Lake Rd (NW 17th Street)	0.0	Grade, Bridge & Surfacing	3,948	MM-RSL	2009
Shawnee		Various Locations in Shawnee County (I-470; I-70; US-75)	0.0	Pavement Marking	746	SM-PMR	2005
Shawnee		Topeka: MacVicar Avenue, I-70 Eastbound Exit to Outer Circle D	0.8	Grade & Surfacing	3,939	LC-EDP	2007
Shawnee		I-70 & I-470; K-4 & US-40; I-470 & US-75; US-75 & 42nd	0.0	Lighting	668	SM-LTG	2007
Shawnee		Topeka - Shawnee County	0.0	Intelligent Transp System	0	MM-ITS	2006
Shawnee		City of Topeka	0.0	Intelligent Transp System	423	LC-ITS	2008
Shawnee		Various Locations on I-70, K-4 & US-40	0.0	Pavement Marking	388	SM-PMR	2007
Sheridan	K-9	Junction K-123, East to Sheridan-Decatur County Line	6.4	Conventional Seal	69	SM-IRR	2004
Sheridan	K-23	Bridge, Saline River, 3.1 km North of Gove-Sheridan County Line	0.0	Bridge Replacement	1,500	PB-PBR	2003
Sheridan	K-23	Gove-Sheridan County Line, North to Junction US-24 (except Concrete)	15.5	Recycle & O-Lay	1,142	SM-IRR	2000
Sheridan	K-23	South City Limits of Hoxie, North & West to Junction US-83	19.6	1-1/2 Inch Overlay	2,318	SM-IRR	2005
Sheridan	K-23	K-23 from Utah Avenue North to Queen Avenue	0.3	Grade & Surfacing	660	LC-K3R	2008
Sheridan	K-123	Junction K-23, East & North to Sheridan-Decatur County Line	2.0	Conventional Seal	23	SM-IRR	2004
Sheridan	K-186	North City Limits of Menlo, North to Junction US-24	1.6	Conventional Seal	21	SM-IRR	2003
Sheridan	K-188	Sequin, North to Junction US-24	3.1	Conventional Seal	40	SM-IRR	2003
Sheridan	K-223	Junction K-23, North to Decatur-Sheridan County Line	1.0	Conventional Seal	11	SM-IRR	2004
Sheridan	K-383	Junction US-83, Northeast to Sheridan-Decatur County Line	1.3	Slurry Seal	32	SM-IRR	2004
Sheridan	K-383	Junction US-83, Northeast to Sheridan-Decatur County Line	1.3	1-1/2 Inch Overlay	157	SM-IRR	2007
Sheridan	US-24	0.3 km West of Junction K-23, East to Sheridan-Graham County Line	15.2	40 mm Overlay (1-1/2 Inches)	951	SM-IRR	2001
Sheridan	US-24	Thomas-Sheridan County Line, East to 0.256 km West of Junction K-23	15.3	25 mm Overlay (1 Inch)	1,807	SM-IRR	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Sheridan	US-83	Thomas-Sheridan County Line, NE & N to Sheridan-Decatur County Line	12.0	Slurry Seal	378	SM-1RR	2004
Sheridan	US-83	Thomas-Sheridan County Line, Northeast to Junction K-23	11.3	1-1/2 Inch Overlay	1,361	SM-1RR	2007
Sheridan	US-83	Kyle Railroad & US-83 Northeast of Selden	0.0	Surfacing	23	MM-RRS	2005
Sherman	I-70	CO-KS State Line, East to 0.2 km West of Co Line K-27 (I-70/K-27)	0.0	Shoulders	37	SM-1RR	2000
Sherman	I-70	E & W Bound Safety Rest Area approx 11.2 km E of CO-KS State Line	0.0	40 mm Overlay (1-1/2 Inches)	132	SM-ISR	2001
Sherman	I-70	Bridges, Middle Fork Beaver Creek	0.0	Bridge Repair	1,707	SM-ISR	2002
Sherman	I-70	Bridges, K-267	0.0	Bridge Repair	1,514	SM-ISR	2003
Sherman	I-70	East End PCCP at Junction K-253, East to Sherman-Thomas Co Line	7.9	Overlay	2,284	SM-ISR	2004
Sherman	I-70	Colorado-Kansas State Line, East to Junction K-27	17.1	Overlay	6,207	SM-ISR	2005
Sherman	I-70	Bridges-Wabaunsee & Eastbound, 2.99 Miles East of Junction K-253	0.0	Bridge Overlay	320	SM-BSR	2005
Sherman	K-27	North City Limits of Goodland, North to 2.9 km North RS-625	6.3	Grade, Bridge & Surfacing	5,710	MM-RIM	2001
Sherman	K-27	2.9 km North RS-625, North to Sherman-Cheyenne County Line	10.2	Grade, Bridge & Surfacing	6,909	MM-RIM	2001
Sherman	K-27	Near South City Limits, North to South of US-24B in Goodland	0.9	Grade & Surfacing	1,269	MM-K3R	2000
Sherman	K-27	Wallace-Sherman County Line, North to RS-1905	7.1	Grade & Surfacing	8,335	MM-RIM	2006
Sherman	K-27	N Fork Smoky Hill River Bridge, 7.3 km N of Wallace-Sherman Co Line	0.0	Bridge Replacement	3,050	PB-PBR	2005
Sherman	K-27	RS-1905, North to South City Limits of Goodland	6.1	Grade & Surfacing	6,702	MM-RIM	2006
Sherman	K-27	Wallace-Sherman Co Line, N to .075 km N of S City Limits of Goodland	13.2	50 mm Overlay	939	SM-1RR	2001
Sherman	K-27	6 km North of N Jct US-24B, North to Sherman-Cheyenne County Line	12.8	Conventional Seal	144	SM-1RR	2001
Sherman	K-27	Junction US-24B, North to Sherman-Cheyenne County Line	7.9	Conventional Seal	368	SM-CMN	2006
Sherman	K-253	Junction I-70, North to Junction Old US-24	0.7	50 mm Overlay	44	SM-1RR	2001
Sherman	K-267	East City Limits of Kanorado, South to Junction I-70	0.8	50 mm Overlay	45	SM-1RR	2001
Sherman	US-24 B	US-24/Cherry Street Intersection at Goodland	0.5	Intersection Improvement	772	MM-K3R	2001
Sherman	US-24 B	0.015 km East of North Junction K-27, East, Southeast to Junction I-70	2.3	Conventional Seal	45	SM-1RR	2001
Sherman	US-24 B	0.121 Mile East of North Junction K-27, East 2.349 Miles	2.3	1-1/2 Inch Overlay	471	SM-1RR	2005
Sherman	US-24 B	Intersection of US-24B & Cherry Street	0.2	Grade & Surfacing	316	LC-K3R	2008
Sherman		RS-1668 from North of I-70 Exit 12 North to Sherman County Road 65	1.0	Grade & Surfacing	1,884	LC-EDP	2009
Smith	K-8	Junction US-36, North to Kansas-Nebraska State Line	16.0	1 Inch Overlay	1,255	SM-1RR	2006
Smith	K-9	Phillips-Smith County Line, East to Junction US-281	15.4	Conventional Seal	168	SM-1RR	2000
Smith	K-9	Phillips-Smith County Line, East to Junction US-281	15.4	1 Inch Overlay	893	SM-1RR	2005
Smith	K-181	Osborne-Smith County Line, North to Junction US-36	15.2	1-1/2 Inch Overlay	1,018	SM-1RR	2004
Smith	K-182	Kyle Railroad & K-182 at Bellaire	0.0	Surfacing	26	MM-RRS	2003
Smith	K-191	Culverts at Mileposts 0.1 & 0.8	0.0	Culvert	91	SM-BCR	2001
Smith	K-248	Kyle Railroad & K-248, Main in Kensington	0.0	Surfacing	39	MM-RRS	2003
Smith	US-36	Phillips-Smith Co Line, E to 0.5 km E of E City Limits of Smith Center	16.0	40 mm Overlay (1-1/2 Inches)	1,333	SM-1RR	2000
Smith	US-36	0.473 km E of E City Limits of Smith Center, E to Smith-Jewell Co Line	14.3	40 mm Overlay (1-1/2 Inches)	1,168	SM-1RR	2001
Smith	US-36	Bridge located 1 Mile South of Lebanon	0.0	Bridge Repair	243	SM-BSR	2007
Smith	US-281	Osborne-Smith County Line, North to South City Limits of Smith Center	16.9	Conventional Seal	255	SM-1RR	2002
Smith	US-281	Junction US-36, North to Kansas-Nebraska State Line	15.5	Slurry Seal	529	SM-1RR	2003
Smith	US-281	Kyle Railroad & US-281 (Main Street) in Smith Center	0.0	Flashing Light Signal	237	MM-RRX	2001
Stafford	K-19	Pawnee-Stafford County Line, East to Junction US-281	9.0	Conventional Seal	105	SM-CMN	2002
Stafford	K-219	Junction K-19, North to South City Limits of Seward (Entire Route)	1.0	Conventional Seal	11	SM-CMN	2002
Stafford	US-50	Edwards-Stafford County Line, East to Stafford-Reno County Line	30.0	Slurry Seal	929	SM-1RR	2001
Stafford	US-50	Rattlesnake Creek Bridge, 10.92 Miles E Edwards-Stafford County Line	0.0	Bridge Widen	1,242	PB-PDR	2005
Stafford	US-50	Junction US-281, East to Stafford-Reno County Line	15.0	Overlay	1,782	SM-1RR	2006
Stafford	US-281	Junction US-50, North to Junction K-19	14.0	Slurry Seal	570	SM-1RR	2000
Stafford	US-281	Pratt-Stafford County Line, North to Junction US-50	9.1	Slurry Seal	459	SM-1RR	2003
Stafford	US-281	Junction K-19, North to Stafford-Barton County Line	7.1	Slurry Seal	351	SM-1RR	2004
Stafford	US-281	Junction US-50, North to Junction K-19	14.0	1-1/2 Inch Overlay	1,335	SM-1RR	2006

