

Approved January 25, 1990
Date

MINUTES OF THE House COMMITTEE ON Transportation.

The meeting was called to order by Rex Crowell at
Chairperson

1:30 ~~a.m.~~/p.m. on January 24, 1990 in room 519-S of the Capitol.

All members were present except:

Representative Denise Everhart, excused

Committee staff present:

Bruce Kinzie, Revisor of Statutes
Hank Avila, Legislative Research Department
Donna Mulligan, Committee Secretary

Conferees appearing before the committee:

Secretary Horace B. Edwards, Kansas Department of Transportation

The meeting was called to order by Chairman Crowell, and the first order of business was a presentation by Secretary Horace B. Edwards, on the Kansas Department of Transportation Annual Report.

Secretary Horace B. Edwards, Kansas Department of Transportation spoke to the Committee and conducted a slide presentation concerning the Annual Report to the Governor and the 1990 Legislature. (See Attachment 1)

Secretary Edwards also spoke concerning the FY 1990-1994 Highway Improvement Program. (See Attachment 2)

Discussion and questioning by Committee members followed Secretary Edwards' remarks.

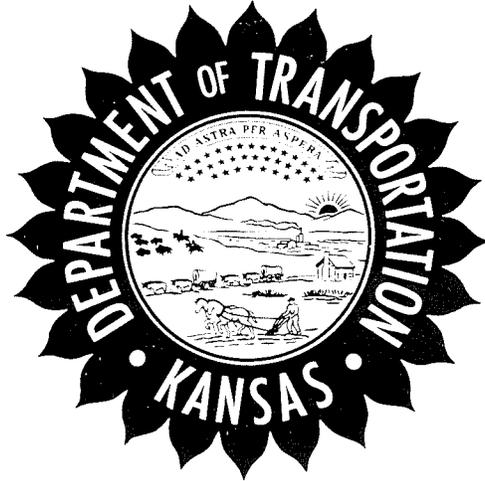
The minutes of the House Transportation Committee meeting held on January 22, 1990, were approved as written.

The meeting was adjourned at 3:00 p.m.


Rex Crowell, Chairman

**Report to the Governor & the 1990 Legislature
Kansas Department of Transportation**

Attach. 1



Horace B. Edwards
Horace B. Edwards
Secretary of Transportation
December 29, 1989

OVERVIEW

Section I

Transmittal Letter - Discusses the Comprehensive Highway Program, including "Fast Track" and System Enhancement projects, highlights the improvements in the agency's administration to meet the demands of the Comprehensive Highway Program, the program's funding and legislative changes needed to help expedite the program and keep the taxpayers' costs down.

Section II

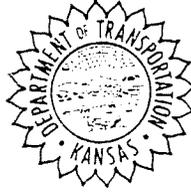
Construction Program - Contains a detailed explanation of the criteria used to select construction projects; the first five years of the Comprehensive Highway Program and maps for fiscal years 1990 through 1994; listings and maps of work completed in fiscal year 1989 and work under construction for FY 1990 through October 31, 1989.

Section III

Financial Report - A comprehensive reporting of all funds for fiscal year 1989. This section includes a report by the independent public accountants, Deloitte & Touche; balance sheets and selected statistics.

SECTION I
TRANSMITTAL LETTER

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building
Topeka 66612-1568
(913) 296-3566*

Horace B. Edwards
Secretary of Transportation

Mike Hayden
Governor of Kansas

December 29, 1989

To: The Honorable Mike Hayden, Governor
Members of the Kansas Legislature
Citizens of the State of Kansas

Chapter 209 of the 1989 Session Laws (House Bill 2014) requires that the Secretary of Transportation submit an annual report to the Governor and to each member of the Legislature. The law requires a Comprehensive Financial Report to include audited financial statements in conformity with generally accepted accounting principles; a multi-year program report including construction work completed, in process, and planned and how the projects were selected; and specific recommendations for any statutory changes necessary for the efficient and effective operation of the Kansas Department of Transportation. This report is submitted in compliance with this statutory requirement.

COMPREHENSIVE HIGHWAY PROGRAM

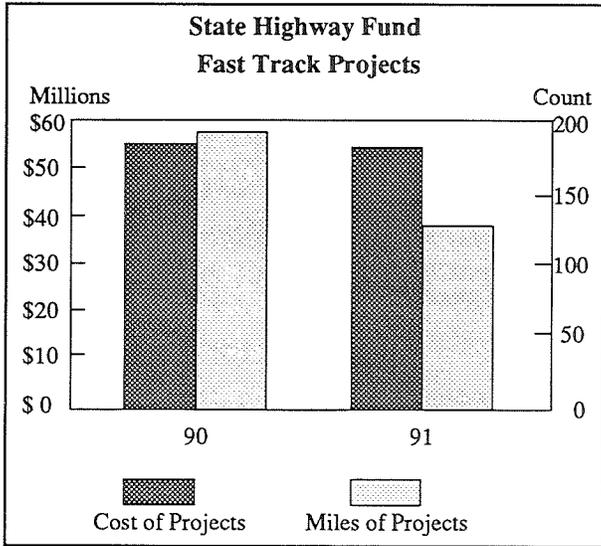
Passage of 1989 House Bill 2014 authorized and funded the Comprehensive Highway Program. This eight-year program, financed with the new \$2.65 billion revenues, is the largest capital improvement program in the history of the state. The Comprehensive Highway Improvement Program will allow Kansas to protect its investment by reconstructing major portions of the highway system and by making selected major improvements while maintaining the riding surface at an adequate level of service.

The statute states that legislative intent is for the agency, as nearly as possible, to provide a substantial maintenance program sufficient to arrest and reverse the decline in the surface condition of the highways

and bridges; address the top 16 percent of the existing state highway system needs; increase priority bridge projects by 20 percent; and provide \$600 million dollars of system enhancement projects to improve safety, relieve congestion, improve accesses or enhance economic development. The system enhancement projects will be done in partnership with local governments. House Bill 2014 also provided an approximate 54 percent increase in Special City/County highway funding. In addition, the statute dedicated modest sums of state funds to improve the mobility of our elderly and handicapped citizens and to increase the rate of payment to cities for maintenance of city connecting links.

“Fast Track” Projects

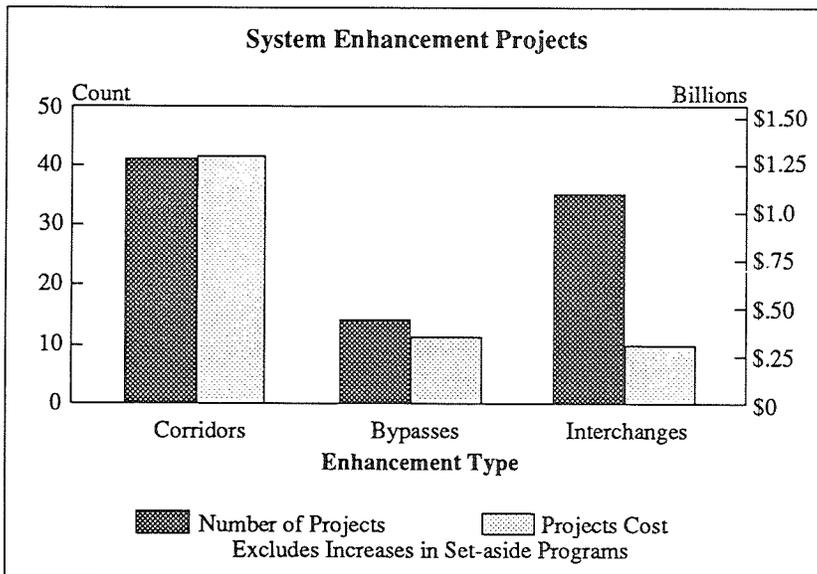
The Kansas Department of Transportation has made a concerted effort to accelerate projects so they can be constructed as quickly as possible. In addition to allowing the public to benefit from the work sooner, this “fast tracking” of projects will allow the agency to reduce the peak load in the middle of the construction program. This smoothing of the program will allow more of the work to be done by Kansas contractors. It also will reduce the cost of the work because it will shift work from the period when Kansas contractors are at capacity and will avoid the impact of inflation. As illustrated on the following graph, a total of 317 miles of roadway with a construction cost of \$120 million has been advanced for construction in FY 1990 and 1991.



System Enhancement Projects

The Legislature provided \$600 million for System Enhancement projects. Of this total, \$28.3 million has been dedicated to increasing two existing set-aside programs which were previously providing small-scale local partnership projects meeting the intended criteria and requirements for these funds. Applications for System Enhancement Projects utilizing the remainder of these funds were sent to all cities and counties in Kansas. In response to this solicitation, the agency has received 153 project applications, of which 90 are still eligible candidate projects. The following chart shows the volume and value of the applications broken down into three improvement types.

The total estimated cost of the applications is



approximately \$1.7 billion. It was not envisioned during the enactment of the program that the amount provided would fund all of the needs. Therefore, the statute required the agency to develop a process for the selection of projects. The agency is applying the process presented to the 1989 Legislature. It is anticipated that project selections will be made in 1990.

AGENCY ADMINISTRATION

In order to accomplish this ambitious program, it is necessary for the agency to incorporate a number of critical improvements in the capabilities of the Department.

Comprehensive Highway Program Office

The Comprehensive Highway Program Office was created to provide a central focus on the program. The Office reports directly to the Secretary and provides support to the Secretary and the rest of the agency. It was designed to improve the coordination within the agency of all activities which affect the ability of the agency to deliver the program.

Staffing

The Department has attempted to balance agency staff with the size of the program. In the last several years, during the period when the program was restricted, efforts were made to restrict the number of employees. In preparation for administering the expanded program, Peat Marwick Main and Co. was employed to conduct a management study. Based on the findings of the management study and the passage of House Bill 2014, 136 new positions were authorized for Fiscal Year 1990. Additional positions will be needed as the projects are designed, right of way acquired, and construction inspected.

The Legislature authorized additional funding of office space for the new positions; however, because of a shortage of space in the Docking State Office Building it was necessary to establish offices outside of the Docking State Office Building. While this is an expedient arrangement, it is inefficient and cannot be the final solution.

Computer Systems

Also, in response to the management study and the enactment of the expanded program, the Legislature authorized funding of an expansion of the Computer Aided Design and Computer Aided Mapping (CAD/CAM) system and revision and expansion of the project management system. The agency has completed a detailed study of information needs and has developed an information technology architecture.

PROGRAM FUNDING

House Bill 2014 increased the traditional motor fuel taxes and vehicle registration fees and increased reliance on the sales tax. The law also authorized the issuance of bonds. KDOT is currently reviewing and considering various bond strategies in an attempt to maximize the benefits to be realized from this authorization.

Agency operations and Substantial Maintenance are funded through Fiscal Year 1997 as are the Major Modifications and System Enhancements. There is adequate funding to complete all of the envisioned construction contracts to be let in or before Fiscal Year 1997. Construction contracts let in Fiscal Year 1997 are expected to be completed no later than Fiscal Year 2000. A Legislative adjustment is expected to be made prior to Fiscal Year 1998 to either allow the agency to continue to match federal funds and preserve the highway system or to reduce the level of service as now anticipated by the people of Kansas.

Diversion or Delay of Revenue

A major concern for the viability of the Comprehensive Highway Program is the suggestion that funds dedicated to the program be diverted from the program and used for other purposes. Either a permanent or temporary diversion may seriously impair the agency's ability to complete the program.

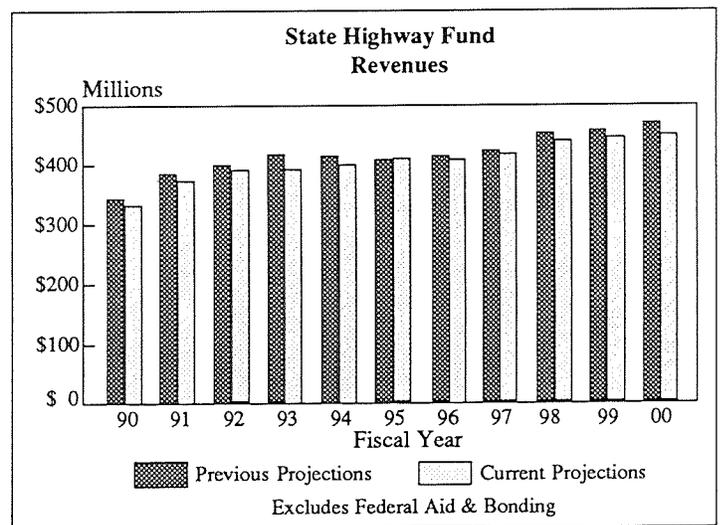
A diversion of funds will have several adverse impacts on the ability to complete the program. The direct loss of funds available for construction projects is an obvious problem. There also is a loss in interest income that would have been earned on the funds that were diverted. If the diversion is substantial, early bond sales may be required. This would increase the amount of interest that must be paid during the period. The diversion may impact the cost of bonds because bond buyers may perceive that the funds are not secure. In addition, the diversion of funds may cause an unbalanced production schedule which will tend to

increase the cost of projects and reduce the number of projects that can be completed.

Forecasted Revenues

Reductions in forecasted revenues are a concern. The Department works with Legislative Research, Division of the Budget, and the Department of Revenue to project future revenues. Both the motor fuel tax projections and the sales tax projections are below the estimates used in the 1989 Session. While the sale of gasoline in the first months of Fiscal Year 1990 is down, it is impossible to know if it is a long-term trend. The State Consensus Revenue Estimating Committee has reduced the forecast for sales tax collection during Fiscal Years 1990 and 1991. Again it is impossible to know if it is a long-term trend. Future projections of both motor fuel tax revenue and sales tax receipts have been reduced to provide conservative financial projections. As a result of the reduction in tax receipts interest earnings on unexpended cash balances will be reduced.

At this time there is no evidence that either construction inflation rates or bond interest rates need to be adjusted. KDOT is considering various bond strategies to maximize the benefit to the state. The following chart compares the current projection of future revenues and the projections used in the 1989 Session.

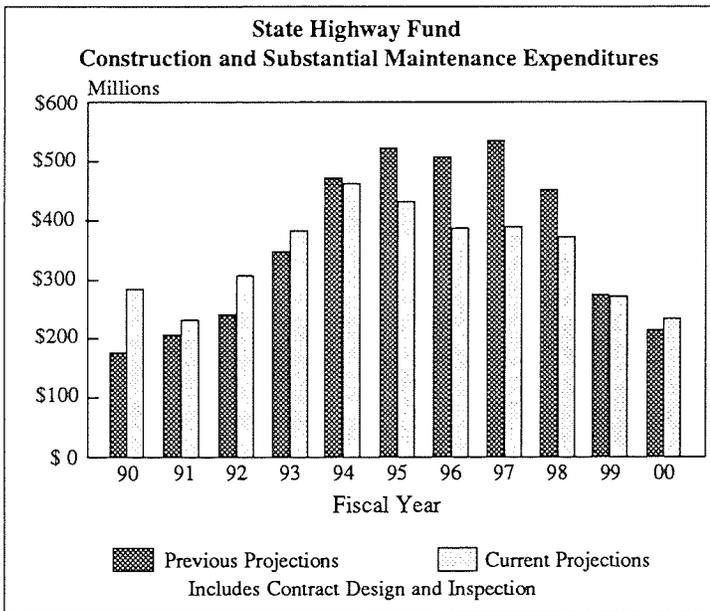
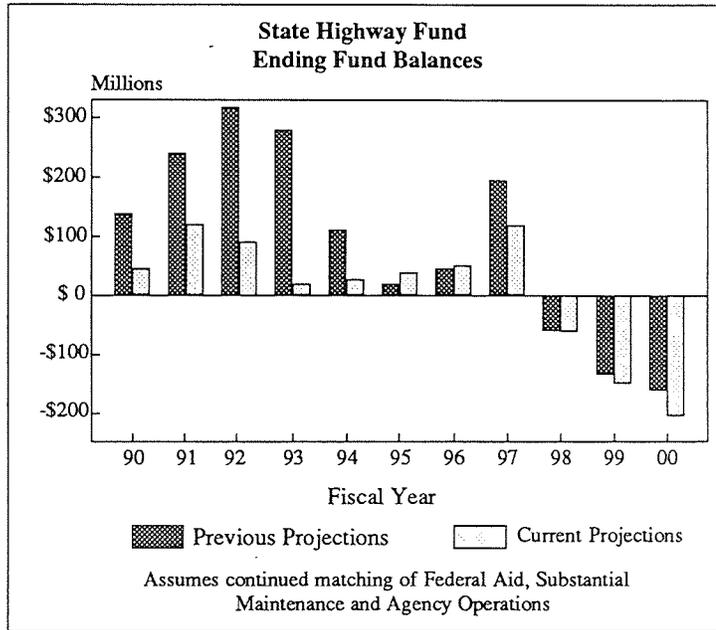


Forecasted Expenditures

The agency has continued to refine the specific identification and the scope of projects to be undertaken during the Comprehensive Highway Program. Included in the refinement is the estimate of the year in which projects will be let. The current results of

this ongoing evaluation as well as the previously discussed "fast track" projects is reflected in the revised construction expenditure estimates. The following chart compares the previous projections with the current projections and as can be seen shows the smoothing of construction expenditures that have been discussed.

Current projections for anticipated revenues and agency expenditures continue to indicate that the agency is fully funded through FY1997 and that sufficient funds will be available to complete all projects initiated under the Comprehensive Highway Program.



REQUIRED LEGISLATION

The agency, in order to complete the comprehensive highway program at the lowest possible cost to the citizens of the State of Kansas, has a need for the following legislation.

Utility Relocation Assistance

The agency requests the ability, under certain circumstances, to provide financial assistance to public utilities in the relocation of facilities due to a highway project. Such authority should be limited to not more than \$20,000 per utility for any single project and a utility should be required to demonstrate a need for such assistance. The funds would constitute a loan and would be subject to interest charges pursuant to K.S.A. 16-204. Frequently, small utilities do not have the resources to relocate utility facilities due to a highway project and such projects are delayed until the utility is able to make the necessary relocation.

Enhanced Authority To Acquire Fee Simple Title By Eminent Domain

The agency is requesting legislation to allow the agency to acquire property for highway projects by condemnation in fee simple title. The Interim Committee concurred with the request but limited the concurrence to properties within the boundaries of a city. KDOT also would have the authority to dispose of all or part of the acquired property, under certain residual rights of the previous owner, when the agency determines that the land is no longer required.

ENDING BALANCES

Previously anticipated build up in cash balances are currently not anticipated to occur because of lowered revenue expectations and the smoothing of construction through the identification of "fast track" projects as well as earlier letting of future projects. The lower cash balances do not indicate an inability to complete the contemplated program rather indicate shifts within the program time frame.

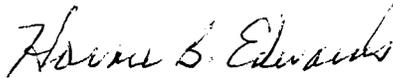
Reemployment of Certain Retired KDOT Personnel

The agency is requesting legislation raising the current \$6,000 per calendar year cap up to the limits permissible under OASDI regulations (Social Security) on the amount a person retired from state employment after July 1, 1988, can earn from reemployment with the state, without suspension of the employee's KPERs benefits to that allowed by Social Security. This legislation would allow the agency to make use of expertise of retired engineers and engineering support personnel during the highway program. The ability to draw upon the expertise of such individuals will enhance the agency's ability to complete the contemplated program and will enhance the agency's ability to train new personnel.

WORK ZONE SAFETY PROGRAM

The Agency will reemphasize the work zone safety program. It was adopted in Kansas midyear 1989 and its purpose is to protect our highway workers. The theme continues to be "Give 'em A Brake." The intensified program coincides with the Spring construction season.

Sincerely,



Horace B. Edwards
Secretary of Transportation

SECTION II
CONSTRUCTION PROGRAM

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PROJECT SELECTION CRITERIA

Chapter 209 of the 1989 Session Laws (1989 House Bill 2014) requires the Secretary of Transportation to submit an Annual Report. The law further requires a detailed explanation of the methods or criteria employed to select construction projects. This section is submitted in compliance with this statutory requirement.

The Kansas Comprehensive Highway Program is composed of four program categories: Substantial Maintenance, Major Modification, Priority Bridges and System Enhancements. Within each of these major categories are funding and/or project-type subcategories. The selection criteria used in developing the Kansas Comprehensive Highway Improvement Program is tailored to the intent and funding constraints of each of the Program components.

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. The Substantial Maintenance Set-Aside funds include: Non-Interstate Resurfacing, Connecting Link (KLINK) Resurfacing, Interstate Resurfacing, Contract Maintenance, Bridge Repair, Culvert Replacement, Bridge Painting, Safety, Sign Overlay, and Emergency Repair.

Non-Interstate Resurfacing

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

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

tenance and rehabilitation strategies on both a network and a project level. The PMS consists of three inter-connected subsystems:

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

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

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

Program Development is in two parts. Part I deals with developing scopes for rehabilitation projects for the year following the survey. The locations of these projects will have been selected in the previous year. Part II deals with selection of "locations

only” for projects to be let to contract two or more years following the survey year.

Interstate Resurfacing

Approximately 70 miles of divided Interstate roadway (140 miles of two-lane pavement) are resurfaced annually through the Interstate Resurfacing Set-Aside Program. The decision as to which sections of Interstate are to be resurfaced are made with the Pavement Management System.

City Connecting Link “KLINK” Resurfacing

The “KLINK” Resurfacing Set-Aside provides funding for resurfacing projects on city streets that connect two rural portions of state highway. These projects are funded under a 50 percent state/50 percent city funding matching arrangement. 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.

Projects are selected by using pavement survey conditions. Cities are encouraged to review the proposed projects with the KDOT District Engineer or a designated representative before submitting applications. If requested funds exceed available funds, projects are prioritized on the basis of pavement survey conditions.

Contract Maintenance

Maintenance activities are undertaken to offset the effects of weather, organic growth, deterioration, traffic wear, damage and vandalism. Projects eligible are those which KDOT is not adequately staffed or equipped to perform. Because of the diverse actions and their geographical locations, contracting for the service is most cost effective. These funds are also used to finance concrete joint repair and a signing repair program.

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

Bridge Repair and Culvert Replacement

The Bridge Repair and Culvert Replacement Programs supplement the Priority Bridge Program.

The programs aim to restore the structural integrity of bridges and replace structures with lengths 20 feet or less. Bridge repair work includes: overlaying concrete decks; replacing or resetting expansion joints; resetting bearing devices; repairing abutments, piers, or girders; repairing culverts; and repairing damage from external sources.

Each District, using the Bridge Inspection Area’s recommended repair list and their individual bridge repair and culvert replacement priorities, submits prioritized lists of candidate bridge repair and culvert replacement projects to the Bureau of Construction and Maintenance. Each bridge candidate 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 each candidate structure is not programmed for work under any other future 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 which require periodic painting of the structural steel to slow the corrosion process. These structures contain nearly 150,000 tons of structural steel. They are categorized into three groups:

Group A: Structures which have 100 tons or greater of structural steel or any tonnage that cross railroads.

Group B: Remaining structures containing between 10 tons and 100 tons of structural steel.

Group C: Structures having less than 10 tons of structural steel.

Group A and B structures are eligible for Bridge Painting Set-Aside funds, with Group A structures receiving top priority. Funding for painting the Group C structures is budgeted by the districts.

The Bridge Inspection Engineer checks that the structures are prioritized according to the Bridge Inspection Manual’s Paint Condition Description. The statewide prioritized list is reviewed by the Bureau of Program Management to confirm each candidate structure is not programmed for work under any other future KDOT program. Projects are then scheduled for improvement in order of priority until

available funds are exhausted.

Safety Improvements

This program provides for improvement of intersections or spot locations where major improvement is not required. Addition of deceleration lanes, left turn lanes, raised islands, or pavement resurfacing, traffic signals, signing and marking can be cost effective in accident reduction at these locations.

Upon request, the Bureau of Traffic Engineering conducts studies of high accident locations' physical and operational characteristics. These studies: (1) identify the reason the particular location is being reviewed; (2) identify pertinent conditions; (3) identify perceived problem(s); (4) identify possible causes of the problem(s); (5) identify possible approaches to the problem(s); (6) estimate costs of each possible solution; (7) rank each solution on the basis of engineering judgment alone; (8) consider effects on like or similar areas (uniformity factor); (9) identify any Department policy regarding approaches that may apply; (10) provide cost benefit analysis for each approach or solution under consideration; and (11) recommend action.

Once projects are identified, they are prioritized using cost/benefit analysis. The average annual net return is determined for each location by subtracting the average annual cost from the average annual benefit. Projects are ranked in descending average annual net return order. First priority is given to the location with the highest average annual net return. Exceptions to this order are sometimes necessary because city matching funds are unavailable, future projects encompass the selected location, approximate locations are grouped into one project, several smaller projects are combined resulting in a total net return larger than the return for one project, etc. Projects are scheduled until the available Safety Funds are exhausted.

Sign Overlay

This set-aside program refurbishes signs on the Interstate and Freeway systems. Signs are overlaid with a reflective material to enhance their visibility. This program is limited to projects which have not been scheduled for Major Modification improvement.

All guide signs on the Interstate and Freeway Systems, not currently programmed in another program, will be overlaid or replaced with the Sign Overlay Set-Aside Funds. Projects are selected on the basis of the age of the sign, with the oldest selected

for improvement first.

Emergency Repair

Funds are reserved annually for emergency repairs which occur as the result of accidents or disasters. These funds are authorized by the State Transportation Engineer when accidents/disasters occur.

MAJOR MODIFICATION PROGRAM

The Major Modification Program is the second major component of the Comprehensive Highway Improvement Program. It is designed to improve the service, comfort, capacity, condition, economy, or safety of the existing system. This category also includes a number of Set-Aside Programs: City Connecting Link "KLINK" Geometric, Economic Development, and Oil Overcharge; as well as the Federal-aid Rail/Highway Crossing and Hazard Elimination Programs. A minimum of the Rail/Highway Crossing and Hazard Elimination funds are included in the State program since these are federal-aid programs with the majority of matching funds provided by local units of government or other entities.

Freeway Projects

Three projects in the Major Modification Program were selected and funded under the former State Freeway Program. The State System of Express Highways and Freeways was designated and a separate construction program was created for the development of the system with the passage of House Bill 1142 by the 1969 Kansas Legislature. The system consisted of approximately 1,308 miles of centerline roadway in nine corridors designated by the Legislature. Two of these projects, one a surfacing project and the other a bridge replacement project, are located on US-73 in Leavenworth County. The other project, a surfacing project, is located on US-36 in Doniphan County.

These projects were selected using the "Highway Improvement Programming Procedure" that was developed in 1971 specifically for programming projects funded with State Freeway Funds. Documentation of this programming procedure can be found in each of the sixteen previous Freeway Program annual reports.

As of December 31, 1989, 324.1 miles of the system have been constructed or reconstructed. Another 23.1 miles will be completed when the funds dedicated for this program are exhausted in 1991.

The final total of miles constructed or reconstructed under this program will be 347.2 miles or approximately 26.5 percent of the designated system.

Most of the legislation concerning the State System of Express Highways and Freeways was phased out or superseded by House Bill 2014 passed by the 1989 Kansas Legislature. The following table shows the status of the State Freeway Fund through FY 1998, which is the last year of debt service.

that used input from KDOT's planning database 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. The original formula was modified to apply to non-interstate roadway sections only.

The three priority formulas are computed annually to utilize updated survey information. The result-

STATUS OF STATE FREEWAY FUND
(Thousands of Dollars)

Fiscal Year	Revenues			Expenditures and Transfers				
	Beginning Balance	Motor Investment Earnings	Fuel Receipts	Debt Service	Financial Costs	Net project Payouts	Maintenance Costs	Ending Balance*
1990	64,731	4,309	17,900	21,502	75	8,207	8,182	48,974
1991	48,974	3,185	18,200	21,500	75	3,338	8,607	36,839
1992	36,839	2,243	18,200	21,501	75	2,179	9,055	24,472
1993	24,472	1,589	18,200	21,500	75	—	2,855	19,831
1994	19,831	1,331	18,200	21,501	75	—	0	17,786
1995	17,786	1,208	18,200	21,501	75	—	0	15,618
1996	15,618	1,034	18,200	21,498	75	—	0	13,279
1997	13,279	847	18,200	21,500	75	—	0	10,751
1998	10,751	375	18,200	10,174	75	—	18,077	1,000

1. Interest rate estimates on invested funds are based on the November 1989 consensus estimates.
2. Motor fuel receipts are based on the consensus estimate of November 1989.
3. Debt service payments have been revised to reflect the sale of the Highway Refunding Bonds in November 1985. (FY shift in payments September 1986 and June 1988.)
4. Project payouts are based on project cost estimates as contained in the August 2, 1989 construction program with payout schedules updated as of October 11, 1989.
5. Maintenance costs have been revised in accordance with the October 1988 KDOT budget figures.
6. *The beginning balance includes the sinking fund, however ending balances are maintained at a level to allow for the sinking fund.
7. Investment earnings transfers from the State Highway Fund to the State Freeway Fund were discontinued by HB 2014 starting in FY 1990.

Non-Interstate Roadway and Associated Bridge 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, overlaying decks, and modernizing bridge rails for a bridge or bridges within the limits of a Major Modification project.

Projects are selected by the Construction Priority System using the Non-Interstate Roadway Priority Formula, which ranks roadway sections and bridges for construction by the seriousness of their deficiencies.

The system was developed by KDOT and Woodward-Clyde Consultants in 1981. It was originally two formulas, one for roads and one for bridges,

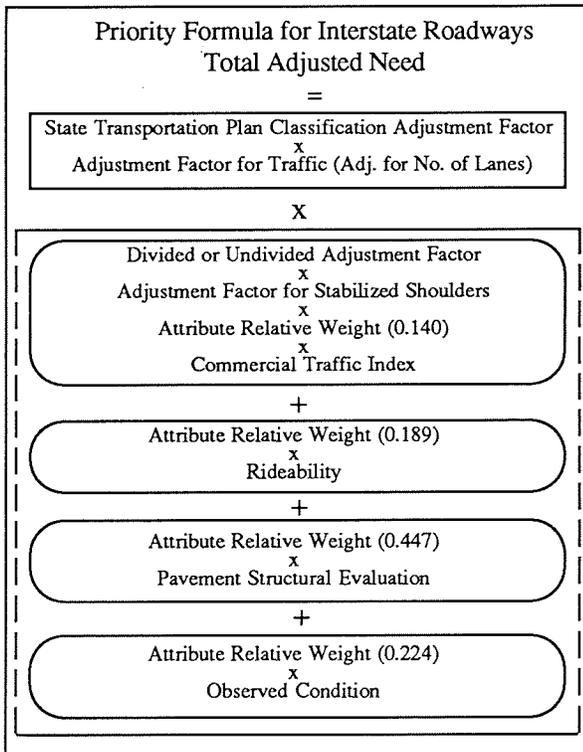
ing annual prioritized lists are used to select any new projects in the Major Modification Program and Priority Bridge Program and to determine which existing projects to advance or delay as necessary to balance the program cost with the program funds. The basic steps used to develop the multi-year program are:

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

Non-Interstate roadway and associated bridge projects are prioritized using the Non-Interstate Roadway Priority Formula. Projects with the highest relative need are scheduled for improvement first. Exceptions are sometimes necessary to insure use of all Federal-aid funds or because of design complications or right of way acquisition delays. A schematic of the formula appears in the next column.

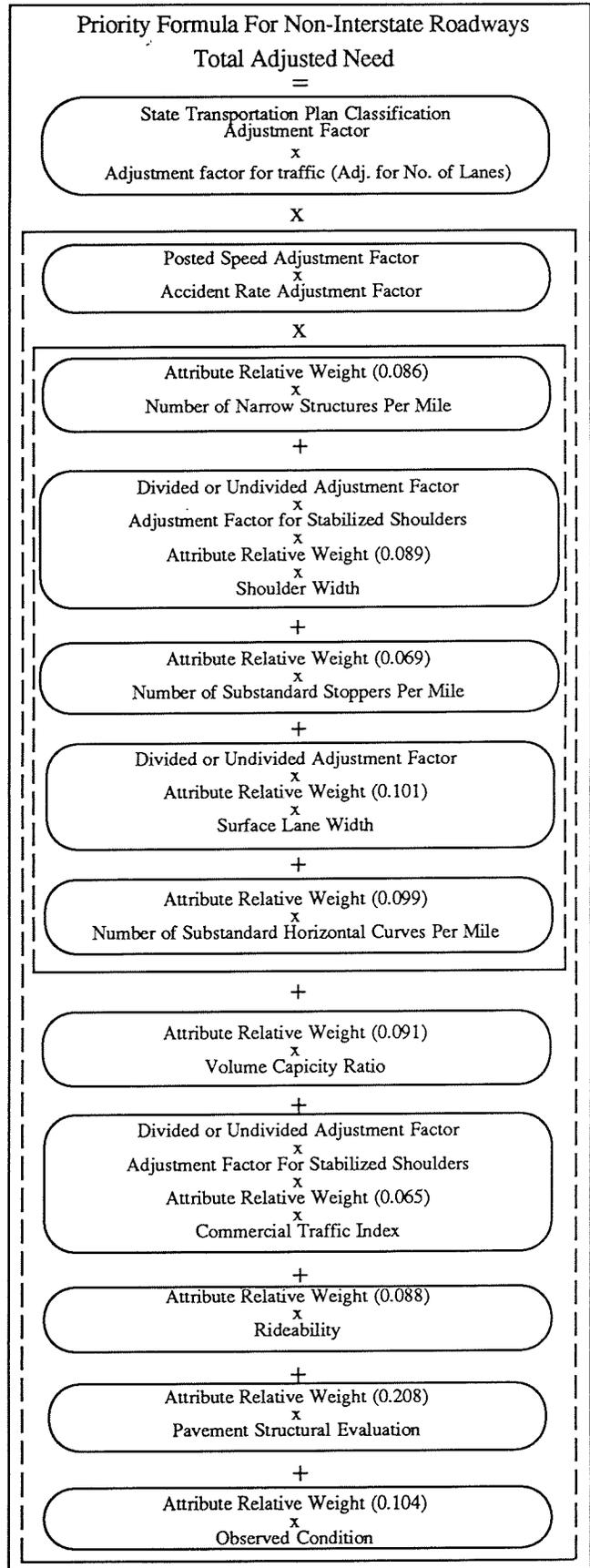
Interstate Roadway Rehabilitation Projects

Roadway work in this category includes resurfacing, restoring, rehabilitating, and reconstruction pavement on the Interstate System. A separate priority formula was developed for Interstate Roadway Rehabilitation by KDOT in January 1988. A schematic of the formula is shown below.



City Connecting Link "KLINK" Geometric Projects

Funds are reserved annually to assist cities in funding geometric improvements on city connecting links (city streets which connect two portions of state highway). The 1989 Legislature's passage of HB 2014 increased the program's level of funding. Geometric improvements are designed to widen pavements, add or widen shoulders, eliminate steep hills and sharp curves, and add needed turning, acceleration, and deceleration lanes. The state funds 75 to 100 percent, and the city, 0 to 25 percent (depending on the size of the city) of a project's cost.



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.

Economic Development Projects

These projects are designed as a program of highway and bridge construction intended to enhance the economic development of the State of Kansas. The level of funding has been increased as a result of the 1989 Legislature's passage of HB 2014. This is a local partnership program in which a project's cost is shared by the state and a local unit of government or state agency. Local support must be at least 25 percent of a project's total cost. To be eligible, projects must be on the State Highway System or other federal-aid system and have the potential to significantly enhance the income, employment, sales receipts, and land values of the surrounding area.

Cities are encouraged to review proposed projects with the KDOT District Engineer or a designated representative prior to 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 Highway Advisory Commission. Staff from the Kansas Department of Transportation and the Kansas Department of Commerce 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.

Oil Overcharge Projects

In 1989, the Kansas Corporation Commission began transferring a portion of Kansas' share of stripper well oil overcharge settlement receipts to the State Highway Fund. The settlement funds are the result of litigation by the U.S. Department of Energy against a number of oil companies charged with violating federal price control regulations. The portion distributed to the State Highway Fund will be used to finance a shoulder improvement program. The projects are ordered by each District's highest

priority unprogrammed project.

The funds available to KDOT are distributed geographically to the State's six highway districts. This wide geographic distribution and large number of benefited users corresponds to the restitutionary nature of the stripper well refund monies. The Oil Overcharge program funds projects that otherwise would not be in the Comprehensive Highway Program, so the monies supplement, not supplant, existing funds and programs.

Railroad/Highway Crossing Projects

This Federal-aid program funds protective device installation and hazard elimination at rail-highway grade crossings on public roads. Federal-aid finances 90 percent of the cost of these projects.

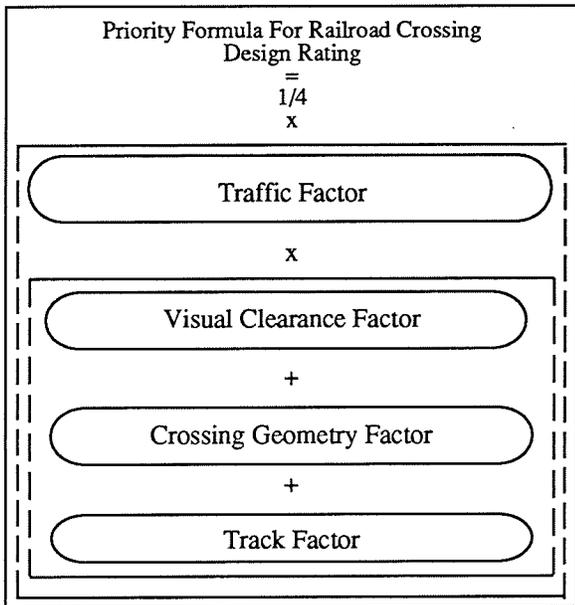
KDOT established a state rail crossing inventory and formula to prioritize all 9,000 plus at-grade crossings in Kansas, in accordance with Section 130 of the 1973 Federal-Aid Highway Act.