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Stanton	K-27	0.18 km S of Morton-Stanton County Line, N to 0.2 km N of S Jct US-160	12.3	Grade, Bridge & Surfacing	10,712	MM-RIM	2006
Stanton	K-27	Morton-Stanton County Line, North to South Junction US-160	0.0	Crack Repair	112	SM-IRR	2000
Stanton	K-27	South Junction US-160, North to Stanton-Hamilton County Line	12.0	40 mm Overlay (1-1/2 Inches)	1,324	SM-IRR	2002
Stanton	K-27	South Junction US-160, North to Stanton-Hamilton County Line	11.9	Conventional Seal	310	SM-CMN	2006
Stanton	K-27	Cimarron Valley Railroad & K-27 at Johnson City	0.0	Surfacing	133	MM-RRS	2006
Stanton	US-160	1.5 Miles East of Junction US-160 & K-27	0.3	Grade & Surfacing	238	LC-HES	2004
Stanton	US-160	North Junction K-27, East to Stanton-Grant County Line	12.9	40 mm Overlay (1-1/2 Inches)	959	SM-IRR	2001
Stanton	US-160	North Junction K-27, East to Stanton-Grant County Line	0.0	Crack Repair	38	SM-CMN	2003
Stanton	US-160	Colorado-Kansas State Line, East to South Junction K-27	16.8	1-1/2 Inch Overlay	802	SM-IRR	2005
Stevens	K-25	Oklahoma-Kansas State Line, North to West Junction US-56	10.9	Conventional Seal	131	SM-IRR	2002
Stevens	K-25	Oklahoma-Kansas State Line, North to West Junction US-56	0.0	Stockpile Bituminous Material	0	SM-EMR	2001
Stevens	K-25	East Junction US-56, North to Stevens-Grant County Line	13.1	40 mm Overlay (1-1/2 Inches)	743	SM-IRR	2003
Stevens	K-25	Oklahoma-Kansas State Line, North to West Junction US-56	10.9	Conventional Seal	145	SM-CMN	2004
Stevens	K-25	East Junction US-56, North to Stevens-Grant County Line	0.0	Crack Repair	22	SM-CMN	2005
Stevens	K-25	Oklahoma-Kansas State Line, North to South of West Junction US-56	10.8	1-1/2 Inch Overlay	850	SM-IRR	2007
Stevens	K-25	Cimarron Valley Railroad & K-25 Northeast of Hugoton	0.0	Flashing Light Signal	250	MM-RRX	2007
Stevens	K-51	Washington, East to Commercial-Hugoton	0.2	Grade & Surfacing	735	MM-K3R	2001
Stevens	K-51	Hugoton: Commercial Street, East County Road	0.2	Grade & Surfacing	843	MM-K3R	2001
Stevens	K-51	East City Limits of Hugoton, East to Stevens-Seward County Line	0.0	Crack Repair	109	SM-IRR	2001
Stevens	K-51	East City Limits of Hugoton, East to Stevens-Seward County Line	14.9	Conventional Seal	206	SM-CMN	2005
Stevens	US-56	Morton-Stevens County Line, East to West City Limits of Hugoton	11.4	Grade & Surfacing	8,401	MM-RIM	2005
Stevens	US-56	West City Limits of Hugoton, E & NE to Stevens-Seward County Line	17.8	1-1/2 Inch Overlay	2,356	SM-IRR	2006
Stevens	US-56	East Junction K-25, East to End of Shoulder Section	5.0	Conventional Seal	229	SM-CMN	2007
Sumner	K-2	Kingman-Sumner County Line, Northeast to Junction K-42	0.0	Crack Repair	2	SM-CMN	2003
Sumner	K-2	Kingman-Sumner County Line, Northeast to Junction K-42	1.5	1 Inch Overlay	130	SM-IRR	2006
Sumner	K-15	Cowley-Sumner County Line, Northwest to Junction K-53	5.5	1 Inch Overlay	423	SM-IRR	2004
Sumner	K-15	Mile Marker 59.8, approx 3.6 Miles North of Cowley-Sumner County Line	0.0	Surfacing	172	SM-CMN	2007
Sumner	K-42	Junction K-2, Northeast to Sumner-Sedgwick County Line	6.6	40 mm Overlay (1-1/2 Inches)	413	SM-IRR	2003
Sumner	K-44	Bridge over Fall Creek, 2.7 km East Harper-Sumner County Line	0.0	Bridge Replacement	697	PB-PBR	2004
Sumner	K-44	Harper-Sumner County Line, East to the Junction K-44/K-49	0.0	Crack Repair	13	SM-CMN	2002
Sumner	K-44	Harper-Sumner County Line, East to the End of K-44	11.6	Conventional Seal	276	SM-IRR	2007
Sumner	K-49	South City Limits of Conway Springs, East to Sumner-Sedgwick Co Line	6.2	25 mm Overlay (1 Inch)	279	SM-IRR	2000
Sumner	K-49	Bridge over North Branch Slate Creek	0.0	Bridge Repair	132	SM-BSR	2003
Sumner	K-49	West Junction US-160, North to Sumner-Sedgwick County Line	14.1	1 Inch Overlay	994	SM-IRR	2005
Sumner	K-49	North City Limits of Caldwell, North to East Junction US-160	16.6	1 Inch Overlay	1,540	SM-IRR	2006
Sumner	K-49	Kansas & Oklahoma Railroad & K-49 at Conway Springs	0.0	Surfacing	23	MM-RRS	2005
Sumner	K-53	Arkansas River Bridge 6.4 km East Junction US-81	0.0	Bridge Superstructure	3,540	PB-PBR	2002
Sumner	K-55	Cowskin Creek Bridge, 9.2 km East of Junction US-81	0.0	Bridge Replacement	608	PB-PBR	2004
Sumner	K-55	East City Limits of Belle Plaine, East to Sumner-Cowley County Line	6.7	40 mm Overlay (1-1/2 Inches)	281	SM-IRR	2000
Sumner	K-55	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2001
Sumner	K-55	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2000
Sumner	K-55	Junction US-81, East to West City Limits of Belle Plaine	2.5	25 mm Overlay (1 Inch)	183	SM-IRR	2001
Sumner	K-55	Belle Plaine: Railroad East to East City Limits on K-55	0.9	Milling & Overlay	97	SM-K1R	2000
Sumner	K-205	North City Limits of Milian, North to Junction US-160	0.8	1 Inch Overlay	24	SM-IRR	2004
Sumner	K-210	North City Limits of Argonia, North to Junction US-160	0.2	1 Inch Overlay	11	SM-IRR	2004
Sumner	K-271	North City Limits of Mayfield, North to Junction US-160	0.7	1 Inch Overlay	26	SM-IRR	2004
Sumner	US-81	Ninnescah River Drainage Bridge, 13.7 km North of the N Jct US-160	0.0	Bridge Replacement	514	PB-PBR	2001
Sumner	US-81	US-81 & Harvey, City of Wellington	0.0	Traffic Signals	77	SM-SAF	2000
Sumner	US-81	4.8 km South of Wellington, North to South City Limits of Wellington	3.0	40 mm Overlay (1-1/2 Inches)	150	SM-IRR	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Sumner	US-81	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2000
Sumner	US-81	Emergency Repair Flood Project	0.0	Bridge Repair	0	SM-EMR	2000
Sumner	US-81	Emergency Repair Flood Project	1.5	Special Maintenance	0	SM-EMR	2000
Sumner	US-81	North City Limits of Wellington, North to Sumner-Sedgwick County Line	15.9	25 mm Overlay (1 Inch)	843	SM-1RR	2001
Sumner	US-81	Oklahoma-Kansas State Line, North to South City Limits of Caldwell	1.8	40 mm Overlay (1-1/2 Inches)	119	SM-1RR	2002
Sumner	US-81	East City Limits of Caldwell, North to 4.8 km South of Wellington	22.3	40 mm Overlay (1-1/2 Inches)	1,424	SM-1RR	2002
Sumner	US-81	Bridge over Slate Creek	0.0	Bridge Repair	157	SM-BSR	2003
Sumner	US-81	4.8 km S Wellington, N to S City Limits & N City Limits, North 25.662 km	0.0	Crack Repair	27	SM-CMN	2002
Sumner	US-81	Bridge over Ninnescah River, 0.27 Mile West of K-55	0.0	Bridge Repair	203	SM-BSR	2005
Sumner	US-81	Caldwell: US-81/K-49 from Avenue A South to 1st Avenue	0.1	Grade & Surfacing	552	LC-K3R	2007
Sumner	US-81	Oklahoma-Kansas State Line, North 25 Miles (except Caldwell)	0.0	Joint Repair	69	SM-CMN	2004
Sumner	US-81	17th St to N City Limits on A St (US-81), A St to E City Limits on US-160	1.6	Milling & Overlay	242	LC-K1R	2007
Sumner	US-81	Union Pacific Railroad & US-81 at Caldwell	0.0	Surfacing	66	MM-RRS	2002
Sumner	US-81	Blackwell & Northern Railroad & US-81 in South Haven	0.0	Surfacing	16	MM-RRS	2004
Sumner	US-81	Blackwell & Northern Railroad & US-81 North of South Haven	0.0	Surfacing	59	MM-RRS	2004
Sumner	US-160	East City Limits of Wellington, East to KTA	2.2	40 mm Overlay (1-1/2 Inches)	173	SM-1RR	2000
Sumner	US-160	East City Limits of Oxford, East to Sumner-Cowley County Line	0.7	25 mm Overlay (1 Inch)	29	SM-1RR	2000
Sumner	US-160	KTA, E to E City Limits Oxford (End at Edge of Wear Surf of Ark River Br)	9.8	40 mm Overlay (1-1/2 Inches)	471	SM-1RR	2002
Sumner	US-160	US-160 & Woodlawn Avenue, City of Wellington	0.0	Traffic Signals	120	SM-SAF	2003
Sumner	US-160	US-160 Bridge over I-35 (KTA), 3.6 km E of East City Limits of Wellington	0.0	Special	0	MM-RIM	2003
Sumner	US-160	Harper-Sumner County Line, East to West City Limits of Wellington	21.5	1 Inch Overlay	1,382	SM-1RR	2004
Sumner	US-160	East City Limits of Oxford, to Sumner-Cowley County Line	0.7	1 Inch Overlay	45	SM-1RR	2004
Sumner	US-160	East City Limits of Wellington, East to KTA	2.2	Sealing	446	SM-1RR	2007
Sumner	US-160	Harper-Sumner County Line, East to the West City Limits of Wellington	0.0	Crack Repair	25	SM-CMN	2006
Sumner	US-160	Wellington: on 8th St: E Edge of Wear Surf of Slate Cr Br, E 0.124 km	0.1	Grade & Surfacing	109	SM-K1R	2001
Sumner	US-160	Wellington: Crestview Road, East 0.61 km on 8th (US-160)	0.2	Surfacing	210	SM-K1R	2003
Sumner	US-160	High Street/Circle Drive, then West 1900 Feet in Wellington	0.4	Grade & Surfacing	464	LC-K1R	2007
Sumner	US-166	Bridge over KTA	0.0	Bridge Paint	133	SM-BSP	2001
Sumner	US-166	9 Miles East of Junction US-81, to Sumner-Cowley County Line	5.0	Overlay	307	SM-1RR	2004
Sumner		RS-641 from K-49 East approximately 137 meters - Conway Springs	0.1	Grade & Surfacing	320	LC-EDP	2005
Sumner		Wellington: 8th Street (US-160), High to Poplar	0.2	Surfacing	201	LC-K1R	2003
Thomas	I-70	Various Locations on I-70 in Thomas County	0.0	Guard Fence	513	MM-GFU	2000
Thomas	I-70	Bridges: W-bound & E-bound, Union Pacific RR, 9.4 km SE of Jet K-25	0.0	Bridge Overlay	417	SM-BSR	2000
Thomas	I-70	.55 km West of Junction US-24, East to .55 km East of Junction K-25	8.7	Surfacing	6,542	SM-ISR	2002
Thomas	I-70	Sherman-Thomas Co Line, East to 0.53 km West of US-24 Interchange	10.3	Slurry Seal	979	SM-ISR	2002
Thomas	I-70	0.34 Miles East of Jet K-25, SE 9.042 Miles to Mingo Interchange	9.1	Overlay	2,638	SM-ISR	2004
Thomas	I-70	RS-886 (Mingo Interchange), SE 11.96 Miles to Thomas-Logan Co Line	12.0	Conventional Seal	426	SM-ISR	2004
Thomas	I-70	Sherman-Thomas County Line, East 10.623 Miles	10.6	Overlay	4,953	SM-ISR	2006
Thomas	I-70	Logan-Thomas County Line, Northwest to Mingo	12.0	Overlay	2,329	SM-ISR	2007
Thomas	I-70	I-70 Exit No 54 (Country Club Road) City of Colby	0.0	Lighting	189	SM-LTG	2008
Thomas	K-25	5th St to North of Bridge over Kyle Railroad, .45 km N US-24 in Colby	0.0	Bridge Removal	1,516	PB-PBR	2003
Thomas	K-25	5th St to North of Bridge over Kyle Railroad, .45 km N US-24 in Colby	0.0	Detour(s)	223	PB-PBR	2002
Thomas	K-25	5th St to North of Bridge over Kyle Railroad, .45 km N US-24 in Colby	0.0	Surfacing & Signal	253	PB-PBR	2002
Thomas	K-25	Bridge, S Fork Sappa Creek 8.9 km North of N City Limits of Colby	0.0	Bridge Replacement	872	PB-PBR	2003
Thomas	K-25	Logan-Thomas County Line, North to South City Limits of Colby	15.5	25 mm Overlay (1 Inch)	586	SM-1RR	2000
Thomas	K-25	North City Limits of Colby, North to Thomas-Rawlins County Line	11.5	25 mm Overlay (1 Inch)	617	SM-1RR	2000
Thomas	K-25	Logan-Thomas County Line, N to 0.25 Mile N of S City Limits of Colby	15.8	1 Inch Overlay	1,242	SM-1RR	2006
Thomas	K-25	0.25 Miles N of North City Limits of Colby, North to TH-RA County Line	11.2	1 Inch Overlay	907	SM-1RR	2006
Thomas	K-25	K-25 (Range) & Davis/Zelpher in Colby	0.2	Intersection Improvement	337	LC-HES	2002
Thomas	K-25	Colby: College Street to Cedar on Range Avenue (K-25)	0.8	Milling & Overlay	401	SM-K1R	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Thomas	K-184	I-70 Interchange, North to Brewster (Entire Route)	1.6	Conventional Seal	36	SM-CMN	2002
Thomas	K-184	Junction I-70, North to South City Limits of Brewster	1.6	Overlay	138	SM-IRR	2004
Thomas	K-184	Kyle Railroad & K-184 at Brewster	0.0	Surfacing	20	MM-RRS	2007
Thomas	US-24	Junction I-70, East to PCCP in Colby	8.4	Conventional Seal	157	SM-IRR	2002
Thomas	US-24	East City Limits of Colby, East to Junction US-83	8.6	25 mm Overlay (1 Inch)	525	SM-IRR	2003
Thomas	US-24	Junction US-83, East to Thomas-Sheridan County Line	8.3	25 mm Overlay (1 Inch)	294	SM-IRR	2003
Thomas	US-24	Colby: US-24 from School Avenue to West of Franklin Avenue	0.2	Grade & Surfacing	778	LC-K3R	2007
Thomas	US-24	0.06 Mile South Co Line I-70, Northeast to County Road TH14 (4.0 Miles)	4.0	Overlay	335	SM-IRR	2004
Thomas	US-24	3.884 Miles East of Junction I-70, East to PCCP in Colby	4.3	1 Inch Overlay	418	SM-IRR	2006
Thomas	US-24	Colby: K-25: Cedar-4th/US-24: Range-East City Limits/K-25	1.7	Milling & Overlay	312	SM-K1R	2000
Thomas	US-83	Logan-Thomas County Line, North to Junction US-24	0.0	Crack Repair	80	SM-IRR	2000
Thomas	US-83	Logan-Thomas County Line, North 16.087 km	10.0	40 mm Overlay (1-1/2 Inches)	1,232	SM-IRR	2002
Thomas	US-83	1.6 km North of RS-886, North to Junction US-24	8.0	Conventional Seal	125	SM-IRR	2003
Thomas	US-83	Junction US-24, Northeast to Thomas-Sheridan County Line	11.5	40 mm Overlay (1-1/2 Inches)	850	SM-IRR	2003
Thomas	US-83	Logan-Thomas County Line, North 10 Miles	0.0	Crack Repair	50	SM-CMN	2005
Thomas	US-83	8 Miles South of Junction US-24, North to Junction US-24	8.0	1-1/2 Inch Overlay	962	SM-IRR	2007
Thomas	US-83	Junction US-24, North to Sheridan-Thomas County Line	11.5	Conventional Seal	247	SM-CMN	2006
Trego	I-70	Junction US-283, East to Trego-Ellis County Line	16.8	Surface & Bridge	18,580	SM-ISR	2002
Trego	I-70	West Junction US-283, East to 319 meters East of Trego-Ellis Co Line	0.0	Special	18	SM-ISR	2002
Trego	I-70	Gove-Trego County Line, East to Junction US-283	14.0	Conventional Seal	576	SM-ISR	2005
Trego	I-70	Bridge 4.92 Miles East of Junction K-198	0.0	Bridge Overlay	176	SM-BSR	2007
Trego	K-147	Big Creek Bridge, 7.9 km South I-70	0.0	Bridge Replacement	873	PB-PBR	2001
Trego	US-40 B	13th (US-40B), S Avenue North to Union Pacific Railroad in Wakeeney	0.5	Grade & Surfacing	436	MM-K3R	2001
Trego	US-40 B	Wakeeney: I-70, North to South Avenue	0.3	Grade & Surfacing	226	MM-K3R	2001
Trego	US-40 B	Junction US-283, South to Junction I-70	0.7	Conventional Seal	24	SM-CMN	2006
Trego	US-283	Ness-Trego County Line, North 16.1 km	10.0	Grade, Bridge & Surfacing	11,554	MM-RIM	2005
Trego	US-283	16.1 km North of Ness-Trego Co Line, North to the South I-70 Ramps	11.9	Grade, Bridge & Surfacing	12,584	MM-RIM	2005
Trego	US-283	.7 km N of I-70, E & N to TR-GH Co Line (except US-40B Intersection)	8.5	40 mm Overlay (1-1/2 Inches)	1,116	SM-IRR	2003
Trego	US-283	Junction US-40B, North to Trego-Graham County Line	7.7	Conventional Seal	192	SM-CMN	2006
Trego	US-283	Junction I-70 Ramps, North 0.524 Mile to Barclay Avenue	0.5	Conventional Seal	27	SM-CMN	2006
Trego	US-283	Wakeeney: US-283/40B from First Street East to Fifth Street	0.3	Grade & Surfacing	535	LC-K3R	2009
Trego	US-283	Wakeeney: 11th Street to 13th on Barclay Avenue (US-283/40B)	0.1	Grade & Surfacing	275	LC-K1R	2008
Wabaunsee	I-70	0.48 km West of K-138, East to 0.48 km East Junction K-30	8.7	Pavement Reconstruction	41,236	MM-IRI	2000
Wabaunsee	I-70	0.48 km West of K-138, East to 0.48 km East Junction K-30	8.7	Overlay	459	MM-IRI	2000
Wabaunsee	I-70	Riley-Wabaunsee County Line, East to 0.6 km West Junction K-99	5.1	Pavement Reconstruction	17,004	MM-IRI	2001
Wabaunsee	I-70	0.62 km East of Junction K-30, East to 0.8 km West WB-SN Co Line	4.1	Pavement Reconstruction	17,070	MM-IRI	2002
Wabaunsee	I-70	0.62 km East of Junction K-30, East to 0.8 km East WB-SN Co Line	4.1	Detour(s)	506	MM-IRI	2002
Wabaunsee	I-70	Safety Rest Area on I-70, approximately 6.3 km East of K-138	0.0	Safety Rest Area	195	MM-RIM	2001
Wabaunsee	I-70	0.4 Mile West of Junction K-99, East 14.195 Miles	0.0	Joint Repair	177	SM-CMN	2004
Wabaunsee	I-70	Bridges on Eastbound I-70 over the Railroad and over Mill Creek	0.0	Bridge Repair	144	SM-BSR	2007
Wabaunsee	K-4	Bridge over Mission Cr Drainage; Bridges over Higby Creek Drainage	0.0	Bridge Replacement	2,034	PB-PBR	2001
Wabaunsee	K-4	Bridge over Dragoon Cr Drainage 3.0 km Northeast East Junction K-99	0.0	Bridge Replacement	772	PB-PBR	2004
Wabaunsee	K-4	North Junction K-177, East to North City Limits of Eskridge	0.0	Crack Repair	40	SM-IRR	2000
Wabaunsee	K-4	Bridges over S Branch Mill Creek & S Branch Mill Creek Drainage	0.0	Bridge Repair	152	SM-BSR	2002
Wabaunsee	K-4	East Junction K-99, East to Wabaunsee-Shawnee County Line	15.2	Conventional Seal	228	SM-IRR	2003
Wabaunsee	K-4	Junction K-57, North to Wabaunsee-Morris County Line	0.9	40 mm Overlay (1-1/2 Inches)	94	SM-IRR	2003
Wabaunsee	K-4	Culvert, Mission Creek Drainage	0.0	Culvert	207	PB-PCR	2007
Wabaunsee	K-4	Junction K-177, Northeast to Wabaunsee-Shawnee County Line	39.5	1-1/2 Inch Overlay	2,373	SM-IRR	2005
Wabaunsee	K-18	Riley-Pottawatomie County Line, East to Junction K-99	5.2	Sealing	62	SM-CMN	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Wabaunsee	K-18	Bridge, Kansas River Drainage, 0.77 Mile E of Riley-Wabaunsee Co Line	0.0	Bridge Deck	486	PB-PDR	2006
Wabaunsee	K-30	.5 Mile North of Junction I-70, North to South City Limits of Maple Hill	1.4	1 Inch Overlay	148	SM-1RR	2005
Wabaunsee	K-31	Junction K-99 East to Wabaunsee-Osage County Line	10.1	25 mm Overlay (1 Inch)	603	SM-1RR	2001
Wabaunsee	K-57	Junction K-4, South to Wabaunsee-Morris County Line	1.0	40 mm Overlay (1-1/2 Inches)	101	SM-1RR	2003
Wabaunsee	K-99	Chicken Creek Bridge, 0.6 km North of Junction K-31	0.0	Bridge Replacement	508	PB-PBR	2005
Wabaunsee	K-99	North City Limits of Alma, North to Junction I-70	3.4	25 mm Overlay (1 Inch)	169	SM-1RR	2000
Wabaunsee	K-99	Junction I-70, North to River Bridge	9.2	25 mm Overlay (1 Inch)	366	SM-1RR	2000
Wabaunsee	K-99	Bridge over Dragoon Creek Drainage, 6.0 km North Junction K-31	0.0	Bridge Paint	27	SM-BSP	2001
Wabaunsee	K-99	Junction I-70, North to South City Limits of Wamego	0.0	Crack Repair	20	SM-CMN	2002
Wabaunsee	K-99	West Junction K-4, North to South City Limits of Alma	8.5	25 mm Overlay (1 Inch)	441	SM-1RR	2003
Wabaunsee	K-99	Lyon-Wabaunsee County Line, North to East Junction K-4	8.8	Conventional Seal	115	SM-1RR	2004
Wabaunsee	K-99	Culvert, Middle Branch Mill Creek Drainage	0.0	Culvert	524	PB-PCR	2007
Wabaunsee	K-99	North City Limits of Alma, North to Wabaunsee-Pottawatomie Co Line	12.8	1 Inch Overlay	1,005	SM-1RR	2006
Wabaunsee	K-99	Alma: Union Pacific Railroad to N City Limits on Missouri & 7th Streets	0.8	Overlay	222	LC-K1R	2004
Wabaunsee		Wabaunsee County: RS-1072 from K-4 East approximately 2.5 Miles	2.5	Surfacing	335	LC-EDP	2009
Wabaunsee		Union Pacific Railroad & Hays Street East of Alma	0.0	Flashing Light Signal	170	MM-RRX	2007
Wallace	K-27	Bridge over Eagle Trail Creek, 1.0 km South US-40 West Junction	0.0	Bridge Replacement	1,464	PB-PBR	2005
Wallace	K-27	Greeley-Wallace County Line, N to W Jct US-40 (except Concrete)	14.5	25 mm Overlay (1 Inch)	743	SM-1RR	2000
Wallace	K-27	East Junction US-40, North to Wallace-Sherman County Line	16.2	25 mm Overlay (1 Inch)	728	SM-1RR	2000
Wallace	K-27	Greeley-Wallace Co Line, N to W Jct US-40 (Ex Conc in Sharon Springs)	14.5	1-1/2 Inch Overlay	700	SM-1RR	2004
Wallace	K-27	East Junction US-40, North to Sherman-Wallace County Line	16.2	1 Inch Overlay	1,097	SM-1RR	2007
Wallace	US-40	Safety Rest Area East of Wallace	0.0	Safety Rest Area	487	MM-RIM	2002
Wallace	US-40	Bridge over Pond Creek, 10.5 km East of East Junction K-27	0.0	Bridge Overlay	126	SM-BSR	2000
Wallace	US-40	Colorado-Kansas State Line, East to 0.538 km West of West Jct K-27	16.1	25 mm Overlay (1 Inch)	523	SM-1RR	2003
Wallace	US-40	.33 Miles West of West Junction K-27, East to Wallace-Logan Co Line	15.9	1-1/2 Inch Overlay	1,641	SM-1RR	2004
Wallace	US-40	Union Pacific Railroad along US-24 or US-40	0.0	Right of Way	0	MM-RIM	2004
Wallace	US-40	Bridge, 110 Mile Creek	0.0	Bridge Overlay	40	SM-BSR	2006
Wallace	US-40	Bridge, 110 Mile Creek	0.0	Bridge Overlay	137	SM-BSR	2006
Wallace	US-40	Bridge, Union Pacific Railroad	0.0	Bridge Overlay	133	SM-BSR	2007
Washington	K-9	South Junction K-15, East to Washington-Marshall County Line	0.0	Crack Repair	50	SM-1RR	2000
Washington	K-9	Cloud-Washington Co Line, East & South to North City Limits of Clifton	0.0	Crack Repair	25	SM-1RR	2001
Washington	K-9	Clay-Washington County Line, North to Junction K-15	12.1	40 mm Overlay (1-1/2 Inches)	1,378	SM-1RR	2003
Washington	K-9	Junction K-15/K-148, East to Washington-Marshall County Line	13.3	1-1/2 Inch Overlay	1,406	SM-1RR	2004
Washington	K-9	Culvert, North of South Junction K-15 at Reference Point 196.7	0.0	Culvert	77	SM-BCR	2005
Washington	K-9	Clay-Washington County Line, North to Junction K-15/K-148	0.0	Crack Repair	11	SM-CMN	2004
Washington	K-9	Cloud-Washington County Line, East to North City Limits of Clifton	5.2	1-1/2 Inch Overlay	693	SM-1RR	2006
Washington	K-9	Junction K-15/K-148, East to Washington-Marshall County Line	0.0	Crack Repair	8	SM-CMN	2006
Washington	K-15	Junction K-9, North to Junction US-36	0.0	Crack Repair	15	SM-1RR	2000
Washington	K-15	West Junction US-36, North to Kansas-Nebraska State Line	13.2	40 mm Overlay (1-1/2 Inches)	1,299	SM-1RR	2002
Washington	K-15	Junction K-9, North to South City Limits of Washington	6.8	40 mm Overlay (1-1/2 Inches)	752	SM-1RR	2003
Washington	K-15	Bridge over Mill Creek, 2.59 Miles North of West Junction US-36	0.0	Bridge Repair	162	SM-BSR	2005
Washington	K-15	West Junction US-36, North to Kansas-Nebraska State Line	13.2	Conventional Seal	183	SM-1RR	2005
Washington	K-15	Melvin Creek Bridge, 0.6 meters North of West Junction US-36	0.0	Bridge Repair	124	SM-BSR	2005
Washington	K-15	Junction K-9/K-148, North to Junction US-36	0.0	Crack Repair	14	SM-CMN	2005
Washington	K-15	Culvert Repair, 4.5 Miles South of Kansas-Nebraska State Line	0.0	Culvert	200	SM-BCR	2007
Washington	K-22	Entire Length (Junction US-36, North to South City Limits of Haddam)	3.1	40 mm Overlay (1-1/2 Inches)	175	SM-1RR	2000
Washington	K-22	Junction US-36, North to South City Limits of Haddam	0.0	Crack Repair	10	SM-1RR	2005
Washington	K-22	Bridge over Mill Creek, 2.92 Miles North of Junction US-36	0.0	Bridge Paint	142	SM-BSP	2007
Washington	K-119	Junction K-9, North to South City Limits of Greenleaf	0.8	1-1/2 Inch Overlay	83	SM-1RR	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Washington	K-119	Junction K-9, North to South City Limits of Greenleaf	0.0	Crack Repair	1	SM-CMN	2006
Washington	K-148	Cottonwood Creek Bridge, 4.78 km North US-36	0.0	Bridge Replacement	616	PB-PBR	2001
Washington	K-148	Republic-Washington County Line, to West Junction K-9	17.0	40 mm Overlay (1-1/2 Inches)	836	SM-IRR	2001
Washington	K-148	East Junction K-9, North to Kansas-Nebraska State Line	20.4	Conventional Seal	320	SM-IRR	2002
Washington	K-148	Bridge, Parsons Creek, 6.05 Miles E of Republic-Washington Co Line	0.0	Bridge Overlay	47	SM-BSR	2005
Washington	K-148	Republic-Washington County Line, East to Junction K-9/K-15	0.0	Crack Repair	21	SM-CMN	2005
Washington	K-148	Culvert Repair, Mercer Creek Drainage	0.0	Culvert	104	SM-BCR	2006
Washington	K-148	East Junction K-148/K-9, North to Kansas-Nebraska State Line	20.4	1-1/2 Inch Overlay	1,276	SM-IRR	2006
Washington	K-148	450 Feet S of Railroad Crossing, to 500 Feet N of Railroad Crossing	0.2	Overlay	282	SM-CMN	2006
Washington	K-148	Union Pacific Railroad & K-148 Northeast of Hanover	0.0	Surfacing	0	MM-RRS	2006
Washington	K-234	East City Limits of Hanover, East to Junction K-148	0.3	Conventional Seal	6	SM-IRR	2002
Washington	K-234	East City Limits of Hanover, East to Junction K-148	0.3	1-1/2 Inch Overlay	27	SM-IRR	2006
Washington	K-243	Junction K-148, East to Pony Express Station	0.9	Conventional Seal	15	SM-IRR	2002
Washington	K-243	Junction K-148, East to Pony Express Station	0.9	1-1/2 Inch Overlay	67	SM-IRR	2006
Washington	US-36	Junction K-22, East to East City Limits of Washington	13.3	40 mm Overlay (1-1/2 Inches)	1,467	SM-IRR	2000
Washington	US-36	2 lane/4 lane, East to Washington-Marshall County Line	4.1	Sealing	100	SM-IRR	2000
Washington	US-36	Republic-Washington County Line, East to Junction K-22	4.0	40 mm Overlay (1-1/2 Inches)	280	SM-IRR	2000
Washington	US-36	East City Limits of Washington, East approximately 14.5 km	9.0	Seeding, Sodding	39	SM-CMN	2002
Washington	US-36	East City Limits of Washington, East to 2 lane-4 lane	9.2	Conventional Seal	220	SM-IRR	2004
Washington	US-36	2 lane-4 lane, East to Washington-Marshall County Line	4.2	1 Inch Overlay	331	SM-IRR	2004
Washington	US-36	Washington: US-36/K-15 Junction	0.4	Intersection Improvement	839	LC-K3R	2009
Wichita	K-167	Junction K-96, North to Marienthal	0.5	40 mm Overlay (1-1/2 Inches)	49	SM-IRR	2001
Wichita	K-167	Kansas & Oklahoma Railroad & K-167 at Marienthal	0.0	Surfacing	62	MM-RRS	2006
Wichita	K-25	Bridge over Ladder Creek	0.0	Bridge Replacement	2,476	PB-PBR	2006
Wichita	K-25	South City Limits of Leoti, North to Wichita-Logan County Line	15.8	40 mm Overlay (1-1/2 Inches)	1,407	SM-IRR	2003
Wichita	K-25	Kearney-Wichita County Line, North to South City Limits of Leoti	18.6	1-1/2 Inch Overlay	1,141	SM-IRR	2004
Wichita	K-25	Kansas & Oklahoma Railroad & K-25 at Leoti	0.0	Surfacing	66	MM-RRS	2006
Wichita	K-96	Bridge, White Woman Creek, 7 km East Greeley-Wichita County Line	0.0	Bridge Replacement	1,445	PB-PBR	2003
Wichita	K-96	Greeley-Wichita County Line, East to East City Limits of Leoti	0.0	Crack Repair	32	SM-IRR	2000
Wichita	K-96	Greeley-Wichita County Line, East to West City Limits of Leoti	10.9	Sealing	127	SM-IRR	2000
Wichita	K-96	W City Limits of Leoti, E to Wichita-Scott Co Line (except PCCP in Leoti)	13.1	40 mm Overlay (1-1/2 Inches)	964	SM-IRR	2001
Wichita	K-96	West City Limits of Leoti, East to Wichita-Scott County Line	0.0	Crack Repair	44	SM-CMN	2004
Wichita	K-96	Leoti: K-96 from Indian Street to Waters Street	0.9	Curb & Gutter	411	LC-K3R	2009
Wichita	K-96	Greeley-Wichita County Line, East to Waters Street in Leoti	11.8	1 Inch Overlay	1,549	SM-IRR	2007
Wichita	K-96	Leoti: 812 Ft W Co Line K-25 to 430 Ft E Co Line K-25 (exclude 300 Ft)	0.2	Surfacing	369	LC-K1R	2004
Wilson	K-39	Bridge over Village Creek, 9.2 km East of East Junction US-75	0.0	Bridge Overlay	281	SM-BSR	2000
Wilson	K-39	Verdigris River Bridge 13.64 km (8.48 Miles) E & NE Junction US-400	0.0	Bridge Deck	761	PB-PDR	2002
Wilson	K-39	Junction US-400, to West Junction US-75 (S of Buffalo) except .9 km	14.7	25 mm Overlay (1 Inch)	806	SM-IRR	2001
Wilson	K-39	East Junction US-75, East to Wilson-Neosho County Line	7.0	Slurry Seal	243	SM-IRR	2002
Wilson	K-39	Bridge over Snake Creek, 11.5 km East of Junction US-400	0.0	Bridge Repair	156	SM-BSR	2002
Wilson	K-39	1 Mile East of Junction US-75, East to Wilson-Neosho County Line	6.0	1 Inch Overlay	507	SM-IRR	2007
Wilson	K-39	Union Pacific Railroad & K-39 at Benedict	0.0	Surfacing	33	MM-RRS	2002
Wilson	K-47	RS-1378, East through US-75 Intersection	2.7	Grade, Bridge & Surfacing	6,529	MM-RIM	2000
Wilson	K-47	Junction US-75, East to Wilson-Neosho County Line (except Bridges)	7.2	Slurry Seal	157	SM-IRR	2000
Wilson	K-47	Junction US-400, East to Junction US-75	8.2	Conventional Seal	68	SM-IRR	2000
Wilson	K-47	East City Limits of Fredonia, East to Junction US-75	8.3	1 Inch Overlay	357	SM-IRR	2005
Wilson	K-47	0.1 Mile East of Junction US-75, East to Wilson-Neosho County Line	7.1	1 Inch Overlay	219	SM-IRR	2005
Wilson	K-47	Union Pacific Railroad & K-47 (13th Street) in Altoona	0.0	Flashing Light Signal	200	MM-RRX	2007
Wilson	K-96	Junction K-47 Southeast to Wilson-Montgomery County Line	29.4	Surfacing	1,247	MM-RIM	2001