The priority formula (shown on the following page) is used to rate the relative hazard potentials for all crossings and is based on the following data items:

- Highway Traffic
- Number of fast trains (60 mph or greater in rural areas and all trains in incorporated areas)
- Number of slow trains (less than 60 mph in rural areas)
- Sight distance (sum of sight distances in all 4 quadrants)
- Angle of crossing with the roadway
- Number of main line tracks

Each year more than 200 of the highest ranked crossings that have not been addressed in prior year programs are selected for review. Included with these are 100 crossings from the inactive file of crossings where no agreement was reached between the local government and the railroad for the 10 percent matching funds. A preliminary review of these 300 crossings is conducted to verify crossing inventory information.

The crossings from this list of 300 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



Category	Location	Population	Funding Split
1	Cities	Over 50,000	40 percent
2	Cities	Between 5,000-50,000	30 percent
3	Rural State Hwys. and Cities	Less than 5,000	20 percent
4	County Rds. and other Roadways	Less than 5,000	10 percent

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

Identification of High Accident Locations

For Category 1 and 2, cities are requested to submit two years of accident data for up to five high accident locations within their jurisdictions. High accident locations are determined and ranked by descending EPDO (equivalent property damage only) accident rate. The top twenty are considered high accident locations warranting further analysis.

For Category 3, to determine if a location is a high frequency accident location, a comparison is made between the actual accident rate and the critical accident rate for the location. A high frequency accident location is one where the actual accident rate is higher than the critical accident rate. The locations are ranked in descending order by the critical accident rate. The top 25 locations are considered high accident locations warranting further analysis.

In addition to these 25 locations, KDOT District Engineers, and Traffic Engineers are requested to submit locations which they believe may have an above average number of accidents. A listing of accidents occurring at the junction of two highways is also reviewed. High accident locations are determined and ranked by descending EPDO (equivalent property damage only) accident rate. The top 25 are considered high accident locations warranting further analysis.

Category 4 HES projects are financed with federal-aid and local matching funds rather than state funds. These projects are selected by local units of government subject to Federal Highway Administration approval.

Benefit/Cost Analysis

The identified high accident locations are prioritized on the basis of the average annual net return for each location. The average annual net return is a dollar amount found by subtracting the average an-

estimate of the recommendation is included.

The on-site review, along with a request for the 10 percent match is sent to the local government officials who have maintenance responsibilities for the highway or roadway. In some cases, based on crossing closures and other factors, the railroad companies may provide all or part of the 10 percent match. The 10 percent match for rural State Highway crossings are funded with State Highway Funds.

When crossing projects receive a commitment from local government, railroads or the State for the 10 percent match, a project implementation procedure is started that leads to improvements at the crossing in approximately 18 months.

Hazard Elimination Projects (HES)

These federal aid projects provide safety improvements on all Federal-aid systems, except the Interstate System. The Federal-aid Safety Fund provides 90 percent of these projects' costs. The Bureau of Traffic Engineering administers the majority of the HES program. The Bureau of Local Projects administers a small portion of the program for projects on county roads.

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

nual costs from the average annual benefits. First priority is given to the location with the highest average annual net return. 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, combining several smaller projects for a total net return larger than for one project, etc. No project is implemented without an expectant benefit/cost ratio greater than or equal to one. Projects with the highest benefit/cost ratio are scheduled first. Remaining projects are scheduled in descending benefit cost/ratio order until HES funds are exhausted.

PRIORITY BRIDGE PROGRAM

The Priority Bridge Program, the third category of the Comprehensive Highway Program, 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.

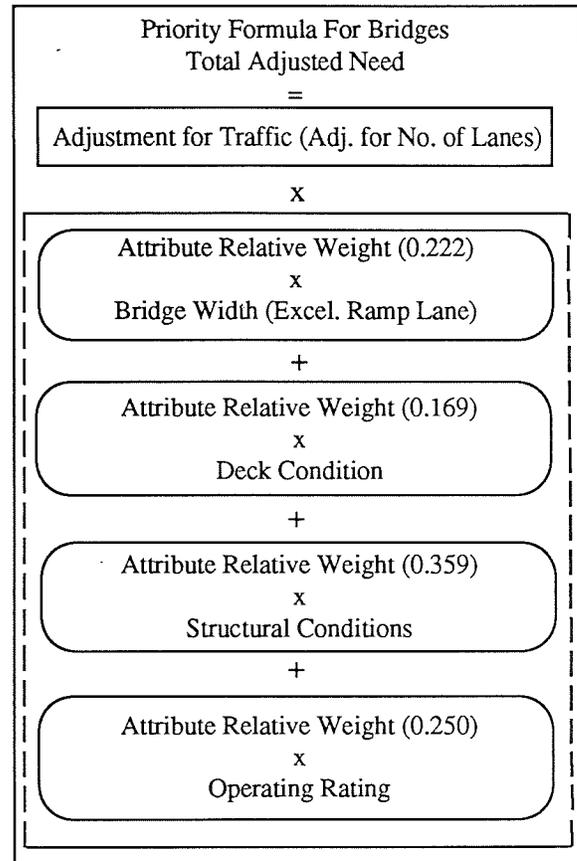
Special consideration is given to replacing one-lane bridges (bridges with roadway width less than 20 feet) and cribbed bridges (bridges with temporary structural supports to keep them in use.)

Priority bridge projects are selected using the Priority 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. The priority ranking that results from the formula is used to select projects for further consideration. Programming is accomplished in priority order selecting the project with the highest rating. Exceptions to this order are sometimes necessary to insure the use of all Federal-Aid apportionments and obligation authority.

A schematic of the formula appears in the next column.

SYSTEM ENHANCEMENT PROGRAM

The System Enhancement Program, the Comprehensive Highway Program's fourth category, was established by the 1989 Legislature with HB 2014. For the 1989-1997 period, \$600 million has been allocated to this category to fund special projects and additions to the current system. System Enhancement projects relieve congestion, improve access, enhance economic development and improve safety.



There are three basic projects in this program: Corridor Improvement, Interchange/Separation Improvements, and Bypass Construction.

Corridor Improvements

These improvements are projects which substantially improve the capacity and serviceability of significant segments of the State Highway System.

All Corridor Improvement projects must be either on the currently approved State Highway System or must be a logical addition as determined by KDOT. Projects must also substantially improve the route's capacity and serviceability. Candidate Corridor Improvement projects, submitted by local governments, will be prioritized by the Secretary of Transportation according to the following criteria:

Evaluation Attributes	Relative Weight
Economic Development Enhancement	20
Present Traffic Volume-Capacity Ratio	25
Est. Future Traffic Vol.-Capacity Ratio	20
Average Trip Length-Trip Length Index	5
Accident Rate	5
Fatality Rate	5
Priority Formula Rating	10
Truck Traffic Volume (AADT)	10
Subtotal	100
Miles Removed from City Connecting Links and/or Rural Highway System	Lane-Miles
Percent Local Match	0 to 100

Interchange/Separation Improvements

These are projects which add new interchanges, improve existing interchanges or build separation structures which reduce congestion on the Interstate or State Highway System. All Interchange/Separation additions or improvements must be on the State Highway System. Candidate projects, submitted by local governments, will be prioritized by the Secretary of Transportation according to the following criteria:

Evaluation Attributes	Relative Weight
Economic Development Enhancement	20
Safety Enhancement	20
Operational Enhancement	15
Cost Effectiveness	15
Traffic Served	30
Subtotal	100
Miles Removed from City Connecting Links and/or Rural Highway System	Lane-Miles
Percent Local Match	0 to 100

Bypass Construction

Projects in this category provide bypasses around cities. All Bypass Construction projects must be either on the current approved State Highway System or must be a logical addition as determined by the Department of Transportation. Decision made by the Secretary of Transportation on the basis of the following weighted criteria.

Evaluation Attributes	Relative Weight
Economic Development Enhancement	20
Estimated Future Traffic Volume (AADT)	15
Percent Through Traffic	20
Truck Traffic Volume (AADT)	15
Current Volume/Capacity Ratio	20
Accident Rate	10
Subtotal	100
Miles Removed from City Connecting Links and/or Rural Highway System	Lane-Miles
Percent Local Match	0 to 100

Twenty percent of a System Enhancement candidate's rating is based on the project's economic development potential. This potential will be judged by a Governor appointed five-member Economic Development Review Panel. Eighty percent of the rating is based on weighted project attributes compiled by KDOT. A candidate project will receive additional credit, making it possible for a score to exceed 100 points, for removing miles from the existing State Highway System or the City Connecting Link System or for providing matching funds.

PROJECT LISTINGS

Chapter 209 of the 1989 Session Laws (House Bill 2014) requires the inclusion of "information concerning construction work completed in the preceding fiscal year and construction work in progress."

This section contains the roadway project listings and maps for projects completed in fiscal year 1989 and for those under construction as of October 31, 1989. The lists are grouped by the three major program categories. Each is in alphabetical order by county and provides the route, the project description, the length, the construction cost or estimated construction cost, and the work type. Each listing also shows the total number of Priority Bridges and the total number of associated work bridges.

Also included in this section are project listings and maps for fiscal years 1990-1994, as well as the system enhancement candidate projects. These are organized by route number first and then alphabetically by county. The Program Category (Prg. Ctg.) classifications are: PB - Priority Bridge; MM - Major Modification; SM - Substantial Maintenance. The System Enhancement Category (SE Ctg) classifications are: C - Corridor; B - Bypass; and I - Interchange.

Listing of Completed Projects - FY 1989

County	Route	Location Description	Length (Mi)	Const. Cost (\$1,000)	Work Type
SUBSTANTIAL MAINTENANCE					
Atchison	K-116	7Mi E JA-AT Co LN E to US-59 (Excl US159)	9.0	325	1R Overlay
Barton	US-56	WCL Ellinwood E to BT-RC Co Line (4L & 2L)	6.2	142	1R Overlay
Barton	US-56	Great Bend- US-56; Adams St to Walnut St	1.2	75	Surface
Barton	US-281	Great Bend- US-281; ATSFRR to 19th St	0.6	58	Surface
Bourbon	US-69	BR 014 over K-7/BN RR 6.6 Mi N CR-BB Co L	0.2	46	Slide Repair
Brown	US-73	1.5 Mi N of FAS 66 N to KS-NB StateLine	5.4	186	1R Overlay
Brown	US-75	JA-BR Co L, N to 0.3 Mi S of E Jct US-36	12.7	623	1R Overlay
Butler	K-196	K-254 SE to WCL El Dorado	1.6	43	1R Overlay
Butler	US-54	ECL El Dorado East to BU-GW Co Line	17.2	457	1R Overlay
Butler	US-77	El Dorado-2 locations; US-77 & K-254	0.8	45	Surface
Chase	K-177	BU-CS Co Line N to FAS 91 (to Bazaar)	14.4	87	1R Overlay
Cherokee	US-160	LB-CR Co Line E to Jct US-69	20.4	543	1R Overlay
Clark	US-160	N Jct US-283 S to S Jct US-283	6.5	128	1R Overlay
Clark	US-160	ME-CA County Line E to N Jct US-283	5.0	34	1R Overlay
Clark	US-160	S Jct U283 E to CA-CM Co L (Exc Ashland)	22.9	154	1R Overlay
Clark	US-283	OK-KS State Line N to S Jct US-160	13.6	91	1R Overlay
Clay	US-24	Huntress Creek Br (4) 12.5 Mi E CD-CY Co Ln	0.0	21	Bridge Paint
Cloud	K-9	Concordia- K-9; Intersection 5th & Cedar to WCL	0.5	38	Surface
Comanche	K-1	OK-KS State Line N to Jct US-160	13.4	80	1R Overlay
Comanche	US-160	NCL Coldwater E to CM-BA Co Line	18.2	97	1R Overlay
Comanche	US-160	CA-CM Co Line, E & N to NCL Coldwater	17.7	94	1R Overlay
Cowley	US-160	ECL Burden E to CL-EK Co Line	13.5	330	1R Overlay
Cowley	US-77	Winfield-US-77; 4th to 6th & 14th to 19th	0.5	30	Surface
Cowley	K-15	Walnut River DR Bridge (058) 0.95 Mi W NJ US-77	0.0	46	Bridge Repair
Crawford	US-69	SCL Frontenac N to ATSF RR N Jct US-160	0.8	134	Patching
Dickinson	K-15	W Jct K-18 E to E Jct K-18	4.0	104	1R Overlay
Dickinson	K-15	MN-DK Co Line N to Jct K-4	5.0	139	1R Overlay
Dickinson	K-18	E Jct K-15 E to DK-GE Co Line	9.0	235	1R Overlay
Dickinson	K-18	OT-DK Co Line E to W Jct K-15	9.0	254	1R Overlay
Doniphan	K-7	W Jct US-36 N to Nebraska State Line	13.1	411	1R Overlay
Doniphan	K-20	Culvert(7X7 RCB) 2.25 Mi E of BR-DP Co L	0.0	75	Culvert
Douglas	US-40	SN-DG Co Line E to WCL Lawrence	13.5	266	1R Overlay
Douglas		Clinton State Park	0.0	280	Misc. Project
Douglas	K-10	ECL Lawrence E (EB 1.237 Mi WB 0.381 MI)	1.2	193	Overlay
Douglas	K-10	Lawrence- K-10; Tennessee St to ATSFRR	0.6	70	Surface
Edwards	US-50	FO-ED Co Line E to ECL Kinsley	9.4	237	1R Overlay
Edwards	US-183	KW-ED Co Line N thru Kinsley to US-56	17.0	104	1R Overlay
Ellsworth		Kanopolis State Park	10.0	270	1R Overlay
Ellsworth	K-156	ECL Holyrood, NE to Jct K-140	15.0	421	1R Overlay
Finney	K-23	W Jct K-23/K-156 N to LE-FI Co Line	14.1	394	1R Overlay
Finney	US-83	SE end Arkansas River Bridge South 7.9 MI	7.9	188	1R Overlay
Finney	US-83	BR 017 over US-50B @ Garden City	0.0	12	Bridge Repair
Ford	US-50	GY-FO Co Line E to 0.2 Mi E FAS 944	2.3	68	1R Overlay
Ford	US-56	GY-FO Co Line N & E to S Jct US-283	12.2	352	1R Overlay
Ford	US-283	E Jct US-50, N to FO-HG County Line	9.4	255	1R Overlay
Franklin	US-59	Ottawa- US-59; Logan St to Wilson St	0.5	100	Surface
Gearly	K-18	DK-GE Co Line E to US-77	5.3	138	1R Overlay
Gearly	K-177	MR-GE Co Line N to Jct I-70	13.8	330	1R Overlay
Gove	K-23	K23/K23 spur Jct N to GO-SD Co Line	1.8	70	1R Overlay
Graham	K-18	Jct U24/K18 S & E to GH-RO Co Line	6.0	88	1R Overlay
Graham	US-24	0.234 Mi E of K18 E to GH-RO Co Line	4.6	67	1R Overlay

Graham	US-283	0.138 Mi S NCL Hill City N to GH-NT Co L	13.4	402	1R Overlay
Grant	K-25	NCL Ulysses N to GT-KE Co Line	9.9	390	1R Overlay
Grant	US-160	ST-GT Co Line, E to WCL Ulysses	8.4	246	1R Overlay
Grant	K-25	SF Cimarron River Bridge (7) 11.1 M S US-160	0.0	40	Bridge Paint
Gray	US-50	ECL Cimarron E to GY-FO Co Line	6.9	205	1R Overlay
Gray	US-56	ECL Montezuma NE to GY-FO C Line	12.7	366	1R Overlay
Gray	US-56	HS-GY Co L NE 12.83 Mi to ECL Montezuma	12.8	52	Milling
Greenwood	US-54	BU-GW Co Line E to WCL Eureka	12.5	332	1R Overlay
Hamilton	US-50	W Jct K-27 IN Syracuse E to HM-KE Co LN	12.4	375	1R Overlay
Haskell	K-190	Jct US-56 (ECL Satanta) S to HS-SW Co L	3.8	17	1R Overlay
Hodgeman	US-283	FO-HG Co Line N to SCL Jetmore	11.1	301	1R Overlay
Jackson	US-75	Jct K-9 N to JA-BR Co Line	2.7	132	1R Overlay
Jefferson	K-4	Delaware River Bridge (20) @ Valley Falls	0.0	151	Bridge Repair
Johnson	K-7	K-7 over K-10 Interchange Area	0.9	54	1R Overlay
Johnson	US-169	Overland Park - US-169; 75th St to 82nd St	0.9	100	Surface
Kearny	K-25	Jct US-50 in Lakin N to KE-WH Co Line	22.1	552	1R Overlay
Kearny	K-25	GT-KE Co Line N to SCL Lakin	16.1	353	1R Overlay
Kearny	K-25	Lakin- K-25; ATSFRR S to Ave "C"	0.2	23	Surface
Kiowa	US-183	Jct US-54 N to KW-ED Co Line	8.6	53	1R Overlay
Labette	US-59	OK-KS SL N to E Jct K-96 (2 & 4 Lanes)	12.2	481	1R Overlay
Labette	US-160	0.6 Mi W LB-CK Co L E to LB-CK Co Line	0.6	16	1R Overlay
Labette	US-166	MG-LB Co L E 7.302 Mi to end of New Project	7.3	85	Shoulders
Labette	US-160	Parsons - US-160; Labette Creek to Leawood	0.4	100	Surface
Lincoln	K-14	Saline River Bridge (7) 11.6 Mi N of EW-LC Co L	0.0	114	Bridge Repair
Linn	K-152	Marais Des Cygnes River Bridge(26) 7.92 Mi E K-7	0.0	65	Bridge Paint
Linn	US-69	Marais Des Cygnes BR 006 0.9 Mi S N JT K52	0.0	30	Bridge Paint
Linn	US-69	US-69 Bridge (9) over K-152	0.0	10	Bridge Paint
Logan	US-83	SC-LG Co Line, N 14.1 Mi	14.1	585	1R Overlay
Lyon	K-78	Jct US-56 S to NCL Miller (Entire Route)	1.1	32	1R Overlay
Lyon	US-56	MR-LY Co Line E to LY-OS CL	22.1	651	1R Overlay
Lyon	K-99	Emporia- K-99; ATSFRR N to 12th St	0.7	43	Surface
Marion	K-15	New US-56 N to MN-DK CL	17.0	472	1R Overlay
Marion	K-168	Lehigh Spur, Jct US-56 N to SCL Lehigh	0.5	14	1R Overlay
Marion	US-56	MP-MN CL E 8.2 Mi to New E Jct K-15	8.3	230	1R Overlay
Marion	K-256	New US-56 S to Old US-56 @ Marion	0.9	171	Overlay
Marion	US-56	Marion-US-56, Elm St to ECL	0.6	48	Surface
Marion	US-77	Cottonwood River Bridge (27) 2.1 Mi N of US-50	0.0	184	Bridge Repair
Marshall	K-110	Jct US-36 N to End of K-110 AT Axtell	1.8	49	1R Overlay
Marshall	US-36	Home City E to K-87	9.8	267	1R Overlay
Marshall	US-77	E Jct US-77/K-9 N to SCL Marysville	10.2	278	1R Overlay
Marshall	US-77	Big Blue River RB (13) 6.23 Mi E W Jct K-9	0.0	22	Bridge Repair
McPherson	K-61	K-153 E 4.35 Mi to Conc Pav't @ I-135	4.4	220	1R Overlay
McPherson	K-61	K-153 E 4.35 Mi to Conc Pav't @ I-135	4.4	34	Milling
McPherson	US-56	McPherson- US-56; Maple St to Eby St	2.2	76	Surface
Meade	K-98	Jct K23/K98 E to Jct U54/K98	9.0	44	1R Overlay
Meade	US-54	4L Div/2L NE to ME-CA CL	14.4	284	1R Overlay
Meade	US-160	E Jct US-160/US-54 E to ME-CA CL	12.3	83	1R Overlay
Miami	US-169	Jct US-169/K-68	0.0	59	Slide Repair
Mitchell	US-24	OB-MC CL E to Glen Elder	9.2	329	1R Overlay
Montgomery	US-166	S Jct US-75 E to 4.343 Mi E of ECL Tyro	10.6	161	1R Overlay
Montgomery	US-169	E JT U166, E Coffeyville, N to S JT K96	11.6	305	1R Overlay
Montgomery	US-160	0.25 Mi N S Jct US160/US169 N Approx 3 Mi	3.0	111	Patching
Montgomery	US-169	S Jct US169/K96 N S Jct US160 (NB Lanes)	1.0	128	Patching
Montgomery	US-166	E Jct US-166 & US-169 E to MG-LB CL	3.5	37	Shoulders
Montgomery	US-169	Verdigris River E & N to N Jct US166/169	0.5	6	Shoulders
Morris	K-177	N Jct K-4 N to MR-GE CL	1.2	29	1R Overlay
Morton	US-56	OK-KS State Line NE to 4.9 Mi NE FAS 1488	13.8	402	1R Overlay
Nemaha	K-9	K-187 E to N Jct K-63	5.0	116	1R Overlay
Nemaha	US-36	MS-NM Co L E to Old WCL Seneca	8.9	706	Patching

Neosho	US-59	Neosho River Bridge (4), 2.40 Miles N of K-57	0.0	132	Bridge Repair
Neosho	K-57	Neosho River Bridge (043) 3.01 Mi E US-59	0.0	70	Bridge Paint
Ness	US-283	End Pav't in Ness City, N to NS-TR CL	16.7	447	1R Overlay
Norton	K-383	E Jct K-383/US-36 N & E to NT-PL CL	10.3	260	1R Overlay
Norton	US-36	DC-NT CL E 9.332 Miles	9.3	333	1R Overlay
Osage	K-31	S Jct US-56 S to WCL Osage City	1.5	25	1R Overlay
Osage	K-31	ECL Osage City E to N Jct US-75	7.3	124	1R Overlay
Osage	US-75	S Jct K-31 N to N Jct K-31	9.2	156	1R Overlay
Osage	US-75	5.5 Mi N Jct US-75/K-31/K-268 N to US-56	4.5	143	Patching
Osage	I-35	CF-OS Co Line NE to OS-FR Co Line	6.0	828	Overlay
Osborne	US-24	N Jct US-281 E to Osborne-Mitchell Co L	11.0	328	1R Overlay
Osborne	K-181	Downs- K-181; US-24/K-181 Jct to Nixon	0.8	53	Surface
Ottawa	K-18	Jct OLD U81/K18 to OT-DK Co Line	13.0	368	1R Overlay
Ottawa	US-81	SA-OT Co L N 10 Mi to Jct K-93 (EL & WL)	10.1	709	1R Overlay
Phillips	K-383	NT-PL Co L E to Jct US-183	15.9	402	1R Overlay
Pottawatomie	K-13	RL-PT Co L N to W Jct K-16/K-13	13.6	240	1R Overlay
Pottawatomie	K-16	RL-PT Co Line E to W Jct K-13/K-16	10.4	183	1R Overlay
Pottawatomie	US-24	1.7 Mi W of Belvue E PT-SN Co Line	12.0	287	1R Overlay
Pottawatomie	US-24	RL-PT Co Line East 3.8 Mi	3.8	131	Patching
Rawlins	US-36	RA-DC Co Line W 8.125 Mi	8.1	265	1R Overlay
Reno	K-17	3.0 Mi N of KM-RN Co Line N to Jct K-96	13.5	295	1R Overlay
Reno	K-61	Hutchinson - K-61; US-50 Jct to N 30th Ave	4.7	65	Surface
Rice	K-46	Jct US-56 North to SCL Little River	1.3	35	1R Overlay
Rice	US-56	ECL Lyons East to RC-MP Co Line	14.5	396	1R Overlay
Rice	US-56	5.0 Miles W WCL Lyons E 2.0 Mi	2.0	70	Overlay
Rice	US-56	Little Cow Creek Bridge 008 13.1 Mi E BT-RC CL	0.0	16	Bridge Repair
Riley	K-13	N Jct US-24/K-13 NE to RL-PT Co Line	1.0	18	1R Overlay
Riley	K-16	US-77 E to RL-PT Co Line	1.7	30	1R Overlay
Riley	US-77	1.5 Mi S of K-16 N to RL-MS Co Line	10.6	272	1R Overlay
Riley	US-24	Raytone St (Manhattan) S to RL-PT Co L	0.9	19	Patching
Rooks	K-258	Jct U24/K258 South 3.902 Mi	3.9	57	1R Overlay
Rooks	US-24	GH-RO Co Line E 10.678 Mi	10.7	156	1R Overlay
Rush	K-4	NS-RH Co Line E & S to 0.5 Mi E FAS 586	7.2	201	1R Overlay
Russell	K-18	E Jct K-18/US-281 E to RS-LC Co Line	13.3	129	1R Overlay
Russell	K-176	Jct K-18 South 0.173 Mi	0.2	2	1R Overlay
Russell	K-232	RS-LC Co Line N, W, & N to Jct K18/K232	9.0	87	1R Overlay
Russell	US-281	W Jct US-281/K-18 E to E Jct US-281/K-18	8.5	82	1R Overlay
Saline	US-81	I-70 N 5.8 MI to SA-OT Co LN (EL & WL)	5.8	407	1R Overlay
Saline	I-135	I-135 Bridge (040) EL over I-70	0.0	10	Bridge Paint
Scott	US-83	FI-SC Co Line N to SCL Scott City	14.3	487	1R Overlay
Scott		Scott State Park	1.0	210	Overlay
Sedgwick	K-15	NCL Mulvane to 4.1 Mi N of Derby, Ex Derby	6.8	227	Patching
Sedgwick	US-54	Wichita-US54,Webb Rd to KTA Bridges 149 150	2.0	100	Surface
Sedgwick	K-254	Culvert 1.2 Miles West of SG-BU Co Line	0.0	7	Culvert
Seward	K-190	HS-SW CL S & E to Jct US83	7.0	31	1R Overlay
Seward	US-83	4L-Div/2L N of Liberal N to FAS 933	8.0	143	1R Overlay
Seward	US-54	Rest Area Approx 4 Mi SW of Kismet	0.0	42	Safety Rest Area
Shawnee	US-24	PT-SN Co Line E to WCL of Rossville	5.2	123	1R Overlay
Shawnee	US-24	US24/Rochester Rd & US24/Kansas Ave Topeka	0.4	68	1R Overlay
Shawnee	US-40	ECL Topeka E to SH-DG Co Line	7.2	142	1R Overlay
Shawnee	I-470	I-70/I-470 SE on I-470 to S KTA Booths	6.7	935	Overlay
Sheridan	K-23	GO-SH Co Line N 14.7 Mi to SCL Hoxie	14.7	570	1R Overlay
Sheridan	US-24	SF Solomon River Bridges (5) (7) (9) E of K-23	0.0	252	Bridge Repair
Stanton	US-160	N Jct K-27 E to ST-GT Co Line	12.9	377	1R Overlay
Stevens	K-25	OK-KS State Line N to W Jct US-56	10.9	57	1R Overlay
Sumner	K-15	Jct K-15/K-53 NW to SU-SG Co Line	0.1	10	Patching
Sumner	US-160	Wellington - US-160; WCL to "G" St	1.1	100	Surface
Sumner	US-160	(72) Arkansas River Bridge at Oxford	0.0	1,388	Bridge Repair
Trego	US-283	NCL Wakeeney N 0.137 Mi	0.1	46	Misc. Project

Trego	I-70	US-283 East 16.581 Mi to TR-EL Co Line	16.6	1,069	1R Overlay
Wabaunsee	K-4	S Jct K-177 N to N Jct K-177	1.0	24	1R Overlay
Wichita	K-25	NCL Leoti N to WH-LG Co L	14.6	42	1R Overlay
Wichita	K-96	GL-WH Co L E to end of Conc Pave in Leoti	11.3	32	1R Overlay
Wyandotte	K-32	Morse Ave (BNR SPS) NE to Mission Creek Bridge	2.1	147	1R Overlay
Wyandotte	I-70	EB BR 31 (Inter-city Viaduct) over Kansas River	0.0	107	Bridge Repair
Wyandotte	US-69	MO PAC RR BR (66) 0.42 Mi S of Jct K-5	0.0	883	Bridge Widen

Total Substantial Maintenance: \$ 35,699

MAJOR MODIFICATION

Atchison	US-59	AT&SF Crossing of US-59 SW of Cummings	0.0	156	Railroad Crossing
Barber	K-2	Kiowa: 250' West of K-8	0.1	47	Culvert
Barton	US-56	Santa Fe Drive (US-56) & Main in Ellinwood	0.0	39	Traffic Signal
Butler	US-54	End 4-lane Divided N to SCL of El Dorado	0.9	2,006	Grade,Br, & Surf
Butler	K-196	Central(K-196/254) & Summit in El Dorado	0.0	210	Traffic Signal
Butler	K-96	1.0 Mi W of Keighley E to BU-GW Co L	7.8	7,438	Grade,Br, & Surf
Chautauqua	US-166	SCL of Sedan South & East to WCL Niotaze	9.6	11,145	Grade,Br, & Surf
Cowley	US-77	Winfield: Timber Creek Bridge to Manning St	0.2	70	Roadway Rehab
Cowley		US-77 Truck Rte, E Arkansas City ED	0.6	355	Grade & Surface
Cowley	K-55	Crossing AT&SF RY & K-55 in Udall	0.0	190	Railroad Crossing
Crawford	K-126	Inter K-126 & US-69A in Pittsburg	0.0	50	Traffic Signal
Dickinson	K-43	Smoky Hill River Bridge (72) @ Enterprise	0.7	1,304	Bridge Replace
Douglas	K-10	23rd (K-10) & Louisiana in Lawrence	0.0	338	Intersection
Douglas	US-40	Lawrence: California E to Maine Street	0.5	430	Grade & Surface
Ellsworth	K-14	Ellsworth: Main Street to 2nd Street	0.1	234	Grade & Surface
Ford	US-56	Int'sect US-56/K-129 @ E Edge Dodge City	0.0	61	Traffic Signal
Franklin		Ottawa-23rd St;US-50 to US-59 ED F	0.4	42	Surface
Graham	US-283	UP Crossing of US-283 S of Hill City	0.0	166	Railroad Crossing
Hodgeman	US-283	Jetmore: Main Street	1.0	111	Misc. Project
Jefferson	K-4	ATSF Crossing of K-4 SW of Valley Falls	0.0	128	Railroad Crossing
Johnson	US-56	Sycamore St in Gardner E to I-35 & 175th	0.0	8,110	Grade,Br, & Surf
Johnson	I-435	Quivira Rd W to Santa Fe Trail Drive	1.6	30,220	Grade,Br, & Surf
Kingman	US-54	PR CL E to Kingman & 0.4 Mi E of Kingman	19.0	11,894	Grade,Br, & Surf
Labette	US-166	1.1 Mi W of K-134 E to US-59 at Chetopa	7.2	3,540	Grade,Br, & Surf
Marion	US-56	FAS 428 Spur E of Canada E to US-77	7.2	8,573	Grade,Br, & Surf
Marion	US-56	Jct K-150 N to Lincolnville	8.9	5,112	Grade,Br, & Surf
Marion	US-56	E Jct K-15 to FAS 428 Spur E of Canada	6.9	4,529	Grade,Br, & Surf
Mc Pherson	US-56	0.5 Mi E of I-135 E to MP-MN Co Line	13.1	4,640	Grade,Br, & Surf
Mc Pherson	K-86	Jct US-56 & K-86 N to SCL of Canton	0.3	21	Overlay & Widen
Montgomery	US-169	St Line to SCL Coffeyville	0.8	2,175	Grade,Br, & Surf
Montgomery	US-75	Under MOPAC RR (13) 1.8 Mi S WL-MG Co Ln	0.2	460	Grade & Surface
Nemaha	US-36	UP RR Crossing of US-36 E of Seneca	0.0	160	Railroad Crossing
Osage	K-31	K-31, Dacotah to Topeka Ave in Burlingame	0.1	53	Misc. Project
Osage	US-56	Burlingame: Topeka to Delaware St	0.1	53	Misc. Project
Osage	K-170	AT&SF Crossing of K-170 S of Osage City	0.0	202	Railroad Crossing
Reno		Avenue A & Adams in Hutchinson	0.0	137	Traffic Signal
Reno	US-50	US-50 and K-61 in Hutchinson	0.0	55	Traffic Signal
Rice	US-56	US-56 at Abandoned AT&SF RR in Lyons	0.0	50	Grade & Surface
Saline	K-4	UP Crossing of K-4 S of Salina	0.0	161	Railroad Crossing
Sedgwick	K-15	K-15/47th St 1.4 Mi SE of KTA @ Wichita	0.0	24	Intersection
Sedgwick	US-54	Hoover Rd E to Jct K-42 in Wichita	1.4	13,814	Grade,Br, & Surf
Sedgwick	US-81	US-81(Broadway St)/63rd St S of Wichita	0.0	58	Traffic Signal
Sedgwick	I-135	300' S of 47th St N to S Jct I135/I235	0.4	1,169	Roadway Rehab
Shawnee	US-24	US-24/Happy Hollow Road 2.2 Mi E US-75A	0.0	21	Intersection
Shawnee	US-75	US75/I470 Off Ramps to Huntoon/Wanamaker	0.0	267	Grade & Surface
Shawnee	US-75A	Topeka Blvd(US-75A) & Indepen.-Topeka	0.0	326	Traffic Signal
Trego	US-283	Wakeeney: UPRR North to NCL Wakeeney	0.2	126	Misc. Project

Wichita	K-25	Leoti: MOPAC RR N to NCL Leoti	0.5	188	Grade & Surface
Woodson	US-54	MOP Crossing of US-54 Near Piqua	0.0	151	Railroad Crossing
Wyandotte	K-32	K-32 & 68th/Kansas in Kansas City	0.0	579	Intersection
Wyandotte	K-32	K-32 & I-70 WB RPS/38th in Kansas City	0.0	139	Traffic Signal
Wyandotte	I-35	SB Bridge (14) & NB Bridge (15) over US-169	0.0	1,858	Bridge Widen
Wyandotte	I-70	I-70, I-635 East to I-670	1.7	35,077	Grade,Br, & Surf
Wyandotte	I-70	E of 72nd St to W of 61st S	1.1	9,316	Grade,Br, & Surf
Wyandotte	I-70	0.1 Mi E of 72nd St E to New Const I-635	0.0	204	Lighting
Wyandotte	I-70	0.1 Mi W of 94th St E to New Const I-635	4.8	892	Signing
Wyandotte	K-32	Edwardsville: K-32/102nd St(9th St)	0.0	126	Intersection

Total Major Modification: \$ 169,000

PRIORITY BRIDGES

Bourbon	US-54	Mill Creek Bridge (4) 1.4 Mi East of K-7	0.0	556	Bridge Replace
Cherokee	US-160	Bridges (16 17 18 19) East of K-126	0.0	2,160	Bridge Replace
Dickinson	K-4	Lime Creek Bridge (48) 1.0 Mi E Jct K-4/K-218	0.0	519	Bridge Replace
Harvey	US-50	West Emma Creek Bridge (51) 2.12 Miles E of K-89	0.0	1,188	Bridge Replace
Harvey	K-196	Jester Creek Bridge (66) 0.4 Mi E of Jct I-135	0.0	326	Bridge Replace
Norton	US-36	Prairie Dog Creek Bridge (8) 2.51 Mi E US-283	0.0	534	Bridge Replace
Shawnee	US-40	Stinson Creek Bridge (89) 1.16 Mi E of Croco Rd	0.3	723	Bridge Replace
Wyandotte	K-132	W. Kansas Ave over Kansas River in K.C.	0.0	16,832	Bridge Replace

Total Priority Bridges: \$ 22,838

Total Fiscal Year 1989: \$ 227,537

Total Number of Priority Bridges: 11
Total Number of Associated Bridges: 26
Total Number of Bridges: 37

Projects Under Construction As Of October 31, 1989

County	Route	Location Description	Length (Mi)	Estimated Const. Cost (\$1,000)	Work Type
SUBSTANTIAL MAINTENANCE					
Allen	US-169	0.75 Mi N of K-224 N to 2.69 Mi N K-269	5.0	63	Patching
Atchison	US-73	3.3 Mi N LV-AT CL to N of SCL Atchison	6.0	277	1R Overlay
Barton	US-56	PN-BT CO L NE to ECL Pawnee Rock	0.7	20	1R Overlay
Barton	K-96	Little Walnut CR (63) 13.2 Mi E RH-BT CL	0.0	16	Bridge Paint
Bourbon	US-69	Fort Scott to Prescott	14.5	353	Misc. Project
Butler	US-77	Little Walnut River (30) 4.9 Mi N CL-BU CL	0.0	28	Bridge Paint
Clark	US-283	Jct US-54 N to CA-FO CO Line	2.0	211	1R Overlay
Cowley	US-160	ECL Winfield E to E Jct K-15	9.9	243	1R Overlay
Cowley	US-160	E Jct K-15 N to ECL Burden	6.0	147	1R Overlay
Cowley	US-77	Arkansas River Bridge (001) at Arkansas City	0.0	998	Bridge Repair
Cowley	K-38	Otter Bridge (66) 8.4 Mi E of K-15	0.0	28	Bridge Paint
Crawford	US-69A	S Jct US-69 N to N Jct US-69 (Thru Arma)	2.7	63	1R Overlay
Crawford	US-69	CK-CR CO L (US-160), N to N JT US-69 Bus	7.7	180	1R Overlay
Crawford	US-69	N Jct US-160, N to N Jct K-57 (EL)	4.0	93	1R Overlay
Crawford	K-57	ECL Girard E to N Jct US-69	7.1	166	1R Overlay
Crawford	US-69B	US-69B: 2nd St to Quincy St in Pittsburg	0.9	100	Surface
Dickinson	K-4	Culvert 16.91 M E & N SA-DK CO L(@ Hope)	0.0	61	Culvert
Dickinson	K-18	Chapman CR BR (70) 4.8Mi E of E Jct K15	0.0	23	Bridge Paint
Doniphan	K-7	Cedar Creek Bridge (17) 7.96 Mi NW W Jct US-36	0.0	11	Bridge Paint
Douglas	US-56	OS-DG CO Line E to Jct US-59	12.5	428	Overlay
Douglas	K-10	K-10: ATSFRR Overpass to ECL in Lawrence	1.2	100	Surface
Edwards	US-50	Big Coon Creek Bridge (10) 0.9 Mi NE of US-183	0.0	70	Bridge Overlay
Finney	US-83	HS-FI CO Line N 7.9 Miles	7.9	1,035	1R Overlay
Ford	US-283	CA-FO CO Line N to SCL Dodge City	17.4	1,527	1R Overlay
Ford	US-54	Roadside Park N Side US-54 near Bloom	0.0	84	Roadside Improv
Franklin	I-35	Various Locations FR & OS Co's (Material For Patch)	0.0	54	Misc. Project
Geary	US-40B	ECL Junction City to I-70 E Jct, Incl Ramps	1.7	155	Patching
Geary	I-70	0.3 Mi W of K-57 E to GE-RL CO L	16.4	770	1R Overlay
Gove	I-70	K-23 Interchange East to GO-TR Co Line	19.2	1,127	1R Overlay
Harper	US-160	BR (19) over AT&SF 7.6 M E of N Jct K-2	0.0	29	Bridge Paint
Haskell	US-56	Roadside Park NE Quadrant Jct US-56/US-83	0.0	81	Roadside Improv
Jackson	K-16	PT-JA Co Line E to WCL of Holton	14.8	427	1R Overlay
Jackson	US-75	5.4 Mi N Jct K-214 N to SCL of Holton	8.4	311	Patching
Jefferson		Perry State Park	9.4	118	1R Overlay
Jefferson	K-16	JA-JF Co Line E to W Jct K-4	8.3	329	1R Overlay
Jefferson	K-4A	Jct K-4 N to W Jct US-159	0.6	24	1R Overlay
Jefferson	US-59	W Jct US-24, North 6.8 Miles	6.8	118	1R Overlay
Jefferson	K-92	E Jct K-16 N & E to JF-LV Co Line	6.0	180	1R Overlay
Jefferson	K-4	0.1 Mi N AT&SF RR NE to Jct K-4 Alt	14.4	571	1R Overlay
Johnson	US-56	E of US-56/Nall Ave on S Side @ DR Struc	0.0	91	Misc. Project
Johnson	I-435	Br @ Midland Dr N to Ramps @ Holiday Dr	2.7	399	Roadway Rehab
Johnson	I-435	JO-Lackman to 95th, WY-US-24 to MO River Bridge	7.7	112	Misc. Project
Johnson	US-69	Tomahawk Creek Bridge (111) SB .06 Mi N US-169	0.0	94	Bridge Overlay
Kingman	K-17	Smoots Creeek Bridge (42) 0.5 Mi N of US-54	0.0	16	Bridge Paint
Kiowa	US-54	ECL Greensburg East to the KW-PR CO Line	14.7	210	1R Overlay
Leavenworth	US-73	From 4.4 Mi N of US-73/US-24 N 2.7 Mi	2.7	178	Patching
Leavenworth	K-92	JF-LV CO Line NE to C&G in Leavenworth	15.4	463	1R Overlay
Leavenworth	K-5	7 Mile Creek Bridge (56) 1.65 Mi SE US-73	0.0	11	Bridge Paint
Lyon	K-57	K-57: S of Logan N to ATSFRR in Emporia	0.9	100	Surface
Marion	K-15	French Cr & Marion Res Dr Br 34&35 N U56	0.0	105	Bridge Overlay
Marshall	US-77	W Jct K-9(Waterville) E to Big Blue River	6.1	177	1R Overlay

Marshall	US-36	WS-MS CO L E to W Jct US-77 NL & SL	7.4	654	1R Overlay
Marshall	K-9	E Jct US-77 E to S Jct K-99 in Frankfort	12.3	357	1R Overlay
Marshall	K-99	Jct U36/K99, N to KS-NB State Line	14.5	299	1R Overlay
Marshall	U-36	Jct US36/K87 E to MS-NM Co Line	5.0	646	1R Overlay
Marshall	K-99	PT-MS CO L N to S Jct K-9 in Frankfort	9.6	207	1R Overlay
McPherson	I-135	K-61/US-81B N to MP-SA CL(spot locations)	18.6	178	Overlay
Mitchell	US-24	Asher Creek Bridge (18) 6.7 Mi SE of K-124	0.0	78	Bridge Overlay
Mitchell	K-14	Solomon River Bridge (029) 2.19 Mi S US-24	0.0	58	Bridge Paint
Montgomery	US-75	OK-KS State L, N & NE to 0.1 Mi N JT FAS 97	18.8	483	1R Overlay
Montgomery		Elk City State Park	8.0	108	1R Overlay
Montgomery	US-75	NCL Independence, N to MG-WL Co Line	8.9	26	1R Overlay
Nemaha	K-63	W Jct US-36 (SENECA) N to KS-NB ST Line	11.1	317	1R Overlay
Nemaha	US-36	MS-NM CO L E to WCL Seneca	9.0	284	1R Overlay
Nemaha	K-187	Jct K-9 N to Jct US-36	8.0	238	1R Overlay
Norton	US-36	0.3 MI E WCL Norton E to NT-PL Co Line	14.6	1,556	1R Overlay
Osage	US-56	Jct US-75 E to OS-DG Co Line	9.8	335	Overlay
Osage		Pomona State Park	8.3	304	Overlay
Osage	US-56	Burlingame:US56:DEL.-KS./K31:Daco-Prosp	0.1	19	Surface
Pawnee	US-56	ECL Larned NE to PM-BT Co Line	7.4	209	1R Overlay
Pottawatomie	K-99	N Jct K-16 N to PT-MS Co Line	4.6	153	1R Overlay
Pottawatomie	K-16	S Jct K-63 E to PT-JA Co Line	2.0	58	1R Overlay
Pottawatomie	K-16	Vermillion Creek Bridge (23) 0.78 Mi E of K-259	0.0	8	Bridge Paint
Riley	I-70	Deep Creek Bridge (1) E to RL-WB Co S Jct K177	0.0	8	Bridge Paint
Rush	K-96	Walnut Creek Bridge (38) 3.75 Mi E of US-183	0.0	16	Bridge Paint
Russell	I-70	Witt Sink 3.5 Mi E of EL-RS Co Line	0.0	10	Misc. Project
Saline	I-70	9.8 M E of LC-SA CL E 5.1 M(WB DR Lane)	5.1	109	1R Overlay
Sedgwick	K-254	Oliver St E to SG-BU Co Line	7.0	532	1R Overlay
Sedgwick	K-254	Jct I-135, NE to Oliver St	3.3	251	1R Overlay
Sedgwick	K-2	Wichita: Kellogg South 0.75 Mi.	0.8	100	Surface
Sedgwick	I-135	K-96 I-135 I-235 (Various Locations Wichita Area)	0.0	25	Misc. Project
Shawnee	US-75	N end Kansas River Bridge (101) on NB US-75 N 0.35 Mi	0.4	24	1R Overlay
Shawnee	US-24	WCL Rossville E to Kansas Ave-Topeka (EX PC)	15.9	538	1R Overlay
Shawnee	US-75	US-75 S of Forbes Field (Gas Line Explosion)	0.0	130	Grade & Surface
Shawnee	I-70	West of Valencia E to West of Wanamaker	6.3	773	1R Overlay
Shawnee	I-70	I-70 Polk-Quincy Viaduct Bridge (26) Topeka	0.0	105	1R Overlay
Shawnee	US-75	Kansas River Bridge (101) .5 Mi N E JT US-75/I-70	0.0	75	Bridge Repair
Shawnee	US-24	Old US-75 over US-24, Bridges (104) & (105)	0.0	13	Bridge Paint
Shawnee	US-75	Kansas River Bridge (101)EL 0.5 MI N E Jct I70/U75	0.0	266	Bridge Paint
Shawnee	US-75	Jct US-75/NW 46th St, North of Topeka	0.3	202	Intersection
Wabaunsee	I-70	RL-WB Co Line East to K-30	19.0	881	1R Overlay
Wabaunsee	K-30	Drainage Ditch Bridge(70) 1.22 Mi N I-70	0.0	8	Bridge Paint
Wabaunsee	K-4	Higby Creek Bridge (71) 7.95 Mi NE E Jct K-99	0.0	8	Bridge Paint
Washington	US-36	2L/4L Div E to MS-WS Co Line (NL & SL)	4.1	345	1R Overlay
Wilson	US-75	MG-WL Co L, N to 655' S of Jct K-96	1.8	53	1R Overlay
Woodson		Toronto State Park	0.0	37	Overlay
Woodson	US-75	Jct US-54 to WO-CF Co Line	11.0	1,844	1R Overlay
Wyandotte	US-73	From 1.1 Mi N of US-73/US-24 N 3.3 Mi	3.3	285	1R Overlay
Wyandotte	K-32	Approx 2 Mi W I-435, E 2.5 MI (4 lane)	2.5	249	1R Overlay
Wyandotte	K-5	Kansas City- K-5; I-435 to 91st	1.4	100	Surface
Wyandotte	I-635	JO-WY Co Line N to KS-MO State Line	8.5	184	Patching
Wyandotte	I-435	Approaches on Bridge (195)NB over Kansas River	0.0	88	Roadway Rehab
Wyandotte	I-70	Br 174 to EB I-70 & 175 WB I-70 to US-24	0.0	878	Bridge Repair
Wyandotte	I-635	Missouri River Bridge (166) by Missouri	0.0	70	Bridge Repair
Wyandotte	K-132	Kansas River Bridge (107) 0.63 Mi SE of K-32	0.0	214	Bridge Repair

Total Substantial Maintenance: \$ 27,957

MAJOR MODIFICATION

Atchison		Riverfront Ind Park Rd, S Atchison ED	0.4	172	Grade & Surface
Bourbon	US-54	KS-MO State Line West 0.3 Mi (by MO)	0.3	458	Grade & Surface
Bourbon	K-31	Xing K31 (Spruce St) & BN RR in Fulton	0.0	52	Railroad Signal
Butler	US-54	SG-BU Co Line E to WCL Augusta (NL & SL)	8.9	4,770	Overlay & Shlds
Butler	K-196	MOP Xing of K-196 W of El Dorado	0.0	161	Railroad Crossing
Chase	US-50	0.2 Mi W of K-177 E to WCL Strong City	1.0	1,547	Grade, Br, & Surf
Chase	US-50	Fox Creek Bridge (17) 0.32 Mi East of K-177	0.0	328	Bridge Repair
Cherokee	US-69	MKT RR Crossing of US-69 at Columbus	0.0	171	Railroad Crossing
Cowley	US-77	Summit(US-77) & Maple in Arkansas City	0.0	190	Traffic Signal
Cowley	US-160	AT&SF Crossing of US-160 E of Oxford	0.0	105	Railroad Crossing
Crawford	US-69	Broadway(US-69) & Atkinson in Pittsburg	0.0	64	Traffic Signal
Crawford		US-69 @ Frontenac, W ED	1.0	399	Grade & Surface
Decatur	US-83	SD-DC CL N 9.0 Mr & Brs (5) (6) (7) (8)	9.0	4,261	Grade, Br, & Surf
Doniphan		Boeh Lane From US-36 SE Wathena, W ED	0.3	121	Grade & Surface
Doniphan	US-36	1 Mi E of BR-DP Co Ln E & SE 9.03 Mi	9.0	9,992	Grade & Bridge
Doniphan	K-120	SCL of Highland S to New US-36	0.8	799	Culvert
Doniphan	US-36	10 M E of BR-DP Co L SE to 1 M E of Troy	5.5	9,146	Grade & Bridge
Franklin	US-59	US-59 & 23rd St in City of Ottawa	0.0	43	Traffic Signal
Franklin	US-59	Ottawa- US-59; 15th St to SCL	1.1	100	Surface
Geary	I-70	DK-GE Co Line E to ECL of Grandview	7.0	10,876	Roadway Rehab
Grant	US-160	ATSF Crossing of US-160 near Hickok	0.0	189	Railroad Signals
Gray	K-23	Cimarron: Prairie St N to NCL	0.4	217	Grade & Surface
Jackson	K-16	Holton: Lincoln to Nebraska Ave	0.1	290	Grade & Surface
Johnson	US-69	MI-JO Co Line N to N of K-150 (NL & SL)	11.4	6,062	Overlay
Johnson		8 Light Tower Repl's in JO & WY Co's	0.0	57	Lighting
Johnson	I-35	US-69 NE to I-35/I-635 EX .8M @ I35/75th	4.7	38,327	Roadway Rehab
Johnson	I-635	I-635/I-35 Interchange	0.0	21,297	Grade, Br, & Surf
Labette	US-59	SCL Parsons N to Little Labette Creek	0.6	792	Grade, Br, & Surf
Labette	US-166	Parsons- US-160; 13th St to Labette Creek	0.3	100	Surface
Labette	K-96	BN Crossing of K-96 W of Altamont	0.0	194	Railroad Signals
Leavenworth	US-73	Lansing: Fairlane N to Holiday Terrace	0.1	177	Grade & Surface
Leavenworth	US-73	Leavenworth: Linn St to Pine St	0.3	569	Grade & Surface
Leavenworth	US-73	NW Edge Leavenworth NW to Lowemont	8.6	6,947	Grade & Bridge
Linn	US-69	S Jct K-52 N to NCL Pleasonton (Relocate)	2.8	4,256	Grade, Br, & Surf
Lyon	I-35	Light tower @ I-35/K-130 Interchange	0.0	10	Lighting
Marion		Ash St in Hillsboro; SCL, N to ATSFRR ED	0.5	1,148	Grade & Surface
Marshall	US-36	MOP Crossing of US-36 at Home City	0.0	117	Railroad Crossing
McPherson	US-56	Inter of US56/Centennial St in McPherson	0.0	305	Intersection
Montgomery	US-75	NCL Caney N & NE to 1.2 Mi NE of Havana	6.7	1,200	Shoulders
Nemaha	K-63	BR (18) over Nemaha Lake Spillway	0.0	210	Bridge Replace
Neosho		Chanute-35th; US-169 W Reloc US-169 ED	1.5	1,286	Surface
Pottawatomie	K-63	St Marys- K-63; US-24 N to NCL	0.6	34	Surface
Pottawatomie	K-99	Wamego- K-99; Int US-24 T0 8th St	0.3	20	Surface
Reno	US-50	6.6 Mi E Jct K-14 NE to Jct K-96(4 Lanes	7.1	3,308	Overlay
Rice	K-96	Arkansas River Bridge (52) 5.88 Mi SE of Rice Co Ln	0.0	77	Railroad Signals
Riley		Kimball Ave. Ext., W of Manhattan ED	3.0	1,775	Grade, Br, & Surf
Saline		2.0 Mi S Magnolia Rd @ Old US-81, W ED	1.1	1,225	Grade, Br, & Surf
Sedgwick	US-54	2.12 Mi W of SG-BU CO L E to SG-BU CO L	2.1	2,234	Overlay & Widen
Sedgwick	I-235	Brd 77 Thru 82 over W St, MOP RR & AT&SF	0.0	2,018	Bridge Widen
Sedgwick	I-235	2 Light Towers, I-235 @ K-96 & @ K-254	0.0	19	Lighting
Sedgwick	I-235	S Jct I-135 W & N to Jct US-54	6.6	696	Signing
Seward	US-54	OK-KS State Line NE to WCL Liberal	3.6	2,222	Overlay & Shlds
Seward	US-83	OK-KS State Line NW to SCL Liberal	2.4	844	Overlay & Shlds
Seward	US-54	Jct US-54/2nd St/Bluebell Rd in Liberal	0.0	257	Grade & Surface
Seward	US-54	Liberal- US-54; Country Estates Rd, SW	0.2	441	Surface
Shawnee	US-75A	8th & Topeka (US-75) in Topeka	0.0	47	Traffic Signal
Shawnee	I-70	Blacksmith Creek Bridge (10&11) 5.4Mi E WB CO L	0.0	845	Bridge Replace
Shawnee	I-70	From W end of Viaduct in Topeka to KTA	3.9	19,205	Roadway Rehab

Shawnee	I-70	W Jct US-75/I-70, 10th St N to I-70	0.0	265	Grade & Surface
Shawnee	US-40	Rogers to Fairfax (Topeka @ Volume Shoe)	0.2	421	Grade & Surface
Shawnee	I-470	I-470 and 21st ST Interchange	0.0	1,796	Grade,Br, & Surf
Shawnee	US-75	Topeka- US-75; N of 45th St, N (NB)	0.2	100	Surface
Sheridan	US-83	Jct K-23 N to SD-DC CO L (Part on Reloc)	1.0	770	Grade,Br, & Surf
Statewide	I-70	Grinnell E to K4 IC (GO CO to SN CO)	0.0	159	Signing
Wallace	K-27	Sharon Springs Main St, Front St to 3rd St	0.2	120	Grade & Surface
Woodson	US-75	2.9Mi N WL-WO CO L N to SCL Yates Center	7.7	3,262	Grade,Br, & Surf
Woodson	US-75	WL-WO CO L N 2.9 Miles (on relocation)	2.9	3,555	Grade,Br, & Surf
Wyandotte	US-169	7th(US-169) & Kansas Ave. in K.C.	0.0	374	Traffic Signal
Wyandotte	I-70	I-70WB(Lewis & Clark Via) Ramp @ Fairfax	0.0	5	Signing
Wyandotte	I-35	0.3 Mi S JO-WY CO L NE to KS-MO State Line	4.0	1,146	Signing
Wyandotte	I-670	Jct I-70 E to Mo-Ks State Line	1.8	75,593	Grade,Br, & Surf
Wyandotte	I-35	I-35/18th	0.0	6,683	Grade,Br, & Surf
Wyandotte	I-70	W of 61st to Begin Const of I-635	1.9	16,415	Grade,Br, & Surf
Wyandotte		Woodend Rd;9th to I-435 in Edwardsville ED	1.2	397	Grade & Surface
Wyandotte	US-69	US-69;Reynolds-Tauromee & Wash.-Greeley	1.3	100	Surface

Total Major Modification: \$ 273,933

PRIORITY BRIDGES

Brown	US-75	Delaware River Bridge 21 0.1 M N of W JT US-36	0.0	416	Bridge Replace
Brown	US-36	Delaware River Bridge (1) 0.24 Mi E NM-BR CO L	0.0	569	Bridge Replace
Doniphan	K-7	CRI&P RR Bridge (13) 0.73 Mi S of E Jct US36	0.0	101	Bridge Removal
Doniphan	K-7	Mosquito Cr Bridge (11) 1.6 Mi S E Jct US-36	0.0	126	Bridge Removal
Elk	US-160	Painterhood Bridge (11) 13.9 M E of E J K-99	0.4	459	Bridge Replace
Elk	US-160	Hickory Creek Bridge (12) 3.7 Mi NW MG-EK Co L	0.0	269	Bridge Replace
Johnson	I-435	WB Bridge (63) over State Line Road (by MO)	0.0	59	Bridge Overlay
Leavenworth	K-92	Stranger Creek Bridge (25) 4.99 Mi NE JF-LV CL	0.0	1,042	Bridge Replace
Marshall	US-36	Robidoux Creek (5), 1.1 Mi W of K-99	0.0	839	Bridge Replace
Miami	K-7	Middle Creek Bridge (40) 0.1 Mi N LN-MI Co L	0.0	456	Bridge Replace
Nemaha	K-63	Bridge (18) Over Nemaha Lake Spillway	0.0	1,858	Bridge Replace
Ottawa	US-81	Pipe Creek Bridge (7) 5.61 Miles North K-106	0.0	788	Bridge Widen
Ottawa	US-81	Lindsey Creek (6) 1.25 M N of K-106	0.0	516	Bridge Widen
Pottawatomie	US-24	Lost Creek (13) & Deep Creek (15) Bridges E Belvue	0.0	1,173	Bridge Replace
Pottawatomie	US-24	UP RR Bridges (10) (11) 5.9 6.1 Mi E of K-99	1.1	2,690	Bridge Replace
Reno	US-50	Arkansas River Bridge (17) & (16) at Hutchinson	1.0	3,586	Bridge Replace
Shawnee	I-470	Bridges WB (64) EB (65) over 37th St Topeka	0.0	2,728	Bridge Replace
Shawnee	US-24	Over SLSW RR Bridges (79) & (78) 1.8 E US-75	0.0	1,525	Bridge Replace
Shawnee	K-4	Mission Creek Bridge (118) 0.4 Mi E of WB-SN CL	0.0	330	Bridge Replace
Shawnee	K-4	Mission Creek Br (119) 2.51 M NE of WB CO L	0.0	378	Bridge Replace
Sumner	US-160	US-160 Br (70) over I-35 (KTA)	0.0	855	Bridge Widen
Wabaunsee	K-99	KS Rv Ovfl Bridges (58)(59) 1.2 & 1.9 M N K18	0.0	498	Bridge Removal
Wabaunsee	K-99	Kansas River Bridge (60) 3.1 Mi North of K-18	0.5	2,790	Bridge Replace
Wichita	K-25	White Woman Creek Bridge (3) 4.15 Mi S K-96	0.0	771	Bridge Replace
Wyandotte	US-169	KS River , ATSF & KCS RR Bridge (72) 0.55 NW I-35	0.0	335	Bridge Repair

Total Priority Bridges: \$25,157

Total of Projects Under Construction: \$ 327,047

Total Number of Priority Bridges: 31
Total Number of Associated Bridges: 98
Total Number of Bridges: 129

System Enhancement Candidates

The following list represents the final applications received for the System Enhancement Program. The candidate projects are listed in county/route order. The System Enhancement Category (SE Ctg.) classifications are: C - Corridor, B - Bypass, and I - Interchange.

Route	County	City	Location Description	Length (Mi)	Estimated 1990 Project Cost (\$1,000)	SE Ctg*
US-169	Allen & Others	Several	Jct. US-166 N to K-7 Excluding Earlton to US-54	91.3	101,798	C
	Barton	Great Bend	North Great Bend Bypass	4.0	6,408	B
US-56	Barton	Great Bend	South Great Bend Bypass	4.5	8,459	B
K-96	Barton	Great Bend	West Great Bend Bypass	3.5	5,591	B
K-254	Butler, Sedgwick	El Dorado, Towanda, Benton, Eureka	Keche East to K-196	21.0	63,415	C
K-26	Cherokee		West Jct. US-66/K-26 SE to Missouri State Line	8.0	16,242	C
US-77 & 166	Cowley	Arkansas City	US-77/US-166 Arkansas City Bypass	6.1	21,343	B
US-77	Cowley	Winfield	East Winfield Bypass	6.7	16,464	B
US-36	Doniphan	Elwood	Local Road Southwest of Elwood		1,057	I
	Douglas	Lawrence	Jct 7th St & New York St to Noria Rd in the County	3.5	6,213	C
K-10	Douglas	Eudora	1 mile west of the Jct. K-10 and County Rt 1061	0.2	2,383	I
K-10	Douglas	Lawrence	South Lawrence Trafficway (I-70) to K-10)	14.1	60,532	B
K-10	Douglas	Lawrence	S Lawrence Trafficway Jct. K-10, US-59, & US-40		**	I
US-40	Douglas	Lawrence	Wakarusa Drive West to County Route 13	1.5	3,962	C
I-70	Ellis	Hays	Jct. I-70 and Commerce Parkway	0.0	4,239	I
US-50	Finney	Garden City	Jct. US-83/US-50 East 2.25 miles	2.3	3,209	C
US-83	Finney	Garden City	Intersection of Jct. US-83/US-50/K-156	0.4	3,526	I
US-83 B	Finney	Garden City	N Jct. US-83/US-50 South to Campbell St.	1.6	3,402	C
US-56	Ford	Dodge City	Jct. US-56/US-50B East to K-129	2.4	5,519	C
US-56	Ford	Dodge City	S Jct. US-56/US-283 North to K-154	1.7	3,147	C
US-56	Ford	Dodge City	Southeast Dodge City Bypass	3.3	12,230	B
US-77	Gearly	Junction City	I-70 North to K-18	2.2	3,607	C
US-160	Grant	Ulysses	West City Limits east to K-25	0.5	667	C
I-135	Harvey	Newton	Jct. US-50 and I-135	0.4	5,043	I
K-7	Johnson		Jct. K-10/Kill Ck Rd SE to Jct. US-169/203rd St	16.8	4,070	B
K-7	Johnson	Olathe	Jct. K-7 and K-150	0.0	9,591	I
K-7	Johnson	Olathe	Jct. K-7 and Old US-56	0.0	10,643	I
K-10	Johnson	DeSoto	Jct. K-10 and Kill Creek Road	0.2	337	I
K-10	Johnson	Lenexa	Jct. K-10 and Lone Elm Road		5,017	I
K-10	Johnson	Lenexa	Jct. K-10 and Cedar Creek Road		3,302	I
K-10	Johnson	Lenexa	Jct. K-10 and Clare Road		4,291	I
I-35	Johnson	Lenexa	Jct. I-35 and Lackman Road		9,504	I
I-35	Johnson	Lenexa	Jct. I-35 and 79th Street and Switzer Road		17,921	I
I-35	Johnson	Lenexa	Jct. I-35 and College Boulevard (111th Street)		12,594	I
I-35	Johnson	Lenexa	Jct. I-35 and Quivira Road	1.1	18,312	I
I-35	Johnson	Lenexa	I-35 and 87th St. Parkway Interchange		2,878	I
I-35	Johnson	Merriam	Jct. I-35 and Antioch	0.2	7,627	I
I-35	Johnson	Olathe	Jct. I-35 and K-150	0.0	12,428	I
I-35	Johnson	Olathe	Jct. I-35/US-169/K-7/151 St.	0.0	50,534	I
US-69	Johnson	Overland Park	87th Street to US-169	5.5	17,464	C
US-69	Johnson	Overland Park	Jct. US-69/159th Street		3,983	I
K-150	Johnson	Leawood	Nall Ave. to State Line	2.2	5,916	C
K-150	Johnson	Olathe	Brougham to Pflumm Rd	1.6	5,186	C

K-150	Johnson	Olathe	Marion St. east to the ATS&F Railroad	0.5	2,030	C
K-150	Johnson	Overland Park	Metcalf to Nall and Switzer to Pflumm	3.0	8,990	C
US-169	Johnson	Overland Park	South of College Boulevard to K-150	3.0	11,090	C
US-169	Johnson	Overland Park	87th Street to 103rd Street	2.0	10,416	C
US-169	Johnson	Overland Park	63rd Street to 87th Street	3.0	18,410	C
I-435	Johnson	Overland Park	I-435/Antioch		6,263	I
I-435	Johnson	Overland Park	Nall Avenue/I-435	0.9	14,198	I
US-24	Leavenworth		Tonganoxie, East to Begin 4-Lane Section	9.5	27,069	C
US-73	Leavenworth	Leavenworth	Centennial Bridge west to 18th Street	1.8	3,635	C
I-35	Lyon	Emporia	Jct. I-35 and Industrial Road	0.3	2,282	I
FA-412	Lyon	Americus	US-56 South to US-50	17.4	26,408	C
K-7	Miami	Osawatomie, Paola	Jct. K-7/K-152 N&W to the N Jct. K-7/US-169	11.9	6,788	C
US-169	Miami	Osawatomie, Paola	S. Jct. K-7/US-169 N to 1 Mile S of Spring Hill	21.7	60,374	C
K-27	Morton	Elkhart	Northeast Elkhart Bypass	1.3	1,854	B
K-39	Neosho	Chanute	K-39 Bypass North side of Chanute	3.0	4,234	B
K-47 &57	Neosho		Wilson County Line East 24 Miles	24.0	19,616	C
US-75	Osage		1 mile North S Jct. K-31 north to 1 mile south US56	17.5	21,565	C
US-81	Ottawa, Cloud, Republic		K-93 North to Kansas-Nebraska State Line	62.0	148,019	C
US-24	Pottawatomie		End of 4-lane east of Manhattan to 1 m east K-99	11.0	23,959	C
US-54	Pratt	Pratt	From New Street West to West City Limits	0.5	1,114	C
K-96	Reno	Hutchinson	Jct. US-50 and Broadacres Road North to K-96	4.9	24,591	B
K-96 &281	Reno, Barton, Russell		From Hutchinson (K-96) to Russell (US-281)	79.6	82,640	C
K-96	Reno, Sedgwick	Hutchinson, Wichita	Maize to Crupper's Corner (Jct. K-96/K-17)	30.5	74,431	C
K-113	Riley	Manhattan	K-18 North to Marlatt Avenue	3.9	13,337	C
K-177	Riley		I-70 North to K-18	7.8	20,196	C
US-183	Rush	La Crosse	Rush Center North to Ellis County Line	16.0	14,587	C
I-135	Saline	Salina	Jct. I-135 and Magnolia Road		4,132	I
US-54	Sedgwick	Wichita	From Airport Road to I-235	1.2	16,832	I
US-54	Sedgwick	Wichita	From Sycamore, across Arkan Rv. to Emporia Ave.	0.7	60,649	C
US-54	Sedgwick	Wichita	From Roosevelt Avenue to Sylvan Lane	1.1	45,110	I
US-54	Sedgwick	Wichita	K-42 East to Arkansas River (Kellogg)	1.9	44,576	C
K-96	Sedgwick	Wichita	K-96 Bypass NE side of Wichita	10.0	124,680	B
I-135	Sedgwick		Jct. I-135/77th Street North		4,494	I
I-235	Sedgwick	Wichita	Jct. I-235 and Seneca	0.0	4,899	I
I-235	Sedgwick	Wichita	Jct. I-235 and Maple Street	0.0	6,325	I
US-54	Seward	Liberal	Clay Avenue east to Country Estates Road	1.8	4,713	C
US-83	Seward	Liberal	East Liberal Bypass	5.0	6,203	B
K-4	Shawnee	Topeka	Oakland Expressway	5.5	42,500	B
US-75	Shawnee	Topeka	US-75 South of Topeka	7.0	45,384	C
I-470	Shawnee	Topeka	Jct. I-470 and I-70	1.7	17,975	I
US-81	Sumner	Wellington	S Jct US-81/US-160 Interchange	0.7	4,112	I
K-53	Sumner, Sedgwick	Mulvane	West City Limits E&N to Jct. K-15/K-53	1.5	1,987	C
K-99	Wabaunsee		One mile south of Alma, south 8 miles	8.0	8,800	C
I-70	Wyandotte	Kansas City	Jct. I-70 and 110th Street	0.0	5,266	I
I-70	Wyandotte	Kansas City	Jct. I-70 and 86th Street	0.7	6,557	I
K-132	Wyandotte	Kansas City	K-32 across the Kansas River to 55th Street	1.4	32,176	C
I-635	Wyandotte	Kansas City	Jct. I-635 and State Avenue	0.0	4,710	I
			Total	591.8	1,700,230	

FY 1990-1994 Comprehensive Highway Program

Route	County	Location Description	Length (Mi)	Type of Work	Estimated Constr. Cost (\$1,000)	Prg. Ctg.	FY
K-2	Harper	Approaches for Bridges #031 & #032	1.1	Grade & Surface	1,265	PB	91
K-2	Harper	Br #031 over AT&SF RR		Bridge Replace	477	PB	91
K-2	Harper	Br #032, E Sand Cr		Bridge Replace	623	PB	91
K-2	Sedgwick	1.973 Mi NE SU-SG Co L, NE 14.948 Mi	14.9	Surface Preserv	1,053	SM	90
K-2	Sedgwick	NE of Tyler Rd, NE to WCL Wichita	2.3	Roadway Rehab	1,880	MM	90
K-2	Sedgwick	Br #171, Cowskin Cr Drg, 2.6 M SW I-235		Bridge Removal	15	MM	90
K-2	Sedgwick	Br #172, Cowskin Cr, 2.3 Mi SW of I-235		Bridge Replace	566	MM	90
K-2	Sedgwick	Wichita-Wst St to 0.75 Mi S of Kellogg	0.8	Surface Preserv	322	SM	91
K-2	Sedgwick	Wichita-Kellogg, south 0.75 Mi	0.8	Surface Preserv	250	SM	90
K-3	Crawford	Br #053, Big Walnut, 6.89 Mi N K-57		Bridge Paint	5	SM	90
K-4	Barton	Br #033, Blood Cr, 9.3 Mi E RH-BT CoL		Bridge Replace	744	PB	90
K-4	Dickinson	O-K-T RR Crossing 2 Mi N of Herrington		Railroad Signals	100	MM	92-94
K-4	Dickinson	O-K-T RR Crossing 2 Mi N of Herrington		Grade & Surface	100	MM	92-94
K-4	Dickinson	AT&SF RR Crossing, S of Hope		Grade & Surface	100	MM	90
K-4	Dickinson	AT&SF RR Crossing, S of Hope		Railroad Signals	100	MM	90
K-4	Jefferson	SN-JF Co L, NE to FAS 1799	6.8	Surface Preserv	425	SM	90
K-4	Lane	UP Sys RR Crossing, W of Shields		Grade & Surface	100	MM	90
K-4	Lane	UP Sys RR Crossing, W of Shields		Railroad Signals	100	MM	90
K-4	McPherson	Lindsborg-Western to Main to Harrison	1.0	Surface Preserv	130	SM	91
K-4	Ness	Jct US-283, E to NS-RH Co L	17.0	Surface Preserv	621	SM	90
K-4	Rush	UP Sys RR Crossing, W of La Crosse		Railroad Signals	100	MM	90
K-4	Saline	Jct K-104, E to WCL Gypsum	10.0	Surface Preserv	300	SM	90
K-4	Shawnee	Br #118, Mssn Cr, 0.43 M E WB-SN CoL		Bridge Replace	336	PB	90
K-4	Shawnee	Br #119, Mssn Cr, 2.5 M NE WB-SN CoL		Bridge Replace	385	PB	90
K-4	Shawnee	E Jct US-24, N to SN-JF Co L	0.8	Surface Preserv	50	SM	90
K-4	Wabaunsee	Jct K-177, E to E Jct K-4/K-99	24.1	Surface Preserv	762	SM	90
K-4	Wabaunsee	Br #039, Wabaunsee Spwy, 5.1 E NJ K-99		Bridge Replace	766	PB	91
K-4	Wabaunsee	Br #071, Higby Cr, 7.95 Mi NE E Jt K-99		Bridge Paint	6	SM	90
K-4	Wabaunsee	Br #046, Johnson Cr, 11.6 M NE E Jt K-99		Bridge Replace	805	PB	90
K-5	Leavenworth	Br #016, Little Snell Cr 1.3 NW WY CoL		Bridge Replace	512	PB	91
K-5	Leavenworth	Br #017, Sevenmile Cr 3.0 Mi NW WY CoL		Bridge Replace	532	PB	91
K-5	Leavenworth	Br #056, 7 Mile Cr, 1.65 Mi SE US-73		Bridge Paint	5	SM	90
K-5	Leavenworth	Br #020, over AT&SF RR		Bridge Replace	713	PB	92-94
K-7	Atchison	Atchison-10t-17t, Main-Ctry Club, 17t E	2.1	Surface Preserv	186	SM	91
K-7	Bourbon	Br #032, Lile Osage Rv Drg 12.3 N US-54		Bridge Replace	537	PB	91
K-7	Doniphan	Br #017, Cedar Cr, 8 Mi NW W Jct US-36		Bridge Paint	18	SM	90
K-7	Doniphan	Br #018, Squaw Creek		Bridge Replace	612	PB	91
K-7	Johnson	Olathe-Parker (K-7) & Loula	0.0	Intersection Impr	250	MM	91
K-7	Johnson	Olathe-143rd St to 135th St	1.0	Surface Preserv	320	SM	90
K-7	Johnson	0.17 Mi N of Jct K-150, N to 2L/4L Div	3.6	Roadway Recon	9,800	MM	92-94
K-7	Linn	Br #014, Big Sugar Cr, 7.2 M N NJt K-52		Bridge Paint	15	SM	90
K-8	Smith	Br #031, Middle Beaver Cr, 12 M N US-36		Bridge Paint	8	SM	90
K-9	Atchison	Br #028, Delaware Riv		Bridge Replace	1,348	PB	92-94
K-9	Atchison	Br #030, Stranger Cr, 0.6 NE EJt US-159		Bridge Replace	590	PB	92-94
K-9	Clay	Clifton-Center St to Washington St	0.3	Roadway Rehab	265	MM	90
K-9	Clay	ECL Clifton, E to Jct K-15	7.9	Surface Preserv	237	SM	90
K-9	Marshall	MoPac RR Crossing at E edge Waterville		Grade & Surface	100	MM	92-94
K-9	Marshall	MoPac RR Crossing at E edge Waterville		Railroad Signals	100	MM	92-94
K-9	Marshall	Br #021, Coon Cr, 2.3 Mi E WS-MS Co L		Bridge Overlay	90	SM	90
K-9	Marshall	Br #029, N Fork Black Vermillion Riv		Bridge Replace	970	PB	92-94