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Wilson	K-96	Junction K-47 Southeast to Wilson-Montgomery County Line	0.0	Bridge Repair	186	MM-RIM	2001
Wilson	K-96	Junction K-47 Southeast to Wilson-Montgomery County Line	0.0	Bridge Replacement	196	MM-RIM	2002
Wilson	US-75	East of Jct US-400 (Old K-96), East to West City Limits of Neodesha	0.9	Grade, Bridge & Surfacing	3,724	MM-RIM	2001
Wilson	US-75	1.5 km N RS-494, N, W & N to 100 meters S Wilson-Woodson Co Line	10.9	Grade, Bridge & Surfacing	10,478	MM-RIM	2002
Wilson	US-75	Bridge over Chetopa Creek (5 km North of Neodesha)	0.0	Bridge Overlay	159	SM-BSR	2001
Wilson	US-75	Junction K-47, North to 7.818 km North of K-47	4.9	40 mm Overlay (1-1/2 Inches)	457	SM-IRR	2002
Wilson	US-75	Bridge over Big Cedar Creek 1.43 Miles South of Junction K-47	0.0	Bridge Repair	389	SM-BSR	2004
Wilson	US-75	East City Limits of Neodesha, North to the Junction with K-4 on US-75	8.5	Conventional Seal	130	SM-CMN	2004
Wilson	US-75	US-75 at Altoona-Midway High School	0.0	Location Study	0	SM-SAF	2005
Wilson	US-75	South Kansas & Oklahoma Railroad & US-75 (Main St) in Neodesha	0.0	Flashing Light Signal	250	MM-RRX	2003
Wilson	US-75 B	South Junction US-75, North to North Junction US-75	1.6	1 Inch Overlay	50	SM-IRR	2005
Wilson	US-400	Junction K-39, East 0.2 km	0.1	Grade & Surfacing	82	SM-SAF	2003
Wilson	US-400	US-400 & K-47 East of Fredonia	0.5	Grade & Surfacing	2,100	SM-SAF	2007
Wilson	US-400	South Kansas & Oklahoma Railroad & US-400 Northwest of Neodesha	0.0	Surfacing	39	MM-RRS	2004
Woodson	K-105	From RS-1800 North to Junction US-54 (except Toronto)	9.6	Sealing	93	SM-IRR	2000
Woodson	US-54	From Junction US-75, East to Woodson-Allen County Line	0.0	Guard Fence	476	MM-GFU	2002
Woodson	US-54	East City Limits of Yates Center, East to Woodson-Allen County Line	11.8	Slurry Seal	504	SM-IRR	2001
Woodson	US-54	Yates Center: Intersection of US-54 (Mary Street) & US-75 (Fry Street)	0.1	Intersection Improvement	616	MM-K3R	2005
Woodson	US-54	Bridge over Plum Creek	0.0	Bridge Repair	50	SM-BSR	2003
Woodson	US-54	Greenwood-Woodson Co Line, East to West City Limits of Yates Center	12.7	Conventional Seal	683	SM-IRR	2004
Woodson	US-54	Bridge, Missouri Pacific Railroad over US-54	0.0	Bridge	200	SM-BSR	2007
Woodson	US-54	Yates Center: Mary Street (US-54), West City Limits to East City Limits	1.3	Milling & Overlay	166	SM-K1R	2003
Woodson	US-54	WCL to 150 Ft W of Jct US-54/75, Kalida to E City Limits of Yates Center	0.5	Overlay	229	LC-K1R	2007
Woodson	US-75	Safety Rest Area 8.0 km North of Yates Center	0.0	Safety Rest Area	31	MM-RIM	2002
Woodson	US-75	Missouri Pacific Railroad Bridge, 0.46 Mile N Wilson-Woodson Co Line	0.0	Mudjacking	5	SM-EMR	2000
Woodson	US-75	Wilson-Woodson Co Line, North to South City Limits of Yates Center	10.7	40 mm Overlay (1-1/2 Inches)	853	SM-IRR	2002
Woodson	US-75	North City Limits of Yates Center, North to Woodson-Coffee County Line	10.5	1-1/2 Inch Overlay	790	SM-IRR	2004
Wyandotte	I-35	East of Southwest Blvd, Northeast to Kansas-Missouri State Line	1.9	Pavement Reconstruction	47,154	MM-IRI	2004
Wyandotte	I-35	East of Southwest Blvd, Northeast to Kansas-Missouri State Line	0.0	Bridge Replacement	1,834	MM-IRI	2003
Wyandotte	I-35	East of Southwest Blvd, Northeast to Kansas-Missouri State Line	0.0	Special	300	MM-IRI	2004
Wyandotte	I-35	Bridge over Turkey Creek, 0.3 km Northeast Junction US-169	0.0	Bridge Deck Patching	51	SM-BSR	2000
Wyandotte	I-35	2.8 km SW of Kansas-Missouri State Line, NE to KS-MO State Line	1.7	Milling & Overlay	511	SM-ISR	2001
Wyandotte	I-35	Southwest Boulevard, Northeast to Cambridge Circle	1.1	Overlay	317	SM-ISR	2003
Wyandotte	I-35	Bridge, Lamar & I-35, 0.15 Northeast of Johnson-Wyandotte Co Line	0.0	Bridge Overlay	354	SM-BSR	2006
Wyandotte	I-35	Bridge on I-35 Southbound over Roe Lane	0.0	Bridge Repair	60	SM-BSR	2007
Wyandotte	I-70	19.399 km East Leavenworth-Wyandotte County Line East 2.113 km	1.3	Pavement Reconstruction	10,453	MM-IRI	2003
Wyandotte	I-70	Intercity Viaduct	0.0	Preliminary Engineering	0	PB-PBR	2000
Wyandotte	I-70	Intercity Viaduct	0.0	Bridge Paint	5,130	SM-BSP	2001
Wyandotte	I-70	Intercity Viaduct	0.0	Location Study	0	PB-PBR	2000
Wyandotte	I-70	Intercity Viaduct	0.0	Location Study	0	PB-PBR	2003
Wyandotte	I-70	Bridge, Eastbound over Union Pacific Railroad & 3 City Streets	0.0	Bridge Repair	23	SM-CMN	2000
Wyandotte	I-70	78th East to W of I-635; W of 18th Street East to E of Central Avenue	0.0	Joint Repair	1,095	SM-ISR	2001
Wyandotte	I-70	Bridge (Westbound), 0.36 km West of Junction I-435	0.0	Bridge Repair	23	SM-BSR	2002
Wyandotte	I-70	70 meters W of Bridges, East 1.8 km & East of Bridge, East 10.3 km	0.0	Pavement Patching	1,543	SM-ISR	2003
Wyandotte	I-70	Bridge: I-70 Eastbound	0.0	Bridge	46	SM-BSR	2003
Wyandotte	I-70	Eastbound I-70 between Reference Point 421.0 & 421.2	0.0	Special	41	SM-CMN	2003
Wyandotte	I-70	Bridge, Eastbound, 0.2 Mile West of Junction I-435	0.0	Bridge Repair	278	SM-CMN	2003
Wyandotte	I-70	2 Locations on Eastbound I-70 approximately 0.3 Mile E of Central Ave	0.0	Special	47	SM-CMN	2004
Wyandotte	I-70	118th Street, West 1.824 km	1.1	Overlay	491	SM-ISR	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Wyandotte	I-70	K-7 Ramps & Concrete Portion of Mainline	0.7	Overlay	314	SM-ISR	2004
Wyandotte	I-70	I-70 in the Kansas City Metropolitan Area	0.0	Special	0	SM-SAF	2004
Wyandotte	I-70	Intercity Viaduct Bridges	0.0	Bridge Repair	666	SM-BSR	2005
Wyandotte	I-70	Bridge, Ramp over Local Road, 0.11 Mile East Old K-32 W Junction	0.0	Bridge Repair	210	SM-BSR	2005
Wyandotte	I-70	Bridges, 1.6 Miles East of Junction with Old K-132	0.0	Bridge Repair	487	SM-BSR	2005
Wyandotte	I-70	Bridge, Eastbound over Local Road (0.1 Mile E Old K-32 W Junction)	0.0	Bridge Deck	1,742	SM-ISR	2006
Wyandotte	I-70	Just South of I-70 & East of US-169 (7th St Trafficway) in Kansas City	0.0	Grading	487	SM-EMR	2005
Wyandotte	I-70	94th Street, East to Lewis & Clark Viaduct	0.0	Pavement Patching	10,586	SM-ISR	2005
Wyandotte	I-70	Bridge, KS River, 3 Railroads & 5 Sts; 0.34 Mile W Missouri State Line	0.0	Bridge Repair	72	SM-EMR	2005
Wyandotte	I-70	Intercity Viaduct Bridges	0.0	Bridge Repair	871	SM-ISR	2006
Wyandotte	I-70	Bridge located 0.57 Mile West of Kansas-Missouri State Line	0.0	Bridge Repair	90	SM-ISR	2007
Wyandotte	I-70	Bridge located 0.49 Mile West of Kansas-Missouri State Line	0.0	Bridge Overlay	884	SM-ISR	2007
Wyandotte	I-70	Br on I-70 Westbound over Southbound I-435 to Eastbound I-70 Ramp	0.0	Bridge Repair	444	SM-BSR	2007
Wyandotte	I-70	Bridge on I-70 over Kaw Drive	0.0	Bridge Repair	297	SM-BSR	2006
Wyandotte	I-70	I-70 Exit 417 (57th Street); Kansas City	0.0	Lighting	189	SM-LTG	2008
Wyandotte	I-435	1 km North Kansas Avenue, North to Kansas-Missouri State Line	0.0	Pavement Patching	5,764	SM-ISR	2003
Wyandotte	I-435	Bridges, E lanes & W lanes over K-32 & Union Pacific Railroad	0.0	Bridge Repair	297	SM-BSR	2002
Wyandotte	I-435	I-435 & Donahoo Road	0.0	Interchange/s	13,194	MM-IRI	2007
Wyandotte	I-435	Bridges (N bound), (S bound) over Metropolitan & (N bound) Swartz	0.0	Bridge Repair	526	SM-BSR	2003
Wyandotte	I-435	Woodend Ave/I-435, S-bound Ramp to N-bound Ramp-Edwardsville	0.1	Grade & Surfacing	1,692	LC-EDP	2009
Wyandotte	I-435	Kansas River Bridge, North to 98th Street Bridges	0.0	Pavement Patching	4,387	SM-ISR	2003
Wyandotte	I-435	98th Street, North to Missouri River Bridge	8.2	Pavement Marking	1,794	SM-ISR	2005
Wyandotte	I-435	Bridges (Northbound) & (Southbound) over Swartz Road	0.0	Bridge Overlay	444	SM-BSR	2006
Wyandotte	I-435	Bridges (Northbound) & (Southbound) over Leavenworth Road	0.0	Bridge Overlay	401	SM-BSR	2006
Wyandotte	I-435	Bridge located 2.3 Miles North of Junction K-32	0.0	Bridge Repair	65	SM-BSR	2007
Wyandotte	I-635	Junction K-32, North to 0.5 km North US-24 (43rd Street Bridge)	2.3	Pavement Reconstruction	70,066	MM-IRI	2003
Wyandotte	I-635	Junction K-32, North to Junction US-24	0.0	Intelligent Transportation Sys	1,207	MM-ITS	2007
Wyandotte	I-635	.5 km North US-24, Northeast to the Missouri River Bridge	2.9	Grade, Bridge & Surfacing	46,201	MM-IRI	2005
Wyandotte	I-635	Bridges over BNSF Railway & Old K-132	0.0	Bridge Repair	19,396	SM-ISR	2003
Wyandotte	I-635	Bridges, East lanes over 38th & 183rd, East lanes over K-5	0.0	Pavement Patching	120	SM-BSR	2002
Wyandotte	I-670	I-70, East to 7th Street Bridge	0.0	Joint Repair	35	SM-CMN	2004
Wyandotte	K-5	Reference Point 14.9, North to Wyandotte-Leavenworth County Line	2.0	40 mm Overlay (1-1/2 Inches)	136	SM-IRR	2000
Wyandotte	K-5	Bridge over 10th Street	0.0	Bridge Overlay	312	SM-BSR	2001
Wyandotte	K-5	McCormick to Junction I-635	2.0	25 mm Overlay (1 Inch)	450	SM-IRR	2001
Wyandotte	K-5	Bridge, 23rd Street over K-5	0.0	Bridge Repair	137	SM-BSR	2003
Wyandotte	K-5	Bridges over 18th Street	0.0	Bridge Repair	478	SM-BSR	2006
Wyandotte	K-5	Bridge over Missouri Pacific RR & Union Pacific RR, .52 Mi W Jct US-69	0.0	Bridge Repair	374	SM-CMN	2006
Wyandotte	K-5	Sunshine Road, West to I-635	0.0	Crack Repair	22	SM-CMN	2006
Wyandotte	K-5	E of Jct W/38th St, E to N bound Ramp of I-635 on Leavenworth Rd (K-5)	0.2	Grade & Surfacing	556	LC-K1R	2007
Wyandotte	K-7	Bonner Springs 650 North K-7 (New Area Office/Shop)	0.0	Special	205	MM-RIM	2000
Wyandotte	K-7	North End Kansas River Bridge, North to US-24	4.1	25 mm Overlay (1 Inch)	671	SM-IRR	2003
Wyandotte	K-7	Ramp from Nettleton Street to Southbound K-7 in Bonner Springs	0.0	Grade & Surfacing	125	SM-EMR	2005
Wyandotte	K-7	N Edge of Wearing Surface on Kansas River Bridge, N to Junction US-24	4.1	Overlay	1,169	SM-IRR	2007
Wyandotte	K-32	East of Old K-132 Interchange, Southeast to 55th Street in Kansas City	1.0	Grade, Bridge & Surfacing	12,010	MM-RIM	2000
Wyandotte	K-32	East of Old K-132 Interchange, Southeast to 55th Street in Kansas City	0.0	Bridge Replacement	16,689	PB-PBR	2000
Wyandotte	K-32	Bridge, Old K-132/K-32 Interchange	0.0	Bridge Overlay	425	SM-BSR	2000
Wyandotte	K-32	Bridges over Mill Creek & Little Turkey Creek	0.0	Bridge Overlay	873	SM-BSR	2000
Wyandotte	K-32	K-32 (Kaw Drive) & 88th Street in Kansas City	0.0	Traffic Signals	362	SM-SAF	2002
Wyandotte	K-32	Bridge: Kansas River & Railroad	0.0	Bridge Repair	138	SM-BSR	2003
Wyandotte	K-32	Junction K-7, East to 59th Street	9.7	25 mm Overlay (1 Inch)	1,515	SM-IRR	2003
Wyandotte	K-32	Junction K-7, East to K-7 Northbound Ramp (Eastbound Only)	0.4	Overlay	50	SM-CMN	2003