K-9	Phillips	Br #036, Ash Cr		Bridge Replace	654	PB	92-94
K-9	Phillips	Br #042, Deer Cr		Bridge Replace	809	PB	92-94
K-9	Washington	MoPac RR Crossing at N edge Clifton		Railroad Signals	100	MM	92-94
K-9	Washington	CD-WS Co L, E to NCL Clifton	5.2	Surface Preserv	156	SM	90
K-9	Washington	Br #013, Dry Cr		Bridge Replace	747	PB	92-94
K-9	Washington	Br #014, Scribner Cr, 2.9 Mi E CD-WS CL		Bridge Replace	480	PB	90
K-9	Washington	N Jct K-15, E to WS-MS Co L	13.3	Surface Preserv	408	SM	90
K-10	Douglas	Lawrence-23rd St (K-10) & Haskell Ave	0.0	Traffic Signals	70	MM	90
K-10	Douglas	Lawrence-AT&SF RR overpass to ECL	1.3	Surface Preserv	221	SM	90
K-14	Ellsworth	Culv #522, Oak Cr Drg		Culvert Replace	30	SM	90
K-14	Jewell	MC-JW Co L, N to W Jct US-36	15.3	Surface Preserv	933	SM	90
K-14	Kingman	0.417 Mi S Jct K-42, N 0.207 Mi	0.2	Surface Preserv	110	SM	90
K-14	Kingman	W Jct US-54, N to KM-RN Co L	6.0	Surface Preserv	127	SM	90
K-14	Lincoln	AT&SF RR Crossing at S edge of Lincoln		Railroad Signals	100	MM	91
K-14	Lincoln	AT&SF RR Crossing at S edge of Lincoln		Grade & Surface	100	MM	91
K-14	Mitchell	LC-MC Co L, N to SCL Beloit	16.9	Surface Preserv	507	SM	90
K-14	Mitchell	Br #029, Solomon Riv, 2.19 Mi S US-24		Bridge Paint	59	SM	90
K-14	Mitchell	NCL Beloit, N to MC-JW Co L	8.7	Surface Preserv	261	SM	90
K-14	Reno	AT&SF RR Crossing near Abbyville		Grade & Surface	100	MM	90
K-14	Reno	KM-RN Co L, N 28.960 Mi	29.0	Surface Preserv	599	SM	90
K-14	Rice	RN-RC Co L, N to PCCP(Ex Sterling)	8.5	Surface Preserv	329	SM	90
K-15	Dickinson	Abilene-UP RR to 350' N of 14th St	1.0	Surface Preserv	219	SM	91
K-15	Harvey	Br #062, NB over I-135 SB, US-50 EB		Bridge Overlay	250	SM	90
K-15	Marion	AT&SF RR Crossing W of Hillsboro		Railroad Signals	100	MM	91
K-15	Marion	Br #034, French Cr, 2.86 Mi N US-56		Bridge Overlay	61	SM	90
K-15	Marion	Br #035, Marion Resv Drg, 5.66 N US-56		Bridge Overlay	47	SM	90
K-15	Sedgwick	S of SU-SG Co L, NW to SCL Derby	5.4	Roadway Recon	7,078	MM	92-94
K-15	Sedgwick	Br #175 over AT&SF RR		Bridge Replace	1,213	MM	92-94
K-15	Sedgwick	Br #176, Dog Cr Drg		Bridge Widen	117	MM	92-94
K-15	Sedgwick	Br #177 over AT&SF RR		Bridge Replace	1,217	MM	92-94
K-15	Sedgwick	Br #178, Spring Cr		Bridge Widen	365	MM	92-94
K-15	Sedgwick	Br #new, Spring Cr		Bridge Replace	1,005	MM	92-94
K-15	Sedgwick	2-L/4-L in Derby to SCL Wichita(WL&EL)	6.1	Roadway Recon	9,907	MM	92-94
K-15	Sedgwick	Br #179, Arkansas Rv Drg SB, 0.2 N 55th		Bridge Overlay	126	MM	92-94
K-15	Sedgwick	Br #180, Arkansas Rv Drg NB, 0.2 N 55th		Bridge Overlay	130	MM	92-94
K-15	Sedgwick	Br #181, Arkansas River Drg (WL & EL)		Guard Fence	15	MM	92-94
K-15	Sedgwick	Br #182, WL over KTA		Bridge Widen	364	MM	92-94
K-15	Sedgwick	Br #183, EL over KTA		Bridge Widen	364	MM	92-94
K-15	Sumner	Br #088 over K-53		Bridge Widen	922	MM	92-94
K-15	Washington	Br #024, Mill Cr, 6.59 Mi N K-9		Bridge Overlay	138	SM	90
K-16	Jackson	ECL Holton, E, S, & SE to JA-JF Co L	12.1	Surface Preserv	382	SM	90
K-16	Jefferson	0.078 Mi E S Jt US-59, E to JF-LV Co L	7.6	Surface Preserv	240	SM	90
K-16	Leavenworth	JF-LV Co L, SE to Jct US-24	8.4	Surface Preserv	265	SM	90
K-16	Pottawatomie	Br #023, Vermillion Cr, 0.78 Mi E K-259		Bridge Paint	17	SM	90
K-17	Kingman	Br #042, Smoots Cr, 0.5 Mi N US-54		Bridge Paint	5	SM	90
K-18	Dickinson	AT&SF RR Crossing 5.5 M E of OT-DK CoL		Railroad Signals	100	MM	92-94
K-18	Dickinson	AT&SF RR Crossing 5.5 M E of OT-DK CoL		Grade & Surface	100	MM	92-94
K-18	Dickinson	Br #070, Chapman Cr, 4.9 Mi E E Jt K-15		Bridge Paint	23	SM	90
K-18	Graham	Br #029, S Fork Solomon Riv		Bridge Replace	1,686	PB	92-94
K-18	Graham	Br #031, Sand Cr, 4.02 Mi SE US-24		Bridge Rehab	100	SM	90
K-18	Lincoln	AT&SF RR Crossing 4 Mi W of Lincoln		Railroad Signals	100	MM	92-94
K-18	Lincoln	AT&SF RR Crossing 4 Mi W of Lincoln		Grade & Surface	100	MM	92-94
K-18	Ottawa	Br #017, Solomon Riv, 2.23 Mi NE US-81		Bridge Paint	35	SM	90
K-18	Riley	Manhattan-Ft Riley Blvd & Westwood	0.0	Intersection Impr	350	MM	91
K-18	Riley	Manhattan-WCL to W edge K-113 Br	0.6	Surface Preserv	215	SM	91
K-18	Riley	Seven Mile Creek East of Ogden		Drainage	986	MM	91
K-18	Riley	K-114, NE to E of K-113(NL & SL)End Mt	6.8	Surface Preserv	762	SM	90
K-18	Riley	Manhattan-K-113 Br to Wildcat Cr Br	0.5	Surface Preserv	235	SM	90
K-18	Riley	Appr to Br #031, Kansas Rv @ Manhattan	0.1	Grade & Surface	2,576	PB	92-94

K-18	Riley	Br #031, Kansas Riv at Manhattan		Bridge Replace	14,091	PB	92-94
K-18	Riley	Br #034, Kansas Rv Drg, 4.5 E St Jt K177		Bridge Paint	5	SM	90
K-18	Russell	Br #048, Paradise Cr Drg		Bridge Replace	835	PB	92-94
K-23	A Gove	Grainfield-UP RR, North 1,415 ft	0.3	Roadway Rehab	67	MM	90
K-23	Gove	Br #022, Plum Cr, 4.62 Mi N LE-GO Co L		Bridge Rehab	136	SM	90
K-23	Gove	Br #028, Big Cr, 6.64 Mi N 4th St (Gove)		Bridge Overlay	65	SM	90
K-23	Gray	Jct US-56, N to SCL Cimarron	12.0	Surface Preserv	414	SM	90
K-23	Meade	OK-KS St L, N 14.101 Mi	14.1	Surface Preserv	451	SM	90
K-23	Meade	14.1 Mi E & N of OK-KS St L, N to US-54	12.4	Surface Preserv	397	SM	90
US-24	Clay	Br #005, Finney Cr		Bridge Replace	658	PB	92-94
US-24	Cloud	AT&SF RR Crossing NW of Miltonvale		Railroad Signals	100	MM	92-94
US-24	Cloud	AT&SF RR Crossing NW of Miltonvale		Grade & Surface	100	MM	92-94
US-24	Jefferson	Culv #523, Kansas Riv Drg		Culvert Replace	100	SM	90
US-24	Jefferson	Br #011, Buck Cr, 3 Mi E US-59		Bridge Replace	544	PB	90
US-24	Mitchell	Mo Pac RR Crossing at E edge of Beloit		Grade & Surface	100	MM	92-94
US-24	Mitchell	Mo Pac RR Crossing at E edge of Beloit		Railroad Signals	100	MM	92-94
US-24	Mitchell	Beloit-500 ft W of Vo Tech E 1/2 Mi	0.5	Roadway Rehab	379	MM	91
US-24	Mitchell	Br #018, Asher Cr, 6.74 Mi SE K-124		Bridge Overlay	79	SM	90
US-24	Osborne	UP Sys RR Crossing, W of Downs		Grade & Surface	100	MM	90
US-24	Osborne	UP Sys RR Crossing, W of Downs		Railroad Signals	100	MM	90
US-24	Osborne	RO-OB Co L, E to S Jct US-281	19.2	Surface Preserv	139	SM	90
US-24	Pottawatomie	Br #002, Big Blue River (SL)		Bridge Replace	1,520	PB	90
US-24	Pottawatomie	Br #001, Big Blue River (NL)		Bridge Widen	461	PB	90
US-24	Rooks	0.2 Mi E K-258, E to RO-OB CL (Ex 0.6 M)	19.8	Surface Preserv	139	SM	90
US-24	Rooks	Br #014, Jim Cr, 4.57 Mi E US-183		Bridge Overlay	90	SM	90
US-24	Shawnee	Br #104, Old US-75 over US-24		Bridge Paint	7	SM	90
US-24	Shawnee	Br #105, Old US-75 over US-24		Bridge Paint	7	SM	90
US-24	Shawnee	Br #082 over AT&SF RR (NL)		Bridge Overlay	100	SM	90
US-24	Shawnee	Br #085, Soldier Cr (New Chan) (SL)		Bridge Overlay	80	SM	90
US-24	Shawnee	Br #084, Soldier Cr (New Chan) (NL)		Bridge Overlay	80	SM	90
US-24	Wyandotte	Kansas City-60th St, E to 47th St	1.6	Surface Preserv	268	SM	91
US-24	Wyandotte	2 Mi E of US-73, E to 94th St (NL & SL)	3.0	Surface Preserv	420	SM	90
US-24	Wyandotte	Kansas City-69th St to 60th St	1.2	Surface Preserv	244	SM	90
US-24	Wyandotte	Kansas City-State (US-24) & 38th St	0.0	Intersection Impr	350	MM	90
K-25	Grant	SV-GT Co L, N to SCL Ulysses	13.4	Surface Preserv	383	SM	90
K-25	Grant	Br #007, S Fork Cimarron Riv		Bridge Replace	2,244	PB	92-94
K-25	Kearny	Lakin-AT&SF RR to US-50	0.5	Surface Preserv	47	SM	91
K-25	Kearny	Br #010, Amazon Ditch, 0.75 Mi N US-50		Bridge Paint	8	SM	90
K-25	Rawlins	At Atwood, Jct US-36, N 0.2 Mi	0.2	Roadway Recon	232	MM	92-94
K-25	Rawlins	Br #012, Beaver Cr		Bridge Replace	1,167	MM	92-94
K-25	Rawlins	Br #018, S Fork Driftwood Cr, 8 N US-36		Bridge Overlay	90	SM	90
K-25	Stevens	AT&SF RR Crossing N of E Jct US-56		Railroad Signals	100	MM	92-94
K-25	Stevens	N Jct US-56, N to SV-GT Co L	13.1	Surface Preserv	366	SM	90
K-25	Thomas	Br #042, N Fork Solomon Rv, 2.7 S I-70		Bridge Paint	4	SM	90
K-25	Wichita	KE-WH Co L, N to Jct K-96 in Leoti	19.1	Surface Preserv	529	SM	90
K-25	Wichita	Br #003, White Woman Cr, 4.1 Mi S K-96		Bridge Replace	787	PB	90
K-27	Cheyenne	SH-CN Co L, N to E Jct US-36	13.0	Roadway Rehab	7,749	MM	92-94
K-27	Cheyenne	Br #005, N Fork Beaver Cr		Bridge Overlay	182	MM	92-94
K-27	Greeley	HM-GL Co L, N to Jct K-96	14.2	Surface Preserv	446	SM	90
K-27	Greeley	Tribune-K-96, N to Newton St	0.1	Roadway Rehab	180	MM	90
K-27	Morton	Elkhart-KS-OK St L to Colorado Ave	0.9	Roadway Rehab	645	MM	91
K-27	Morton	N Jct K-51, N to MT-ST Co Line	9.4	Roadway Rehab	2,824	MM	91
K-27	Morton	Br #005, N Fork Cimarron Riv Drg		Bridge Replace	684	MM	92-94
K-27	Sherman	Br #045, S Branch S Fork Beaver Cr		Bridge Overlay	75	SM	90
K-27	Wallace	GL-WA Co L, N to Conc in Sharon Spring	14.0	Surface Preserv	440	SM	90
K-27	Wallace	Sharon Springs-Front St to 3rd St	0.2	Roadway Rehab	122	MM	90
K-28	Cloud	Br #045, Cheyenne Cr		Bridge Replace	591	PB	92-94
K-28	Jewell	Culv #511, 2.08 Mi S of K-148		Culvert Replace	50	SM	90
K-28	Jewell	Br #035, Limestone Cr, 0.78 Mi N US-36		Bridge Paint	3	SM	90

K-30	Wabaunsee	Br #052, Mill Cr, 0.56 Mi N I-70		Bridge Replace	1,023	PB	92-94
K-30	Wabaunsee	Br #070, Drg Ditch, 1.22 Mi N I-70		Bridge Paint	4	SM	90
K-31	Anderson	Br #016, Kenoma Cr, 6.9 M SE CF-AN CoL		Bridge Paint	5	SM	90
K-31	Coffey	Br #032, Rock Cr, 2.32 Mi S OS-CF CoL		Bridge Replace	564	PB	92-94
K-31	Osage	Burlingame-Dacotah to Prospect	0.4	Surface Preserv	20	SM	90
K-31	Osage	S Jct old US-75, E & S to W Jct I-35	6.8	Surface Preserv	279	SM	90
K-32	Wyandotte	Bonner Springs-4 Locations	0.6	Roadway Rehab	532	MM	91
K-32	Wyandotte	Kansas City-Park & 18th & Central	0.0	Intersection Impr	400	MM	91
K-32	Wyandotte	Br #082, Wolf Cr, 0.36 Mi E LV-WY CoL		Bridge Replace	902	PB	92-94
K-32	Wyandotte	2.2 Mi W I-435, E 2.5 Mi(4 Lanes)	2.5	Surface Preserv	254	SM	90
K-32	Wyandotte	Br #097, Matoon Cr Drg., 5 NE W Jt I-70		Bridge Replace	1,438	PB	90
K-34	Clark	Jct US-160, N 15.795 Mi	15.8	Surface Preserv	506	SM	90
K-34	Clark	0.1 Mi N FAS 711, N to CA-FO Co L	3.8	Surface Preserv	124	SM	90
K-34	Ford	CA-FO Co L,N to E Jct US-54 in Bucklin	5.9	Surface Preserv	192	SM	90
I-35	CF,OS,FR,MI	LY-CF Co L, NE to MI-JO Co L	*47.3	Signing	142	SM	90
I-35	Coffey	0.3 Mi W Jct US-75, NE to CF-OS Co L	1.6	Surface Preserv	533	SM	90
I-35	FR & OS	Various Locations		Surface Preserv	75	SM	90
I-35	Franklin	US-59 NE to K-68(Drg Lanes Only NB&SB	4.3	Surface Preserv	172	SM	90
I-35	JO & WY	Various Locations on I-35 & I-70	2.5	Surface Preserv	109	SM	90
I-35	Johnson	Br #012, US-56 over I-35 at Gardner		Bridge Replace	2,406	PB	92-94
I-35	Johnson	Br #139,SB US-169 over I-35 (S Olathe)		Bridge Replace	1,260	PB	92-94
I-35	Johnson	Br #140,NB US-169 over I-35 (S Olathe)		Bridge Replace	1,260	PB	92-94
I-35	Johnson	Old US-56 NE to Renner Road	2.7	Surface Recons	10,628	MM	92-94
I-35	Johnson	Br #022, 1.63 Mi NE K-7 (WL)		Bridge Replace	699	MM	92-94
I-35	Johnson	Br #023, 1.64 Mi NE K-7 (EL)		Bridge Replace	614	MM	92-94
I-35	Johnson	Renner Rd NE to I-435	2.4	Surface Recons	8,438	MM	91
I-35	Johnson	119th St/I-35 Interchange (Phase I)		Intrchg Reconst	8,413	MM	90
I-35	Johnson	119th St/I-35 Interchange (Ph II)		Intrchg Reconst	13,479	MM	91
I-35	Johnson	119th St/I-35 Interchange (Ph II)		Intrchg Reconst	5,429	MM	91
I-35	Johnson	I-435 NE to US-69(except 95th St Ichg)	2.5	Surface Recons	9,047	MM	91
I-35	Johnson	0.5 Mi N of 87th St,N to I-635 Ex 75th	*4.2	Seeding	202	MM	90
I-35	Lyon	KTA E to E Jct US-50	5.8	Surface Recons	17,760	MM	92-94
I-35	Lyon	Br #001, Cottonwood Riv Drg		Bridge Repair	30	MM	92-94
I-35	Lyon	Br #002 over US-50 .2 mi E KTA NL		Bridge Overlay	225	MM	92-94
I-35	Lyon	Br #003, Cottonwood Riv Drg (NL-SL)		Bridge Repair	70	MM	92-94
I-35	Lyon	Br #004 over US-50 .2 mi E KTA NL		Bridge Overlay	137	MM	92-94
I-35	Lyon	Br #005 over US-50 .2 mi E KTA NL		Bridge Widen	353	MM	92-94
I-35	Lyon	Br #007, Graphic Arts over I-35		Guard Fence	15	MM	92-94
I-35	Lyon	Br #008, Industrial over I-35		Guard Fence	15	MM	92-94
I-35	Lyon	Br #009, Prairie St over I-35		Guard Fence	15	MM	92-94
I-35	Lyon	Br #010 over Lincoln St in Emporia		Guard Fence	15	MM	92-94
I-35	Lyon	Br #010 K-99 over I-35 at Emporia		Bridge Overlay	216	MM	92-94
I-35	Lyon	Br #013 over Burlingame in Emporia		Bridge Overlay	174	MM	92-94
I-35	Lyon	Br #012 over Burlingame in Emporia		Bridge Overlay	343	MM	92-94
I-35	Lyon	Br #015 over AT&SF RR in Emporia		Bridge Overlay	464	MM	92-94
I-35	Lyon	Br #014 over AT&SF RR in Emporia		Bridge Overlay	464	MM	92-94
I-35	Lyon	Br #016 over W Bus US-50		Bridge Overlay	469	MM	92-94
I-35	Lyon	Br #117 over Old US50 2.6 m E K-99		Bridge Overlay	456	MM	92-94
I-35	Lyon	Jct I-35/K-130		Replace Tower	10	MM	90
I-35	Osage	CF-OS Co L, NE to E W Jct K-31	4.3	Surface Preserv	1,432	SM	90
I-35	Wyandotte	Appr(4) on Br #013 over Mission Road	0.1	Surface Preserv	139	SM	90
I-35	Wyandotte	Br #013 over Mission Road		Bridge Overlay	244	SM	90
I-35	Wyandotte	Br #018 over Adams St (NL-SL)		Bridge Rehab	291	PB	90
I-35	Wyandotte	Br #019 over Cambridge St (NL-SL)		Bridge Rehab	651	PB	90
US-36	Brown	In Hiawatha, Intersec US-36 & 12th St	0.1	Interchange Const.	692	MM	90
US-36	Cheyenne	E Jct K-27, E to CN-RA Co L	16.2	Roadway Rehab	4,263	MM	92-94
US-36	Decatur	Jct US-36/US-83, E to DC-NT Co L	18.9	Surface Preserv	673	SM	90
US-36	Decatur	Oberlin-US-36 & Penn Ave	0.1	Roadway Rehab	34	MM	91
US-36	Doniphan	1.0 Mi E of BR-DP Co L, E to E of Troy	14.5	Surfacing	8,613	MM	90

US-36	Jewell	0.6 Mi E FAS 1446, E to JW-RP Co L	5.6	Roadway Rehab	1,389	MM	90
US-36	Jewell	Br #010 over MSPA RR		Bridge Overlay	238	MM	90
US-36	Jewell	Br #011, East Marsh Cr Drg		Bridge Overlay	113	MM	90
US-36	Jewell	Br #012, East Marsh Cr Drg		Bridge Overlay	113	MM	90
US-36	Marshall	WS-MS Co L, E to W Jct US-77 (NL&SL)	7.4	Roadway Rehab	4,328	MM	92-94
US-36	Marshall	Br #001, Hop Cr (NL-SL)		Guard Fence	16	MM	92-94
US-36	Marshall	Br #003, Spring Cr		Bridge Replace	701	PB	92-94
US-36	Nemaha	Seneca-Intersection US-36 & 6th St		Traffic Signals	60	SM	90
US-36	Nemaha	Jct K-236,E to W Jt US-75 (NM-BR Co L)	8.0	Roadway Rehab	3,502	MM	92-94
US-36	Nemaha	Br #005, Harris Cr Drg		Bridge Widen	87	MM	92-94
US-36	Nemaha	Br #006, Gregg Cr, 4.9 Mi E K-236		Bridge Replace	865	MM	92-94
US-36	Nemaha	Br #007, Cedar Cr		Bridge Widen	92	MM	92-94
US-36	Nemaha	Br #008, Cedar Cr		Bridge Widen	118	MM	92-94
US-36	Norton	0.316 Mi E WCL Norton, E to NT-PL Co L	14.6	Roadway Rehab	1,548	MM	90
US-36	Norton	Br #007 over RR and Local Rd		Guard Fence	7	MM	90
US-36	Norton	Br #009, Prairie Dog Cr Drg		Guard Fence	7	MM	90
US-36	Norton	Br #010, Prairie Dog Cr Drg		Guard Fence	7	MM	90
US-36	Norton	Br #011, Prairie Dog Cr Drg		Guard Fence	7	MM	90
US-36	Norton	Br #012, South Fork		Guard Fence	7	MM	90
US-36	Norton	Br #013, South Fork Drg		Guard Fence	7	MM	90
US-36	Phillips	NT-PL Co L, E 11.6 Mi	11.6	Roadway Rehab	2,384	MM	90
US-36	Phillips	Br #001, Deer Cr		Bridge Overlay	83	MM	90
US-36	Phillips	Br #002, Deer Cr		Bridge Overlay	83	MM	90
US-36	Phillips	Br #003, Deer Cr Drg		Bridge Overlay	161	MM	90
US-36	Phillips	Br #004, Deer Cr		Bridge Overlay	150	MM	90
US-36	Phillips	Br #005, Deer Cr		Bridge Overlay	161	MM	90
US-36	Phillips	11.6 Mi E NT-PL Co L, E to WCL Phlprbg	5.5	Roadway Rehab	1,630	MM	90
US-36	Phillips	Br #006, Boughton Cr		Bridge Overlay	126	MM	90
US-36	Phillips	Br #007, Bissell Cr		Bridge Overlay	126	MM	90
US-36	Phillips	Br #008, Plotner Cr		Bridge Overlay	126	MM	90
US-36	Rawlins	CN-RA Co L, E 9.852 Mi	9.9	Roadway Rehab	2,657	MM	92-94
US-36	Rawlins	9.852 Mi E CN-RA Co L, E to Jct K-25	10.0	Roadway Rehab	3,561	MM	90
US-36	Rawlins	Br #001, Little Beaver Cr		Bridge Overlay	165	MM	90
US-36	Rawlins	Br #002, S Fork Beaver Cr		Guard Fence	13	MM	90
US-36	Rawlins	Br #003, Atwood Lake Overflow		Bridge Overlay	157	MM	90
US-36	Republic	AT&SF RR Cross 1 MN & 1 M W Courtland		Railroad Signals	100	MM	91
US-36	Republic	AT&SF RR Cross 1 MN & 1 M W Courtland		Grade & Surface	100	MM	91
US-36	Republic	JW-RP Co L, E to WCL Scandia	7.6	Roadway Rehab	1,850	MM	90
US-36	Republic	Br #001, Beaver Cr		Bridge Repair	91	MM	90
US-36	Republic	Br #002, Unnamed Canal		Bridge Overlay	84	MM	90
US-36	Republic	ECL Belleville, E to Jct K-139	8.9	Roadway Rehab	2,250	MM	92-94
US-36	Republic	Br #013, Salt Cr Drg		Guard Fence	15	MM	92-94
US-36	Republic	Br #014, Salt Cr		Guard Fence	15	MM	92-94
US-36	Republic	Br #015, Salt Cr Drg		Guard Fence	15	MM	92-94
US-36	Republic	Br #016, South Fork Mill Cr		Guard Fence	15	MM	92-94
US-36	Republic	Jct K-139, E to RP-WS Co L	5.0	Roadway Rehab	1,611	MM	92-94
US-36	Republic	Br #017, South Fork Mill Cr		Bridge Replace	871	MM	92-94
US-36	Republic	Br #019, South Fork Mill Cr		Bridge Replace	871	MM	92-94
US-36	Washington	RP-WS Co L, E to Jct K-22	4.0	Roadway Rehab	1,909	MM	92-94
US-36	Washington	Br #001, Davis Cr		Bridge Replace	827	MM	92-94
US-36	Washington	Jct K-22, E to W Jct K-15	6.7	Roadway Rehab	1,774	MM	92-94
US-36	Washington	Br #002, Iowa Cr		Bridge Widen	99	MM	92-94
US-36	Washington	W Jct K-15, E to WCL Washington	5.8	Roadway Rehab	2,327	MM	92-94
US-36	Washington	Br #032, Buffalo Cr		Bridge Widen	66	MM	92-94
US-36	Washington	Br #003, Camp Cr		Bridge Replace	827	MM	92-94
US-36	Washington	Br #004, Camp Cr		Bridge Replace	871	MM	92-94
US-36	Washington	Br #005, Mill Cr		Bridge Replace	1,150	MM	92-94
US-36	Washington	2L/4L div, E to WS-MS Co L (NL&SL)	4.1	Roadway Rehab	1,942	MM	92-94
US-36	Washington	Br #012, Little Blue Riv Drg (NL-SL)		Guard Fence	16	MM	92-94

K-37	Montgomery	Br #054, Drum Cr 1.4 Mi N US-160		Bridge Replace	766	PB	91
K-38	Cowley	Br #066, Otter Cr, 6.44 Mi E K-15		Bridge Paint	19	SM	90
K-39	Neosho	MKT RR Crossing, 2 Mi N of Stark		Grade & Surface	100	MM	90
K-39	Neosho	MKT RR Crossing, 2 Mi N of Stark		Railroad Signals	100	MM	90
K-39	Neosho	Chanute-180ft W of Wilson St, E 1600ft	0.3	Roadway Rehab	498	MM	90
K-39	Neosho	Br #015 over AT&SF RR in Chanute		Bridge Paint	55	SM	90
K-39	Wilson	Br #022, Verdigris Rv, 4.7 E N Jt K-96		Bridge Paint	36	SM	90
US-40	Douglas	Lawrence-Wakarusa Dr to Monterey Way	1.0	Rdway Reconst	2,022	MM	91
US-40	Douglas	Lawrence-Maine St to Massachusetts St	0.6	Surface Preserv	166	SM	91
US-40 B	Geary	Jct Cty-GldnBlt-Madsn,Adms-Drlg,Ash-Vn	0.3	Surface Preserv	58	SM	91
US-40 B	Geary	ECL Junction City, E to Jct I-70/K-57	1.7	Surface Preserv	158	SM	90
US-40 B	Russell	Russell-US-281, E to ECL	1.0	Surface Preserv	191	SM	90
US-40	Shawnee	E of Topeka-US-40 & Croco Rd	0.0	Traffic Signals	70	MM	91
US-40	Shawnee	E of Topeka-US-40 & Croco Rd	0.1	Intersection Impr	279	SM	91
US-40 B	Trego	E Jct US-283, S to Jct I-70	0.7	Surface Preserv	30	SM	90
US-40	Wallace	CO-KS St L, E 7.860 Mi	7.9	Surface Preserv	298	SM	90
K-43	Dickinson	AT&SF RR Crossing in Enterprise		Grade & Surface	100	MM	90
K-43	Dickinson	AT&SF RR Crossing in Enterprise		Railroad Signals	100	MM	90
K-43	Dickinson	AT&SF RR Crossing 3 Mi S of Enterprise		Railroad Signals	100	MM	92-94
K-43	Dickinson	AT&SF RR Crossing 3 Mi S of Enterprise		Grade & Surface	100	MM	92-94
K-43	Dickinson	AT&SF RR Crossing, N of Enterprise		Railroad Signals	100	MM	90
K-43	Dickinson	AT&SF RR Crossing, N of Enterprise		Grade & Surface	100	MM	90
K-43	Dickinson	Br #071, Cary Cr		Bridge Replace	625	PB	92-94
K-43	Dickinson	Enterprise-AT&SF RR, W & N to South St	0.2	Roadway Rehab	197	MM	90
K-43	Dickinson	Smokey Hill Rv(Br#072),N of Enterprise		Wetland Replace	18	MM	90
K-44	Sumner	Br #094, Chikaskia Riv, 0.19 Mi W K-49		Bridge Rehab	350	SM	90
K-49	Sumner	Br #097, Chikaskia Rv, 6.9 Mi N US-81		Bridge Replace	1,193	PB	92-94
US-50	Chase	0.2 Mi W of K-177, E to WCL Strong Cty	1.0	Grade & Surface	1,356	MM	90
US-50	Chase	Aband AT&SF-RR Br #016,0.14 Mi E K-177		Bridge Removal	222	MM	90
US-50	Chase	Fox Cr Br #017,0.32 Mi E of K-177		Bridge Rehab	335	MM	90
US-50	Chase	Br #021, Buckeye Cr,9.23 Mi E of K-177		Bridge Replace	911	MM	92-94
US-50	Chase	5.2 Mi E FAS 856, E to CS-LY Co L	1.7	Rdway Reconst	3,421	MM	92-94
US-50	Chase	Br #022,Buckeye Cr Drg, 10.2 M E K-177		Bridge Replace	567	MM	92-94
US-50	Edwards	ECL Kinsley, E to FAS 1489	11.3	Roadway Rehab	4,795	MM	91
US-50	Edwards	Br #010, Big Coon Cr, 0.9 Mi E US-183		Bridge Overlay	72	SM	90
US-50	Edwards	Br #004, Arkansas Riv		Guard Fence	14	MM	91
US-50	Edwards	FAS 1489, E to ED-SF Co L	10.3	Roadway Rehab	4,372	MM	91
US-50 B	Finney	Garden City-Inter Fulton St & 4th St	0.1	Roadway Rehab	405	MM	92-94
US-50 B	Finney	Jt US-50/US-83 & K-156 E of Garden City	0.0	Traffic Signals	70	MM	90
US-50 B	Finney	Garden City-Taylor Ave to 11th St	0.3	Surface Preserv	177	SM	91
US-50 B	Finney	N of NCL Garden City, N to Jct US-50	0.9	Roadway Rehab	437	MM	91
US-50	Finney	End 4-lane E Garden City,E to FI-GY CL	12.4	Surface Preserv	258	SM	90
US-50	Ford	GY-FO Co L, E to .2 Mi E FAS 944	2.3	Roadway Rehab	784	MM	92-94
US-50	Ford	Br #001, Arkansas Riv Drg		Guard Fence	15	MM	92-94
US-50	Ford	Br #002, Arkansas Riv Drg		Guard Fence	15	MM	92-94
US-50	Ford	W Jct US-50B, NE&E to ECL Dodge City	3.8	Roadway Rehab	2,074	MM	92-94
US-50	Ford	ECL Dodge City, E to Jct US-56/US-283	4.1	Surface Preserv	141	SM	90
US-50	Ford	E Jct US-50/US-283,NE to 1 M E FAS 257	10.8	Roadway Rehab	4,895	MM	92-94
US-50	Ford	1 Mi E FAS 257, E to ED-FO Co L	9.4	Roadway Rehab	3,866	MM	90
US-50	Ford	Br #019, L Coon Cr, 4.3 Mi W FO-ED CoL		Bridge Widen	51	MM	90
US-50	Gray	ECL Cimarron, E to GY-FO Co L	6.9	Roadway Rehab	2,372	MM	92-94
US-50	Gray	Br #011, Arkansas Riv Drg		Guard Fence	15	MM	92-94
US-50	Gray	Br #012, Arkansas Riv Drg		Guard Fence	15	MM	92-94
US-50	Gray	Br #013, Arkansas Riv Drg		Guard Fence	15	MM	92-94
US-50	Gray	Br #014, Arkansas Riv Drg		Guard Fence	15	MM	92-94
US-50	Gray	Br #015, Arkansas Riv Drg		Guard Fence	15	MM	92-94
US-50	Hamilton	CO-KS St L, E to WCL Syracuse	16.1	Roadway Rehab	1,650	MM	90
US-50	Hamilton	Br #001, Spring Cr		Guard Fence	6	MM	90
US-50	Hamilton	Br #002, Frontier Ditch Overflow		Guard Fence	6	MM	90

US-50	Hamilton	Br #003, Bridge Cr	Guard Fence	6	MM	90
US-50	Hamilton	Br #004, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Hamilton	Br #005, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Hamilton	Br #006, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Hamilton	Br #008, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Hamilton	Br #009, Frontier Ditch	Guard Fence	6	MM	90
US-50	Hamilton	Br #011, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Hamilton	Br #012, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Hamilton	Br #013, Alamo Ditch Overflow	Guard Fence	6	MM	90
US-50	Hamilton	Br #014, Alamo Ditch Overflow	Guard Fence	6	MM	90
US-50	Hamilton	Br #015, Alamo Ditch Overflow	Guard Fence	6	MM	90
US-50	Hamilton	Br #016, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Hamilton	Br #017, Plum Cr	Guard Fence	6	MM	90
US-50	Hamilton	Br #018, Arkansas Riv Drg	Guard Fence	6	MM	90
US-50	Harvey	RN-HV Co L, E to Jct K-89	11.0 Roadway Rehab	4,830	MM	92-94
US-50	Harvey	Br #045, N Branch Kisiwa Cr	Guard Fence	15	MM	92-94
US-50	Harvey	Br #046, L Arkansas Riv, 8.7 Mi E CoL	Bridge Replace	942	MM	92-94
US-50	Harvey	Br #047, Little Arkansas Riv Drg	Guard Fence	15	MM	92-94
US-50	Harvey	Br #048, Black Kettle Cr, 9.8 Mi E CoL	Bridge Replace	541	MM	92-94
US-50	Harvey	Br #049, Black Kettle Cr	Guard Fence	15	MM	92-94
US-50	Harvey	Jct K-89, E to 2L/4L W of Newton	6.4 Roadway Rehab	2,810	MM	92-94
US-50	Harvey	Br #050, Little Arkansas Riv Drg	Guard Fence	15	MM	92-94
US-50	Harvey	Br #052, E Emma Cr, 14.9 Mi E Co L	Bridge Replace	769	MM	92-94
US-50	Harvey	Br #053, Mud Cr	Guard Fence	15	MM	92-94
US-50	Harvey	2L/4L div,E to W Jct K-15(part 4-Lane)	2.6 Roadway Rehab	847	MM	91
US-50	Harvey	Br #071 over Meridian Ave, AT&SF RR	Bridge Overlay	1,613	MM	91
US-50	Harvey	Br #072 over AT&SF RR, Sand Cr	Bridge Overlay	376	MM	91
US-50	Harvey	Br #073 over K-15 (WB)	Bridge Overlay	193	MM	91
US-50	Harvey	Br #074 over K-15 (EB)	Bridge Overlay	193	MM	91
US-50	Harvey	ECL Walton, NE to HV-MN Co L	6.9 Roadway Rehab	5,591	MM	92-94
US-50	Harvey	Br #056, Doyle Cr Drg	Bridge Widen	145	MM	92-94
US-50	Harvey	Br #057, Doyle Cr	Bridge Replace	1,003	MM	92-94
US-50	Lyon	Emporia-Scott St,E to 300 ft E Prairie	0.7 Surface Preserv	210	SM	91
US-50	Lyon	CS-LY Co L, E to I-35 at Emporia	6.8 Rdway Reconst	8,255	MM	92-94
US-50	Lyon	Br #021, Beaver Cr, 1.9 Mi E CS-LY CoL	Bridge Replace	818	MM	92-94
US-50	Lyon	Br #022, Linck Cr, 2.9 Mi E LY-CS CoL	Bridge Replace	1,246	MM	92-94
US-50	Lyon	Br #023, Ludy Cr, 3.2 Mi E CS-LY CoL	Bridge Replace	572	MM	92-94
US-50	Lyon	Br #024, Moon Cr, 4.8 Mi E LY-CS CoL	Bridge Replace	782	MM	92-94
US-50	Lyon	Br #025, Cottonwood Cr Drg (EL &WL)	Bridge Replace	731	MM	92-94
US-50	Marion	HV-MN Co L, E to WCL Peabody	2.0 Roadway Rehab	1,558	MM	92-94
US-50	Marion	Br #001, Spring Cr	Bridge Replace	865	PB	92-94
US-50	Marion	Appr for Br #002, CRIP RR at Peabody	1.0 Grade & Surface	1,703	PB	92-94
US-50	Marion	Br #002, CRIP RR over US-50 at Peabody	Bridge Replace	808	PB	92-94
US-50	Marion	WCL Florence, E to 0.1 Mi E FAS 1410	2.1 Roadway Rehab	1,200	MM	92-94
US-50	Marion	Br #009 over AT&SF RR, Cottonwood Riv	Bridge Widen	1,123	MM	92-94
US-50	Marion	Br #010 over FAS 1410	Bridge Replace	583	MM	92-94
US-50	Reno	6.6 Mi E Jct K-14, NE to Jct K-96(4-L)	7.1 Roadway Rehab	2,744	MM	90
US-50	Reno	Br #007 over SSW & ATSF RR, K-61	Bridge Overlay	449	MM	90
US-50	Reno	Br #008, Red Rock Cr Drg (4-L)	Guard Fence	9	MM	90
US-50	Reno	Br #009, Sand Cr (4-L)	Guard Fence	9	MM	90
US-50	Reno	Br #010, Arkansas Riv Drg (4-L)	Guard Fence	9	MM	90
US-50	Reno	Br #011, Arkansas Riv Drg (4-L)	Guard Fence	8	MM	90
US-50	Reno	Br #012, NL over K-96	Bridge Overlay	73	MM	90
US-50	Reno	Br #013, SL over K-96	Bridge Overlay	73	MM	90
US-50	Reno	Jct K-96 @ Hutchinson E&NE to Jct K-61	2.0 Surface Preserv	264	SM	90
US-50	Reno	Approaches to Br #016 & #017 at Hutch	1.0 Grade & Surface	1,487	PB	90
US-50	Reno	Br #016,Arkansas Rv Drg, at Hutchinson	Bridge Replace	194	PB	90
US-50	Reno	Br #017, Arkansas Riv, at Hutchinson	Bridge Replace	1,976	PB	90
US-50	Stafford	ED-SF Co L, E to Jct US-281	15.0 Roadway Rehab	5,856	MM	91