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Wyandotte	K-32	Crossroad Pipe(MP 20.8)E City Limits Bonner Springs;N-bound K-7 Rmp	0.0	Special	48	SM-CMN	2003
Wyandotte	K-32	Bridges over Mission Creek	0.0	Bridge Repair	226	SM-BSR	2005
Wyandotte	K-32	K-32 (Kaw Drive) & 68th/Kansas Street, Kansas City	0.0	Intersection Improvement	594	LC-HES	2002
Wyandotte	K-32	K-7 & K-32 Southbound Off Ramp Bonner Springs	0.0	Intersection Improvement	329	LC-HES	2006
Wyandotte	K-32	Kansas City:WB Kansas Ave, I-635 NB Ramp to I-635 SB Ramp	0.8	Pavement Reconstruction	800	SM-K1R	2003
Wyandotte	K-32	Cedar Street to the Southbound Off Ramp of K-7 on Front Street (K-32)	0.5	Milling & Overlay	357	LC-K1R	2008
Wyandotte	US-24	Leavenworth-Wyandotte County Line, East to 118th St in Kansas City	3.0	40 mm Overlay (1-1/2 Inches)	589	SM-IRR	2001
Wyandotte	US-24	Corridor: (State Ave) 142nd East to 118th Street, include K-7 Interchange	3.3	Grade & Surfacing	37,884	SE-SEC	2007
Wyandotte	US-24	Corridor: (State Ave) 142nd East to 118th Street, include K-7 Interchange	3.3	Signing	800	SE-SEC	2009
Wyandotte	US-24	Corridor: (State Ave) 142nd East to 118th Street, include K-7 Interchange	3.3	Seeding, Sodding	62	SE-SEC	2009
Wyandotte	US-24	Corridor: (State Ave) 142nd East to 118th Street, include K-7 Interchange	0.0	Surfacing	445	SE-SEC	2008
Wyandotte	US-24	Bridge, Westbound I-70, US-24 and Minnesota Avenue	0.0	Bridge Repair	2	SM-BSR	2005
Wyandotte	US-24	1000 Feet West off Junction I-435, East to 94th Street	1.0	1-1/2 Inch Overlay	323	SM-IRR	2005
Wyandotte	US-69	Southbound US-69 Fairfax Bridge over Missouri River	0.0	Bridge Paint	1,929	SM-BSP	2000
Wyandotte	US-69	Street over Railroad	0.0	Bridge Repair	84	SM-BSR	2000
Wyandotte	US-69	Kansas River Bridge (Southbound),18th Street Expressway	0.0	Bridge Repair	35	SM-EMR	2001
Wyandotte	US-69	18th St Expressway Br, S-bound lanes, Kansas River & BNSF Railway	0.0	Bridge Repair	0	SM-EMR	2001
Wyandotte	US-69	Bridges (West lanes over I-35) & (East lanes over I-35)	0.0	Bridge Repair	0	SM-BSR	2002
Wyandotte	US-69	Steele Road, North to Pacific Avenue	0.0	Joint Repair	91	SM-CMN	2003
Wyandotte	US-69	Bridge, US-69 over Merriam Lane in Kansas City	0.0	Bridge Repair	142	SM-BSR	2005
Wyandotte	US-69	I-35 North to Steele Road	0.0	Joint Repair	67	SM-CMN	2004
Wyandotte	US-69	Bridge over Old K-132, UP & KC Southern Railroads, 0.36 Mile S of I-70	0.0	Bridge Repair	39	SM-BSR	2005
Wyandotte	US-69	Simpson Avenue to Sunshine Road on 7th Street (US-69)	3.0	Milling & Overlay	1,135	LC-K1R	2008
Wyandotte	US-73	Junction US-24, North to Wyandotte-Leavenworth County Line	6.1	40 mm Overlay (1-1/2 Inches)	943	SM-IRR	2001
Wyandotte	US-73	US-73/K-7 & Polfer Road, City of Kansas City	0.0	Grade & Surfacing	312	SM-SAF	2003
Wyandotte	US-73	Bridge, Southbound over Piper Creek	0.0	Bridge Repair	72	SM-BSR	2004
Wyandotte	US-73	Donahoo Road, North to Hollingsworth Road, East of City of Basehor	0.0	Right of Way	0	MM-COR	2004
Wyandotte	US-73	Bridge located 1.78 Miles North of Junction US-24	0.0	Bridge Repair	157	SM-BSR	2007
Wyandotte	US-169	Bridge over Union Pacific Railroad, Local Streets, 0.19 Mile N of K-132	0.0	Bridge Replacement	17,622	PB-PBR	2007
Wyandotte	US-169	Bridge over I-70 Eastbound	0.0	Bridge Repair	26	SM-EMR	2007
Wyandotte	US-169	South County Line on US-169, N to Simpson St on US-69 in Kansas City	2.5	Milling & Overlay	738	LC-K1R	2007
Wyandotte		KC: (Traffic Control Services for Race Events at Kansas Speedway)	0.0	Special	0	MM-ITS	2001
Wyandotte		Various Interchanges in Wyandotte County	0.0	Intelligent Transp System	0	MM-ITS	2003
Wyandotte		Kansas City: K-32 Jct with Old Kansas Avenue E to Northbound I-635	1.4	Surfacing	799	LC-K1R	2004
Multi-County	I-35	I-35 & I-435 in Kansas City Metro Area	0.0	Intelligent Transp System	13,542	MM-ITS	2002
Multi-County	I-35	5 projects (Discovery Phase)	0.0	Preliminary Engineering	0	MM-IRI	2004
Multi-County	I-35	9 Mi N LY-OS Co Line; 3.5 Mi N OS-FR Co Line; 2.4 Mi N FR-MI Co Line	0.0	Guard Fence	25	MM-GFU	2000
Multi-County	I-35	I-35/I-29 Corridor from Mexico to Canada	0.0	Preliminary Engineering	0	MM-IRI	2001
Multi-County	I-70	5 Locations along I-70 in District 3	0.0	Intelligent Transp System	0	MM-ITS	2002
Multi-County	I-70	Trego Co Exit 135 (K-147); Ellis Co 161 (RS-2166), 163 (RS-1877)	0.0	Lighting	151	SM-LTG	2003
Multi-County	I-70	Various Locations in Gove, Logan, Sheridan, Wallace Counties	0.0	Pavement Marking	167	SM-PMR	2002
Multi-County	I-70	I-70 in District Two	0.0	Intelligent Transp System	555	MM-ITS	2007
Multi-County	I-70	Gove County: Exit 85 (K-216), Russell County: Exit 180 (Balta Road)	0.0	Lighting	408	SM-LTG	2009
Multi-County	I-635	Junction I-35, North to Junction K-32	0.0	Intelligent Transp System	1,028	MM-ITS	2007
Multi-County	I-635	Begin I-635 North to South End of Bridges	0.0	Joint Repair	437	SM-CMN	2005
Multi-County	K-7	From approx the MI-JO Co Line, North to approx the WY-LV Co Line	0.0	Preliminary Engineering	0	MM-COR	2000
Multi-County	K-7	Miami-Johnson County Line, N to Wyandotte-Leavenworth County Line	0.0	Preliminary Engineering	0	MM-COR	2006
Multi-County	K-7	MI-JO County Line, North to East Mary Street in Lansing	0.0	Special	0	MM-RIM	2004
Multi-County	K-7	K-7, from 127th Street in Olathe to South City Limits of Lansing	0.0	Signing	1,451	SM-SOS	2007
Multi-County	K-10	K-10 from the East City Limits of Lawrence, East to I-435	0.0	Signing	897	SM-SOS	2001

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Multi-County	K-10	K-10 Corridor in Douglas & Johnson Counties	0.0	Preliminary Engineering	0	MM-RIM	2003
Multi-County	K-16	K-16, Bridge, over Tuttle Creek Reservoir	0.0	Special	0	PB-PBR	2004
Multi-County	K-16	K-16, Bridge, over Tuttle Creek Reservoir	0.0	Special	0	PB-PBR	2004
Multi-County	K-18	E Jct I-70, Northeast to Union Pacific Railroad Overpass at Ogden	0.0	Pavement Patching	65	SM-CMN	2002
Multi-County	K-23	Various Locations in District 6	0.0	Signing	127	SM-SOS	2007
Multi-County	K-27	Various Locations in District 3	0.0	Signing	49	SM-SOS	2002
Multi-County	K-61	Corridor: 17th St in Hutchinson, NE to existing 4 Lane S of McPherson	0.0	Preliminary Engineering	0	SE-SEC	2002
Multi-County	K-62	Culverts (Jackson County) & (Nemaha County)	0.0	Culvert	214	PB-PCR	2001
Multi-County	K-96	K-96 from South Hutchinson to Wichita	0.0	Location Study	0	MM-RIM	2000
Multi-County	K-96	K-17 & Haven (Reno Co) & Mt Hope & Andale Road (Sedgwick Co)	0.0	Lighting	55	SM-LTG	2000
Multi-County	K-177	Various Locations: BU, CS & MR Counties-Cassidy, N to Council Grove	0.0	Scenic Or Historic Hwy Progs	102	MM-RIM	2004
Multi-County	K-177	North City Limits Cassidy, North to South City Limits Council Grove	0.0	Scenic Or Historic Hwy Progs	118	MM-RIM	2005
Multi-County	K-177	Flint Hills National Scenic Byway	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2007
Multi-County	K-190	K-190, from Satanta South & East to US-83	9.9	Stockpile Bituminous Material	0	SM-EMR	2000
Multi-County	US-36	ECL Marysville, E to WCL Seneca & West Jct US-75 East to RS-1265	0.0	Guard Fence	1,012	MM-GFU	2001
Multi-County	US-40	West Junction US-83 in Oakley, East to Junction I-70 (4 lanes)	3.2	Pavement Reconstruction	9,194	MM-RIM	2001
Multi-County	US-40	West Junction US-83 in Oakley, East to Junction I-70 (4 lanes)	3.2	Pavement Reconstruction	9,194	MM-RIM	2001
Multi-County	US-50	North City Limits Newton Northeast to 2.7 km East of US-77 Junction	0.0	Pavement Marking	191	SM-PMR	2000
Multi-County	US-50	Various Locations on US-50 in Finney & Hamilton Counties	0.0	Guard Fence	127	MM-GFU	2004
Multi-County	US-54	US-400, W of Mullinville in Kiowa Co, E to E of E City Limits of Kingman	0.0	Location Study	0	MM-RIM	2000
Multi-County	US-54	From RP 336 (Allen County), East to Junction US-69 (Bourbon County)	0.0	Guard Fence	1,500	MM-GFU	2003
Multi-County	US-54	West of Pratt, East to 2 lane-4 lane East of Kingman	0.0	Preliminary Engineering	0	SE-SEC	2003
Multi-County	US-69	K-239 (Linn Co), North to 7.48 km North Linn-Miami County Line	0.0	Preliminary Engineering	0	MM-RIM	2000
Multi-County	US-69	K-103, North to North Arma, Cherokee-Crawford County	0.0	Preliminary Engineering	0	MM-RIM	2000
Multi-County	US-69	From Junction K-103, North to North of Arma, Cherokee-Crawford County	0.0	Preliminary Engineering	0	MM-RIM	2006
Multi-County	US-69	US-69: 23rd to US-54 (Ft Scott) & N City Limits of Pittsburg to N K-57	0.0	Guard Fence	304	MM-GFU	2001
Multi-County	US-75	E City Limits Neodesha, N Jct RS-494 & N N Jct K-57, N to Jct RS-1133	0.0	Guard Fence	251	MM-GFU	2003
Multi-County	US-75	From N of N City Limits of Sabetha, N to Kansas-Nebraska State Line	0.0	Guard Fence	1,571	MM-GFU	2004
Multi-County	US-81	US-81/K-143 in Saline County & Rest Area in Ottawa County	0.0	Lighting	123	SM-LTG	2006
Multi-County	US-160	Various Locations in District 4	0.0	Signing	17	SM-SOS	2001
Multi-County	US-160	US-183 Junction, East to Medicine Lodge (Gypson Hills)	0.0	Signing	4	SM-SOS	2003
Multi-County	US-169	200 meters S of US-400, NE to 892 meters N of Labette-Neosho Co Line	3.6	Slurry Seal	68	SM-CMN	2000
Multi-County	US-183	Junction US-160, North to Junction US-50	0.0	Crack Repair	58	SM-CMN	2004
Multi-County	US-400	BU-GW Co Line, SE to East End of PCCP Project in Labette County	0.0	Pavement Marking	211	SM-PMR	2000
Multi-County	US-400	US-400/US-169 Interch (MG Co): US-400/US-75 Interch (WL Co)	0.0	Lighting	156	SM-LTG	2000
Multi-County	US-400	N US-83 in Garden City (Finney Co), SE to E of Mullinville (Kiowa Co)	0.0	Preliminary Engineering	0	SE-SEC	2002
Multi-County	US-400	BU-GW Co Line, SE through GW, WL, MG, LB Cos to W of Parsons	0.0	Pavement Marking	310	SM-PMR	2001
Multi-County		Historical Bridge Inventory	0.0	Preliminary Engineering	0	PB-PBR	2002
Multi-County		Historical Concrete Bridge Inventory Statewide	0.0	Preliminary Engineering	0	PB-PBR	2006
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Administration	0	MM-RIM	2000
Multi-County		Topeka, Kansas City, & Wichita Metro Area	0.0	Preliminary Engineering	0	MM-RIM	2000
Multi-County		Topeka, Kansas City, & Wichita Metro Area	0.0	Preliminary Engineering	0	MM-RIM	2001
Multi-County		Topeka, Kansas City, & Wichita Metro Area	0.0	Preliminary Engineering	0	MM-RIM	2002
Multi-County		Topeka, Kansas City, & Wichita Metro Area	0.0	Preliminary Engineering	0	MM-RIM	2003
Multi-County		Topeka, Kansas City, & Wichita Metro Area	0.0	Preliminary Engineering	0	MM-RIM	2004
Multi-County		Statewide Motorist Assistance Program	0.0	Preliminary Engineering	0	MM-RIM	2005
Multi-County		Statewide Motorist Assist Program	0.0	Preliminary Engineering	0	MM-RIM	2006
Multi-County		Topeka, Kansas City, & Wichita Metro Area	0.0	Preliminary Engineering	0	MM-RIM	2007
Multi-County		Statewide Motorist Assistance Program	0.0	Preliminary Engineering	0	MM-RIM	2008
Multi-County		Statewide Motorist Assistance Program	0.0	Preliminary Engineering	0	MM-RIM	2009
Multi-County		Various Locations in District 1	0.0	Signing	329	SM-SOS	2000