US-50	Stafford	Br #004, Spring Cr	Guard Fence	14	MM	91
US-50	Stafford	Br #002, Spring Cr Drg	Guard Fence	14	MM	91
US-50	Stafford	Br #003, Spring Cr Drg	Guard Fence	14	MM	91
US-50	Stafford	Br #005, Rattlesnake Dr	Guard Fence	14	MM	91
K-51	Morton	Br #006, N Fork Cimarron Riv	Bridge Replace	847	PB	92-94
K-52	Linn	N Jct K-7, E to S Jct US-69	6.0 Surface Preserv	157	SM	90
K-52	Linn	N Jct US-69, E to KS-MO St L	3.5 Surface Preserv	92	SM	90
US-54	Allen	1.1 Mi E WO-AL Co Line to WCL Iola	4.8 Rdway Reconst	3,787	MM	92-94
US-54	Allen	Br #001, Neosho Riv Drg	Bridge Widen	89	MM	92-94
US-54	Allen	Br #002, Neosho Riv Overflow	Bridge Replace	981	PB	92-94
US-54	Allen	Br #003, Neosho Riv Overflow	Bridge Replace	981	PB	92-94
US-54	Allen	Br #004, Neosho Riv Overflow	Bridge Replace	981	PB	92-94
US-54	Allen	Br #005, Neosho Riv	Bridge Replace	1,349	PB	92-94
US-54	Allen	Br #006, Coon Cr	Bridge Replace	1,260	PB	92-94
US-54	Allen	Br #007, Coon Cr	Bridge Widen	58	MM	92-94
US-54	Bourbon	W Jct K-3, E to US-69	20.4 Surface Preserv	1,061	SM	90
US-54	Bourbon	Br #005, Marmaton Riv, 0.48 N EJt US-69	Bridge Paint	60	SM	90
US-54	Butler	Augusta-Lulu St to Walnut St	0.4 Roadway Rehab	417	MM	91
US-54	Butler	0.564 Mi N K-96, N 7.723 Mi(WL Only)	7.7 Surface Preserv	169	SM	90
US-54	Clark	ME-CA Co L, NE to CA-FO Co L	10.1 Roadway Rehab	3,679	MM	92-94
US-54	Clark	Br #001, Bluff Cr Drg	Guard Fence	15	MM	92-94
US-54	Ford	CA-FO Co L, NE to Jct K-94	10.9 Roadway Rehab	5,015	MM	92-94
US-54	Ford	N side of US-54 near Bloom	Roadside Park Impr	85	SM	90
US-54	Ford	Jct K-94, NE to C&G in Bucklin	6.7 Roadway Rehab	3,077	MM	92-94
US-54	Ford	ECL Bucklin Pt2, NE to FO-KW Co L	4.2 Roadway Rehab	2,680	MM	92-94
US-54	Ford	Br #021, W Fk Rattlesnake Cr 1.6 E K-34	Guard Fence	15	MM	92-94
US-54	Ford	Br #022, Rattlesnake Cr Drg, 2.4 E K-34	Guard Fence	15	MM	92-94
US-54	Ford	Br #023, Rattlesnake Cr Drg, 4 M E K-34	Guard Fence	15	MM	92-94
US-54	Greenwood	E Jct K-99, E to GW-WO Co L	12.0 Surface Preserv	672	SM	90
US-54	Kingman	Kingman-WCL, East to ECL	2.0 Surface Preserv	114	SM	90
US-54	Kiowa	FO-KW Co L, E to Jct US-183	13.4 Surface Preserv	502	SM	90
US-54	Kiowa	FO-KW Co L, NE to Jct K-154	6.4 Roadway Rehab	3,657	MM	92-94
US-54	Kiowa	Br #001, Rattlesnake Drg	Guard Fence	15	MM	92-94
US-54	Kiowa	Jct K-154, E to Jct US-183	7.0 Roadway Rehab	3,067	MM	92-94
US-54	Kiowa	Br #002, S Br Rattlesnake Cr	Guard Fence	15	MM	92-94
US-54	Kiowa	Br #020, Rattlesnake Cr Drg	Guard Fence	15	MM	92-94
US-54	Kiowa	US 183, E to KW-PR Co L	16.9 Rdway Reconst	11,911	MM	91
US-54	Kiowa	Br #004, Kiowa State Lake Drg	Bridge Widen	78	MM	91
US-54	Kiowa	Greensburg-Intersct'n of US-54/Main St	0.1 Roadway Rehab	113	MM	91
US-54	Kiowa	ECL Greensburg, E to KW-PR Co L	14.7 Surface Preserv	214	SM	90
US-54	Kiowa	Br #005, E Fork Rattlesnake Cr	Bridge Widen	192	MM	91
US-54	Kiowa	Br #006, E Fork Rattlesnake Cr Drg	Bridge Widen	176	MM	91
US-54	Meade	ME-SW Co L, NE to SCL Plains	2.9 Roadway Rehab	1,253	MM	92-94
US-54	Meade	Br #001, Dry Lake Drg, 2.5 NE SW-ME CoL	Guard Fence	15	MM	92-94
US-54	Meade	Br #002, Dry Lake Drg, 2.8 NE SW-ME CoL	Guard Fence	15	MM	92-94
US-54	Meade	SCL Plains, NE & E to WCL Meade	13.7 Roadway Rehab	8,604	MM	92-94
US-54	Meade	Br #003, Spring Cr	Bridge Widen	347	MM	92-94
US-54	Meade	Br #004, Crooked Cr Drg	Bridge Widen	77	MM	92-94
US-54	Meade	4L Div/2L at Meade, NE to ME-CA Co L	14.4 Roadway Rehab	4,710	MM	90
US-54	Meade	Br #007, Crooked Cr Drg	Bridge Widen	44	MM	90
US-54	Meade	Br #008, Crooked Cr	Bridge Replace	144	MM	90
US-54	Meade	Br #009, Dry Cr Drg	Bridge Widen	97	MM	90
US-54	Meade	Br #010, Crooked Cr	Bridge Replace	144	MM	90
US-54	Meade	Br #011, Crooked Cr Drg	Bridge Widen	35	MM	90
US-54	Meade	Br #012, Crooked Cr Drg	Bridge Widen	40	MM	90
US-54	Pratt	KW-PR Co L, E to WCL Pratt	14.2 Surface Preserv	398	SM	90
US-54	Pratt	KW-PR Co L, E to C&G in Pratt	14.8 Roadway Rehab	4,589	MM	92-94
US-54	Pratt	Br #001, Ninnescah Riv	Bridge Replace	842	MM	92-94
US-54	Sedgwick	Wichita-Big Ark Rv E to RR E of Topeka	0.7 Right-of-Way	3,357	MM	91

US-54	Sedgwick	Jct K-163, E to ECL Goddard (NL&SL)	6.5	Surface Recons	11,884	MM	92-94
US-54	Sedgwick	Br #126, Clear Cr (NL-SL)		Guard Fence	15	MM	92-94
US-54	Sedgwick	9.462 Mi E of KM-SG Co L, E 4.11 Mi (WB)	4.1	Surface Preserv	128	SM	90
US-54	Sedgwick	ECL Goddard, E to WCL Wichita (NL&SL)	5.0	Surface Recons	7,787	MM	92-94
US-54	Sedgwick	Br #128, Cowskin Cr Drg, 10.6 M E K-163		Bridge Replace	573	MM	92-94
US-54	Sedgwick	Br #127, Cowskin Cr Drg, 10.6 M E K-163		Bridge Replace	573	MM	92-94
US-54	Sedgwick	Br #129, Cowskin Cr WB, 12.3 Mi E K-163		Bridge Replace	642	PB	90
US-54	Sedgwick	Br #130, Cowskin Cr EB, 12.3 Mi E K-163		Bridge Replace	642	PB	90
US-54	Sedgwick	Br #137 over Meridian Ave (SL)		Bridge Replace	510	PB	91
US-54	Sedgwick	Br #136 over Meridian Ave (NL)		Bridge Replace	510	PB	91
US-54	Seward	Liberal-Western Ave to Clay Ave	0.1	Surface Preserv	185	SM	91
US-54	Seward	4L/2L in Liberal, NE 11.3 Mi	11.4	Roadway Rehab	4,339	MM	92-94
US-54	Seward	11.3 NE 4L/2L in Liberal to ECL Kismet	4.9	Roadway Rehab	2,035	MM	92-94
US-54	Seward	ECL Kismet, NE to SW-ME Co Line	4.4	Roadway Rehab	1,622	MM	92-94
US-54	Woodson	GW-WO Co L, E to WCL Yates Center	12.7	Surface Preserv	711	SM	90
US-54	Woodson	Br #001, Cedar Cr		Bridge Replace	932	PB	92-94
US-56	Barton	Great Bend-McKinley St to Harrison St	0.5	Roadway Rehab	518	MM	92-94
US-56	Barton	PN-BT Co L, E to ECL Pawnee Rock	0.7	Roadway Rehab	325	MM	92-94
US-56	Barton	ECL Pawnee Rock, NE to SCL Great Bend	11.5	Surface Preserv	208	SM	90
US-56	Barton	ECL Pawnee Rock, NE to SCL Great Bend	11.5	Roadway Rehab	7,024	MM	92-94
US-56	Barton	1.3 Mi SW of WCL Great Bend, NE 2,000'		Grade, Bridge, Surf	1,273	MM	90
US-56	Ford	Dodge City- Intersec 2nd & Trail	0.1	Roadway Rehab	369	MM	91
US-56	Gray	HS-GY Co L, E to ECL Montezuma	12.8	Surface Preserv	70	SM	90
US-56	Haskell	SW-HS Co L, NE to HS-GY Co L	25.2	Surface Preserv	989	SM	90
US-56	Haskell	NE of Jct US-56/US-83 W of Sublette		Roadside Park Impr	82	SM	90
US-56	Johnson	DG-JO Co L, NE to WCL Gardner	7.2	Surface Preserv	228	SM	90
US-56	Lyon	Br #035, Elm Cr 1.55 Mi E KTA		Bridge Replace	957	PB	91
US-56	Marion	AT&SF RR Crossing E of Lost Springs		Grade & Surface	100	MM	91
US-56	Marion	AT&SF RR Crossing E of Lost Springs		Railroad Signals	100	MM	91
US-56	McPherson	RC-MP Co L, E to WCL McPherson	13.2	Surface Preserv	378	SM	90
US-56	McPherson	RC-MP Co L, E to K-153 (WCL McPherson)	13.2	Rdway Reconst	12,344	MM	92-94
US-56	McPherson	Br #066, Lone Tree Cr		Bridge Widen	87	MM	92-94
US-56	McPherson	Br #067, Blaze Fork		Bridge Widen	111	MM	92-94
US-56	McPherson	Br #068, Bull Cr		Bridge Widen	115	MM	92-94
US-56	Osage	Br #020, Dragoon Cr		Bridge Replace	771	PB	91
US-56	Osage	Burlingame-Delaware to Kansas	0.1	Surface Preserv	12	SM	90
US-56	Osage	Br #091, Dragoon Cr Drg		Bridge Replace	311	PB	90
US-56	Pawnee	AT&SF RR Crossing at SW edge of Larned		Railroad Signals	100	MM	92-94
US-56	Pawnee	AT&SF RR Crossing at SW edge of Larned		Grade & Surface	100	MM	92-94
US-56	Pawnee	NE of Garfield, NE to SW of Larned	9.6	Surface Preserv	484	SM	90
US-56	Pawnee	C&G in Larned, NE to PN-BT Co L	7.6	Roadway Rehab	4,878	MM	92-94
US-56	Pawnee	Br #004, Ash Cr		Bridge Replace	1,069	MM	92-94
US-56	Pawnee	Br #005, Ash Creek Drg		Bridge Widen	95	MM	92-94
US-56	Rice	Br #016, N Fork Little Arkansas Riv		Bridge Replace	544	PB	91
US-56	Stevens	C&G in Moscow, NE to SV-SW Co L	8.7	Roadway Rehab	2,032	MM	91
K-57	Anderson	Br #027, Little Indian Cr Drg		Bridge Replace	874	PB	92-94
K-57	Anderson	Br #028, Indian Cr		Bridge Replace	844	PB	92-94
K-57	Cherokee	Jct US-69/US-160, E to KS-MO St L	4.9	Roadway Rehab	1,910	MM	91
K-57	Cherokee	Br #067, Little Cow Cr Drg		Guard Fence	14	MM	91
K-57	Cherokee	Br #068, Cow Cr Drg		Guard Fence	14	MM	91
K-57	Cherokee	Br #069, Cow Cr		Bridge Overlay	199	MM	91
K-57	Cherokee	Br #070 over KCS RR		Bridge Overlay	126	MM	91
K-57	Cherokee	Br #071, Taylor Cr		Bridge Overlay	90	MM	91
K-57	Coffey	Br #039, Big Cr, 3.12 Mi E S Jct US-75		Bridge Replace	914	PB	92-94
K-57	Crawford	NO-CR Co L, E to WCL Girard	12.5	Surface Preserv	675	SM	90
K-57	Crawford	Girard-WCL, East to ECL	1.4	Surface Preserv	78	SM	90
K-57	Geary	S Jct US-77, S to Conc Pav't (NL & SL)	1.2	Surface Preserv	268	SM	90
K-57	Geary	Br #054, Clark Cr, 3.14 Mi SE I-70		Bridge Paint	13	SM	90
K-57	Greenwood	Br #012, Verdigris Rv, 5.5 SE LY-GW Co L		Bridge Replace	865	PB	92-94

K-57	Lyon	Emporia-ATSF RR,S to 1180ft S of Logan	0.9	Surface Preserv	261	SM	90
K-57	Morris	Council Grove-Market St to NCL	0.4	Roadway Rehab	173	MM	92-94
K-57	Morris	WB-MR Co L, S to NCL Council Grove	11.0	Surface Preserv	519	SM	90
K-57	Neosho	Jct US-59, E to WCL St Paul	5.0	Rdway Reconst	3,874	MM	92-94
K-57	Neosho	Br #040,Neosho Riv Drg, 0.9 Mi E US-59		Bridge Replace	605	PB	92-94
K-57	Neosho	Br #041 over MKT RR		Bridge Replace	945	PB	92-94
K-57	Neosho	Br #042, Neosho Riv Drg		Bridge Replace	1,032	PB	92-94
K-57	Neosho	Br #044, Neosho Riv Drg		Bridge Widen	57	PB	92-94
K-57	Neosho	Br #045, Neosho Riv Drg		Bridge Replace	1,032	PB	92-94
K-57	Neosho	Br #046, Neosho Riv Drg		Bridge Replace	1,032	PB	92-94
K-57	Neosho	Br #047, Neosho Riv Drg		Bridge Widen	61	PB	92-94
K-57	Neosho	Br #048, Neosho Riv Drg		Bridge Replace	1,032	PB	92-94
K-57	Wabaunsee	E Jct K-4, S to WB-MR Co L	1.0	Surface Preserv	47	SM	90
US-59	Allen	Jct US-54, N to AL-AN Co L	8.1	Surface Preserv	421	SM	90
US-59	Anderson	Br #005,MoPac RR over US-59 at Garnett		Vert Clear Impr	589	PB	92-94
US-59	Atchison	AT&SF RR Crossing, N of Cummings		Railroad Signals	100	MM	90
US-59	Atchison	AT&SF RR Crossing, N of Cummings		Grade & Surface	100	MM	90
US-59	Atchison	Br #013, Missouri Riv, at Atchison		Bridge Rehab	2,385	PB	90
US-59	Douglas	4.252 Mi S SCL Lawrence, N to SCL	4.3	Surface Preserv	292	SM	90
US-59	Franklin	Br #050 over AT&SF RR, Local Rd		Bridge Replace	1,356	PB	92-94
US-59	Labette	Parsons-Little Labette Cr to Wilson St	0.5	Rdway Reconst	1,435	MM	91
US-59	Labette	Parsons-Main St to Felix St	0.6	Surface Preserv	262	SM	90
US-59	Labette	Br #014, Labette Cr, 0.73 Mi N US-160		Bridge Overlay	165	SM	90
US-59	Labette	Br #015 over MKT RR, 2.94 N US-160		Bridge Overlay	200	SM	90
K-61	McPherson	RN-MP Co L, NE to Jct K-153	12.4	Surface Preserv	732	SM	90
K-61	Pratt	Br #013,Ninnescah Rv Drg, 4.9 NE US-54		Bridge Replace	1,037	PB	92-94
K-61	Reno	Hutchinson-Ave "G", N to Lorraine St	1.0	Surface Preserv	204	SM	91
K-61	Reno	0.121 Mi E of WCL Arlington,E 0.454 Mi	0.5	Surface Preserv	88	SM	90
K-61	Reno	ECL Arlington, NE to W Jct US-50	9.3	Surface Preserv	508	SM	90
K-61	Reno	Br #050, Little Arkansas Riv		Bridge Replace	1,511	PB	90
K-63	Pottawatomie	N Jct K-16, N to PT-NM Co L	8.0	Surface Preserv	253	SM	90
K-65	Bourbon	Br #047, Opossum Cr		Bridge Replace	577	PB	92-94
K-68	Franklin	Br #070, Marais des Cygnes Riv		Bridge Paint	31	SM	90
K-68	Franklin	Ottwa-Beach St to Marais des Cyg. RvBr	0.4	Surface Preserv	122	SM	90
K-68	Miami	Br #045, Coldwater Cr, 4.1 Mi E US-69		Bridge Replace	466	PB	90
K-68	Osage	Br #056, Salt Cr 0.86 Mi S K-268		Bridge Replace	688	PB	91
US-69	Bourbon	CR-BB Co L, N to 0.4 Mi S K-7	*6.4	Prelim. Engr.	192	MM	91
US-69	Bourbon	0.4 mi S Jct K-7, N to SCL Ft Scott	3.2	Rdway Reconst	3,051	MM	92-94
US-69	Bourbon	Br #014 over Burlington-Northern RR		Bridge Replace	2,933	MM	92-94
US-69	Bourbon	Fort Scott, N to Prescott	14.5	Surface Preserv	360	SM	90
US-69 A	Cherokee	Baxter Springs-9th St to 14th St	0.4	Roadway Rehab	105	MM	90
US-69	Cherokee	E Jct K-96, N to CK-CR Co Line	11.1	Roadway Rehab	6,784	MM	90
US-69	Cherokee	Br #010, Shawnee Cr		Bridge Replace	640	PB	90
US-69	Cherokee	Br #012,Long Branch Cr, 5.3 N E J K-96		Bridge Replace	674	PB	90
US-69	Cherokee	Br #013, Brush Cr		Bridge Replace	716	PB	90
US-69	Crawford	Pittsburg-Broadway (US-69A) & Atkinson	0.0	Traffic Signals	65	MM	90
US-69 B	Crawford	Pittsburg-Centennial Dr to Quincy St	0.9	Surface Preserv	236	SM	91
US-69	Crawford	CR-CK Co L, N to WCL Pittsburg	7.5	Roadway Rehab	3,328	MM	92-94
US-69 B	Crawford	Pittsburg-N of Quincy St to 2nd St	0.9	Surface Preserv	231	SM	90
US-69	Crawford	Br #001, Cow Cr		Bridge Replace	766	MM	92-94
US-69	Crawford	Br #002, Cow Cr		Bridge Widen	744	MM	92-94
US-69	Crawford	N Jct Arma Bypass, N to CR-BB Co L	*8.1	Prelim. Engr.	243	MM	91
US-69	Johnson	MI-JO Co L, N to N of K-150 (4-L)	11.4	Roadway Rehab	4,868	MM	90
US-69	Johnson	Br #087, WL over Mo-Pac RR		Guard Fence	12	MM	90
US-69	Johnson	Br #088, EL over Mo-Pac RR		Guard Fence	12	MM	90
US-69	Johnson	Br #090, EL over 207th St		Guard Fence	12	MM	90
US-69	Johnson	Br #089, WL over 207th St		Guard Fence	12	MM	90
US-69	Johnson	Br #092, EL over 199th St, FAS 347		Guard Fence	12	MM	90
US-69	Johnson	Br #091, WL over 199th St, FAS 347		Guard Fence	12	MM	90

US-69	Johnson	Br #093, WL over 191th St		Guard Fence	12	MM	90
US-69	Johnson	Br #094, EL over 191th St		Guard Fence	12	MM	90
US-69	Johnson	Br #097, EL over FAS 1351, FAS 1018		Guard Fence	12	MM	90
US-69	Johnson	Br #096, WL over FAS 1351, FAS 1018		Guard Fence	12	MM	90
US-69	Johnson	Br #099, Blue Riv (EL)		Bridge Overlay	281	MM	90
US-69	Johnson	Br #098, Blue Riv (WL)		Bridge Overlay	281	MM	90
US-69	Johnson	Br #100, WL over 167th St		Guard Fence	12	MM	90
US-69	Johnson	Br #101, EL over 167th St		Guard Fence	12	MM	90
US-69	Johnson	Br #103, WL over 151st St, FAS 1352		Guard Fence	12	MM	90
US-69	Johnson	Br #104, EL over 151st St, FAS 1774		Guard Fence	12	MM	90
US-69	Johnson	Br #105, WL over 143rd St		Guard Fence	12	MM	90
US-69	Johnson	Br #106, EL over 143rd St		Guard Fence	12	MM	90
US-69	Johnson	Br #107, WL-EL over 139th St		Guard Fence	38	MM	90
US-69	Johnson	Br #109, WL over US-169 (135th St)		Bridge Overlay	136	MM	90
US-69	Johnson	Br #110, EL over K-150 (135th St)		Bridge Overlay	136	MM	90
US-69	Johnson	Br #112, Tomahawk Cr (EL)		Bridge Overlay	238	MM	90
US-69	Johnson	Br #111, Tomahawk Cr (WL)		Guard Fence	12	MM	90
US-69	Wyandotte	Kansas City-7th(US-69,US-169)&Washingtn	0.0	Traffic Signals	70	MM	90
US-69	Wyandotte	Br #065, Jersey Cr, 0.5 Mi N US-24		Bridge Replace	386	PB	90
I-70	Dickinson	2.3 Mi E K-43, E to DK-GE Co L	6.2	Surface Recons	11,974	MM	92-94
I-70	Dickinson	Br #026 over Local Rd 3.4 Mi E K-43		Bridge Repair	47	MM	92-94
I-70	Dickinson	Br #028 over K-206 & FAS 124		Bridge Overlay	124	MM	92-94
I-70	Dickinson	Br #029 over K-206 & FAS 124		Bridge Overlay	236	MM	92-94
I-70	Geary	DK-GE Co L, E 7.0 Mi	*7.0	Signing	151	MM	90
I-70	Geary	7.0 M E Co L, NE to ECL Grandview Plaza	4.3	Surface Recons	8,092	MM	90
I-70	Geary	Br #009, W Jct US-40Bus(NL)		Bridge Widen	328	MM	90
I-70	Geary	Br #010, W Jct US-40Bus(SL)		Bridge Widen	328	MM	90
I-70	Geary	Br #012 over UP WB, 0.3 Mi E WJ US-40B		Bridge Widen	623	MM	90
I-70	Geary	Br #011 over UP EB, 0.3 Mi E WJ US-40B		Bridge Widen	623	MM	90
I-70	Geary	Br #013 over K-207		Bridge Handrail	13	MM	90
I-70	Geary	Br #015, Smoky Hill Rv., 7 M E K-207 S		Bridge Widen	1,870	MM	90
I-70	Geary	Br #014, Smoky Hill Rv., 7 M E K-207 NL		Bridge Widen	1,870	MM	90
I-70	Geary	Br #019 over K-57		Bridge Overlay	100	MM	90
I-70	Geary	Br #020 over K-57		Bridge Overlay	101	MM	90
I-70	Geary	RP 301.0-316.0(EB),RP 302.2-316.0(WB)	15.0	Surface Preserv	699	SM	90
I-70	Gove	K-23, E to GO-TR Co L	19.2	Surface Preserv	1,129	SM	90
I-70	Saline	RP 245.3 to RP 250.4 (WB) (Dr Ln only)	5.1	Surface Preserv	111	SM	90
I-70	Shawnee	W Jct US-75, E to W of E Jct US-75	1.6	Surface Recons	5,372	MM	92-94
I-70	Shawnee	Br #017, 6th St over I-70		Bridge Replace	1,333	MM	92-94
I-70	Shawnee	Br #018, Fairlawn Rd over I-70		Bridge Replace	1,219	MM	92-94
I-70	Shawnee	E of E Jct US-75, E to Begin Viaduct	2.7	Surface Recons	9,065	MM	92-94
I-70	Shawnee	Br #021 over Gage Blvd		Bridge Widen	322	MM	92-94
I-70	Shawnee	Br #020 over Gage Blvd		Bridge Widen	322	MM	92-94
I-70	Shawnee	Br #022/023 ovr Storey St 1 E Gage Bvd		Bridge Replace	1,241	MM	92-94
I-70	Shawnee	Br #024 over Ward Cr (NL-SL)		Guard Fence	15	MM	92-94
I-70	Shawnee	Br #025 over Quinton St		Guard Fence	15	MM	92-94
I-70	Shawnee	Br #026, Polk-Quincy Viaduct		Prelim. Engr.	50	PB	90
I-70	Shawnee	Br #026, Polk-Quincy Viaduct		Bridge Overlay	125	SM	90
I-70	Sherman	CO-KS St Line, E 27.4 Mi	0.1	Surface Preserv	203	SM	90
I-70	Thomas	0.3 W of US-24 to 0.3 E of K-25(NL&SL)	8.6	Surface Recons	11,897	MM	90
I-70	Thomas	Br #010 over US-24 (NL)		Bridge Overlay	124	MM	90
I-70	Thomas	Br #011 over US-24 (SL)		Bridge Overlay	123	MM	90
I-70	Thomas	Br #012, Prairie Dog Cr Drg (NL&SL)		Guard Fence	14	MM	90
I-70	Thomas	Br #013, Prairie Dog Cr (NL&SL)		Guard Fence	14	MM	90
I-70	Thomas	Br #016, Prairie Dog Cr Drg (NL&SL)		Guard Fence	14	MM	90
I-70	Thomas	Br #017 over K-25 (NL)		Bridge Overlay	157	MM	90
I-70	Thomas	Br #018 over K-25 (SL)		Bridge Overlay	157	MM	90
I-70	TR,EL,RS	GO-TR Co L, E to RS-EW Co L	*92.0	Signing	133	SM	90
I-70	Wyandotte	WB I-70 on Lewis & Clark Viaduct		Sign Support Replac	5	SM	90

I-70	Wyandotte	7th St (US-69), NE to US-24	1.5	Surface Recons	7,122	MM	92-94
I-70	Wyandotte	7th St (US-69), NE to US-24	*1.5	Signing	670	MM	92-94
I-70	Wyandotte	Br #024 over US-69(NL)		Bridge Handrail	86	MM	92-94
I-70	Wyandotte	Br #028, Exit to 5th(WL)		Bridge Replace	741	MM	92-94
K-71	Nemaha	Br #024, Nemaha Riv		Bridge Replace	1,186	PB	92-94
US-73	Brown	AT-BR Co L, NW & N to ECL Horton	8.5	Surface Preserv	408	SM	90
US-73	Brown	Horton-ECL, W to Central	0.5	Surface Preserv	30	SM	90
US-73	Leavenworth	Leavenworth-Intersec US-73 & K-5	0.0	Intersection Impr	300	MM	91
US-73	Leavenworth	1.1 Mi N of US-24, N 3.3 Mi	3.3	Surface Preserv	290	SM	90
US-73	Leavenworth	4.4 Mi N of US-24, N 2.7 Mi	2.7	Surface Preserv	181SM		90
US-73	Leavenworth	NW Edge Leavenworth, NW to K-192	8.6	Surfacing	9,797	MM	90
US-73	Leavenworth	Br #014, Depression Cr 2.9 NW N Jt K-92		Bridge Removal	338	PB	91
US-75	Brown	JA-BR Co L, N to E JctUS-36	13.0	Roadway Rehab	4,034	MM	92-94
US-75	Brown	Br #016, Gregg Cr Drg		Bridge Widen	456	MM	92-94
US-75	Brown	Br #017, Gregg Cr Drg		Guard Fence	15	MM	92-94
US-75	Brown	Br #018, Plum Cr		Bridge Replace	645	MM	92-94
US-75	Brown	Br #019, Delaware Riv		Bridge Widen	626	MM	92-94
US-75	Brown	Br #020, Delaware Riv Drg		Guard Fence	15	MM	92-94
US-75	Brown	NCL Sabetha, N to BR-NM Co L	5.1	Surface Preserv	270	SM	90
US-75	Coffey	Br #019, Rock Cr, at Burlington		Bridge Replace	1,399	PB	90
US-75	Jackson	SN-JA Co Line N to FAS 321 at Mayetta	8.0	Rdway Reconst	20,411	MM	92-94
US-75	Jackson	FAS 321 at Mayetta, N to K-16 in Holton	9.3	Rdway Reconst	25,036	MM	92-94
US-75	Jackson	Br #001, South Cedar Cr		Bridge Overlay	211	MM	92-94
US-75	Jackson	Br #new, South Cedar Cr		Bridge Replace	815	MM	92-94
US-75	Jackson	Br #002, Bills Cr		Bridge Widen	246	MM	92-94
US-75	Jackson	Br #003, Banner Cr, 13.7 Mi N NJt K-214		Bridge Replace	810	MM	92-94
US-75	Jackson	Br #new, Banner Cr, 13.7 Mi N NJt K-214		Bridge Replace	1,055	MM	92-94
US-75	Jackson	NCL Holton, N to Jct K-9	10.2	Roadway Rehab	3,419	MM	90
US-75	Jackson	Br #004, Elk Cr		Bridge Replace	824	MM	92-94
US-75	Jackson	Br #005, Straight Cr		Bridge Replace	666	MM	92-94
US-75	Jackson	Jct K-9, N to JA-BR Co L	2.7	Roadway Rehab	881	MM	92-94
US-75	Jackson	Br #007, Muddy Cr		Guard Fence	15	MM	92-94
US-75	Montgomery	OK-KS St L to Caney & 13.1 N to US-160	8.3	Roadway Rehab	1,300	MM	90
US-75	Montgomery	Br #010, Elk Riv		Bridge Replace	1,806	PB	92-94
US-75	Montgomery	Br #011, Elk Riv Drg		Bridge Replace	850	PB	92-94
US-75	Nemaha	BR-NM Co L, N to KS-NEB St L	1.1	Surface Preserv	58	SM	90
US-75	Osage	NCL Lyndon, N to K-31	1.7	Rdway Reconst	2,097	MM	92-94
US-75	Osage	0.5 Mi N UP RR, N to 2L/4L	8.7	Roadway Rehab	3,749	MM	91
US-75	Osage	Br #036, Dragoon Cr (Pomona Resv)		Bridge Widen	1,273	MM	92-94
US-75	Osage	Br #037, Opossum Cr		Guard Fence	14	MM	91
US-75	Osage	Br #038, 110 Mile Cr		Bridge Replace	857	MM	92-94
US-75	Osage	2L/4L Div, N to OS-SN Co L(4 Lanes)	6.0	Surface Preserv	780	SM	90
US-75	Shawnee	US-75 & NW 46th St, N of Topeka		Intersection Impr	207	SM	90
US-75 A	Shawnee	@ University Blvd @57th St S of Topeka	0.0	Traffic Signals	136	MM	90
US-75	Shawnee	OS-SN Co L, N to Jct US-75A(4 Lanes)	2.5	Surface Preserv	400	SM	90
US-75 A	Shawnee	Topeka-300ft N 45th St, N 900 ft(SB)	0.2	Surface Preserv	258	SM	90
US-75 A	Shawnee	Topeka-9th St to 7th St on Topeka Blvd	0.2	Roadway Rehab	1,041	MM	90
US-75 A	Shawnee	Br #116, Kansas Riv, UP, AT&SF RR(Topeka)		Bridge Paint	262	SM	90
US-75	Shawnee	0.5 Mi N US-24, N to 4LDiv/2L(NL&SL)	4.5	Surface Preserv	468	SM	90
US-75	Shawnee	0.6 Mi S of 4L/2L, N to SN-JA Co Line	4.4	Rdway Reconst	13,449	MM	92-94
US-75	Shawnee	Br #108, Halfday Cr Drg 1 Mi N 4L-Div		Bridge Replace	655	MM	92-94
US-75	Woodson	Jct US-54, N to WO-CF Co L	11.0	Roadway Rehab	1,881	MM	90
US-75	Woodson	Br #017, Owl Cr		Bridge Widen	393	MM	92-94
US-75	Woodson	Br #018, North Owl Cr		Bridge Widen	348	MM	92-94
US-75	Woodson	Br #019, Turkey Cr		Bridge Widen	515	MM	92-94
US-77	Butler	CL-BU Co L, N to SCL Augusta	13.9	Surface Preserv	329	SM	90
US-77	Butler	Br #030, Little Walnut Riv, 5 Mi N CoL		Bridge Paint	33	SM	90
US-77	Butler	Augusta-SCL, N to BN RR	0.5	Surface Preserv	80	SM	90
US-77	Butler	NCL El Dorado, N to BU-MN Co L	16.8	Surface Preserv	407	SM	90