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Multi-County		Various Locations in District 1	0.0	Signing	141	SM-SOS	2001
Multi-County		Various Locations in District 1	0.0	Signing	216	SM-SOS	2002
Multi-County		Various Locations in District 1	0.0	Signing	205	SM-SOS	2007
Multi-County		Various Locations in District 1	0.0	Signing	427	SM-SOS	2008
Multi-County		Various Locations in District 1	0.0	Signing	338	SM-SOS	2007
Multi-County		Various Locations in District 2	0.0	Signing	29	SM-SOS	2000
Multi-County		Various Locations in District 2	0.0	Signing	120	SM-SOS	2001
Multi-County		Various Locations in District 2	0.0	Signing	67	SM-SOS	2002
Multi-County		Various Locations in District 2	0.0	Signing	295	SM-SOS	2004
Multi-County		Various Locations in District 2	0.0	Signing	325	SM-SOS	2007
Multi-County		Various Locations in District 3	0.0	Signing	117	SM-SOS	2000
Multi-County		Various Locations in District 3	0.0	Signing	147	SM-SOS	2007
Multi-County		Various Locations in District 3	0.0	Signing	212	SM-SOS	2007
Multi-County		Various Locations in District 5	0.0	Signing	133	SM-SOS	2000
Multi-County		Various Locations in District 5	0.0	Signing	200	SM-SOS	2001
Multi-County		Various Locations in District 5	0.0	Signing	87	SM-SOS	2002
Multi-County		Various Locations in District 5	0.0	Signing	61	SM-SOS	2004
Multi-County		Various Locations in District 5	0.0	Signing	135	SM-SOS	2007
Multi-County		Various Locations in District 6	0.0	Signing	88	SM-SOS	2001
Multi-County		Various Locations in District 6	0.0	Signing	66	SM-SOS	2002
Multi-County		Various Locations in District 4	0.0	Signing	64	SM-SOS	2000
Multi-County		Various Locations in District 4	0.0	Signing	102	SM-SOS	2002
Multi-County		Various Locations in District 4	0.0	Signing	319	SM-SOS	2007
Multi-County		Various Locations in District 4	0.0	Signing	231	SM-SOS	2007
Multi-County		Various Locals, Oklahoma State Line, North to Leavenworth	0.0	Scenic Or Historic Hwy Progs	13	MM-RIM	2008
Multi-County		Statewide Interstates & Freeways (Logo Signing)	0.0	Signing	997	MM-RIM	2001
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2000
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2001
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2002
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2003
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2004
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2005
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2007
Multi-County		Statewide (Tax Evasion Project Administered by KDOR)	0.0	Special	0	MM-RIM	2007
Multi-County		Priority Formula Review By Consultant	0.0	Special	0	MM-RIM	2000
Multi-County		Butler Co: Various Locations; Stafford Co: Junction US-50/US-281	0.0	Lighting	99	SM-LTG	2000
Multi-County		Statewide, Road Safety Audit	0.0	Special	0	SM-SAF	2000
Multi-County		TEA-21 Allows for Row Credits to Accumulate	0.0	Special	0	MM-RIM	2000
Multi-County		TEA-21 Allows for Row Credits to Accumulate	0.0	Special	0	MM-RIM	2000
Multi-County		District 6	0.0	Intelligent Transp System	0	MM-ITS	2001
Multi-County		Statewide Fleet Vehicle	0.0	Purchase Equipment	0	MM-ITS	2002
Multi-County		District 6	0.0	Intelligent Transp System	0	MM-ITS	2005
Multi-County		One Location in Each of the Six Districts	0.0	Purchase Equipment	0	MM-ITS	2002
Multi-County		Scenic Byways Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2001
Multi-County		Various Locations in Johnson, Shawnee & Wyandotte Counties	0.0	Regular Maintance	141	SM-CMN	2001
Multi-County		Revenue Transfer to KDCH, Travel & Tourism Develop Division	0.0	Intelligent Transp System	0	-ITS	2001
Multi-County		All Six Districts	0.0	Special	0	SM-PMR	2001
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2001
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2002
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2003
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2004

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2005
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2006
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2007
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2008
Multi-County		KDOT Work Zone Safety Public Awareness Campaign	0.0	Preliminary Engineering	0	MM-RIM	2009
Multi-County		Statewide	0.0	Special	250	SM-SAF	2002
Multi-County		Statewide	0.0	Special	250	SM-SAF	2005
Multi-County		Statewide	0.0	Special	0	SM-PMR	2002
Multi-County		Statewide	0.0	Special	0	SM-PMR	2004
Multi-County		District 3	0.0	Purchase Equipment	0	MM-ITS	2002
Multi-County		Statewide	0.0	Preliminary Engineering	0	SM-LTG	2001
Multi-County		Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2002
Multi-County		Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2004
Multi-County		Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2002
Multi-County		Statewide on All State Highways	0.0	Preliminary Engineering	0	SM-SAF	2001
Multi-County		Statewide-Commercial Vehicle Info Systems & Networks	0.0	Intelligent Transp System	0	MM-ITS	2001
Multi-County		District 5, Area 1	0.0	Pavement Marking	103	SM-PMR	2002
Multi-County		Various Locations within District Six	0.0	Milling	49	SM-IRR	2002
Multi-County		Statewide	0.0	Intelligent Transp System	0	MM-ITS	2002
Multi-County		Statewide (Kansas State University)	0.0	Intelligent Transp System	0	-ITS	2002
Multi-County		Bureau of Materials & Research	0.0	Intelligent Transp System	0	-ITS	2006
Multi-County		Statewide	0.0	Intelligent Transp System	0	MM-ITS	2003
Multi-County		Various Locations in District 1	0.0	Milling	88	SM-IRR	2002
Multi-County		Various Locations in District 5	0.0	Milling	75	SM-IRR	2002
Multi-County		Statewide Roundabout Study	0.0	Preliminary Engineering	0	SM-SAF	2003
Multi-County		Kansas City Metropolitan Area (Kansas University)	0.0	Intelligent Transp System	0	-ITS	2002
Multi-County		District Maintenance Contract for Maintenance Statewide	0.0	Special	39	SM-CMN	2002
Multi-County		District Maintenance Contract for Maintenance Statewide	0.0	Special	80	SM-CMN	2003
Multi-County		District Maintenance Contract for Maintenance Statewide	0.0	Special	24	SM-CMN	2004
Multi-County		District Maintenance Contract for Maintenance Statewide	0.0	Special	271	SM-CMN	2005
Multi-County		District Maintenance Contract for Maintenance Statewide	0.0	Special	99	SM-CMN	2006
Multi-County		District Maintenance Contract for Maintenance Statewide	0.0	Special	0	SM-CMN	2007
Multi-County		District Maintenance Contract for Rest Area Services Statewide	0.0	Special	0	SM-CMN	2002
Multi-County		District Maintenance Contract for Rest Area Services Statewide	0.0	Special	0	SM-CMN	2003
Multi-County		District Maintenance Contract for Rest Area Services Statewide	0.0	Special	0	SM-CMN	2004
Multi-County		District Maintenance Contract for Rest Area Services Statewide	0.0	Special	33	SM-CMN	2005
Multi-County		District Maintenance Contract for Rest Area Services Statewide	0.0	Special	0	SM-CMN	2006
Multi-County		District Maintenance Contract for Rest Area Services Statewide	0.0	Special	0	SM-CMN	2007
Multi-County		District Maintenance Contract for R/W Easements Statewide	0.0	Special	0	SM-CMN	2002
Multi-County		District Maintenance Contract for R/W Easements Statewide	0.0	Special	0	SM-CMN	2003
Multi-County		District Maintenance Contract for R/W Easements Statewide	0.0	Special	0	SM-CMN	2004
Multi-County		District Maintenance Contract for R/W Easements Statewide	0.0	Special	0	SM-CMN	2005
Multi-County		District Maintenance Contract for R/W Easements Statewide	0.0	Special	0	SM-CMN	2006
Multi-County		District Maintenance Contract for R/W Easements Statewide	0.0	Special	0	SM-CMN	2007
Multi-County		Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2003
Multi-County		Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2004
Multi-County		Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2003
Multi-County		Various Locations in District 1	0.0	Regular Maintance	163	SM-CMN	2003
Multi-County		Various Locations in Johnson & Wyandotte Counties	0.0	Regular Maintance	60	SM-CMN	2003
Multi-County		Various Locations in District 2	0.0	Milling	19	SM-IRR	2003
Multi-County		Statewide (Kansas State University)	0.0	Intelligent Transp System	0	-ITS	2005

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Multi-County		Statewide (Kansas State University)	0.0	Intelligent Transp System	0	-ITS	2008
Multi-County		Statewide(Kansas State University & Kansas University)	0.0	Intelligent Transp System	0	-ITS	2003
Multi-County		Various Projects in District 6	0.0	Milling	25	SM-1RR	2003
Multi-County		Various Locations in District 3 on I-70 & US-83	0.0	Special	66	SM-1RR	2003
Multi-County		Various Locations in Jackson & Shawnee Counties (US-75 & I-70)	0.0	Seeding, Sodding	26	SM-CMN	2003
Multi-County		Various Locations in District 1	0.0	Special	33	SM-1RR	2003
Multi-County		District Wide (District 4)	0.0	Special	24	SM-1RR	2003
Multi-County		District Wide (District 5)	0.0	Special	62	SM-1RR	2003
Multi-County		Kansas City Metropolitan Area	0.0	Intelligent Transp System	0	LS-ITS	2004
Multi-County		Kansas City Metropolitan Area	0.0	Intelligent Transp System	1,820	LS-ITS	2006
Multi-County		Kansas City Metropolitan Area	0.0	Intelligent Transp System	0	LS-ITS	2005
Multi-County		Statewide	0.0	Special	0	SM-SAF	2004
Multi-County		12 Locations in Shawnee Co, 1 in Marshall & 1 in Nemaha	0.0	Mudjacking	96	SM-CMN	2004
Multi-County		Statewide on All Federal & State Highways	0.0	Preliminary Engineering	0	MM-HES	2004
Multi-County		Bureau of Transportation Planning, ITS Unit	0.0	Intelligent Transp System	0	MM-ITS	2004
Multi-County		Various Locations throughout District 6	0.0	Milling	23	SM-1RR	2004
Multi-County		US-183 in Ellis County & I-70 in Trego County	0.0	Milling	25	SM-1RR	2004
Multi-County		Various Locations in District 1	0.0	Special	50	SM-1RR	2004
Multi-County		Various Locations in District 5	0.0	Special	98	SM-1RR	2004
Multi-County		Various Locations in District 4	73.2	Milling & Overlay	85	SM-1RR	2004
Multi-County		Kansas City Metropolitan Area	0.0	Intelligent Transp System	0	LS-ITS	2005
Multi-County		Statewide	0.0	Intelligent Transp System	139	MM-ITS	2007
Multi-County		Br, Rock Creek, Chase Co & Br (West lane), SSW RR, McPherson Co	0.0	Bridge Repair	17	SM-EMR	2004
Multi-County		N City Limits of Leavenworth to Atchison; Atchison to KS-NE State Line	0.0	Signing	17	SM-SOS	2006
Multi-County		Administration of the Scenic Byway Program	0.0	Preliminary Engineering	0	MM-RIM	2004
Multi-County		Various Locations in District 1	0.0	Mudjacking	307	SM-CMN	2005
Multi-County		Statewide	0.0	Special	0	MM-RIM	2005
Multi-County		Various Locations in Seward, Gray, Clark & Ford Counties	0.0	Milling	26	SM-CMN	2005
Multi-County		Various Locations in Marshall & Jackson Counties	0.0	Special	24	SM-CMN	2005
Multi-County		Various Locations in District 3	0.0	Milling	121	SM-CMN	2005
Multi-County		Various Locations in District 2	0.0	Milling	76	SM-CMN	2005
Multi-County		Various Locations in District 4	0.0	Milling	166	SM-CMN	2005
Multi-County		Various Routes in District 5	0.0	Milling	50	SM-CMN	2005
Multi-County		Kansas Scenic Byway Booklets	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2005
Multi-County		Bureau of Transportation Planning, ITS Unit	0.0	Intelligent Transp System	437	MM-ITS	2007
Multi-County		Various Locations in District 1	0.0	Mudjacking	408	SM-CMN	2006
Multi-County		Various Locations in Johnson & Wyandotte Counties	0.0	Mudjacking	109	SM-CMN	2006
Multi-County		Upgrade 800 MHZ Radio System to P25 Compliant	0.0	IT 800 MHZ Radio Support	8,000	MM-RIM	2006
Multi-County		Various Locations in District 5	0.0	Milling	73	SM-1RR	2006
Multi-County		Various Locations in District 3	0.0	Milling	53	SM-CMN	2006
Multi-County		Various Locations in District 1	0.0	Milling	26	SM-CMN	2006
Multi-County		Various Locations in District 2	0.0	Milling	47	SM-CMN	2006
Multi-County		Various Locations in District 4	0.0	Milling	79	SM-CMN	2006
Multi-County		District One, Area Four	0.0	Special	103	SM-EMR	2006
Multi-County		Statewide	0.0	Preliminary Engineering	0	-ITS	2006
Multi-County		Statewide	0.0	Preliminary Engineering	0	-ITS	2006
Multi-County		Statewide	0.0	Preliminary Engineering	0	MM-IRI	2006
Multi-County		Statewide Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2007
Multi-County		Statewide Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	121	MM-RIM	2007
Multi-County		Statewide Scenic Byway Program	0.0	Scenic Or Historic Hwy Progs	0	MM-RIM	2007
Multi-County		Various Locations in District Six	93.9	Milling and Overlay	65	SM-CMN	2007

County	Route	Location Description	Length (Miles)	Type of Work	Est. FY Const. Cost (1,000)	Prog Ctg @	Fiscal Year
Multi-County		I-70 & other Selected Locations in Districts 2 & 3	0.0	Intelligent Transp System	248	MM-ITS	2009
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2000
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2001
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2002
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2003
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2004
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2005
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2006
Multi-County		Statewide PE for Railroad Inspections	0.0	Flashing Light Signal	0	MM-RRX	2006

Project Listings for Aviation, Rail, and Public Transit

Kansas Airport Improvement Program
Project Summary by County
FY 2000 - 2006

County	Project	Total Cost	State Funds	Local Funds	FY
Allen	Automated Weather System at Iola	\$68,990	\$34,495	\$34,495	2001
	Extend Rwy at Iola	\$1,203,625	\$500,000	\$703,625	2004
	Widen Rwy 1-19	\$1,004,480	\$500,000	\$504,480	2007
Anderson	Overlay Twy and Ramp at Garnett	\$24,886	\$14,000	\$10,886	2000
	Twy Lights and Radio at Garnett	\$39,205	\$19,000	\$20,205	2000
	Bury Power Line at Garnett	\$14,123	\$10,599	\$3,524	2005
Atchison	Automated Weather System at Atchison	\$100,000	\$50,000	\$50,000	2007
Barber	Automated Weather System at Medicine Lodge	\$75,092	\$67,583	\$7,509	2003
Barton	Extend Rwy 1,900 Ft at Great Bend	\$285,882	\$142,941	\$142,941	2004
Bourbon	PAPIs, REILs and Beacon at Fort Scott	\$77,277	\$53,458	\$23,819	2000
	Automated Weather System at Fort Scott	\$76,235	\$57,000	\$20,235	2001
	Upgrade AWOS for Internet at Fort Scott	\$4,000	\$3,000	\$1,000	2007
Brown	Overlay Rwy at Sabetha	\$257,928	\$193,446	\$64,482	2001
Butler	Seal Ramp at Augusta	\$19,980	\$14,985	\$4,995	2002
	Overlay Rwy at Benton	\$192,533	\$144,400	\$48,133	2002
	Overlay Rwy, Twy and Ramp at Rose Hill	\$259,313	\$187,500	\$71,813	2005
	Widen & Overlay Rwy at Benton	\$153,898	\$138,508	\$15,390	2006
	Replace Rwy Lighting at Rose Hill	\$152,280	\$114,210	\$38,070	2006
	Extend & Repair Parallel Taxiway at Benton	\$143,060	\$128,754	\$14,306	2007
	Const Parallel Twy at Rose Hill	\$57,000	\$42,750	\$14,250	2007
Chase	Rwy Lights at Cottonwood Falls	\$33,369	\$25,027	\$8,342	2002
Chatauqua	Repair lighting at Sedan	\$9,576	\$8,618	\$958	2007
Cheyenne	Reconst. Rwy at St. Francis	\$271,093	\$180,000	\$91,093	2001
	Automated Weather System at St. Francis	\$76,000	\$68,400	\$7,600	2006
Clark	Reconst. Fuel Apron and Twy at Ashland	\$51,091	\$43,200	\$7,891	2005
Cloud	Seal and Mark Rwy at Concordia	\$105,053	\$65,855	\$39,198	2000
Coffey	Const. Twy at Burlington	\$185,967	\$124,500	\$61,467	2002
	Repair Rwy Cracks and Joints at Burlington	\$88,000	\$66,000	\$22,000	2005
Comanche	Const. New Rwy at Coldwater	\$1,268,576	\$1,000,000	\$268,576	2003
	Install Rwy Lights at Coldwater	\$175,559	\$154,800	\$20,759	2005