US-77	Cowley	Arkansas City-Jct Summit and Maple	0.0	Intersection Impr	194	MM	90
US-77	Cowley	Arkansas City-Madison Ave to Maple Ave	0.9	Surface Preserv	192	SM	91
US-77	Cowley	Br #001, Arkansas Riv, 2.98 Mi N St L		Bridge Overlay	1,014	SM	90
US-77	Cowley	Arkansas City-US-77 & US-166	0.0	Intersection Impr	176	MM	90
US-77	Cowley	Arkansas City-US-77 & Chestnut	0.0	Intersection Impr	138	MM	90
US-77	Cowley	Arkansas City-Maple to 400ft S Radio Ln	0.9	Surface Preserv	220	SM	90
US-77 B	Geary	Junction City-10th St to Home St	0.6	Surface Preserv	97	SM	90
US-77	Marshal	RL-MS Co L, N to SCL Waterville	8.5	Surface Preserv	421	SM	90
US-77	Marshall	WCL Marysville, N to KS-NEB St L	11.8	Surface Preserv	384	SM	90
US-81	Cloud	Concordia-Near SCL-Indust. Area Ent	0.2	Roadway Rehab	218	MM	90
US-81	Cloud	Concordia-SCL, N to 19th St	0.4	Surface Preserv	69	SM	90
US-81	Cloud	Jct US-24, N to SCL Concordia	13.2	Roadway Rehab	5,304	MM	92-94
US-81	Cloud	Br #017, West Pipe Cr Drg		Guard Fence	15	MM	92-94
US-81	Cloud	Br #018, West Pipe Cr Drg		Bridge Widen	73	MM	92-94
US-81	Cloud	Br #019, West Pipe Cr Drg		Bridge Widen	71	MM	92-94
US-81	Cloud	Concordia-19th St to S Side of 6th St	0.9	Surface Preserv	168	SM	90
US-81	Cloud	Br #020 over MOPAC RR in Concordia		Bridge Replace	5,801	PB	92-94
US-81 B	McPherson	Jct K-61, N to SCL McPherson	1.4	Surface Preserv	29	SM	90
US-81	Ottawa	SA-OT Co L, N to Jct K-93(WL & EL)	10.1	Surface Preserv	364	SM	90
US-81	Ottawa	K-93, N to 0.1 Mi N K-41	12.5	Roadway Rehab	6,081	MM	92-94
US-81	Ottawa	Br #005, Lindsey Cr Drg 1.1 Mi NW K-93		Bridge Widen	66	MM	92-94
US-81	Saline	Jct I-70, N to SA-OT Co L(WL & EL)	5.8	Surface Preserv	209	SM	90
US-81	Sumner	AT&SF RR Crossing 1 M N of South Haven		Railroad Signals	100	MM	92-94
US-81	Sumner	AT&SF RR Crossing 1 M N of South Haven		Grade & Surface	100	MM	92-94
US-81	Sumner	NCL Wellington, N to Jct K-55	10.0	Surface Preserv	170	SM	90
US-83	Decatur	Oberlin-Sappa St to N of Columbia St	0.2	Roadway Rehab	246	MM	91
US-83	Decatur	SD-DC Co L, N 9.0 Mi	*9.0	Seeding	130	MM	90
US-83	Finney	HS-FI Co L, N 7.9 Mi	7.9	Roadway Rehab	899	MM	90
US-83	Finney	2.9 Mi N FAS 247, N to US-83 Bus	6.0	Roadway Rehab	1,695	MM	92-94
US-83	Finney	Jct US-50/US-50 B, N to FI-SC Co L	18.2	Roadway Rehab	9,208	MM	91
US-83	Haskell	SW-HS Co L, N to Jct US-56	6.0	Roadway Rehab	3,007	MM	90
US-83	Haskell	US-56, N to N Jct US-160/K-144	6.0	Roadway Rehab	3,138	MM	90
US-83	Haskell	Jct US-160/K-144, N to HS-FI Co L	12.0	Roadway Rehab	5,430	MM	90
US-83	Logan	LG-SC Co L, N to 8.0 Mi N FAS 1067	14.1	Roadway Rehab	9,536	MM	92-94
US-83	Logan	Br #009, Smoky Hill Riv		Bridge Replace	2,745	MM	92-94
US-83	Logan	Br #010, Smoky Hill Riv Drg		Bridge Widen	89	MM	92-94
US-83	Scott	Scott Cty-6th-4th & 1/2blk E&W on K-96	0.2	Surface Preserv	187	SM	91
US-83	Scott	FI-SC Co L, N to SCL Scott City	14.3	Roadway Rehab	7,142	MM	91
US-83	Scott	Br #001, Whitewoman Cr		Bridge Widen	112	MM	91
US-83	Scott	Br #002, Whitewoman Basin		Bridge Widen	58	MM	91
US-83	Scott	Br #003, Lion Cr		Bridge Widen	102	MM	91
US-83	Scott	Scott City-6th to 4th & 1/2blk E&W on K96	0.2	Surface Preserv	543	SM	90
US-83	Scott	1,315 Ft S NCL Scott City to SC-LG Co L	15.3	Roadway Rehab	6,856	MM	90
US-83	Seward	Liberal-Railroad St & Kansas Ave(US-83)	0.1	Intersection Impr	186	SM	91
US-83	Seward	4L/2L N of Liberal to 0.9 Mi N NJt K-51	7.8	Roadway Rehab	3,452	MM	91
US-83	Seward	S Jct US-160, N to SW-HS Co L	8.0	Roadway Rehab	3,785	MM	91
US-83	Sheridan	Jct K-23, N to SD-DC Co L	*1.0	Seeding	10	MM	90
K-92	Jefferson	McLouth-Agnes St N 1,100 ft	0.2	Roadway Rehab	264	MM	91
K-92	Jefferson	Jct K-4, E 9.0 Mi	9.0	Surface Preserv	405	SM	90
K-92	Jefferson	Br #026, Little Slough Cr, 8.0 Mi E K-4		Bridge Replace	495	PB	90
K-93	Ottawa	Culv #516, Drg		Culvert Replace	30	SM	90
K-93	Ottawa	Culv #515, Drg		Culvert Replace	30	SM	90
K-94	Clark	Clark Co Lake, N to CA-FO Co L	6.9	Surface Preserv	224	SM	90
K-94	Ford	CA-FO Co L, N to Jct US-54	3.9	Surface Preserv	127	SM	90
K-96	Barton	AT&SF RR Crossing 7 M NW of Great Bend		Railroad Signals	100	MM	92-94
K-96	Barton	New Bridge(Flood Proj), 3.3 Mi NW US-56		Prelim. Engr.	4	MM	90
K-96	Barton	Br #063, Little Walnut Cr, 13 Mi E CoL		Bridge Paint	26	SM	90
K-96	Butler	0.5 E E Jct US-54, E to 0.6 E FAS 1010	3.7	Roadway Rehab	1,604	MM	91
K-96	Butler	Br #037, Little Walnut Riv Drg		Guard Fence	14	MM	91

K-96	Butler	Br #038, Little Walnut Riv Drg		Guard Fence	14	MM	91
K-96	Butler	Br #039, Little Walnut Riv Drg		Guard Fence	14	MM	91
K-96	Butler	Br #040, Little Walnut Riv Drg		Guard Fence	14	MM	91
K-96	Butler	Br #042, Little Walnut Riv		Bridge Overlay	322	MM	91
K-96	Butler	Br #043, Little Walnut Riv Drg		Guard Fence	14	MM	91
K-96	Cherokee	Br #048, Neosho Riv Drg		Bridge Replace	2,154	PB	92-94
K-96	Cherokee	Br #049, Neosho Riv		Bridge Replace	1,668	PB	92-94
K-96	Cherokee	Br #060, Shwnee Cr, 0.39 M E EJt US-69		Bridge Paint	11	SM	90
K-96	Greeley	CO-KS St L, E to Jct K-27	15.9	Surface Preserv	491	SM	90
K-96	Greenwood	E Jct K-99, E to GW-WL Co L	15.3	Surface Preserv	539	SM	90
K-96	GW,WL,LB	K-96 BU-GW CL,E,SE&E US-160 LB-CK CL*100		Prelim. Engr.	3,000	MM	90
K-96	Lane	Dighton-WCL, East to ECL	1.1	Surface Preserv	180	SM	90
K-96	Montgomery	AT&SF RR Crossing 2 W & 1 N LB-MG CoL		Grade & Surface	100	MM	92-94
K-96	Montgomery	AT&SF RR Crossing 2 W & 1 N LB-MG CoL		Railroad Signals	100	MM	92-94
K-96	Ness	LE-NS Co L, E to brick in Ness City	18.8	Surface Preserv	686	SM	90
K-96	Reno	Jct K-14, E to WCL Nickerson	4.8	Surface Preserv	126	SM	90
K-96	Reno	Br #052, Arkansas Rv, 6 M SE RC-RN CoL		Bridge Replace	1,442	PB	92-94
K-96	Reno	Br #053, Arkansas Riv Overflow		Bridge Removal	810	PB	92-94
K-96	Rush	WCL Alexander,E to 2L/4L in Rush Cntr	13.5	Roadway Rehab	5,852	MM	92-94
K-96	Rush	Br #026, Walnut Cr Drg		Guard Fence	16	MM	92-94
K-96	Rush	Br #027, Walnut Cr Drg		Bridge Replace	649	MM	92-94
K-96	Rush	Br #028, Walnut Cr Drg		Bridge Widen	77	MM	92-94
K-96	Rush	Br #029, Walnut Cr Drg		Bridge Widen	72	MM	92-94
K-96	Rush	Br #030, Old Maid's Fork Drg		Bridge Replace	1,012	MM	92-94
K-96	Rush	Br #031, Walnut Cr		Bridge Replace	1,411	MM	92-94
K-96	Rush	Br #032, Walnut Cr Drg		Bridge Widen	75	MM	92-94
K-96	Rush	Br #033, Walnut Cr Drg		Bridge Widen	72	MM	92-94
K-96	Rush	Br #034, Walnut Cr Drg		Bridge Widen	117	MM	92-94
K-96	Rush	Br #035, Walnut Cr Drg		Bridge Widen	84	MM	92-94
K-96	Rush	Br #038, Walnut Cr, 3.75 Mi E US-183		Bridge Paint	18	SM	90
K-96	Scott	790 ft E of Jct US-83, E to SC-LE Co L	11.8	Roadway Rehab	2,550	MM	91
K-96	Scott	Br #007, White Woman Basin		Guard Fence	14	MM	91
K-96	Sedgwick	K-96 Bypass at Wichita	*10.6	Const. Engr.	25	MM	90
K-96	Sedgwick	W Jct K-296 SE 7.070(6 Spot Locations)	7.1	Surface Preserv	216	SM	90
K-96	Wilson	GW-WL Co L, E to N Jct K-39	7.0	Surface Preserv	246	SM	90
K-98	Meade	Br #029, Crooked Cr, 7.24 Mi E K-23		Bridge Overlay	40	SM	90
K-98	Meade	Br #030, Crooked Cr Overflow,7.6 E K23		Bridge Overlay	70	SM	90
K-99	Elk	0.8 S W Jct US-160, N to W Jct US-160	0.8	Rdway Reconst	1,837	MM	92-94
K-99	Greenwood	Mo Pac RR Crossing 7 Mi NE of Eureka		Railroad Signals	100	MM	92-94
K-99	Greenwood	Mo Pac RR Crossing 7 Mi NE of Eureka		Grade & Surface	100	MM	92-94
K-99	Greenwood	Br #030, Otter Cr		Bridge Replace	1,191	PB	92-94
K-99	Greenwood	Br #031, Honey Cr,5.5 Mi S W Jct US-54		Bridge Replace	548	PB	90
K-99	Lyon	Jct K-170, N to Jct US-56	9.1	Surface Preserv	289	SM	90
K-99	Pottawatomie	Br #033, Elm Slough		Bridge Replace	489	PB	90
K-99	Pottawatomie	Br #034, Rock Cr		Bridge Replace	868	PB	90
K-99	Wabaunsee	W Jct K-4, W & N to SCL Alma	8.5	Surface Preserv	269	SM	90
K-99	Wabaunsee	Alma-First St to Seventh St	0.4	Surface Preserv	58	SM	90
K-99	Wabaunsee	Jct I-70, N 8.12 Mi to Br Projects	8.1	Surface Preserv	256	SM	90
K-102	Cherokee	Br #063, Little Chrry Cr Drg 3.1 W K-7		Bridge Replace	645	PB	91
K-103	Cherokee	Br #065, Brush Cr		Bridge Replace	460	PB	90
K-103	Cherokee	Culv #???, Drg, In Weir		Culvert Replace	50	SM	90
K-111	Ellsworth	NCL Kanopolis, N to Jct K-156	5.3	Surface Preserv	72	SM	90
K-113	Riley	Appr, Br #036, over CRIP RR, Wldcat Cr	0.1	Grade & Surface	951	PB	91
K-113	Riley	Br #036, over CRIP RR, Wildcat Cr		Bridge Replace	647	PB	91
K-114	Riley	ECL Ogden, E to Jct K-18(NL & SL)	0.3	Surface Preserv	34	SM	90
K-117	Rawlins	Br #017, Beaver Cr, 5 Mi NUS-36		Bridge Overlay	95	SM	90
K-119	Washington	Jct K-9, N to SCL Greenleaf	0.8	Surface Preserv	10	SM	90
K-120	Doniphan	Jct K-20, N 7.606 Mi	7.6	Surface Preserv	240	SM	90
K-126	Crawford	Br #030, Lightning Cr Drg,7.5 Mi W K-7		Bridge Overlay	125	SM	90

K-126	Crawford	Br #035, Limestone Cr, 1.16 Mi W K-7		Bridge Paint	5	SM	90
K-132	Wyandotte	Br #107, Kansas Rv, 0.63 Mi SE K-32		Bridge Repair	219	SM	90
I-135	McPherson	1 Mi S Jct K-61, N 9.5 Mi (EL&WL)	9.5	Surface Recons	20,854	MM	92-94
I-135	McPherson	Br #023, US-81 Bus (SL) over I-135		Guard Fence	15	MM	92-94
I-135	McPherson	Br #024, US-81 Bus (NL) over I-135		Guard Fence	15	MM	92-94
I-135	McPherson	Br #025, Local Road over I-135		Guard Fence	15	MM	92-94
I-135	McPherson	Br #026, Dry Turkey Creek Drg (WL&EL)		Guard Fence	15	MM	92-94
I-135	McPherson	Br #027 over FAS 1065 (WL)		Bridge Overlay	200	MM	92-94
I-135	McPherson	Br #028 over FAS 1065 (EL)		Bridge Overlay	200	MM	92-94
I-135	McPherson	Br #030 over CRIP RR (WL)		Bridge Overlay	148	MM	92-94
I-135	McPherson	Br #031 over CRIP RR (EL)		Bridge Overlay	148	MM	92-94
I-135	McPherson	Br #032 over AT&SF RR (WL)		Bridge Overlay	134	MM	92-94
I-135	McPherson	Br #033 over AT&SF RR (EL)		Bridge Overlay	134	MM	92-94
I-135	McPherson	Br #034, Local Road over I-135		Guard Fence	15	MM	92-94
I-135	McPherson	Br #035, Dry Turkey Creek Drg (WL&EL)		Guard Fence	15	MM	92-94
I-135	McPherson	Br #036, Local Road over I-135		Guard Fence	15	MM	92-94
I-135	McPherson	Br #037, Dry Turkey Creek (WL&EL)		Guard Fence	15	MM	92-94
I-135	McPherson	RP 69.9 - 70.4(NB),RP 65.2 - 73.2(SB)	8.0	Surface Preserv	181	SM	90
I-135	McPherson	Br #038, Dry Turkey Creek Drg (WL&EL)		Guard Fence	15	MM	92-94
I-135	McPherson	Br #040, over FAS 448 (WL)		Bridge Overlay	137	MM	92-94
I-135	McPherson	Br #041, over FAS 448 (EL)		Bridge Overlay	137	MM	92-94
I-135	McPherson	9.5 Mi N K-61, N to MP-SA Co L(WL&EL)	10.1	Surface Recons	24,001	MM	92-94
I-135	McPherson	Br #042, West Kentucky Cr (EL)		Guard Fence	16	MM	92-94
I-135	McPherson	Br #043 over Local Rd (WL)		Bridge Overlay	144	MM	92-94
I-135	McPherson	Br #044 over Local Rd (EL)		Bridge Overlay	144	MM	92-94
I-135	McPherson	Br #045, Local Road over I-135		Guard Fence	16	MM	92-94
I-135	McPherson	Br #046, Kentucky Cr Drg (WL&EL)		Guard Fence	16	MM	92-94
I-135	McPherson	Br #047, Local Road over I-135		Guard Fence	16	MM	92-94
I-135	McPherson	Br #048 over US-81, FAS 429 (WL)		Bridge Overlay	144	MM	92-94
I-135	McPherson	Br #049 over US-81, FAS 429 (EL)		Bridge Overlay	144	MM	92-94
I-135	McPherson	Br #050, Local Road over I-135		Guard Fence	16	MM	92-94
I-135	McPherson	Br #051, Local Road over I-135		Guard Fence	16	MM	92-94
I-135	Saline	Salina-Schllng Rd Intrchg to Ninth St	0.3	Rdway Reconst	1,823	MM	92-94
I-135	Sedgwick	S Jct I-235, N to Pawnee St in Wichita	3.1	Surface Recons	9,289	MM	90
I-135	Sedgwick	Br #002, SB over NB I-235		Bridge Widen	658	MM	90
I-135	Sedgwick	Br #004 over MacArther Rd (SB)		Bridge Overlay	109	MM	90
I-135	Sedgwick	Br #005 over MacArther Rd (NB)		Bridge Overlay	109	MM	90
I-135	Sedgwick	Br #006, Arkansas Rv (SB)		Bridge Overlay	391	MM	90
I-135	Sedgwick	Br #007, Arkansas Rv (NB)		Bridge Overlay	391	MM	90
I-135	Sedgwick	Br #009 over Hydraulic (NB)		Bridge Overlay	120	MM	90
I-135	Sedgwick	Br #008 over Hydraulic (SB)		Bridge Overlay	118	MM	90
I-135	Sedgwick	Br #010 over K-15 & AT&SF-RR (SB)		Bridge Overlay	381	MM	90
I-135	Sedgwick	Br #011, Ramp over Gypsum Cr		Bridge Overlay	102	MM	90
I-135	Sedgwick	Br #012 over K-15 & AT&SF-RR & Drg (NB)		Bridge Overlay	864	MM	90
I-135	Sedgwick	Br #015, SB over Pawnee St		Bridge Overlay	792	MM	90
I-135	Sedgwick	Br #016, NB over Pawnee St		Bridge Overlay	978	MM	90
K-140	Ellsworth	Jct K-14, E to EW-SA Co L	16.4	Surface Preserv	394	SM	90
K-140	Saline	EW-SA Co L, NE to Jct I-135	16.8	Surface Preserv	403	SM	90
K-140	Saline	Br #129, Spring Cr, 5.6 Mi E Brookville		Bridge Replace	581	PB	90
K-140	Saline	0.6 Mi W I-135, E to E Limits I-135	0.7	Surface Preserv	70	SM	90
K-146	Crawford	Br #046, Big Walnut Cr		Bridge Replace	681	PB	92-94
K-146	Crawford	Br #047, Big Walnut Cr Drg		Bridge Widen	54	PB	92-94
K-146	Crawford	Br #048, Big Walnut Cr Drg		Bridge Replace	593	PB	92-94
K-147	Ness	Jct K-4, N to NS-TR Co L	3.9	Surface Preserv	127	SM	90
K-147	Trego	NS-TR Co L, N to Ogallah	22.0	Surface Preserv	726	SM	90
K-147	Trego	Br #044, Smokey Hill Riv		Bridge Replace	537	PB	92-94
K-148	Republic	Br #033, Salt Cr		Bridge Replace	875	PB	92-94
K-148	Republic	Br #038, Elk Cr		Bridge Replace	472	PB	92-94
K-148	Washington	E Jct K-9, N to KS-NB St L	20.4	Surface Preserv	612	SM	90

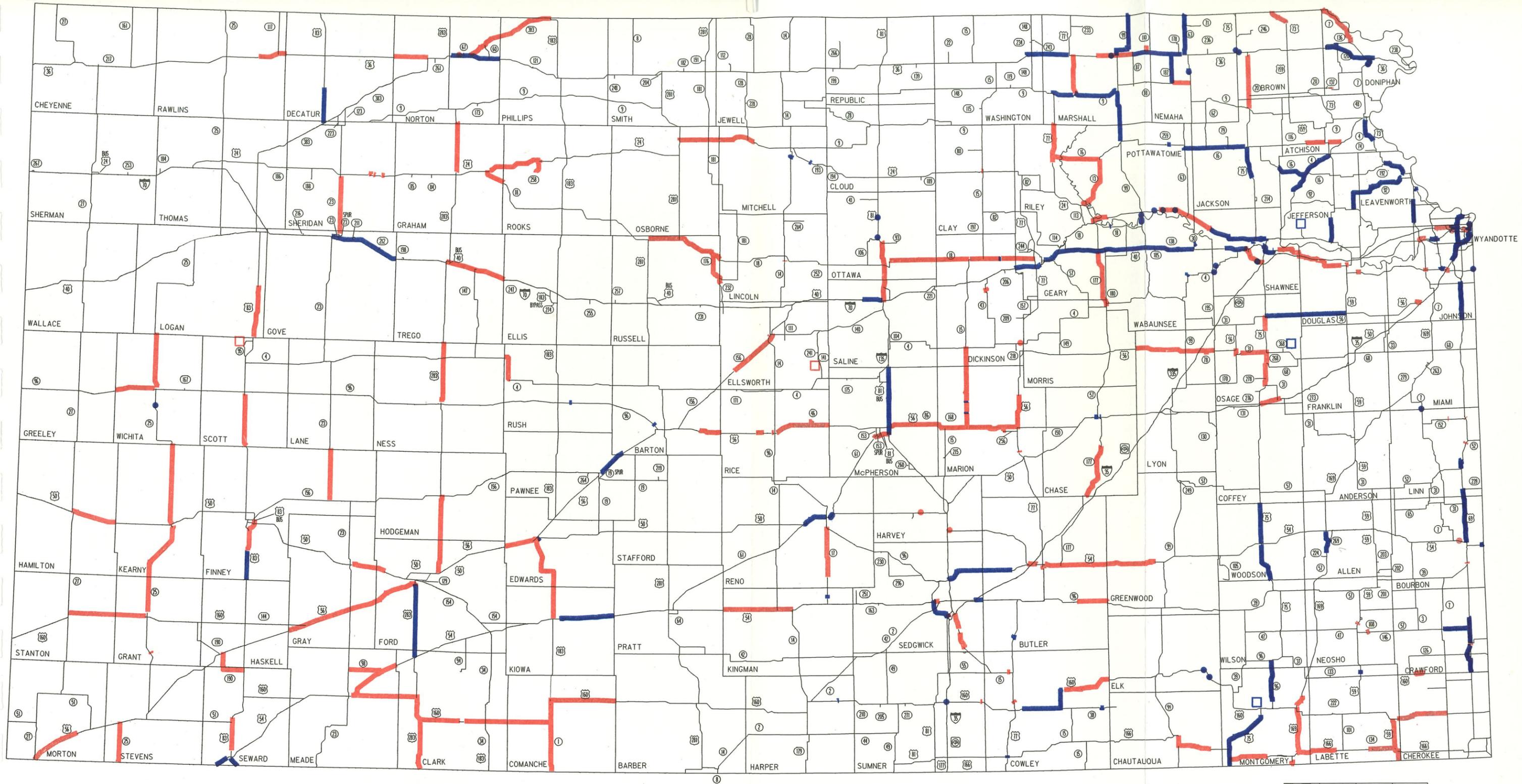
K-148	Washington	Br #022, Horseshoe Cr		Bridge Replace	1,000	PB	90
K-150	Johnson	Leawood-Inter 135th(K-150) & Missn Rd	0.3	Roadway Rehab	496	MM	92-94
K-152	Linn	1.5 Mi E FAS 403, E to Jct US-69	7.9	Surface Preserv	207	SM	90
K-153	McPherson	Jct K-61, N to SCL McPherson	2.9	Surface Preserv	61	SM	90
K-153 S	McPherson	Jct K-61, NE to K-153(Entire Route)	1.2	Surface Preserv	25	SM	90
K-154	Ford	4L/2L in Dodge City, SE to C&G in Ford	15.3	Roadway Rehab	10,408	MM	92-94
K-154	Ford	Br #028, Arkansas Riv Drg		Bridge Widen	110	MM	92-94
K-154	Ford	Br #029, Arkansas Riv Drg		Bridge Widen	110	MM	92-94
K-154	Ford	Br #030, Arkansas Riv Drg		Bridge Widen	92	MM	92-94
K-154	Ford	Br #031, Arkansas Riv Drg		Bridge Widen	92	MM	92-94
K-154	Ford	Br #032, Arkansas Riv Drg		Bridge Widen	111	MM	92-94
K-154	Ford	Br #033, Arkansas Riv Drg		Bridge Widen	110	MM	92-94
K-154	Ford	Br #034, Arkansas Riv Drg		Bridge Widen	110	MM	92-94
K-154	Ford	Br #035, Arkansas Riv Drg		Bridge Widen	142	MM	92-94
K-154	Ford	Br #036, Arkansas Riv Drg		Bridge Widen	110	MM	92-94
K-154	Ford	Br #037, Arkansas Riv Drg		Bridge Widen	92	MM	92-94
K-154	Ford	Br #038, Arkansas Riv Drg		Bridge Widen	142	MM	92-94
K-154	Ford	Br #039, Arkansas Riv Drg		Bridge Widen	125	MM	92-94
K-154	Ford	Br #040, Arkansas Riv Drg		Bridge Widen	75	MM	92-94
K-154	Ford	Br #057, Arkansas Riv		Guard Fence	16	MM	92-94
K-156	Barton	Br #012 over K-4, Mo-Pac RR		Bridge Overlay	120	SM	90
K-156	Ellsworth	Jct K-140, NE to Jct I-70	10.7	Roadway Rehab	3,643	MM	91
K-156	Ellsworth	Br #026, Oak Cr, 1.13 Mi NE K-140		Bridge Overlay	91	SM	90
K-156	Ellsworth	Br #026, Oak Cr		Guard Fence	14	MM	91
K-156	Ellsworth	Br #028, East Elkhorn Cr		Guard Fence	14	MM	91
K-156	Ellsworth	Br #029, East Elkhorn Cr Drg		Guard Fence	14	MM	91
K-156	Finney	Garden City-Main St to E of Third St	0.3	Surface Preserv	185	SM	90
K-156	Hodgeman	ECL Jetmore, E to HG-PN Co L	19.4	Surface Preserv	631	SM	90
US-159	Atchison	JF-AT Co L, N to E Jct K-9	8.1	Surface Preserv	256	SM	90
US-159	Brown	Horton-SCL, N to E Jct US-73/K-20	0.8	Roadway Rehab	217	MM	90
US-160	Barber	W Jct US-281, E to E Jct US-281	0.6	Roadway Rehab	453	MM	92-94
US-160	Barber	Br #008, Medicine Riv		Bridge Replace	3,001	MM	92-94
US-160	Cherokee	SEK RR Crossing SE of Cherokee		Grade & Surface	100	MM	91
US-160	Cherokee	SEK RR Crossing SE of Cherokee		Railroad Signals	100	MM	91
US-160	Cherokee	BN RR Crossing at SE edge of Cherokee		Grade & Surface	100	MM	91
US-160	Cherokee	BN RR Crossing at SE edge of Cherokee		Railroad Signals	100	MM	91
US-160	Cherokee	0.595 W LB-CK Co L, E to Jct US-69/K-57	20.9	Roadway Rehab	8,696	MM	90
US-160	Cherokee	Br #014, Lightning Cr Drg		Bridge Replace	616	MM	92-94
US-160	Cherokee	Br #015, Plum Cr Drg		Bridge Widen	111	MM	92-94
US-160	Cherokee	Br #020, Lime Cr Drg		Bridge Widen	142	MM	92-94
US-160	Cherokee	Br #021, Wolf Cr		Bridge Replace	805	MM	92-94
US-160	Cherokee	Br #022, Wolf Cr, 12.4 Mi E Co L		Bridge Replace	808	MM	92-94
US-160	Cherokee	Br #023, Wolf Cr Drg		Bridge Widen	149	MM	92-94
US-160	Cherokee	Br #024, Brush Cr, 3.9 Mi E K-7		Bridge Replace	857	MM	92-94
US-160	Clark	N Jct US-283, S to S Jct US-283	6.5	Rdway Reconst	7,121	MM	92-94
US-160	Clark	Br #005, Antelope Cr		Bridge Widen	279	MM	92-94
US-160	Comanche	Culv #506, Cavalry Cr Drg		Culvert Repair	10	SM	90
US-160	Cowley	AT&SF RR Crossing W of Burden		Railroad Signals	100	MM	91
US-160	Cowley	AT&SF RR Crossing W of Burden		Grade & Surface	100	MM	91
US-160	Cowley	AT&SF RR Crossing 4 Mi E of Cambridge		Railroad Signals	100	MM	91
US-160	Cowley	AT&SF RR Crossing 4 Mi E of Cambridge		Grade & Surface	100	MM	91
US-160	Cowley	Winfield-Loomis Ave to College	0.8	Surface Preserv	207	SM	90
US-160	Elk	AT&SF RR Crossing, W of Grenola		Railroad Signals	100	MM	90
US-160	Elk	AT&SF RR Crossing, W of Grenola		Grade & Surface	100	MM	90
US-160	Elk	Br #004, Wildcat Cr, 11.6 M E CL-EK CoL		Bridge Replace	659	PB	92-94
US-160	Elk	Br #005, Wildcat Cr Drg		Bridge Replace	777	PB	92-94
US-160	Grant	AT&SF RR Crossing, W of Hickok		Railroad Signals	170	MM	90
US-160	Grant	AT&SF RR Crossing, W of Hickok		Grade & Surface	100	MM	90
US-160	Grant	Ulysses-K-25 to Arapahoe	0.7	Surface Preserv	179	SM	90

US-160	Harper	Br #019 over AT&SF RR,7.6 Mi E NJt K-2		Bridge Paint	35	SM	90
US-160	Meade	SP RR Crossing, E of Plains		Railroad Signals	100	MM	90
US-160	Montgomery	Cherryvale-Intersec Liberty & Main		Traffic Signals	93	SM	91
US-160	Montgomery	Br #027, Cherry Cr,5.75 M N SJt US-169		Bridge Paint	10	SM	90
US-160	Stanton	Manter-WCL, East to ECL	0.5	Roadway Rehab	171	MM	90
US-160	Sumner	Br #065 Over US-81 & CRIP RR		Bridge Replace	1,984	PB	92-94
US-160	Sumner	ECL Wellington, E 2.229 Mi to KTA	2.2	Surface Preserv	55	SM	90
K-161	Cheyenne	Jct US-36, N to KS-NB St L	17.0	Surface Preserv	632	SM	90
US-166	Cherokee	LB-CK Co L, E to WCL Baxter Springs	18.4	Surface Preserv	1,435	SM	90
US-166	Cowley	Arkansas City-Pin Oak Dr-Springgate Rd	0.7	Roadway Rehab	281	MM	91
US-166	CQ,CL	Arkansas City, East to E Jct K-99	*50	Prelim. Engr.	1,500	MM	90
US-166	Labette	ECL Chetopa, E to LB-CK Co L	0.5	Surface Preserv	39	SM	90
US-166	Montgomery	8th St in Coffeyville,E to E Jt US-169	1.0	Roadway Rehab	1,389	MM	92-94
US-166	Montgomery	Br #045, Verdigris River		Bridge Replace	3,709	MM	92-94
US-166	Montgomery	Br #046, Pumpkin Cr,4.1 ME WJt US-169		Bridge Replace	971	PB	91
US-169	Allen	Iola-600 Ft N Patterson to Kansas Ave	0.7	Rdway Reconst	1,094	MM	92-94
US-169	Allen	Br #030, Elm Cr, 0.86 Mi S S Jct US-54		Bridge Paint	30	SM	90
US-169	Anderson	Br #013,S Fk Pottawatomie Cr NE US169B		Bridge Replace	1,144	PB	92-94
US-169	Johnson	Ovrid Pk-86th-82nd,75th-72nd,71st-65th	1.4	Surface Preserv	274	SM	90
US-169	Johnson	Westwood-Shawnee Mis Pkwy to JO-WY CoL	0.7	Surface Preserv	122	SM	90
US-169	Neosho	Br #009, Drum Cr, 0.4 Mi LB-NO Co L		Bridge Replace	846	PB	92-94
US-169	Wyandotte	Br #072, 7th St over Kansas Rv, AT&SF		Bridge Reconstruct	12,171	PB	91
K-170	Osage	Br #058, Marais Des Cygnes Riv		Bridge Overlay	250	SM	90
K-170	Osage	Br #065, Salt Cr		Bridge Replace	909	PB	92-94
K-177	Butler	MoPac RR Crossing 3/4 Mi N of US-54		Railroad Signals	100	MM	92-94
K-177	Butler	MoPac RR Crossing 3/4 Mi N of US-54		Grade & Surface	100	MM	92-94
US-177	Sumner	Br #081, Shoo Fly Cr,2.4 M N OK-KS StL		Bridge Replace	654	PB	92-94
K-180	Wabaunsee	Jct K-4, N to SCL Alta Vista	0.3	Surface Preserv	9	SM	90
K-181	Lincoln	Br #032, S Branch Spillman Cr		Bridge Replace	631	PB	92-94
K-181	Lincoln	Br #033, N Branch Spillman Cr		Bridge Replace	496	PB	92-94
K-181	Mitchell	AT&SF RR Crossing in Hunter on Main St		Railroad Signals	100	MM	92-94
K-181	Mitchell	AT&SF RR Crossing in Hunter on 1st St		Railroad Signals	100	MM	92-94
K-181	Mitchell	LC-MC Co L, N, W, N & W to MC-OB Co L	13.3	Surface Preserv	399	SM	90
K-181	Mitchell	Br #034, Carr Cr		Bridge Replace	496	PB	92-94
US-183	Phillips	W Jct US-36 in Phillipsbrg, N 8.6 Mi	8.6	Rdway Reconst	10,156	MM	92-94
US-183	Phillips	Br #023, Spring Cr		Bridge Widen	89	MM	92-94
US-183	Phillips	7.7 Mi N Phillipsburg, N to KS-NB St L	10.0	Rdway Reconst	11,644	MM	92-94
US-183	Phillips	Br #024, Walnut Cr Drg		Bridge Replace	630	MM	92-94
US-183	Phillips	Br #025, Walnut Cr		Bridge Replace	1,004	MM	92-94
US-183	Rooks	Plainville-S 5th to K-18	0.6	Roadway Rehab	786	MM	90
US-183	Rooks	NCL Plainville, N to 0.9 Mi N FAS 912	6.7	Rdway Reconst	8,343	MM	92-94
US-183	Rooks	Br #021, S Fork Solomon Riv Drg		Bridge Widen	88	MM	92-94
US-183	Rooks	C&G in Stockton, N to 0.65 S RO-PL CoL	7.9	Rdway Reconst	6,923	MM	92-94
US-183	Rooks	Br #024, S Fork Solomon Riv Drg		Bridge Widen	73	MM	92-94
US-183	Rooks	0.65 Mi S of RO-PL Co L, N 0.44 Mi	0.4	Grade & Surface	565	PB	91
US-183	Rooks	Bow Cr Br #025, 0.54 Mi S RO-PL CoL		Bridge Replace	1,015	PB	91
US-183	Rooks	Bow Cr Dg Br #026, 0.21 Mi S RO-PL CoL		Bridge Widen	47	PB	91
K-187	Nemaha	UP RR Crossing 3 Mi W of Seneca		Railroad Signals	100	MM	91
K-187	Nemaha	UP RR Crossing 3 Mi W of Seneca		Grade & Surface	100	MM	91
K-190	Grant	Jct US-160, S & E to GT-HS Co L	6.0	Surface Preserv	33	SM	90
K-190	Haskell	GT-HS Co L, SE to W Jct US-56	6.3	Surface Preserv	35	SM	90
K-191	Smith	Geographic Center US, E to Jct US-281	1.0	Surface Preserv	6	SM	90
K-192	Jefferson	Jct US-59, E to JF-LV Co L	7.7	Surface Preserv	283	SM	90
K-192	Leavenworth	JF-LV Co L, NE to Jct US-73	8.6	Surface Preserv	316	SM	90
K-196	Butler	HV-BU Co L, SE 9.0 Mi	9.0	Surface Preserv	486	SM	90
K-196	Butler	K-254, E to 2L/4L Div	0.8	Rdway Reconst	4,104	MM	92-94
K-196	Butler	Br #063 over I-35 (KTA)		Guard Fence	15	MM	92-94
K-196	Butler	Br #new over I-35 (KTA)		Bridge Replace	1,185	MM	92-94
K-196	Butler	El Dorado-Village Rd to Haverhill Rd	0.5	Surface Preserv	157	SM	90