County	Project	Total Cost	State Funds	Local Funds	FY
Crawford	Automated Weather System at Pittsburg	\$99,405	\$49,703	\$49,703	2001
	New Beacon at Pittsburg	\$22,500	\$11,250	\$11,250	2001
	Extend and Widen Rwy at Pittsburg	\$400,000	\$200,000	\$200,000	2005
Decatur	Overlay Rwy at Oberlin	\$233,293	\$174,970	\$58,323	2001
	Automated Weather System at Oberlin	\$76,000	\$68,400	\$7,600	2005
Dickinson	Rwy Markings at Herington	\$6,686	\$5,000	\$1,686	2000
	Overlay Rwy at Abilene	\$371,908	\$275,331	\$96,577	2002
	Replace NDB at Herington	\$10,637	\$9,000	\$1,637	2004
	Seal Cracks on Ramp and Twy at Herington	\$32,867	\$22,500	\$10,367	2005
	Rotating Beacon at Herington	\$6,808	\$6,127	\$681	2006
Edwards	Seal Rwy at Kinsley	\$72,795	\$53,000	\$19,795	2001
Ellsworth	Reconst. Rwy at Ellsworth	\$493,751	\$250,000	\$243,751	2000
	Automated Weather System at Ellsworth	\$20,000	\$18,000	\$2,000	2004
Geary	Overlay Rwy at Junction City	\$205,242	\$94,000	\$111,242	2000
	Overlay Twy at Junction City	\$73,447	\$36,724	\$36,723	2002
	Install Twy Lights and Replace Beacon at Junction City	\$15,542	\$7,771	\$7,771	2003
	Crack Repair and Seal Coat Rwy & Twy at Junction City	\$85,500	\$42,750	\$42,750	2006
Graham	Const. New Rwy at Hill City	\$1,305,889	\$1,000,000	\$305,889	2003
	PAPIs and Wind Cone at Hill City	\$55,412	\$44,933	\$10,479	2005
Grant	Automated Weather System at Ulysses	\$75,196	\$56,397	\$18,799	2001
	Rotating Beacon at Ulysses	\$10,000	\$7,500	\$2,500	2006
	Upgrade AWOS for Internet	\$4,000	\$3,000	\$1,000	2007
Gray	Reconst. Ramp and Overlay Rwy at Cimarron	\$171,405	\$128,554	\$42,851	2002
Greeley	Const. New Rwy at Tribune	\$1,098,438	\$988,594	\$109,844	2004
	Automated Weather System at Tribune	\$76,000	\$68,400	\$7,600	2006
	Beacon & Lghted Wind Cone at Tribune	\$76,074	\$68,467	\$7,607	2007
Greenwood	Overlay Rwy at Eureka	\$160,705	\$120,529	\$40,176	2000
	Replace Ramp at Eureka	\$88,551	\$66,551	\$22,000	2002
Hamilton	Overlay Rwy at Syracuse	\$246,152	\$180,000	\$66,152	2002
	Const. New Rwy (Ph. I) at Syracuse	\$507,344	\$456,610	\$50,734	2006
	Construct New Rwy (Ph. II) at Syracuse	\$603,767	\$543,390	\$60,377	2007
	Repl. Rwy Lighting Runway 13-31	\$125,000	\$112,500	\$12,500	2007
Harper	Seal Rwy, Twy and Ramp at Anthony	\$137,278	\$102,959	\$34,319	2000
	PAPIs, Radio Controller and Wind Cone at Anthony	\$66,863	\$54,777	\$12,086	2003
	Seal Rwy at Harper	\$17,052	\$12,789	\$4,263	2001
	Reconst. Twy at Anthony	\$63,000	\$56,700	\$6,300	2007

County	Project	Total Cost	State Funds	Local Funds	FY
Haskell	Overlay Rwy at Satanta	\$214,350	\$156,257	\$58,093	2001
	Reconst. Rwy at Sublette	\$309,163	\$278,247	\$30,916	2003
	Reconstruct Twy & Apron at Satanta	\$163,975	\$147,578	\$16,398	2007
Hodgeman	Overlay Rwy at Jetmore	\$201,414	\$151,060	\$50,354	2001
Jewell	Overlay Rwy at Mankato	\$251,707	\$188,781	\$62,926	2001
	Repair& Mark Rwy, TWY, & Ramp at Mankato	\$104,890	\$94,401	\$10,489	2007
Johnson	Reconst. Twys at Gardner	\$212,978	\$145,000	\$67,978	2002
	O-Lay & Mark 8-26 at Gardner	\$379,966	\$189,983	\$189,983	2007
Kearny	Overlay Rwy at Lakin	\$83,968	\$75,501	\$8,467	2003
Kingman	Upgrade Rwy Lighting at Norwich	\$11,848	\$8,886	\$2,962	2000
	Const. X-wind Rwy at Kingman	\$930,496	\$492,000	\$438,496	2002
Labette	Reconst. Rwy at Oswego	\$149,069	\$111,802	\$37,267	2001
	Reconst. 500 Ft of Rwy at Parsons	\$250,000	\$125,000	\$125,000	2006
Lane	Overlay Rwy at Dighton	\$120,253	\$108,227	\$12,026	2003
Leavenworth	FBO Ramp & Twy Improvement	\$237,500	\$118,750	\$118,750	2007
Logan	Automated Weather System at Oakley	\$72,489	\$65,240	\$7,249	2003
	Upgrade AWOS for Internet at Oakley	\$4,000	\$3,000	\$1,000	2007
Lyon	Overlay Twys at Emporia	\$13,197	\$6,000	\$7,197	2000
	Crack Seal Ramp at Emporia	\$25,108	\$11,000	\$14,108	2002
Marion	Overlay Rwy at Hillsboro	\$168,104	\$124,000	\$44,104	2002
	Install Rwy Lighting at Hillsboro	\$56,031	\$47,728	\$8,303	2003
	Reconst Ramp, Twy and Lights at Marion	\$100,927	\$90,000	\$10,927	2004
	Twy&Ramp Improvement, Helipad at Hillsboro	\$221,950	\$199,755	\$22,195	2007
Marshall	Extend and Widen Rwy at Marysville	\$678,188	\$400,000	\$278,188	2001
McPherson	Overlay Rwy at Moundridge	\$113,768	\$75,000	\$38,768	2000
	Automated Weather System at McPherson	\$65,310	\$32,655	\$32,655	2001
	Overlay Ramp and Rwy at Moundridge	\$149,427	\$65,564	\$83,863	2003
	Raise West End of Turf Rwy at McPherson	\$22,845	\$11,423	\$11,422	2004
	Replace Beacon at McPherson	\$5,046	\$2,523	\$2,523	2005
	Replace NDB at McPherson	\$20,000	\$10,000	\$10,000	2005
	Repair and Seal Twys at McPherson	\$108,188	\$54,094	\$54,094	2005
	Replace Airfield Marking at McPherson	\$32,500	\$16,250	\$16,250	2007
	Upgrade AWOS for Internet	\$4,000	\$3,000	\$1,000	2007
Meade	Automated Weather System at Meade	\$76,000	\$68,400	\$7,600	2003
Miami	Extend Ramp at Paola	\$439,811	\$56,250	\$383,561	2002

County	Project	Total Cost	State Funds	Local Funds	FY
Morton	Const. X-wind Rwy at Elkhart	\$723,535	\$300,000	\$423,535	2000
	Automated Weather System at Elkhart	\$73,572	\$55,179	\$18,393	2001
	Const. and Light Twy at Elkhart	\$449,232	\$170,000	\$279,232	2002
	Seal Rwy 4-22 & Twys at Elkhart	\$136,800	\$102,600	\$34,200	2006
Neosho	Install PAPIs at Chanute	\$47,713	\$30,000	\$17,713	2000
	Seal Ramp Joints at Chanute	\$47,448	\$35,586	\$11,862	2004
	Repair & Mark Twy and Ramp at Chanute	\$89,471	\$67,103	\$22,368	2007
Ness	Overlay Rwy at Ness City	\$236,720	\$216,284	\$20,436	2003
	Construct New Rwy	\$1,110,000	\$1,000,000	\$110,000	2006
Norton	Const. New Rwy at Norton	\$1,326,411	\$500,000	\$826,411	2000
	Automated Weather System at Norton	\$86,560	\$57,000	\$29,560	2002
	Reconst. Ramp at Norton	\$242,990	\$218,691	\$24,299	2004
	Upgrade AWOS for Internet at Norton	\$4,000	\$3,000	\$1,000	2007
Osage	Overlay Rwy at Osage City	\$142,667	\$107,000	\$35,667	2000
Osborne	Seal Rwy at Osborne	\$22,500	\$16,875	\$5,625	2001
	Construct Twy and Ramp at Osborne	\$128,700	\$115,830	\$12,870	2007
Pawnee	Extend Rwy at Larned	\$97,467	\$73,101	\$24,366	2002
	T-Hangar Taxilanes at Larned	\$167,405	\$142,292	\$25,113	2006
Phillips	Extend Rwy at Phillipsburg	\$588,269	\$402,020	\$186,249	2000
	Automated Weather System at Phillipsburg	\$73,764	\$66,388	\$7,376	2003
Pottawatomie	Overlay Rwy at Wamego	\$146,829	\$100,000	\$46,829	2002
Pratt	Automated Weather System at Pratt	\$78,866	\$57,000	\$21,866	2001
	Seal Twy Cracks at Pratt	\$15,000	\$11,250	\$3,750	2002
	Seal Ramp Cracks at Pratt	\$15,000	\$11,250	\$3,750	2003
	Seal Rwy and Twy Cracks and Reconst. Apron at Pratt	\$45,840	\$33,750	\$12,090	2004
	Repair Rwy and Twy Cracks at Pratt	\$15,000	\$11,250	\$3,750	2005
Rawlins	Seal Rwy at Atwood	\$35,000	\$26,000	\$9,000	2001
	Automated Weather System at Atwood	\$100,000	\$90,000	\$10,000	2007
Reno	Install Ramp Lights and Relocate Beacon at Hutchinson	\$120,042	\$60,000	\$60,042	2000
	Repair Rwy and Twy at Hutchinson	\$27,952	\$13,976	\$13,976	2000
	Reconst. X-wind Rwy at Hutchinson	\$870,000	\$400,000	\$470,000	2001
	Seal Cracks Twy C at Hutchinson	\$29,920	\$14,960	\$14,960	2002
	Install Twy Lights at Hutchinson	\$200,000	\$100,000	\$100,000	2005
	Seal Rwy at Hutchinson	\$163,294	\$81,647	\$81,647	2005
	Overlay Twy at Hutchinson	\$380,604	\$190,302	\$190,302	2005
	Overlay Terminal Ramp at Hutchinson	\$168,618	\$84,309	\$84,309	2005
	Overlay FBO Ramp at Hutchinson	\$64,546	\$32,273	\$32,273	2005
Republic	Replace NDB at Belleville	\$9,990	\$7,493	\$2,497	2001
	Overlay Ramp and Twys at Belleville	\$114,343	\$102,908	\$11,435	2003

County	Project	Total Cost	State Funds	Local Funds	FY
Rush	Overlay Rwy at LaCrosse	\$212,439	\$150,000	\$62,439	2000
Russell	Extend Rwy at Russell	\$160,967	\$120,000	\$40,967	2003
	Reconst. Rwy at Lucas	\$283,493	\$235,000	\$48,493	2004
Scott	Automated Weather System at Scott City	\$76,475	\$57,000	\$19,475	2001
	Seal Rwy Cracks at Scott City	\$27,900	\$20,925	\$6,975	2003
	Seal Rwy and Upgrade Lighting Syst. At Scott City	\$145,642	\$109,125	\$36,517	2004
	Reconst. Fuel Apron at Scott City	\$74,606	\$55,954	\$18,652	2005
	Upgrade AWOS for Internet at Scott City	\$4,000	\$3,000	\$1,000	2007
Sedgwick	Overlay Rwy at Wichita Riverside	\$127,567	\$54,000	\$73,567	2002
	Install Beacon at Wichita Riverside	\$8,000	\$4,000	\$4,000	2006
	Repair Rwy 17-35 at Cessna Field	\$379,424	\$189,712	\$189,712	2007
Sheridan	Install Rwy Lights at Hoxie	\$102,800	\$75,000	\$27,800	2000
	Seal Rwy at Hoxie	\$70,955	\$53,216	\$17,739	2000
	Install Beacon, Wind Cone and Obstr. Lights at Hoxie	\$35,255	\$24,000	\$11,255	2002
Sherman	Seal Rwy and Twy Cracks at Goodland	\$189,800	\$139,000	\$50,800	2004
	Install Rwy and Twy Lights at Goodland	\$171,277	\$127,500	\$43,777	2005
	Remark 5-23; Twy Fillet at Goodland	\$88,000	\$66,000	\$22,000	2007
Smith	Overlay Rwy at Smith Center	\$215,519	\$148,000	\$67,519	2000
	Const. New Twys at Smith Center	\$40,249	\$30,187	\$10,062	2002
	Automated Weather System at Smith Center	\$79,726	\$68,400	\$11,326	2003
	Const. New Rwy at Smith Center	\$1,110,000	\$1,000,000	\$110,000	2006
	PAPI for New Rwy	\$76,000	\$68,400	\$7,600	2007
Stanton	Automated Weather System at Johnson City	\$72,234	\$54,176	\$18,058	2001
	Seal Rwy Cracks and Joints at Johnson City	\$124,362	\$111,926	\$12,436	2004
	Upgrade AWOS for Internet at Johnson City	\$4,000	\$3,600	\$400	2007
Stevens	Automated Weather System at Hugoton	\$78,501	\$57,000	\$21,501	2002
	Overlay Rwy and Install Lights at Hugoton	\$425,000	\$300,000	\$125,000	2007
Stockton	Replace Rwy Lights and Beacon at Stockton	\$33,377	\$25,033	\$8,344	2001
Sumner	Automated Weather System at Wellington	\$76,000	\$57,000	\$19,000	2004
Thomas	Replace Rwy and Twy Lights at Colby	\$200,550	\$150,000	\$50,550	2002
	Remark Rwy and Twy, Upgrade AWOS at Colby	\$23,975	\$17,981	\$5,994	2004
Trego	Seal Rwy at WaKeeney	\$24,913	\$19,000	\$5,913	2000
	Replace Beacon and Install VASIs at WaKeeney	\$9,985	\$8,987	\$998	2003
	Seal & Mark Rwy & Ramp at WaKeeney	\$51,450	\$38,588	\$12,862	2006
	Twy, Turnarounds, & Repair Lights at WaKeeney	\$56,564	\$42,423	\$14,141	2007
Washington	Const. New Ramp at Washington	\$81,463	\$61,098	\$20,365	2000
	Reconst. Rwy and Replace Lighting at Washington	\$875,668	\$656,751	\$218,917	2005

County	Project	Total Cost	State Funds	Local Funds	FY
Wichita	Replace Rwy Lights at Leoti	\$55,707	\$50,136	\$5,571	2003
	Overlay Rwys and Ramp at Leoti	\$341,513	\$302,850	\$38,663	2004
Wilson	Overlay Rwy at Neodesha	\$203,179	\$152,384	\$50,795	2001
	Replace Rwy / TWY Lights at Neodesha	\$180,700	\$162,630	\$18,070	2007
Woodson	Install Rwy Lights at Yates Center	\$20,878	\$15,659	\$5,219	2001
Totals:		\$34,603,225	\$23,476,518	\$11,127,709	

**State Loan/Grant Short Line Rail Rehabilitation Program
FY 2000 - FY 2006**

FY 2000

Rail Carrier	Project Number	County	Rail Line Segment	Loan Amount	Total Miles	Project Comp Date	Project Scope
KSW / K & O	RR-8028-01	Rice	Sterling - Geneseo	\$435,811.76	22.2	11/20/2000	Ties, Ballast, Surface, OTM
KYLE	RR-8033-01	Statewide	Belleville - Dresden	\$386,002.40	62.0	06/26/2001	Ties
NKC RAILNET	RR-8049-01	Statewide	Cedar Bluffs - St. Francis	\$443,097.75	73.2	09/30/2001	Ties, Ballast, Surface, Rail, OTM
SK & O	RR-8054-01	Cowley	Grant Summit - Winfield	\$249,615.64	28.4	08/15/2000	Ties, Ballast, Surface
SK & O	RR-8054-02	Statewide	Chanute - Cherryvale	\$225,834.07	23.6	05/25/2001	Ties, Ballast, Surface, OTM
NCA	RR-8072-01	Johnson	New Century Air Center	\$210,000.00	5.0	06/21/2001	Ties, Ballast, Surface, Rail, OTM

Totals: \$1,950,361.62 214.40

FY 2001

Rail Carrier	Project Number	County	Rail Line Segment	Loan Amount	Grant Amount	Total Miles	Project Comp Date	Project Scope
K & O	RR-8029-11	Statewide	All	\$0.00	\$2,000,000.00	725.0	06/29/2001	Rail Line Acquisition
KYLE	RR-8033-11	Statewide	Norton - Clayton & Colby - Kanorado	\$226,984.60	\$170,238.60	59.0	08/24/2001	Ties, Surface, OTM

Totals: \$226,984.60 \$2,170,238.60 784.0

FY 2002

Rail Carrier	Project Number	County	Rail Line Segment	Loan Amount	Grant Amount	Total Miles	Project Comp Date	Project Scope
BH & W	RR-8019-21	Ford	Dodge City - Wilroads	\$246,548.00	\$184,911.00	9.0	07/11/2002	Ties, Ballast, Surface, OTM
K & O	RR-8029-21	Statewide	All	\$0.00	\$2,000,000.00		06/29/2001	Rail Line Acquisition
K & O	RR-8029-22	Statewide	Wichita - Hutchinson	\$395,250.00	\$296,437.50	50.0	11/30/2002	Ties, Surface
K & O	RR-8029-23	McPherson	McPherson - Conway	\$148,800.00	\$111,600.00	10.0	06/05/2002	Ties, Ballast, Surface, OTM
KYLE	RR-8033-21	Statewide	Scandia - Phillipsburg	\$266,513.89	\$199,885.42	85.0	10/23/2002	Ballast, Surface
SK & O	RR-8054-21	Statewide	Cherryvale - Fredonia	\$251,100.00	\$188,325.00	27.0	08/21/2002	Ties, Surface
SK & O	RR-8054-22	Montgomery	Cherryvale - Caney	\$300,120.49	\$225,090.37	29.8	03/18/2003	Ties, Ballast, Surface, OTM

Totals: \$1,608,332.38 \$3,206,249.29 210.8

State Loan/Grant Short Line Rail Rehabilitation Program

FY 2003

Rail Carrier	Project Number	County	Rail Line Segment	Loan Amount	Grant Amount	Total Miles	Project Comp Date	Project Scope
K & O	RR-8029-31	Statewide	All	\$0.00	\$1,500,000.00		06/29/2001	Rail Line Acquisition
K & O	RR-8029-32	Statewide	Amy - Scott City	\$183,681.36	\$137,761.02	17.0	07/03/2003	Ties, Ballast, OTM
K & O	RR-8029-33	Statewide	Yaggy - Sterling	\$175,076.51	\$131,307.38	13.5	05/29/2003	Ties, Ballast, Surface
KYLE	RR-8033-31	Statewide	Dresden - Colby	\$406,929.60	\$305,197.20	36.0	12/12/2003	Ties, Ballast, Surface
SK & O	RR-8054-31	Wilson	Cherryvale	\$55,281.00	\$41,460.75	0.25	10/03/2003	Ties, Ballast, Surface, Rail, OTM
SK & O	RR-8054-33	Statewide	Cherokee - Sherwin	\$190,117.56	\$142,588.17	26.7	12/18/2003	Ties, Ballast, Surface, OTM
SK & O	RR-8054-35	Statewide	Hallowell - Cherryvale	\$247,207.16	\$185,405.37	37.2	06/24/2004	Ties, Ballast, Surface, OTM
SK & O	RR-8054-37	Statewide	Grenola - Burden	\$163,721.00	\$122,790.75	20.0	11/13/2003	Ties, Ballast, Surface, OTM
SK & O	RR-8054-38	Montgomery	Cherryvale - Coffeyville	\$178,076.27	\$133,557.20	18.1	08/04/2004	Ties, Ballast, Surface, OTM
NCA	RR-8072-31	Johnson	New Century Air Center	\$217,197.20	\$162,897.90	5.0	01/20/2004	Ties, Ballast, Surface, Rail, OTM
Totals:				\$1,817,287.66	\$2,862,965.74	173.8		

FY 2004

Rail Carrier	Project Number	County	Rail Line Segment	Loan Amount	Grant Amount	Total Miles	Project Comp Date	Project Scope
K & O	RR-8029-41	Statewide	All	\$0.00	\$1,500,000.00		06/29/2001	Rail Line Acquisition
K & O	RR-8029-42	Statewide	Kingman - Calista & Waldeck - Pratt	\$170,031.78	\$127,523.84	16.4	09/09/2004	Ties, Ballast, Surface, OTM
K & O	RR-8029-43	Sedgwick	Wichita	\$150,441.50	\$112,831.12	1.2	12/31/2004	Ties, Ballast, Surface, Rail, OTM
K & O	RR-8029-44	Statewide	Alden - Great Bend	\$178,390.15	\$133,792.61	15.0	03/14/2005	Ties, Ballast, Surface
K & O	RR-8029-45	Statewide	Frontier - Conway Springs	\$208,126.80	\$156,095.10	17.5	02/07/2005	Ties, Ballast, Surface
KYLE	RR-8033-31	Statewide	Yuma - Scandia	\$232,548.33	\$174,411.25	14.0	06/21/2005	Ties, Ballast, Surface
SK & O	RR-8054-42	Neosho	Chanute - Thayer	\$83,915.56	\$62,936.67	8.00	02/03/2005	Ties, Ballast, Surface
NCA	RR-8072-41	Johnson	New Century Air Center	\$0.00	\$200,071.24	5.0	03/11/2005	Switches, Ties, Ballast, OTM
Totals:				\$1,023,454.12	\$2,467,661.83	77.1		

State Loan/Grant Short Line Rail Rehabilitation Program

FY 2005

Rail Carrier	Project Number	County	Rail Line Segment	Loan Amount	Grant Amount	Total Miles	Project Comp Date	Project Scope
K & O	RR-8029-51	Statewide	All	\$00.00	\$1,500,000.00		06/29/2001	Rail Line Acquisition
K & O	RR-8029-52	Statewide	Great Bend - Ness City	\$1,132,833.64	\$0.00	64.0	06/23/2006	Ties, Ballast, Surface, OTM
SK & O	RR-8054-51	Elk	Fredonia - Moline	\$383,004.78	\$0.00	19.0	05/31/2006	Ties, Ballast, Surface, OTM
SK & O	RR-8054-53	Statewide	Chanute - Humboldt	\$196,142.20	\$0.00	11.1	05/31/2006	Ties, Ballast, Surface, OTM
V & S	RR-8024-51	Barber	Sharon - Medicine Lodge	232,927.24	\$0.00	10.0	01/17/2006	Ties, Ballast, Surface, Rail, OTM

Totals: \$1,944,907.86 \$1,500,000.00 104.1

FY 2006

Rail Carrier	Project Number	County	Rail Line Segment	Loan Amount	Grant Amount	Total Miles	Project Comp Date	Project Scope
K & O/PPO	RR-0218-61	Statewide	Salina - Lincoln	\$600,000.00	\$0.00	35.3		Ties, Ballast, Surface, OTM
K & O	RR-8029-61	Statewide	All	\$0.00	\$1,500,000.00		06/29/2001	Rail line acquisition
K & O	RR-8029-63	Sedgwick	West Wichita - Andale	\$379,469.61	\$0.00	14.0		Ties, Ballast, Surface, OTM
K & O	RR-8029-65	Statewide	Newton-McPherson	\$462,927.92	\$0.00	25.0		Ties, Ballast, Surface, OTM
SK & O	RR-8054-61	Statewide	Morehead - Cherryvale	\$308,933.87	\$0.00	13.0		Ties, Ballast, Surface, OTM
SK & O	RR-8054-62	Statewide	Grenola - Burden	\$430,264.38	\$0.00	22.0		Ties, Ballast, Surface, OTM
SK & O	RR-8054-63	Montgomery	Cherryvale - Caney	\$763,733.46	\$0.00	33.0		Ties, Ballast, Surface, OTM

Totals: \$2,945,329.24 \$1,500,000.00 142.3

OTM – Other Track Materials such as anchors, bolts, joint bars, plates, spikes, and etc.

State/Federal Public Transit Programs

FY 2005 Coordinated Transit District (CTD) Operating/Capital

Coordinated Transit District (CTD) Operating	Counties Served	Total Operating Costs	Local Share	State Share	Federal Share	Total Vehicle Costs	Local Share	State Share	Federal Share
Tri-County Paratransit Council, Inc. (CTD 1)	Douglas, Johnson, Leavenworth, Wyandotte	\$726,880.61	\$217,780.18	\$170,522.43	\$338,578.00	\$308,511.00	\$61,702.20		\$246,808.80
Topeka/Shawnee County Paratransit Council, Inc. (CTD 2)	Shawnee	\$51,629.32	\$15,197.30	\$34,100.02	\$2,332.00	\$46,000.00	\$9,200.00		\$36,800.00
Northeast Kansas Transit Council, Inc. (CTD 3)	Atchinson, Brown, Donipha, Jackson, Jefferson, Nemaha	\$547,605.20	\$164,128.56	\$117,236.33	\$266,240.31	\$77,345.00	\$15,469.00		\$61,876.00
Two Lakes Coordinated Transit Alliance, Inc. (CTD 4)	Clay, Geary, Marshall, Pottawatomie, Riley, Washington	\$675,942.49	\$202,542.75	\$148,994.22	\$324,405.52	\$120,051.00	\$24,010.20		\$96,040.80
Flint Hills Transit Council (CTD 5)	Chase, Lyon, Morris, Osage, Wabaunsee	\$480,285.70	\$143,945.71	\$107,205.72	\$229,134.27	\$131,004.00	\$26,200.80		\$104,803.20
Marion/McPherson CTD (CTD 6)	Marion, McPherson	\$212,539.00	\$63,361.70	\$46,727.80	\$102,449.50	\$73,564.00	\$14,712.80		\$58,851.20
North Central Kansas Transit Council, Inc. (CTD 7)	Cloud, Dickenson, Ellsworth, Jewell, Lincoln, Mitchell, Ottawa, Republic, Saline	\$912,207.16	\$273,037.15	\$192,620.01	\$446,550.00	\$331,318.00	\$66,263.60		\$265,054.40
Northwest Kansas Area Transit Coordinating Council, Inc. (CTD 8)	Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace	\$670,567.15	\$200,655.15	\$140,947.01	\$328,965.00	\$95,289.00	\$19,057.80		\$76,231.20
Kansas Area Transit District, Inc. (CTD 9)	Franklin, Miami, Coffey, Anderson	\$460,547.00	\$138,014.10	\$103,237.98	\$219,294.92	\$304,860.00	\$60,972.00		\$243,888.00
Southeast Kansas Area Transit Coordinating Council, Inc. (CTD 10)	Linn, Woodson, Allen, Bourbon, Wilson, Neosho, Crawford, Montgomery, Labette, Cherokee	\$1,058,371.79	\$316,784.04	\$218,790.79	\$522,796.96	\$514,972.00	\$102,994.40		\$411,977.60
South Central Kansas Transit Council, Inc. (CTD 11)	Greenwood, Elk, Chatauqua, Cowley	\$390,532.87	\$116,769.86	\$85,898.01	\$187,865.00	\$157,828.00	\$31,565.60		\$126,262.40
Central Plains Coordinated Transit District, Inc. (CTD 12)	Butler, Sedgwick, Harvey	\$715,235.48	\$213,820.64	\$178,332.84	\$323,082.00	\$944,917.00	\$188,983.40		\$755,933.60
Mid-Kansas Transit District, Inc. (CTD 13)	Rice, Reno, Kingman, Harper, Sumner	\$1,074,609.96	\$321,436.29	\$224,457.17	\$528,716.50	\$234,624.00	\$46,924.80		\$187,699.20
West Central Kansas Regional Transportation Council, Inc. (CTD 14)	Rush, Barton, Pawnee, Stafford, Edwards, Pratt, Kiowa, Comanche, Barber	\$490,923.29	\$146,714.49	\$99,916.80	\$244,292.00	\$91,320.00	\$18,264.00		\$73,056.00

Coordinated Transit District (CTD) Operating	Counties Served	Total Operating Costs	Local Share	State Share	Federal Share	Total Vehicle Costs	Local Share	State Share	Federal Share
Southwest Kansas Regional Transportation Council, Inc. (CTD 15)	Greeley, Wichita, Scott, Lane, Ness, Hamilton, Kearny, Finneym Hodgeman, Stanton, Grant, Haskell, Gray, Ford, Seward, Morton, Stevens, Meade, Clark	\$474,852.16	\$141,830.65	\$105,979.01	\$227,042.50	\$33,200.00	\$6,640.00		\$26,560.00

Totals: \$8,942,729.18 \$2,676,018.55 \$1,974,966.15 \$4,291,744.48 \$3,464,803.00 \$692,960.60 \$0.00 \$2,771,842.40

These amounts include all federal and state operating monies given to the CTDs, CTD Federal Administration dollars, and 5310 State operating expenses.

FY 2005 Urban Metropolitan Contracts

Urban Metropolitan Contracts	Counties Served	Total Operating Costs	Local Share	State Share	Federal Share	Total Vehicle Costs	Local Share	State Share	Federal Share
Wichita Transit	Wichita Urbanized Area			\$1,085,375.00					
Johnson County Transit	Johnson County Urbanized Area			\$1,282,715.00					
Unified Govt. of Wyandotte County/Kansas City Kansas	Kansas City Kansas Urbanized Area			\$460,462.00					
Topeka Transit	Topeka Urbanized Area			\$460,462.00					
City of Lawrence/Lawrence Transit	Lawrence Urbanized Area			\$250,986.00					

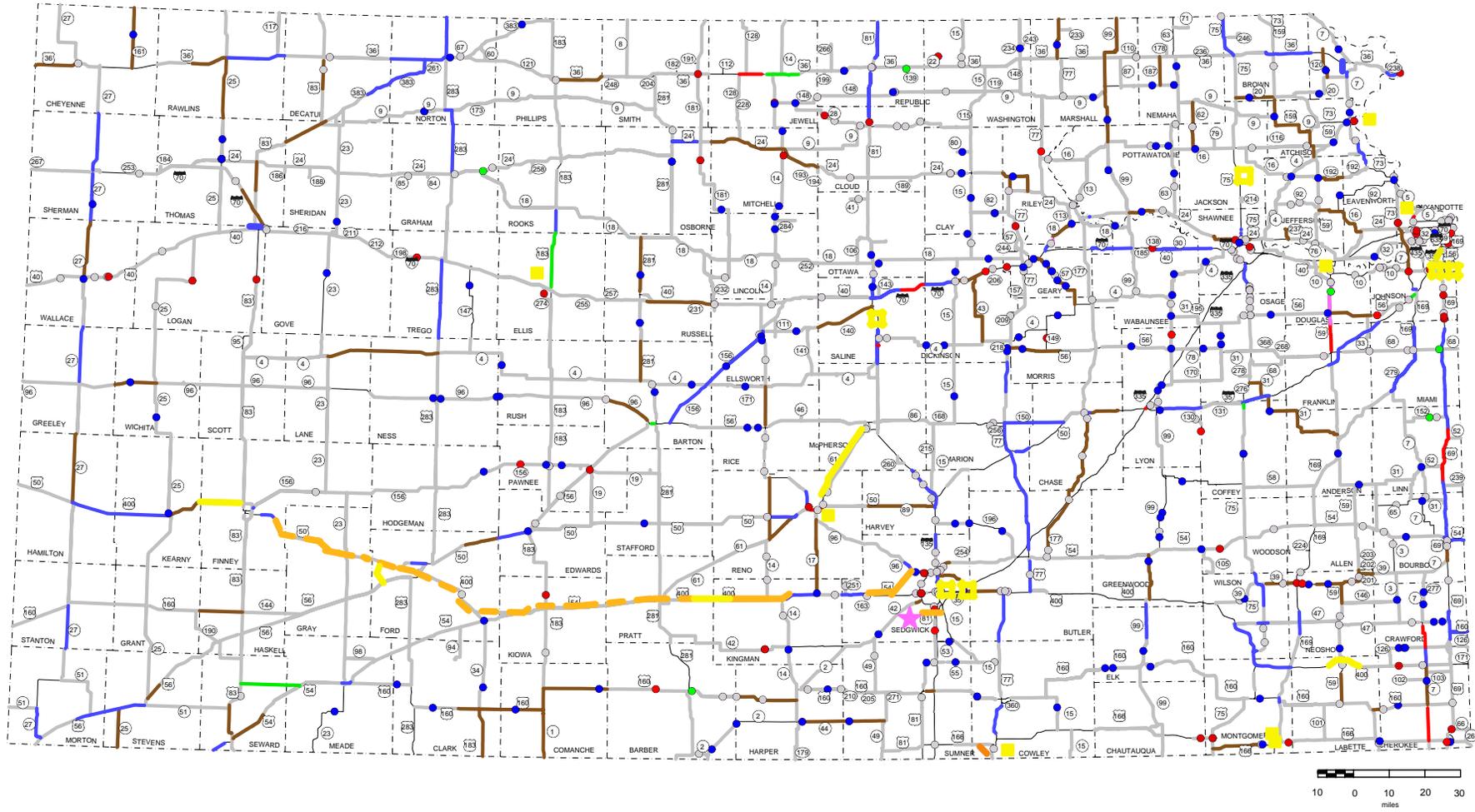
Totals: \$3,540,000.00

FY 2005 Other Misc. Contracts

Other Misc. Contracts	Counties Served	Total Operating Costs	Local Share	State Share	Federal Share	Total Vehicle Costs	Local Share	State Share	Federal Share
Kansas University Center for Research	Statewide Projects	\$226,797.00	\$0.00	\$0.00	\$226,797.00				
Kansas Public Transit Association	Statewide Project	\$53,125.00	\$5,125.00	\$0.00	\$48,000.00				
Kansas CTD Council	Statewide Project	\$23,650.00	\$4,730.00	\$0.00	\$18,920.00				
Developmental Services of NW Kansas - Health Express	Ellis, Russell, Rush, Ness, Trego, Rooks	\$57,000.00	\$11,400.00	\$45,600.00	\$0.00				
Developmental Services of NW Kansas - Intercity Bus Project	Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Phillips, Rawlins, Rooks, Russell, Sheridan, Franklin, Miami, Coffey, Anderson	\$64,975.00	\$29,907.50	\$0.00	\$35,067.50				
O.C.C.K. - Intercity Bus Project	Republic, Cloud, Ottawa, Saline	\$73,150.00	\$33,173.00	\$0.00	\$39,977.00				
O.C.C.K. - Medical Van Project	Clay, Cloud, Dickenson, Ellsworth, Ottawa, Republic, Saline	\$228,180.00	\$45,636.00	\$182,544.00	\$0.00				

Totals: \$726,877.00 \$129,971.50 \$228,144.00 \$368,761.50

FY 2000-2009 COMPREHENSIVE TRANSPORTATION PROGRAM *



Major Modification Interstate and Non-Interstate and Priority Bridge

- | | | | | |
|---------|-----------|------|------|------|
| | 2000-2006 | 2007 | 2008 | 2009 |
| Bridge | ● | ● | ● | ● |
| Roadway | — | — | — | — |

*Assumes Funding provided for in HB 2071 (April 1999), HB3011 (May 2002), and SB384 (April 2004).