K-196	Butler	El Dorado-State St, E to Jones St	0.5	Roadway Rehab	445	MM	90
K-196	Harvey	Jct I-135, E to HV-BU Co L	9.6	Surface Preserv	333	SM	90
K-209	Dickinson	Br #075, Lyon Cr, 1.08 Mi W US-77		Bridge Replace	388	PB	92-94
K-233	Marshall	Jct US-77, E to Oketo	3.5	Surface Preserv	111	SM	90
K-234	Washington	ECL Hanover, E To Jct K-148	0.5	Surface Preserv	15	SM	90
I-235	Sedgwick	Jct I-235/K-96 & Jct I-235/I-135/K-254		Replace Tower	19	MM	90
I-235	Sedgwick	Broadway, E to Jct I-135/K-254 (NL&SL)	0.9	Surface Recons	4,118	MM	92-94
I-235	Sedgwick	Br #110 over Broadway, AT&SF RR (SL)		Bridge Widen	913	MM	92-94
I-235	Sedgwick	Br #109 over Broadway, AT&SF RR (NL)		Bridge Widen	817	MM	92-94
I-235	Sedgwick	Br #112 over AT&SF RR (SL)		Bridge Overlay	299	MM	92-94
I-235	Sedgwick	Br #111 over AT&SF RR (NL)		Bridge Widen	217	MM	92-94
I-235	Sedgwick	Br #034, NL over I-135 (WL)		Bridge Widen	259	MM	92-94
I-235	Sedgwick	Br #032, SL over I-135 (WL)		Bridge Widen	423	MM	92-94
K-243	Washington	Jct K-148, E to Pony Express Museum	0.9	Surface Preserv	27	SM	90
K-254	Butler	SG-BU Co L, E to Jct K-196	12.4	Surface Preserv	1,102	SM	90
US-281	Barber	OK-KS St L, N to SCL Hardtner	0.8	Rdway Reconst	393	MM	92-94
US-281	Barber	ECL Hardtner, E&N to Jct K-2	4.5	Rdway Reconst	3,184	MM	92-94
US-281	Barber	Approx 1 1/2 Mi E of Hardtner	0.2	Surface Preserv	166	SM	90
US-281	Barber	Br #020, Eagle Chief Cr		Bridge Replace	623	MM	92-94
US-281	Barber	Br #021, Eagle Chief Cr Drg		Bridge Replace	955	MM	92-94
US-281	Barber	NCL Medicine Lodge, N to BA-PR Co L	15.5	Roadway Rehab	7,058	MM	92-94
US-281	Barber	Br #026, Elm Cr Drg		Bridge Widen	90	MM	92-94
US-281	Barber	Br #027, Elm Cr		Bridge Widen	898	MM	92-94
US-281	Barber	Br #028, Elm Cr Drg		Bridge Replace	1,018	MM	92-94
US-281	Barber	Br #029, Elm Cr Drg		Bridge Widen	115	MM	92-94
US-281	Barton	Mo Pac RR Crossing 12 Mi NW Hoisington		Grade & Surface	100	MM	92-94
US-281	Barton	Mo Pac RR Crossing 12 Mi NW Hoisington		Railroad Signals	100	MM	92-94
US-281	Barton	SF-BT Co L, N to SCL Great Bend	6.6	Surface Preserv	170	SM	90
US-281	Barton	SF-BT Co L, N to SCL Great Bend	6.6	Roadway Rehab	4,321	MM	92-94
US-281	Barton	Br #071, Arkansas Riv		Bridge Overlay	615	MM	92-94
US-281	Barton	Br #071, Arkansas Riv, 0.65 Mi S US-56		Bridge Repair	50	SM	90
US-281	Barton	Br #015, Dry Walnut Cr, 1.51 Mi N US-56		Bridge Overlay	40	SM	90
US-281	Osborne	Mo Pac RR Crossing in Portis		Railroad Signals	100	MM	91
US-281	Osborne	Osborne-SCL, N to Massachusetts St	0.2	Roadway Rehab	260	MM	90
US-281	Pratt	FAS 5016, N to 2L/4L in Pratt	6.3	Roadway Rehab	2,908	MM	92-94
US-281	Pratt	Br #008, Sand Cr		Bridge Widen	84	MM	92-94
US-281	Pratt	Br #009, Ninneseah Riv		Bridge Replace	1,482	MM	92-94
US-281	Pratt	NCL Pratt, N to SCL Iuka	4.8	Roadway Rehab	2,032	MM	92-94
US-281	Russell	Russell-UP RR, N to 15th St	0.3	Roadway Rehab	443	MM	92-94
US-281	Russell	Russell-0.3 Mi N I-70, N 2,100 ft	0.4	Roadway Rehab	137	MM	90
US-281	Smith	Smith Center-MSPA RR N to US-36	0.7	Roadway Rehab	171	MM	91
US-281	Smith	E Jct US-36, N to KS-NB St L	15.5	Surface Preserv	366	SM	90
US-281	Smith	Br #028, White Rock Cr, 3.95 Mi N K-191		Bridge Overlay	150	SM	90
US-281	Stafford	MoPac RR Crossing 11 Mi N of St John		Grade & Surface	100	MM	92-94
US-281	Stafford	MoPac RR Crossing 11 Mi N of St John		Railroad Signals	100	MM	92-94
US-281	Stafford	PR-SF Co L, N to Jct US-50	9.1	Roadway Rehab	3,183	MM	92-94
US-281	Stafford	Br #011, Lagoon Drg		Guard Fence	15	MM	92-94
US-281	Stafford	Jct US-50, N to Jct K-19	14.0	Roadway Rehab	6,588	MM	92-94
US-281	Stafford	Jct US-50, N 14.024 Mi	14.0	Surface Preserv	402	SM	90
US-281	Stafford	Br #016 over AT&SF RR		Guard Fence	15	MM	92-94
US-281	Stafford	Br #017, Rattlesnake Cr		Guard Fence	15	MM	92-94
US-281	Stafford	Br #018, Wild Horse Cr		Guard Fence	15	MM	92-94
US-281	Stafford	K-19, N to SF-BT Co L	7.1	Surface Preserv	183	SM	90
US-281	Stafford	K-19, N to SF-BT Co L	7.1	Roadway Rehab	4,863	MM	92-94
US-283	Clark	Br #023, Big Sandy Cr		Bridge Replace	1,442	PB	91
US-283	Clark	Jct US-54, N to CA-FO Co L	2.0	Roadway Rehab	208	MM	90
US-283	Clark	Br #026, Sinkhole Drg		Guard Fence	7	MM	90
US-283	Ford	CA-FO Co L, N to SCL Dodge City	17.4	Roadway Rehab	1,536	MM	90
US-283	Ford	Br #045, Sinkhole Drg		Guard Fence	7	MM	90

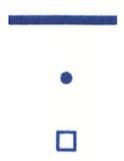
US-283	Ford	Br #046, Mulberry Cr		Guard Fence	7	MM	90
US-283	Ford	Br #047, Arkansas Riv Drg		Guard Fence	7	MM	90
US-283	Ford	Dodge City-200 Ft N & S of Beeson Rd	0.1	Surface Preserv	148	SM	90
US-283	Ford	E Jct US-50, N to FO-HG Co L	9.4	Roadway Rehab	5,171	MM	92-94
US-283	Ford	Br #048, Elm Cr		Bridge Widen	96	MM	92-94
US-283	Ford	Br #050, Elm Cr Drg		Bridge Widen	69	MM	92-94
US-283	Ford	Br #051, Sawlog Cr		Bridge Replace	1,148	MM	92-94
US-283	Graham	TR-GH Co L, N 2.693 Mi	2.7	Surface Preserv	165	SM	90
US-283	Graham	2.693 Mi N of GH-TR Co L, N 14.219 Mi	14.2	Surface Preserv	536	SM	90
US-283	Hodgeman	FO-HG Co L, N to SCL Jetmore	11.1	Roadway Rehab	6,303	MM	92-94
US-283	Hodgeman	Br #020, Sawlog Cr Drg		Bridge Widen	81	MM	92-94
US-283	Hodgeman	0.4 Mi N K-156, N to NS-HG Co L	11.6	Roadway Rehab	4,108	MM	90
US-283	Hodgeman	Br #023, Buckner Cr Drg		Bridge Widen	63	MM	90
US-283	Hodgeman	Br #024, Dry Cr		Bridge Widen	61	MM	90
US-283	Ness	UP Sys RR Crossing near Ransom		Grade & Surface	100	MM	90
US-283	Ness	Br #006, S Fork Walnut Cr		Bridge Replace	1,127	PB	92-94
US-283	Ness	Br #007, N Fk Walnut Cr, 0.9 Mi S K-96		Bridge Replace	651	PB	90
US-283	Norton	Br #015, N Fork Solomon Riv		Bridge Replace	1,330	PB	92-94
US-283	Norton	Br #019, Prairie Dog Cr, 1.29 SUS-36		Bridge Replace	733	PB	91
US-283	Trego	NS-TR Co L, N 20.0 Mi	20.0	Surface Preserv	1,039	SM	90
US-283	Trego	20.0 Mi N of NS-TR Co L, N to TR-GH CL	11.1	Surface Preserv	680	SM	90
K-296	Sedgwick	W Jct K-96, S to NCL Andale	5.6	Surface Preserv	161	SM	90
K-383	Decatur	Br #015, Turtle Cr, 5.72 Mi NE K-123		Bridge Overlay	60	SM	90
K-383	Norton	E Jct US-36/K-383, NE to NT-PL Co L	10.3	Surface Preserv	335	SM	90
K-383	Norton	Br #033 over CRIP RR		Bridge Replace	1,241	PB	92-94
K-383	Phillips	NT-PL Co L, NE to Jct US-183	15.4	Surface Preserv	501	SM	90
I-435	JO & WY	Lackman Rd to 95th & US-24 to Mo Riv		Surface Preserv	114	SM	90
I-435	Wyandotte	I-435 & State Ave Interchange		Traffic Signals	203	MM	91
I-470	Shawnee	Jct I-70, SE to W Jct US-75 (Wanamaker)	*1.2	Prelim. Engr.	0	MM	91
I-470	Shawnee	W Jct US-75 (Wanamaker Rd), SE to 37th	4.2	Surface Recons	10,603	MM	90
I-470	Shawnee	W Jct US-75 (Wanamaker Rd), SE to 37th	*4.2	Signing	702	MM	90
I-470	Shawnee	Br #053, 17th St over I-470		Bridge Replace	847	MM	90
I-470	Shawnee	Br #057, Shunganunga Cr, 1.9 SE WJ US-75		Bridge Widen	155	MM	90
I-470	Shawnee	Br #056, Shunganunga Cr, 1.9 SE WJ US-7		Bridge Widen	155	MM	90
I-470	Shawnee	Br #059 WL over 29th ,2.1 SE WJt US-75		Bridge Replace	613	MM	90
I-470	Shawnee	Br #058 EL over 29th ,2.1 SE WJt US-75		Bridge Replace	612	MM	90
I-470	Shawnee	Br #061, WL over Fairlawn Ave		Bridge Replace	447	MM	90
I-470	Shawnee	Br #060, EL over Fairlawn Ave		Bridge Replace	446	MM	90
I-470	Shawnee	Culv #502, E of Gage Blvd		Bridge Widen	262	MM	90
I-635	Johnson	I-35/I-635 Interchange Phase III		Intrchg Reconst	6,709	MM	90
I-635	Wyandotte	Br #166, Missouri Riv		Bridge Overlay	775	PB	90
I-635	Wyandotte	Br #045, Kansas Riv, K-32, UP RR		Bridge Repair	165	SM	90
	Butler	Andover-Central Ave to 13th St	1.0	Rdway Reconst	1,354	MM	92-94
	Cowley	In Winfield, Brandt Rd, US-160 S .8 Mi	0.8	Rdway Reconst	549	MM	90
	Doniphan	Boeh Lane, US-36 W 1428 SE of Wathena	0.3	Rdway Reconst	123	MM	90
	Geary	SW of Jct Cty, FAS 1816, US-77 W 0.5 M	0.5	Roadway Rehab	136	MM	90
	JO/WY	Various Locations		Replace Tower	72	MM	90
	JO/WY	Various Locations		Replace Tower	58	MM	90
	Marion	In Hillsboro, SCL Hillsboro, N to AT&SF	1.0	Rdway Reconst	1,171	MM	90
	Nemaha	K-71 at Bern E,S,E to US-75 at Sabetha	12.8	Roadway Rehab	931	MM	90
	Saline	Salina: Industrial Area to Airport	1.0	Rdway Reconst	1,280	MM	90
	Sedgwick	Var Locat on K-96 I-135 I-235 @Wichita	-	Surface Preserv	25	SM	90
	Seward	In Liberal, Cnty Est. Rd over SLSW RR	0.5	Rdway Reconst	2,167	MM	90
	Statewide	National "D" Cracking Workshop		Prelim. Engr.	8	SM	90
	Statewide	Technology Transfer Program		Prelim. Engr.	291	MM	90
	Statewide	Strategic Highway Research Prog.(SHRP)		Prelim. Engr.	50	MM	90
	Statewide	DBE Work Program		Prelim. Engr.	111	MM	90
	Statewide	Develop Scour Program - Local Bridges		Prelim. Engr.	15	MM	90
	Statewide	Develop Scour Program - State Bridges		Prelim. Engr.	10	MM	90

Wyandotte	Woodend Rd, from I-435 to 9th St	1.2	Rdway Reconst	405	MM	90
	TOTAL	2,541.8		1,160,707		

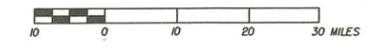
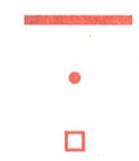


**PROJECTS UNDER CONSTRUCTION
THROUGH OCTOBER 31, 1989**

COMPLETED PROJECTS - FY 1989



ROADWAY
PRIORITY BRIDGES
STATE PARKS

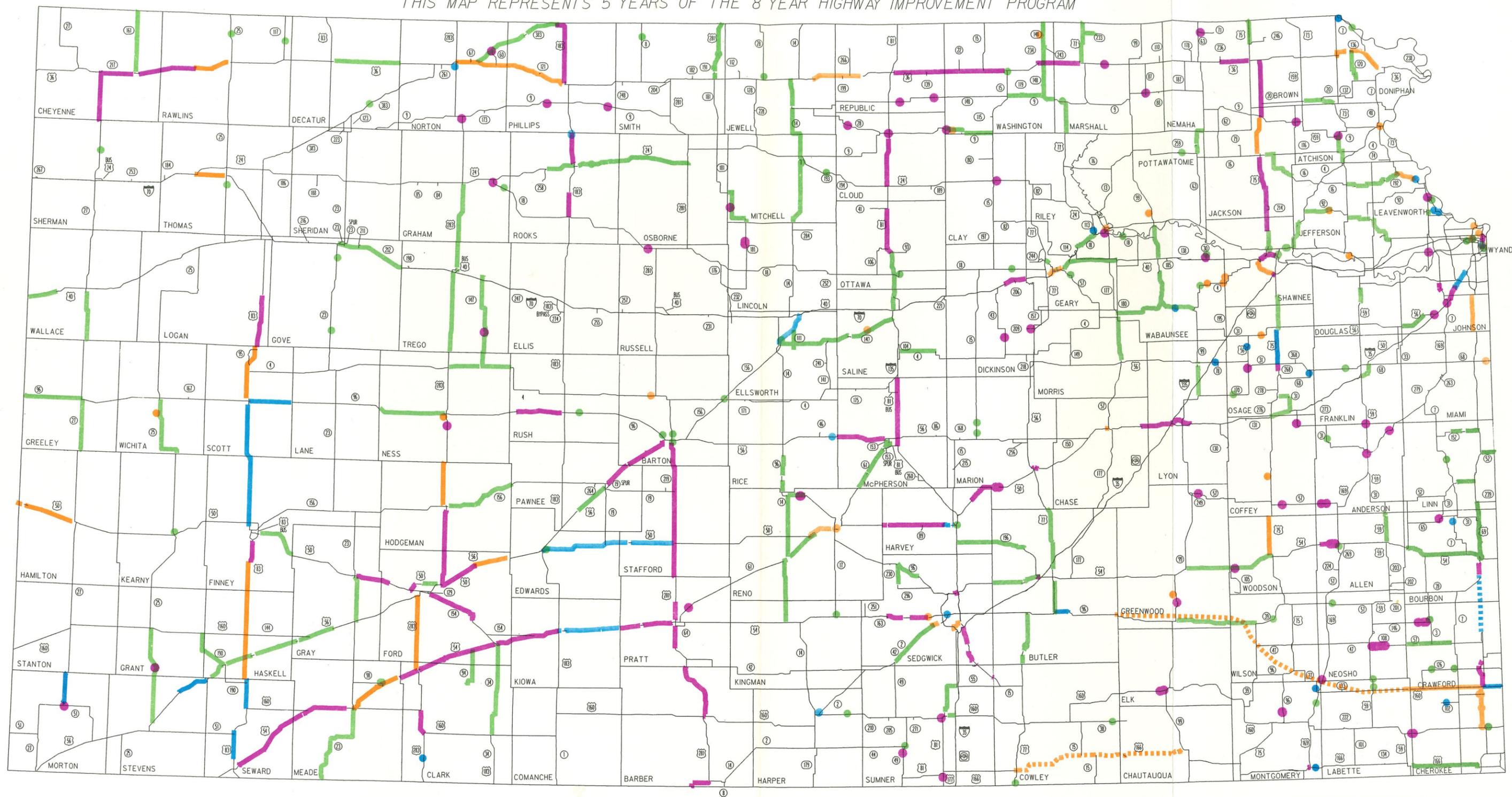


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BRGCAN9.DGN DEC. 1, 1989
USING CANSYS DATABASE 7/1/89

KANSAS HIGHWAY IMPROVEMENT PROGRAM

FISCAL YEARS 1990-94

THIS MAP REPRESENTS 5 YEARS OF THE 8 YEAR HIGHWAY IMPROVEMENT PROGRAM

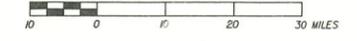


1990 SUBSTANTIAL MAINTENANCE PROJECTS

- ROADWAY
- BRIDGE

MAJOR MODIFICATION AND PRIORITY BRIDGE PROJECTS

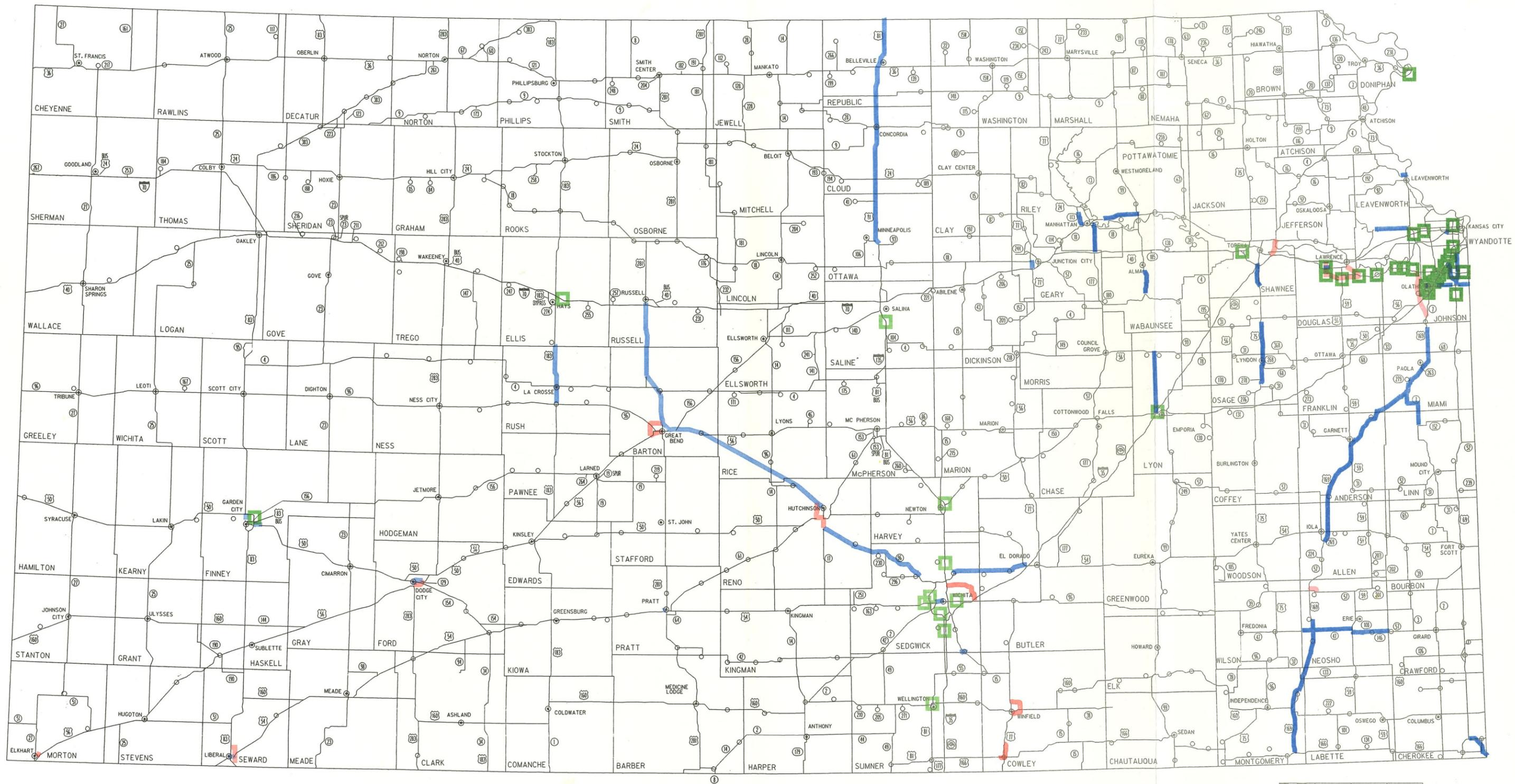
- 1990 ROADWAY
- - - - P.E. ONLY
- 1990 PRIORITY BRIDGES
- 1991 ROADWAY
- - - - P.E. ONLY
- 1991 PRIORITY BRIDGES
- 1992-94 ROADWAY
- 1992-94 PRIORITY BRIDGES



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ELIGIBLE SYSTEM ENHANCEMENT CANDIDATE PROJECTS

LOCATION
MAP B



— BYPASS IMPROVEMENTS

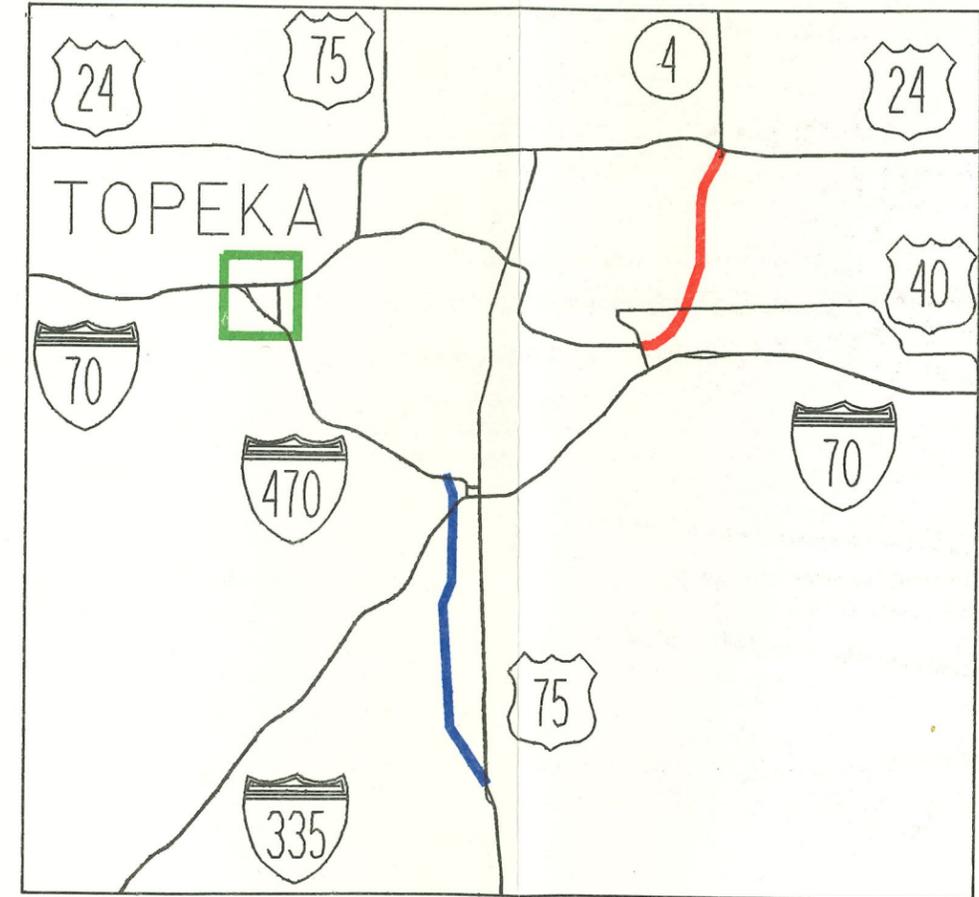
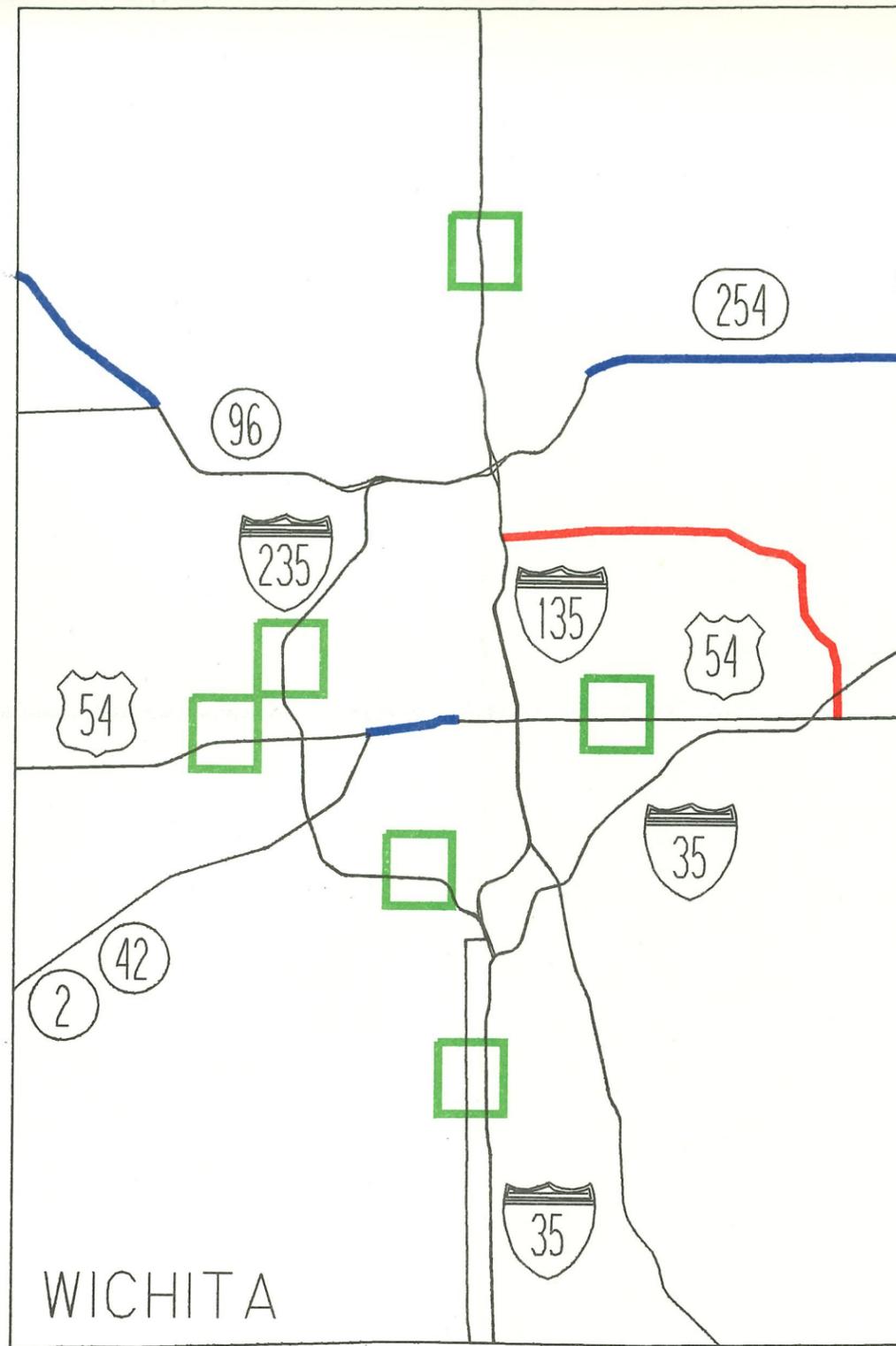
■ INTERCHANGES

— CORRIDOR IMPROVEMENTS

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 SYSTEM.DGN DEC. 12, 1989
 USING CANSYS DATABASE 6/23/89

1-54

ELIGIBLE SYSTEM ENHANCEMENT
CANDIDATE PROJECTS

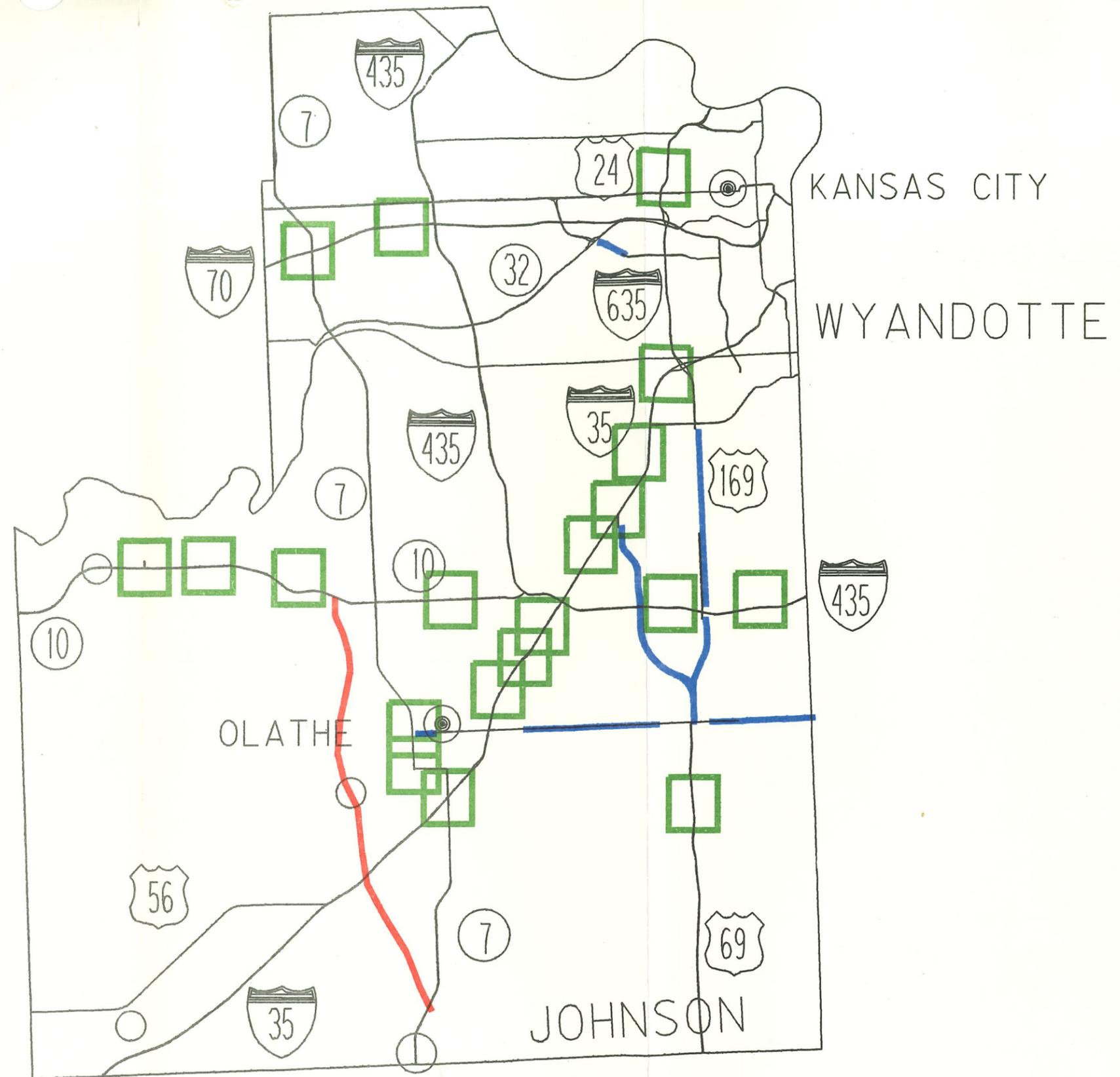
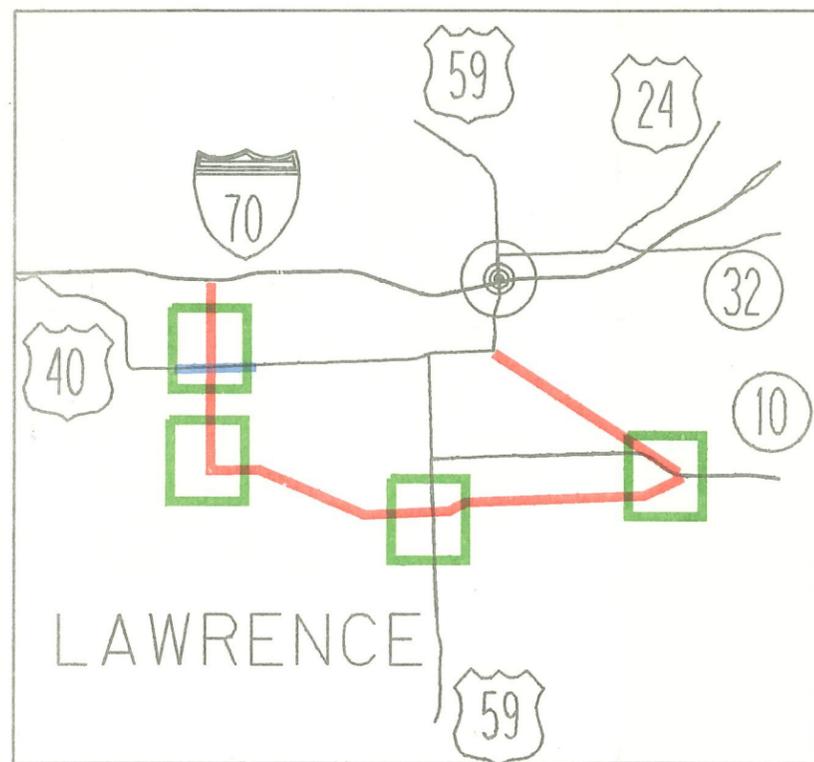


— BYPASS IMPROVEMENTS

□ INTERCHANGES

— CORRIDOR IMPROVEMENTS

**ELIGIBLE SYSTEM ENHANCEMENT
CANDIDATE PROJECTS**



— BYPASS IMPROVEMENTS

□ INTERCHANGES

— CORRIDOR IMPROVEMENTS

SECTION III
FINANCIAL REPORT

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION

Department Unit Financial Report

For The Fiscal Year Ended

June 30, 1989

Prepared By:

Bureau of Fiscal Services

**STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 Department Unit Financial Report
 For the Fiscal Year Ended June 30, 1989**

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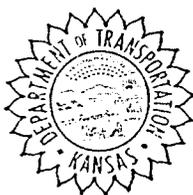
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INTRODUCTORY SECTION

STATE OF KANSAS



KANSAS DEPARTMENT OF TRANSPORTATION

*Docking State Office Building
Topeka 66612-1568
(913) 296-3566*

Horace B. Edwards
Secretary of Transportation

December 29, 1989

Mike Hayden
Governor of Kansas

To the Honorable Mike Hayden, Governor;
Members of the Kansas Legislature;
and the Citizens of the State of Kansas:

The Kansas Department of Transportation (the Department) is pleased to submit the department unit financial report of the Kansas Department of Transportation for the fiscal year ended June 30, 1989. Responsibility for both the accuracy of the data, and the completeness and fairness of the presentation, including all disclosures, rests with the Department. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the various funds and account groups. All disclosures necessary to enable the reader to gain an understanding of the Department's financial activities have been included.

The Department was created by the Kansas legislature in 1975 to succeed the State Highway Commission. The Department has statutory responsibility to coordinate the planning, development, and operation of the various modes and systems of transportation; however, the actual authority varies by mode and system. Although the Kansas Turnpike Authority is statutorily attached to the Department, the statute restricts the Department's jurisdiction, control, or supervision over the Authority. Therefore, this report does not include the financial activities of the Authority.

The department unit financial report is presented in three sections: introductory, financial, and statistical. The introductory section includes this letter of transmittal, Government Finance Officers Association (GFOA) Certificate of Achievement for the fiscal year ended June 30, 1988, the Department's organizational chart, and a list of principal officials. The financial section includes the Department Unit financial statements and notes, and the combining and individual fund financial statements. The statistical section includes additional financial information and transportation data.

Chapter 209 of the 1989 Session Laws requires the Department to annually submit a "comprehensive financial report of all funds for the preceding year which shall include a report by an independent public accountant attesting that the financial statements present fairly the financial position of the Kansas Department of Transportation in conformity with generally accepted accounting principles."

The objectives of this department unit financial report are: to provide data relative to the financial position of the Department in compliance with generally accepted accounting principles and to consolidate the required financial audits of the State Freeway Funds, State Highway Fund and the remaining funds as required for the Single Audit Act of 1984.

This report includes all funds and account groups used to record the financial activity of the Department. The activities of the State Highway Fund, the State Freeway Funds (construction and debt service), the Restricted Fees Fund, and other funds that show the "pass-through" of state and federal monies are reflected in this report.

ECONOMIC CONDITION AND OUTLOOK

The economies of the United States and the State of Kansas have a direct bearing on the ability of the Department to accomplish its statutory directive. The aging of the highway system has contributed to the deterioration of the system at an accelerated rate. The trend to lighter and more fuel-efficient vehicles has contributed to a leveling of highway revenues. The recent years of higher rates of inflation have decreased the purchasing power of the traditional level stream of highway revenues. This loss of "real buying power", the increase in the numbers of highways and bridges that are in need of replacement and repair, and the need for highways to support economic development resulted in the passage of Chapter 209 of the 1989 Session Laws (House Bill 2014).

Chapter 209 of the 1989 Session Laws establishes a funding structure for the Department that includes the traditional motor fuel taxes and vehicle registration fees and also increases the reliance on sales tax revenues. The sales tax provides a revenue source that traditionally had grown with the Kansas economy and which automatically compensates for inflation.

Federal budget changes also have had a major impact on the ability of the Department to provide services. The Federal Government, in an effort to balance the federal budget, has limited the amount of money available to the Department by reducing the Department's obligation authority. Therefore, the Department is restricted from utilizing the total highway revenue that is authorized for the State.

MAJOR INITIATIVES

As previously discussed, the 1989 Legislature passed H.B. 2014 which provides for a Comprehensive Highway Improvement Program through 1996. The financing for the program is provided by increases in the state motor fuel taxes, vehicle registration and license fees, sales tax, and an increase in the share of previously imposed sales tax. The issuance of bonds will provide additional capital.