Substantial Maintenance

- | | |
|-----------|------|
| 2000-2006 | 2007 |
| ● | ● |

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

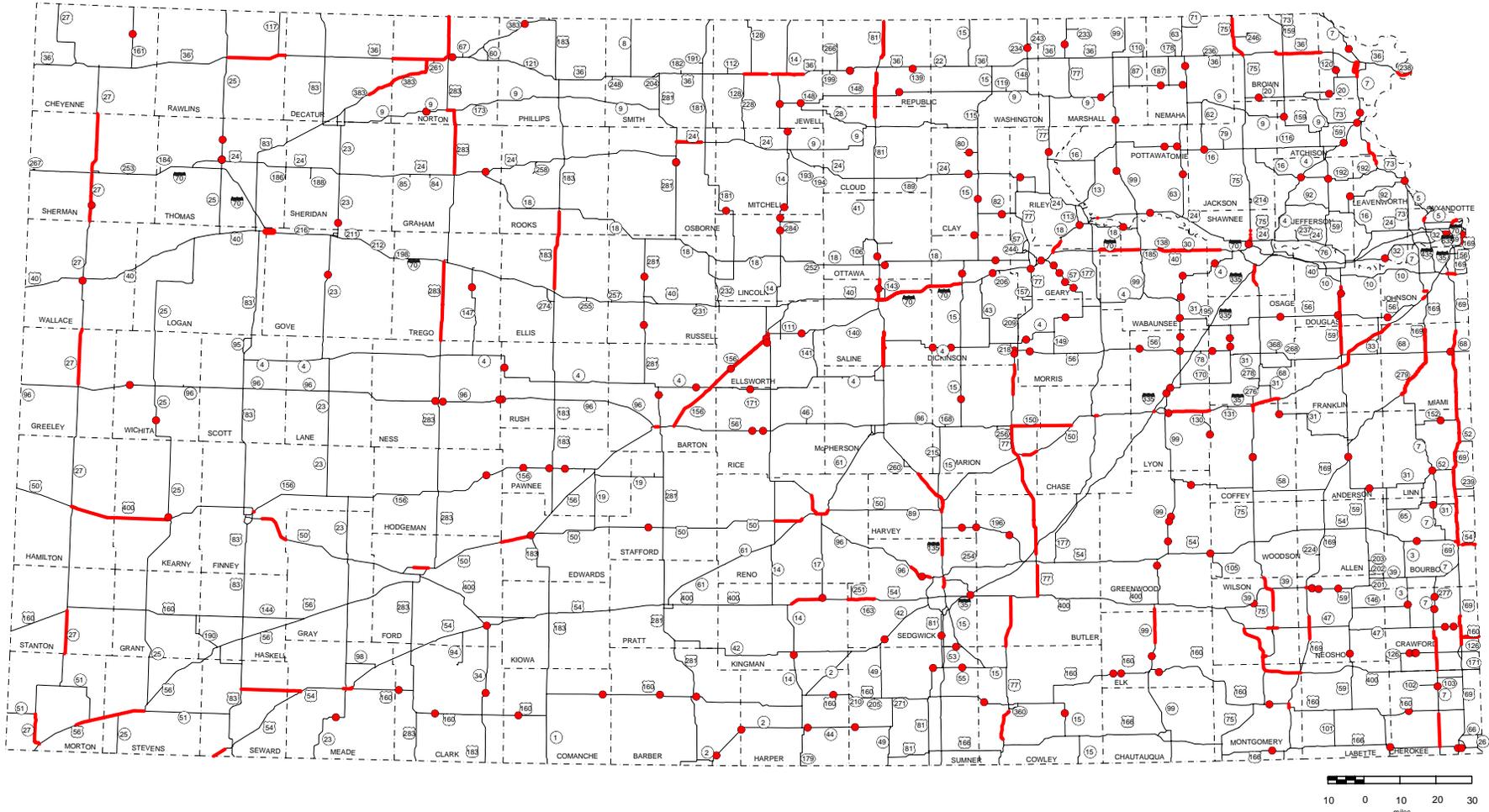
CTP SE PROJECTS

- | | |
|--|---|
| Interchanges | ✻ |
| Corridors & Bypasses | — |
| Preliminary Engineering and / or Right of Way Only | — |
| Wichita Rail Project | ★ |

PREPARED BY THE
 KANSAS DEPARTMENT OF TRANSPORTATION
 BUREAU OF TRANSPORTATION PLANNING
 CTP06.GWS NOVEMBER 17, 2006
 USING CANSYS DATABASE CPMS DATA 11/06
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COMPREHENSIVE TRANSPORTATION PROGRAM FY 2000-2009*

Major Modification Interstate and Non-Interstate and Priority Bridge Only



See project list for more specific project information.
See separate list for explanation of changes from 2006 report map.

*Assumes Funding provided for in HB 2071 (April 1999),
HB3011 (May 2002), and SB384 (April 2004).

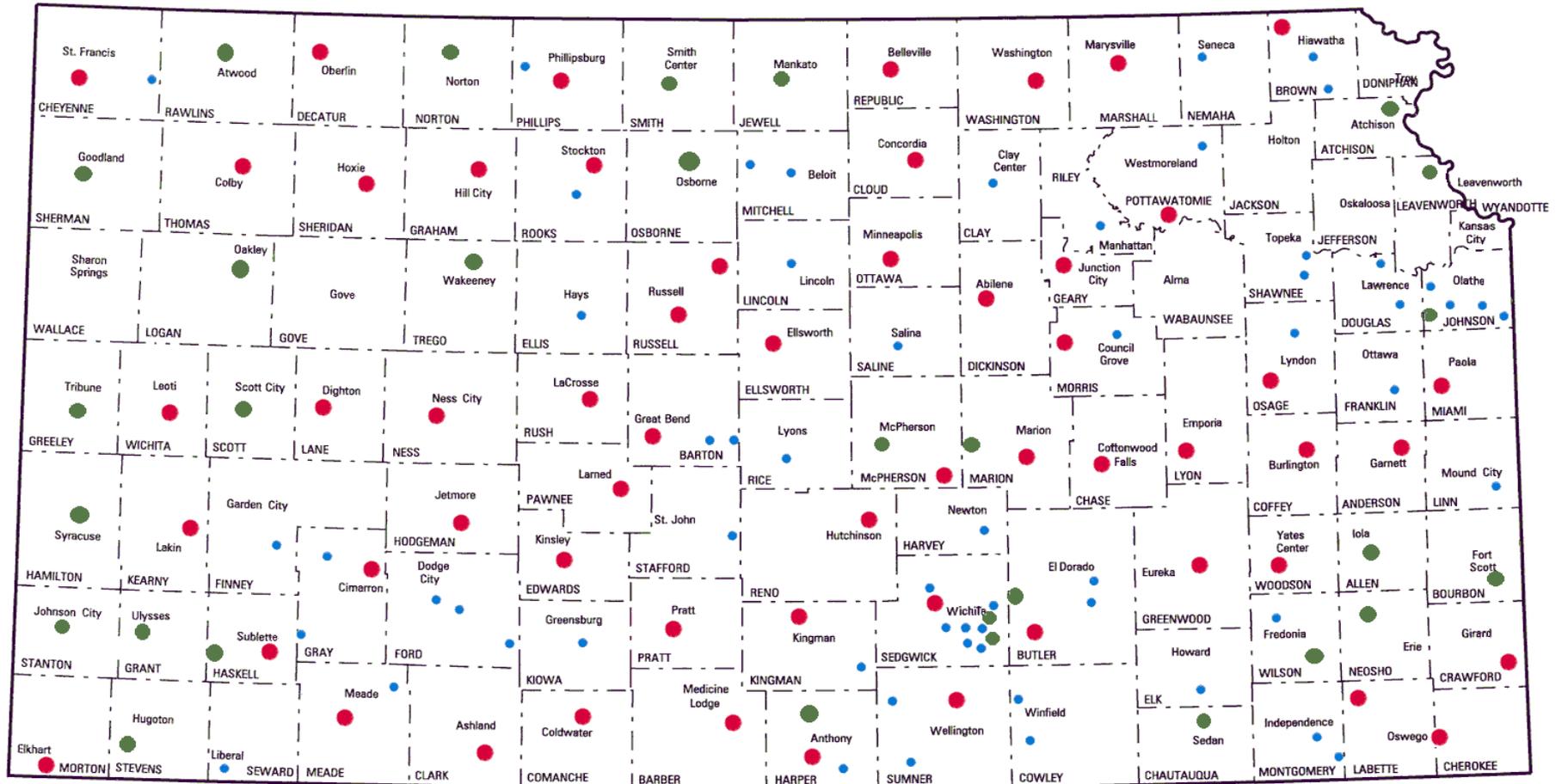
Bridge
Roadway



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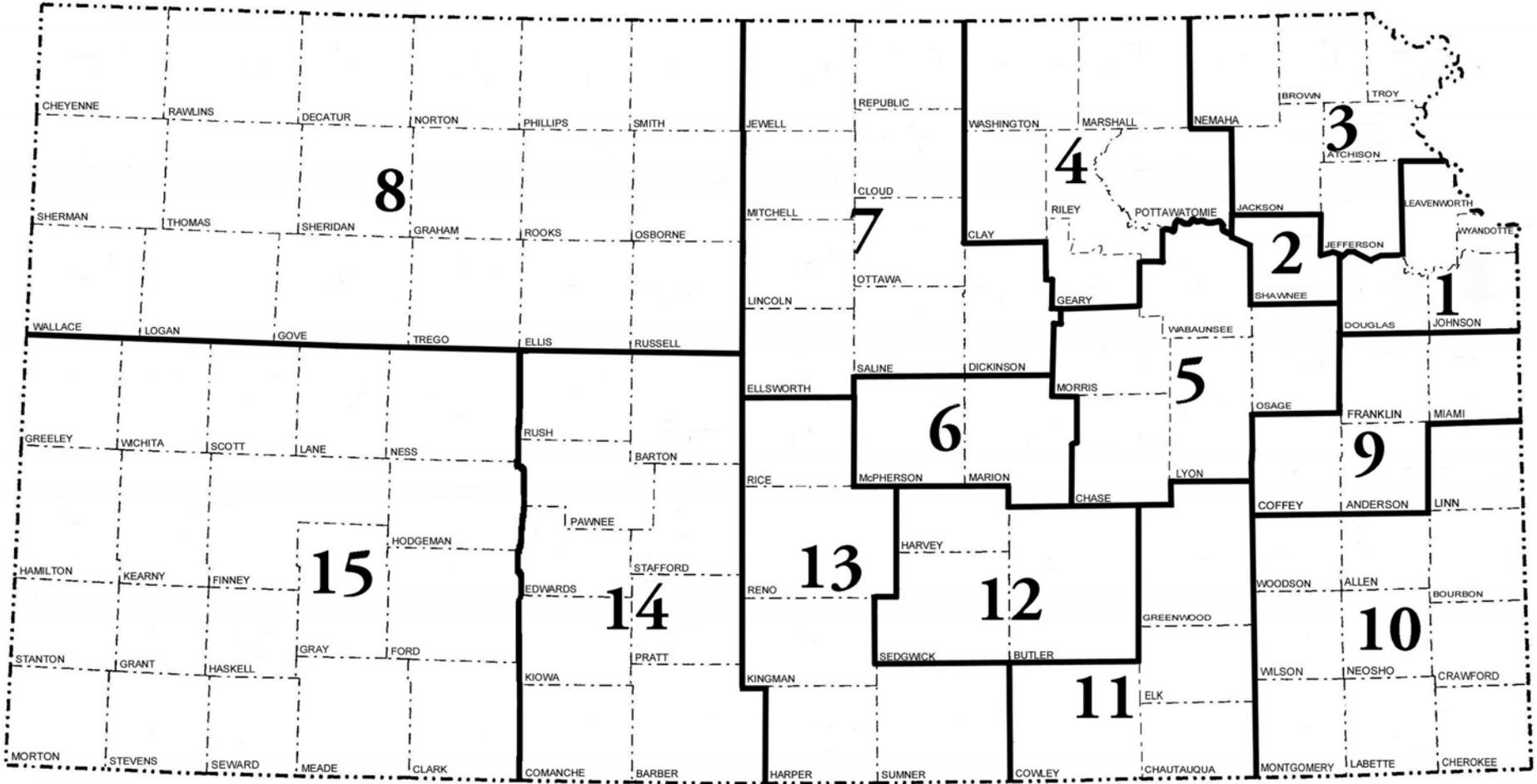
Airports in Kansas



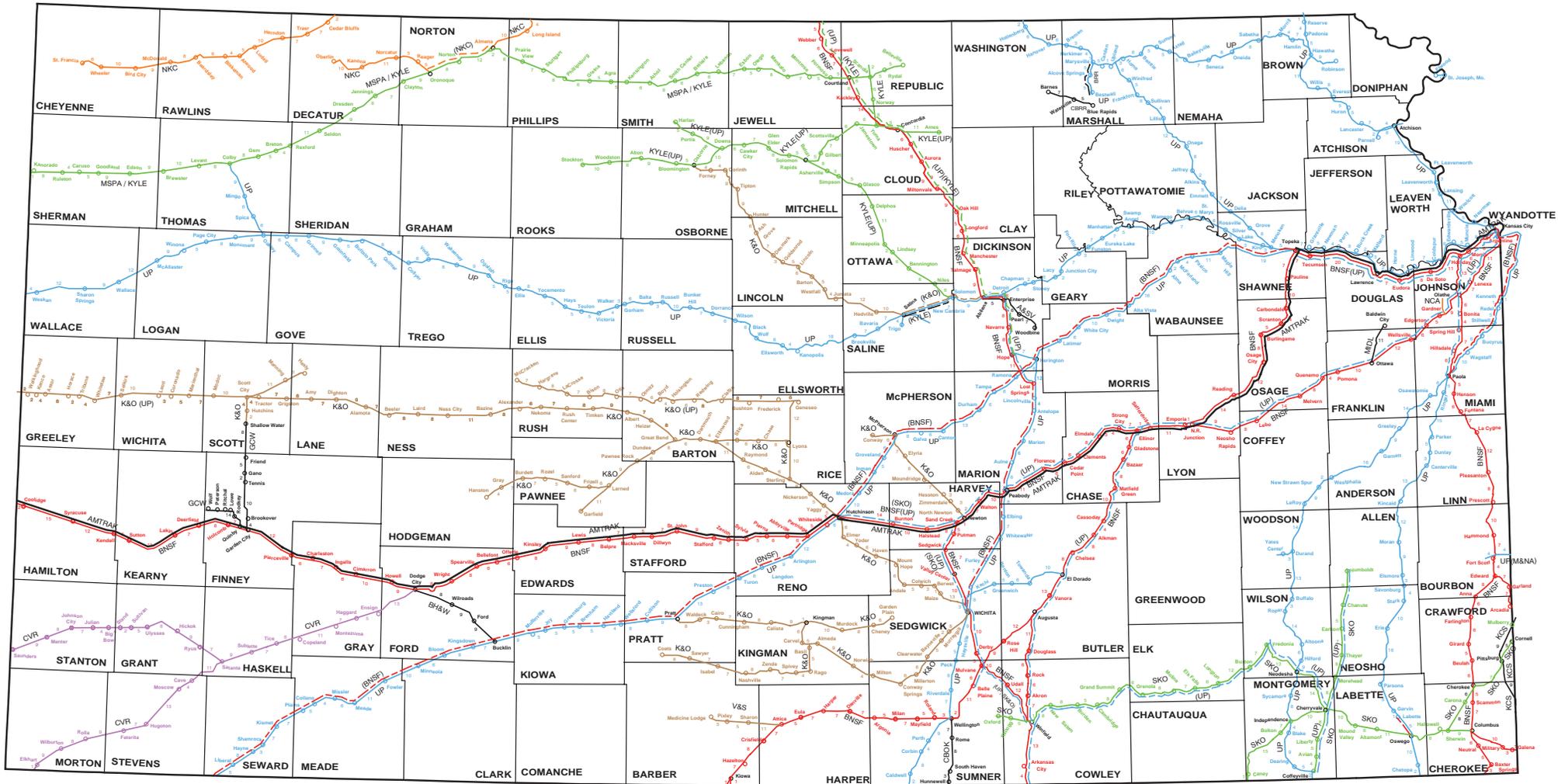
- 2007 KAIP Locations
- KAIP Project Locations
- Other Public-Use Airports


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 AND
 DIVISION OF AVIATION
 NRM/RK/YOLDGH MARCH 2, 2001

Kansas Coordinated Transit District Map



Kansas Railroad Map 2006

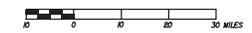


RAILROAD	MILEAGE
A&SV	18
BH&W	26
BNSF	1,237
CBR	12
CVR	182
CBOK	18
GCW	45
K&O	642
K&O (UP)	111
ABILENE & SMOKY VALLEY RAILROAD	
BOOTHILL & WESTERN	
CENTRAL BRANCH RAILROAD	
CIMARRON VALLEY RAILROAD	
CITY OF BLACKWELL OKLAHOMA	
GARDEN CITY WESTERN	
KANSAS & OKLAHOMA RAILWAY	
KANSAS & OKLAHOMA RAILWAY (LEASED FROM UP)	

RAILROAD	MILEAGE
KCS	18
KCTR	25
KYLE	16
KYLE RAILROAD SYSTEM	255
KYLE (OWNED)	176
LEASED FROM MSPA	11
(UP) KYLE	8
MIDLAND RAILWAY	122
MISSOURI & NORTHERN ARKANSAS	5
NEBRASKA KANSAS COLORADO	
NEW CENTURY AIRCENTER RAILROAD	

RAILROAD	MILEAGE
NS	305
NORFOLK SOUTHERN RAILWAY (TRACKAGE RIGHTS ONLY)	1,535
SOUTH KANSAS & OKLAHOMA	10
UNION PACIFIC SYSTEM (MKT, MP, OKT, UP)	24
LEASED FROM BLUE RAPIDS RR	3
V&S	
WICHITA TERMINAL ASSOCIATION	

Mileage figures are owned main line route miles unless indicated otherwise
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KANSAS DEPARTMENT OF TRANSPORTATION
 RAIL AFFAIRS UNIT
 AND
 BUREAU OF TRANSPORTATION PLANNING
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--- DASHED LINES INDICATE TRACKAGE RIGHTS ONLY
 ——— AMTRAK