In order to efficiently and effectively administer its normal operations and the Comprehensive Highway Improvement Program, the Department has initiated action which will significantly improve agency administration. The Department completed a management review in fiscal year 1988 and an Information Technology Architecture study in fiscal year 1990. This rigorous, nine month study determined the Department's information needs based upon the Department's business needs. Based upon these studies, the Department is in the process of developing new computer systems. The Department is also in the process of revising or developing administrative manuals.

FINANCIAL INFORMATION

Department managers are responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the Department are protected from loss, theft, or misuse, and to ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with generally accepted accounting principles (GAAP) as applied to governmental units. The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by Department managers.

During the fiscal year ended June 30, 1989, Arthur Andersen & Co. conducted a special study and evaluation of the Department's internal controls. In August, 1989, the firm issued a report concerning their study. In the opinion of the firm, the Department's internal control system, taken as a whole, was sufficient to meet the objectives stated above insofar as those objectives pertained to the prevention or detection of errors or irregularities in amounts that would be material in relation to the financial statements. The firm did offer recommendations to strengthen the internal controls. The firm's opinion is available upon request.

General Government Functions. The following two schedules present a summary of the State Highway Fund, the Special Revenue Funds, and the Debt Service Fund revenues and expenditures respectively for the fiscal year ended June 30, 1989, and the amount and percent of increases or decreases in relation to prior year amounts. Dollar amounts are expressed in thousands.

<u>Revenues</u>	<u>Amount</u>	<u>Percent of Total</u>	<u>Increase (Decrease) from Prior Year</u>	<u>Percent of Increase (Decrease) from Prior Year</u>
Motor Fuel Taxes	\$100,325	25.3%	\$ 273	.3%
Vehicle Registration Fees and Permits	80,105	20.2	2,143	2.7
Intergovernmental Revenues	165,724	41.8	(27,972)	(14.4)
Charges for Services	140	.0	37	35.9
Investment Earnings	5,667	1.4	(2,227)	(28.2)
Other	1,880	.5	201	11.9
Transfers from Other State Funds, includes Sales Taxes from State General Fund	<u>42,551</u>	<u>10.8</u>	<u>15,012</u>	54.5
TOTAL	<u><u>\$396,392</u></u>	<u><u>100.0%</u></u>	<u><u>\$(12,533)</u></u>	(3.1)

<u>Expenditures</u>	<u>Amount</u>	<u>Percent of Total</u>	<u>Increase (Decrease) from Prior Year</u>	<u>Percent of Increase (Decrease) from Prior Year</u>
Current Operating:				
Administration	\$ 9,691	2.3%	\$ 565	6.2%
Planning and Development	4,790	1.2	93	2.0
Engineering and Design	8,116	2.0	(166)	(2.0)
Maintenance and Other Operations	113,177	27.4	4,208	3.9
Aviation	<u>190</u>	.0	<u>(55)</u>	(22.4)
Current Operating Expenditure Total	135,964	32.9	4,645	3.5
Local Aid	4,085	1.0	(882)	(17.8)
Debt Service:				
Principal	10,380	2.5	(2,140)	(17.1)
Interest	11,122	2.7	(6,831)	(38.0)
Capital Improvements	222,733	54.0	(48,635)	(17.9)
Transfers to Other State Funds	<u>28,558</u>	<u>6.9</u>	<u>2,756</u>	10.7
TOTAL	<u>\$412,842</u>	<u>100.0%</u>	<u>\$(51,087)</u>	(11.0)

Single Audit. The Department is required to undergo an annual single audit in conformity with the provisions of the Single Audit Act of 1984 and the U.S. Office of Management and Budget Circular A-128, Audits of State and Local Governments. The Department is included in the single audit of the state for the fiscal year ended June 30, 1989. The single audit for the fiscal year ended June 30, 1989 has recently been completed and the report is available upon request.

A requirement of the single audit is to ensure that an adequate internal control structure is in place and that the Department is in compliance with applicable Federal laws and regulations. This internal control structure has been reviewed by the United States Department of Transportation, Office of Inspector General, on several occasions in the past. These auditors typically rely on the Department's internal audit staff in determining the scope of their review. These reviews are in addition to the comprehensive review of the Department's internal control structure previously mentioned.

Budgetary Controls. The Department relies on the Central Accounting System for Kansas to compare expenditures against the Legislative appropriations during the fiscal year. The Department's internal accounting system also provides budgetary information in greater detail for Department managers.

Fiduciary Fund Overview. The Department's financial statements reflect activity in two fiduciary (agency) funds (the Special City and County Highway Fund and the County Equalization and Adjustment Fund). Activity in these funds is limited to cash receipts earmarked for the local governments and cash disbursements made directly to the local governments.

Debt Administration. At June 30, 1989, the Department had \$128,645,000 in bonds payable. These are revenue type refunding bonds which are scheduled to be paid in installments by the calendar year 1998. The original freeway bonds were issued during the time period of 1972-1979 and were refunded twice during calendar year 1985 to take advantage of favorable market conditions. The refunding issues are fully insured and have AAA and Aaa ratings from Standard & Poor's Corporation and Moody's Investor Service respectively.

Cash Management. The Pooled Money Investment Board has statutory authority for investing the Department's cash. The Department receives monthly statements that reflect the changes in balances and earnings on those funds.

Collateral for the investments is administered by the State Treasurer. The Department relies on the State Treasurer to ensure that the statutory requirements for investment of funds are carried out.

OTHER INFORMATION

Independent Audit. State statute requires that an independent audit be conducted of the Freeway Fund for purposes of determining compliance with bond covenant requirements. That audit was performed for the fiscal year ended June 30, 1989 by Deloitte Haskins & Sells. The firm was subsequently merged with Touche Ross. The new entity name is Deloitte and Touche. The information in that report was combined with the remaining funds to comprise this report.

Awards. The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Department for its department unit financial report for the fiscal year ended June 30, 1988. The Certificate of Achievement, was awarded based upon the Department's publication of an easily readable and efficiently organized department unit financial report. Such report was based upon generally accepted accounting principles as applied to governmental entities and met applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. We believe that our department unit financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgments. The preparation of the department unit financial report on a timely basis was made possible by the dedicated service of the entire staff of the Bureau of Fiscal Services. Each member of the Bureau has our sincere appreciation for the contributions made in the preparation of this report.

Sincerely,

Robert Haley

Robert G. Haley
Director, Division of Administration

Horace B. Edwards

Horace B. Edwards
Secretary of Transportation

Certificate of Achievement for Excellence in Financial Reporting

Presented to
Kansas Department of
Transportation

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
June 30, 1988

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFR's) achieve the highest standards in government accounting and financial reporting.



President

Executive Director

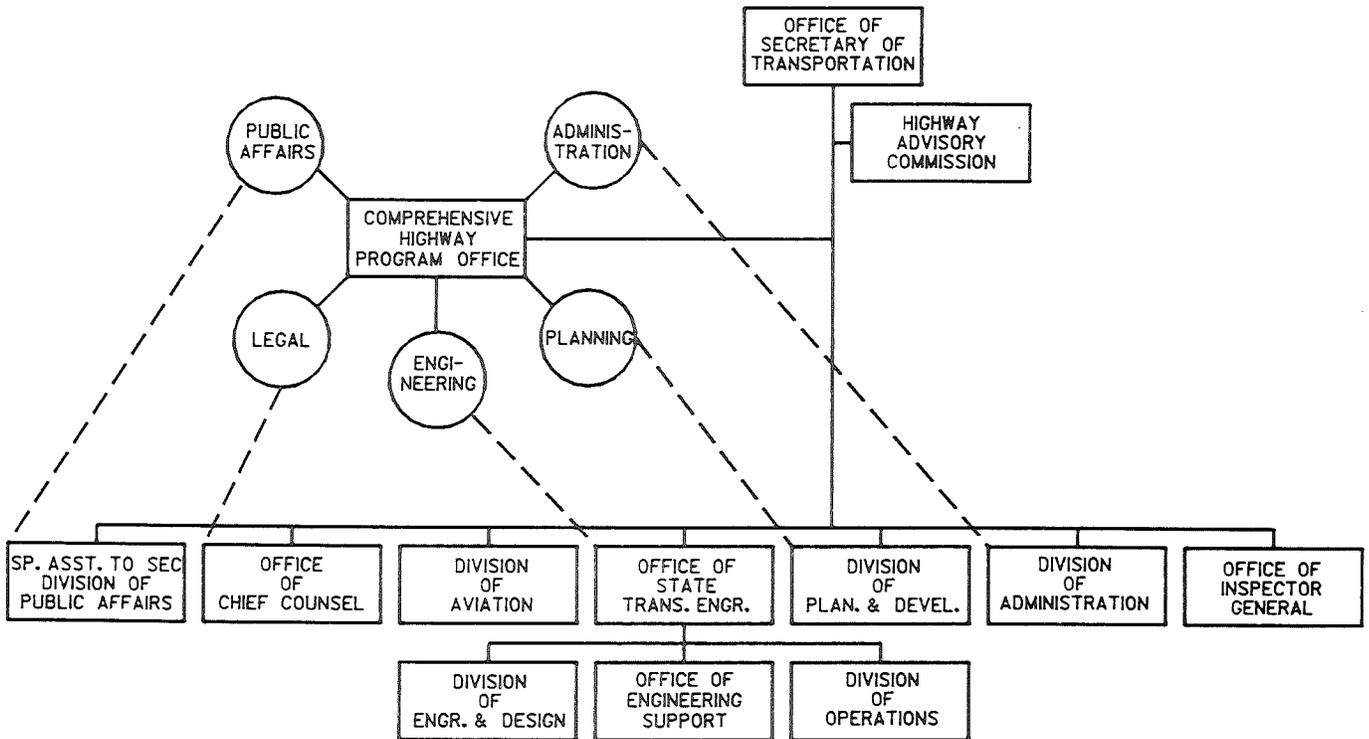
STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
Department Unit Financial Report
For the Fiscal Year Ended June 30, 1989

LIST OF PRINCIPAL OFFICIALS

<u>TITLE</u>	<u>NAME</u>
Secretary of Transportation	Horace B. Edwards
State Transportation Engineer	William M. Lackey
Special Assistant to the Secretary/ Director of Public Affairs	Gary N. Griffiths
Director, Division of Administration	Robert G. Haley
Director, Division of Operations	James D. Jones
Director, Division of Engineering and Design	James V. Bush
Director, Division of Planning and Development	Deb Miller
Director, Division of Aviation	George M. Boyd
Chief Counsel	C. Douglas Wright
Inspector General	Eugene W. Robben
Manager, Comprehensive Highway Program Office	Rosemary Ingram *
State Highway Advisory Commission: District One	Betty A. Lewis *
	William W. Martin
District Two	Albert J. Schwartz, Sr.
	Vacant
District Three	Charles I. Moyer
	John J. Welsh
District Four	C. Price Berryman
	Emerson Lynn, Jr.
District Five	Erwin Knocke
	John W. Trout, Jr.
District Six	Norman C. Eater
	Donna Marconette

* Change subsequent to end of fiscal year.

**STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
ORGANIZATIONAL CHART**



FINANCIAL SECTION



Independent Auditors' Report

Horace B. Edwards
Secretary of Transportation

We have audited the accompanying department unit financial statements of the State of Kansas, Department of Transportation (the department) as of June 30, 1989 and for the year then ended, listed in the foregoing table of contents. These department unit financial statements and the supplemental statements and schedules discussed below are the responsibility of the department. Our responsibility is to express an opinion on these department unit financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the department unit financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the department unit financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, such department unit financial statements present fairly, in all material respects, the financial position of the State of Kansas, Department of Transportation at June 30, 1989 and the results of its operations for the year then ended in conformity with generally accepted accounting principles.

Our audit also encompassed the combining and individual fund and account group financial statements and schedules listed in the foregoing table of contents. In our opinion, such supplemental information, when considered in relation to the department unit financial statements, presents fairly in all material respects the information shown therein.

Deloitte & Touche

December 22, 1989

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 COMBINED BALANCE SHEET--ALL FUND TYPES AND ACCOUNT GROUPS
 JUNE 30, 1989
 (WITH COMPARATIVE TOTALS FOR JUNE 30, 1988)
 (AMOUNTS EXPRESSED IN THOUSANDS)

	GOVERNMENTAL FUND TYPES		
	STATE	SPECIAL	DEBT
	HIGHWAY FUND	REVENUE FUNDS	SERVICE FUND
ASSETS:			
Cash: Unrestricted	\$ 53,031	\$ 12,457	\$ -
Restricted	-	15,286	-
Restricted Investments, at cost	-	32,281	10,751
Receivables: Federal Aid	13,360	5,332	-
Local Government	1,256	3,033	-
Accrued Interest	-	1,313	122
Credit Card and Other	159	21	-
Due From Restricted Fees Fund	278	-	-
Due From State Freeway Fund	3,164	-	-
Due From State General Fund	-	414	-
Materials and Supplies	18,586	-	-
Buildings and Land	-	-	-
Inventory of Machinery and Equipment	-	-	-
Amount Available in Debt Service Fund	-	-	-
Amount to be Provided for:			
Retirement of Long-Term Debt	-	-	-
Compensated Absences	-	-	-
Total Assets	<u>\$ 89,834</u>	<u>\$ 70,137</u>	<u>\$ 10,873</u>
LIABILITIES & FUND EQUITY:			
LIABILITIES:			
Vouchers Payable	\$ 19,399	\$ 6,121	\$ -
Accrued Liabilities	-	694	-
Due to State Highway Fund	-	3,442	-
City/County Payable	-	-	-
Bonds Payable	-	-	-
Retainage Payable	5,852	1,564	-
Accrued Salaries and Wages	3,696	-	-
Compensated Absences Payable	-	-	-
Total Liabilities	<u>28,947</u>	<u>11,821</u>	<u>0</u>
FUND EQUITY:			
Investment in General Fixed Assets	-	-	-
Fund Balance:			
Reserve for Encumbrances	153,249	63,132	-
Reserve for Materials and Supplies	18,586	-	-
Unreserved: Designated for Debt Service	-	-	10,873
Undesignated	(110,948)	(4,816)	-
Total Fund Equity	<u>60,887</u>	<u>58,316</u>	<u>10,873</u>
Total Liabilities and Fund Equity	<u>\$ 89,834</u>	<u>\$ 70,137</u>	<u>\$ 10,873</u>

The accompanying notes are an integral part of this statement.

FIDUCIARY AGENCY FUNDS	ACCOUNT GROUPS		---- TOTALS ---- (MEMORANDUM ONLY)	
	GENERAL FIXED ASSETS	GENERAL LONG-TERM DEBT	1989	1988
	\$ 17,458	\$ -	\$ -	\$ 82,946
-	-	-	15,286	33,701
-	-	-	43,032	51,960
-	-	-	18,692	13,559
-	-	-	4,289	3,172
-	-	-	1,435	1,862
-	-	-	180	60
-	-	-	278	263
-	-	-	3,164	6,086
-	-	-	414	312
-	-	-	18,586	18,662
-	25,357	-	25,357	23,244
-	105,973	-	105,973	91,369
-	-	10,873	10,873	11,107
-	-	117,772	117,772	127,918
-	-	7,753	7,753	7,432
<u>\$ 17,458</u>	<u>\$ 131,330</u>	<u>\$ 136,398</u>	<u>\$ 456,030</u>	<u>\$ 467,016</u>
\$ -	\$ -	\$ -	\$ 25,520	\$ 24,010
-	-	-	694	389
-	-	-	3,442	6,349
17,458	-	-	17,458	17,229
-	-	128,645	128,645	139,025
-	-	-	7,416	8,288
-	-	-	3,696	3,079
-	-	7,753	7,753	7,432
<u>17,458</u>	<u>0</u>	<u>136,398</u>	<u>194,624</u>	<u>205,801</u>
-	131,330	-	131,330	114,613
-	-	-	216,381	200,707
-	-	-	18,586	18,662
-	-	-	10,873	11,107
-	-	-	(115,764)	(83,874)
<u>0</u>	<u>131,330</u>	<u>0</u>	<u>261,406</u>	<u>261,215</u>
<u>\$ 17,458</u>	<u>\$ 131,330</u>	<u>\$ 136,398</u>	<u>\$ 456,030</u>	<u>\$ 467,016</u>

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 COMBINED STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
 ALL GOVERNMENTAL FUND TYPES
 FOR THE FISCAL YEAR ENDED JUNE 30, 1989
 (WITH COMPARATIVE TOTALS FOR THE FISCAL YEAR ENDED JUNE 30, 1988)
 (AMOUNTS EXPRESSED IN THOUSANDS)

	GOVERNMENTAL FUND TYPES			TOTALS	
	STATE	SPECIAL	DEBT	(MEMORANDUM ONLY)	
	HIGHWAY FUND	REVENUE FUNDS	SERVICE FUND	1989	1988
REVENUES:					
Motor Fuel Taxes	\$ 81,865	\$ 18,460	\$ -	\$ 100,325	\$ 100,052
Vehicle Registrations, Fees, and Permits	80,105	-	-	80,105	77,962
Intergovernmental	111,284	54,440	-	165,724	193,696
Charges for Services	140	-	-	140	103
Investment Earnings	-	4,486	1,181	5,667	7,894
Other	1,695	185	-	1,880	1,679
Transfers from Other State Funds	36,820	5,731	-	42,551	27,539
Total Revenues	<u>311,909</u>	<u>83,302</u>	<u>1,181</u>	<u>396,392</u>	<u>408,925</u>
EXPENDITURES:					
Current Operating:					
Administration	9,402	289	-	9,691	9,126
Planning and Development	4,773	17	-	4,790	4,697
Engineering and Design	8,116	-	-	8,116	8,282
Maintenance and other Operations	112,993	159	25	113,177	108,969
Aviation	190	-	-	190	245
Local Aid	4,043	42	-	4,085	4,967
Debt service: Principal	-	-	10,380	10,380	12,520
Interest	-	-	11,122	11,122	17,953
Capital Improvements	154,801	67,932	-	222,733	271,368
Transfers to Other State Funds	28,558	-	-	28,558	25,802
Total Expenditures	<u>322,876</u>	<u>68,439</u>	<u>21,527</u>	<u>412,842</u>	<u>463,929</u>
Excess (Deficiency) of Revenues Over Expenditures	<u>(10,967)</u>	<u>14,863</u>	<u>(20,346)</u>	<u>(16,450)</u>	<u>(55,004)</u>
OTHER FINANCING SOURCES (USES):					
Operating Transfers-in	11,272	-	20,113	31,385	32,652
Operating Transfers-out	-	(31,385)	-	(31,385)	(32,652)
Total Other Financing Sources (Uses)	<u>11,272</u>	<u>(31,385)</u>	<u>20,113</u>	<u>0</u>	<u>0</u>
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses	305	(16,522)	(233)	(16,450)	(55,004)
FUND BALANCES, BEGINNING OF YEAR	60,658	74,838	11,106	146,602	201,467
Change in Inventory Reserve	(76)	-	-	(76)	139
FUND BALANCES, END OF YEAR	<u>\$ 60,887</u>	<u>\$ 58,316</u>	<u>\$ 10,873</u>	<u>\$ 130,076</u>	<u>\$ 146,602</u>

The accompanying notes are an integral part of this statement.

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 COMBINED STATEMENT OF REVENUES, EXPENDITURES, AND OTHER FINANCING SOURCES (USES)
 BUDGET AND ACTUAL --BUDGETARY BASIS-- STATE HIGHWAY FUND AND SPECIAL REVENUE FUNDS
 FOR THE FISCAL YEAR ENDED JUNE 30, 1989
 (AMOUNTS EXPRESSED IN THOUSANDS)

	STATE HIGHWAY FUND			SPECIAL REVENUE FUNDS		
	BUDGET	ACTUAL & ENCUMBRANCES	VARIANCE FAVORABLE (UNFAVORABLE)	BUDGET	ACTUAL & ENCUMBRANCES	VARIANCE FAVORABLE (UNFAVORABLE)
REVENUES:						
Motor Fuel Taxes	\$ 82,500	\$ 81,865	\$ (635)	\$ 18,700	\$ 18,460	\$ (240)
Vehicle Registrations, Fees, and Permits	79,364	80,105	741	0	0	0
Intergovernmental	136,710	111,228	(25,482)	56,285	52,301	(3,984)
Charges for Services	104	141	37	0	0	0
Investment Earnings	0	0	0	4,122	6,303	2,181
Other	1,895	1,703	(192)	144	181	37
Transfers from Other State Funds	36,630	36,820	190	4,668	5,629	961
Total Revenues	337,203	311,862	(25,341)	83,919	82,874	(1,045)
EXPENDITURES SUBJECT TO LEGAL LIMITATIONS:						
Current Operating:						
Administration - Excluding Claims	9,227	9,212	15	0	0	0
Planning and Development	5,174	5,162	12	0	0	0
Engineering and Design	8,290	8,080	210	0	0	0
Maintenance and Other Operations	111,019	108,194	2,825	0	0	0
Aviation - Excluding Airport System Study	262	188	74	0	0	0
Capital Improvements - Buildings, Connecting Links, and Other						
Links, and Other	3,440	3,054	386	1,200	1,200	0
Transfers to Other State Funds	28,558	28,558	0	0	0	0
Expenditures Subject to Legal Limitations	165,970	162,448	3,522	1,200	1,200	0
EXPENDITURES WITHOUT LEGAL LIMITATIONS:						
Current Operating:						
Administration - Claims	200	556	(356)	0	0	0
Maintenance and Other Operations	0	0	0	186	159	27
Aviation - Airport System Study	0	122	(122)	0	0	0
Local Aid	5,584	5,936	(352)	28	0	28
Capital Improvements - Excluding Buildings, Connecting Links, and Other						
Connecting Links, and Other	162,352	170,367	(8,015)	68,365	65,622	2,743
Expenditures Without Legal Limitations	168,136	176,981	(8,845)	68,579	65,781	2,798
Total Expenditures	334,106	339,429	(5,323)	69,779	66,981	2,798
Excess (Deficiency) of Revenues Over Expenditures	3,097	(27,567)	(30,664)	14,140	15,893	1,753
OTHER FINANCING SOURCES (USES):						
Operating Transfers-In	10,023	11,295	1,272	0	0	0
Operating Transfers-Out	0	0	0	(31,600)	(32,847)	(1,247)
Total Other Financing Sources (Uses)	10,023	11,295	1,272	(31,600)	(32,847)	(1,247)
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses	\$ 13,120	\$ (16,272)	\$ (29,392)	\$ (17,460)	\$ (16,954)	\$ 506

The accompanying notes are an integral part of this statement.

**STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
NOTES TO THE FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 1989**

Note 1. Summary of Significant Accounting Policies

The department unit financial statements of the State of Kansas, Department of Transportation (the Department) have been prepared in conformity with generally accepted accounting principles (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant accounting policies of the Department are described below.

(a) Reporting Entity - The Department is an operating department of the State of Kansas and represents separate funds of the State that are not a part of the State General Fund. The Department was created in 1975 by the Kansas Legislature to succeed the State Highway Commission which was established in 1917. The Department has statutory responsibility to coordinate planning, development, and operation of the various modes and systems of transportation in the State; however, the actual authority varies by mode and system. Although the Kansas Turnpike Authority is statutorily attached to the Department the statute restricts the Secretary from exercising jurisdiction, supervision, or control over the Authority. Therefore, this report does not include the financial activities of the Authority.

(b) Fund Accounting - The Department uses funds and account groups to report on its financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain Department functions or activities.

A fund is a separate accounting entity with a self-balancing set of accounts. An account group, on the other hand, is a financial reporting device designed to provide accountability for certain assets and liabilities that are not recorded in the funds because they do not directly affect net expendable financial resources.

Funds utilized by the Department are classified into two categories: governmental and fiduciary. Each category, in turn, is divided into separate "fund types."

Governmental Funds

The State Highway Fund serves as the Department's general fund and is used to account for all financial transactions applicable to the general operations of the Department. Revenues are received from four primary sources: motor fuel taxes, sales tax, motor vehicle registrations and licenses and permits, and federal grants. This fund accounts for the general operating expenditures of the Department, including road and bridge repairs, maintenance and construction, planning and development, engineering, and administration.

Special Revenue Funds are used to account for particular Departmental activities created by receipt of grants or other earmarked revenues.

The Debt Service Fund is used to record the funding and payment of principal and interest on the general obligations of the Department through the State Highway Refunding Bonds, Series 1985A, Interest and Sinking Fund.

Fiduciary Funds

Agency funds are used to administer resources received by the Department as the agent for others. Use of these funds facilitates the discharge of responsibilities placed upon the Department by virtue of law or other authority.

Account Groups

The General Fixed Asset Account Group presents the fixed assets of the Department used in its operations.

The General Long-Term Debt Account Group presents the general long-term indebtedness of the Department.

(c) Total Columns (Memorandum Only) - These columns include mathematical summations of the combined financial statement line items of the fund types and account groups. The columns are captioned "Memorandum Only" to indicate that they are presented only to facilitate financial analysis. Data in these columns do not present financial position, results of operations or changes in financial position in conformity with generally accepted accounting principles. Interfund eliminations and other appropriate consolidating entries have not been made in the aggregation of this data.

(d) Comparative total data for the prior year have been presented in the accompanying financial statements in order to provide an understanding of changes in the Department's financial position and operations. However, comparative data have not been presented in all statements because their inclusion would make certain statements unduly complex and difficult to understand.

(e) Basis of Accounting - The accounting and financial reporting treatment applied to a fund is determined by its measurement focus. All governmental funds are accounted for using a current financial resources measurement focus. With this measurement focus, only current assets and current liabilities generally are included on the balance sheet. Operating statements of these funds present increases (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) in net current assets.

The modified accrual basis of accounting is used by all governmental fund types and agency funds. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (i.e., when they become both measurable and available). "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures are recorded when the related fund liability is incurred. Principal and interest on general long-term debt are recorded as fund liabilities when amounts have been accumulated in the Debt Service Fund for payments to the fiscal agent.

Those revenues susceptible to accrual are federal grant revenues, reimbursable city and county construction costs incurred by the Department, and other monies received

shortly after the end of the fiscal year. Federal grant monies are received after the incurrence of qualifying expenditures. As a result, the federal share of all qualifying goods or services received or performed prior to year end has been accrued. Motor fuel taxes, sales tax, motor vehicle registrations and licenses and permits are not susceptible to accrual because generally they are not measurable until received in cash.

(f) Inventories - Materials and supplies inventories are stated using the weighted average cost method. These inventories are recorded in the State Highway Fund as expenditures when purchased. The reserve for materials and supplies is equal to the amount of inventory at the balance sheet date and denotes that a portion of fund balance is not available for subsequent expenditure.

(g) General Fixed Assets - General fixed assets are not capitalized in the funds used to acquire or construct them. Instead, capital acquisition and construction are reflected as expenditures in governmental funds, and the related assets (except as noted below) are reported in the general fixed assets account group. All fixed assets are valued at cost.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Improvements are capitalized as applicable.

Public domain ("infrastructure") general fixed assets consisting of roads and bridges are not capitalized, as these assets are immovable and of value only to the government. Assets in the general fixed assets account group are not depreciated.

Capital purchases in excess of \$20 for books and \$75 for other capital assets are included in the General Fixed Assets Account Group. Items subject to pilferage with a lesser value may be included in the account group.

The following schedule reflects a summary of changes in General Fixed Assets for fiscal year and the investment by source. All amounts are expressed in thousands.

<u>General Fixed Assets</u>	<u>July 1, 1988</u>	<u>Additions</u>	<u>Deductions</u>	<u>June 30, 1989</u>
Land (Other than Highway Right-of-Way)	\$ 876	\$ 19	\$ 0	\$ 895
Buildings	22,368	2,094	0	24,462
Machinery and Equipment	<u>91,369</u>	<u>18,072</u>	<u>3,468</u>	<u>105,973</u>
Total General Fixed Assets	<u>\$114,613</u>	<u>\$ 20,185</u>	<u>\$ 3,468</u>	<u>\$131,330</u>
Investment in General Fixed Assets by Source:				
State Highway Fund	<u>\$114,613</u>	<u>\$ 20,185</u>	<u>\$ 3,468</u>	<u>\$131,330</u>

The following schedule reflects General Fixed Assets by function.

<u>Function</u>	<u>Land (Other than Highway Right-of-Way)</u>	<u>Buildings</u>	<u>Machinery and Equipment</u>	<u>Total</u>
Administration	\$ 0	\$ 0	\$ 3,279	\$ 3,279
Planning & Development	0	0	468	468
Engineering and Design	0	0	4,817	4,817
Maintenance and Other Operations	895	24,462	97,386	122,743
Aviation	<u>0</u>	<u>0</u>	<u>23</u>	<u>23</u>
Total Assets	<u>\$ 895</u>	<u>\$ 24,462</u>	<u>\$105,973</u>	<u>\$131,330</u>

(h) Budgets and Budgetary Accounting - Budgets are adopted on a budgetary basis consistent with state policies whereby cash basis transactions and encumbrances are recognized. Annual appropriated budgets are adopted by the state legislature for all funds; however, except for the operations portion of the State Highway Fund, the appropriation amounts have no limit. The Department monitors appropriations for items without limitations through its internal budgetary process.

For financial reporting purposes, these financial statements present the legally adopted budget of those programs subject to legislative appropriation limitations or the Department's budget for the programs not controlled by legislative appropriation limitations. All state appropriations lapse at year end unless carried over by the state legislature.

The following schedules are a reconciliation of actual revenues and expenditures, for those funds in which actual expenditures and encumbrances exceed budgeted expenditures. An unfavorable variance of expenditures subject to legal limitations would signify noncompliance with statutory provisions. Other unfavorable variances are not affected by statute provisions. All amounts are expressed in thousands.

<u>State Highway Fund</u>	<u>Budget</u>	<u>Actual and Encumbrances</u>	<u>Variance Favorable (Unfavorable)</u>
Revenues	<u>\$337,203</u>	<u>\$311,862</u>	<u>\$ (25,341)</u>
Expenditures:			
Subject to Legal Limitations	165,970	162,448	3,522
Without Legal Limitations	<u>168,136</u>	<u>176,981</u>	<u>(8,845)</u>
Total Expenditures	<u>334,106</u>	<u>339,429</u>	<u>(5,323)</u>
Excess (Deficiency) of Revenues Over Expenditures	3,097	(27,567)	(30,664)
Other Financing Sources (Uses)	<u>10,023</u>	<u>11,295</u>	<u>1,272</u>
Excess (Deficiency) of Revenues and Other Financing Sources Over Expenditures and Other (Uses)	<u>\$ 13,120</u>	<u>\$(16,272)</u>	<u>\$ (29,392)</u>

<u>Restricted Fees Fund</u>	<u>Budget</u>	<u>Actual and Encumbrances</u>	<u>Variance Favorable (Unfavorable)</u>
Revenues	\$ 45,412	\$ 49,433	\$ 4,021
Expenditures:			
Subject to Legal Limitations	0	0	0
Without Legal Limitations	<u>45,000</u>	<u>57,702</u>	<u>(12,702)</u>
Total Expenditures	<u>45,000</u>	<u>57,702</u>	<u>(12,702)</u>
Excess (Deficiency) of Revenues Over Expenditures	412	(8,269)	(8,681)
Other Financing Sources (Uses)	<u>(900)</u>	<u>(1,132)</u>	<u>(232)</u>
Excess (Deficiency) of Revenues and Other Financing Sources Over Expenditures and Other (Uses)	<u>\$ (488)</u>	<u>\$ (9,401)</u>	<u>\$ (8,913)</u>

Throughout the fiscal year the Department updates budgetary data. The following schedule reflects the original appropriated budget, the Department's non-appropriated budget, and cumulative revisions therein which were recognized during the fiscal year for all governmental funds collectively. All amounts are expressed in thousands.

	<u>Revenues</u>	<u>Expenditures Subject to Limitations</u>	<u>Expenditures Without Legal Limitations</u>
Original Budget	\$385,697	\$163,926	\$235,616
Cumulative Revisions	<u>35,425</u>	<u>3,244</u>	<u>1,099</u>
Revised Budget	<u>\$421,122</u>	<u>\$167,170</u>	<u>\$236,715</u>

Encumbrances represent commitments related to contracts for services, commodities, capital outlay and improvements which have not been provided to the Department. Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of resources are recorded to reserve that portion of the applicable appropriation, is used in the governmental funds. Encumbrances outstanding at year-end are reported as reservations of fund balances and do not constitute expenditures or liabilities because the commitments will be honored during subsequent years. Reporting a reserve for these encumbrances which relate to future fiscal years results in a deficit undesignated fund balance.

The following schedule reconciles the excess of revenues and other sources over (under) expenditures and other uses, budgetary basis, to the excess of revenues and other sources over (under) expenditures and other uses, GAAP basis. All amounts are expressed in thousands.

	<u>State Highway Fund</u>	<u>Special Revenue Funds</u>
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses, Budgetary Basis:	\$ (16,272)	\$ (16,954)
Change in Accrued Revenues:	47	428
Change in Accrued Expenditures:	(112,270)	(67,348)
Change in Accrued Transfers:	(23)	1,462
Budgetary Encumbrances:	<u>128,823</u>	<u>65,890</u>
Excess (Deficiency) of Revenues and Other Sources Over (Under) Expenditures and Other Uses, GAAP Basis:	<u>\$ 305</u>	<u>\$ (16,522)</u>

(i) Long-term Obligations - Long-term debt is recognized as a liability of a governmental fund when due. For other long-term obligations, only that portion expected to be financed from expendable available financial resources is reported as a liability of a governmental fund. The remaining portion of such obligations is reported in the general long-term debt account group.

(j) Fund Equity - Reserves represent those portions of fund equity not appropriated for expenditures or legally segregated for a specific future use. Designated fund balances represent tentative plans for future use of financial resources.

(k) Cash and Investments - Cash includes amounts in the State Treasury as well as short-term investments with a maturity date within three months of the date acquired. State statutes authorize investment in obligations of the U.S. Treasury, corporate bonds, and repurchase agreements.

Investments are stated at cost or amortized cost.

(l) Interfund Receivables - During the course of operations, transactions occur between individual funds for goods provided or services rendered. These receivables and payables are classified as "due from other funds" or "due to other funds" on the balance sheet.

Note 2. Compensated Absences

No liability is recorded for non-vesting accumulating rights to receive sick pay or annual leave benefits. A liability is recognized for that portion of accumulated sick leave in excess of 99 days to retiring employees. The portion paid is dependent upon the total number of accumulated days and years of service. The minimum amount payable is 30 days and the maximum is limited to 60 days. A liability is also recorded for accumulated annual leave that is expected to be liquidated at a future date. The amount of accumulated sick and annual leave is not expected to be liquidated with expendable available financial resources and, therefore, is reported in the general long-term debt account group.

Note 3. Contingent Liabilities

(a) During fiscal year 1984, the Secretary of Transportation, the Federal Railroad Administration and the Mid-States Port Authority executed a "Conditional Guarantee Agreement" which obligated the Department under certain conditions. This agreement was entered into so that monies could be loaned by the Federal Railroad Administration to the Mid-States Port Authority for the acquisition and rehabilitation of railroad facilities from the trustee of the Chicago, Rock Island and Pacific Railway Company.

Pursuant to 505(h) of the Railroad Revitalization and Regulatory Act of 1976 the Federal Railroad Administrator agreed to purchase notes issued by the Mid-States Port Authority and secured by a Mortgage and Trust Agreement. In the event of a default, the agreement obligated the Department to a maximum liability of 50% of the note amount.

During fiscal 1989, the Mid-States Port Authority exercised the option offered by the Federal Railroad Administration and repurchased the \$17,960,000 loan. The repurchase was financed through a term loan and the Department guaranteed the full loan amount to \$6,575,000. There is currently no known reason to predict that any payments will be made in the foreseeable future under this unconditional loan guarantee.

(b) The Office of Management and Budget's (OMB) Circular A-128, Audits of State and Local Governments, and the Single Audit Act of 1984 provide that federal grants may be audited using the "single audit" approach when the Department's financial statements are audited. The U.S. Department of Transportation has been designated as the Department's cognizant agency. Single audit testing procedures have been performed for program transactions for fiscal years 1984 through 1989.

(c) The Department is a defendant in various lawsuits. Although the outcome of these lawsuits is not presently determinable, in the opinion of the Department's chief counsel the resolution of these matters will not have a material adverse effect on the financial condition of the Department.

(d) Pursuant to the act creating the Kansas Turnpike Authority (the Authority), the Secretary of the Department is authorized to enter into contracts obligating the State Highway Fund for payments on turnpike revenue bonds issued by the Authority. Currently, no such commitments are outstanding.

Note 4. Commitments

The following schedule reflects the commitments on construction contracts (including encumbered and payable amounts) and the amount which is expected to be funded by federal, state and others. A number of these contracts have been let by the Department based on anticipated revenue primarily in the form of matching federal highway construction funds and motor fuel tax monies. This revenue is expected to be received by the Department in time to meet the cash requirements as obligations become due. All amounts are expressed in thousands.

<u>Fund</u>	<u>Contract Amount</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Other Share</u>
State Highway	\$150,571	\$ 99,072	\$ 51,092	\$ 407
Restricted Fees	52,910	45,141	68	7,701
State Freeway	11,756	3,785	7,626	345
Oil Overcharge	1,200	-	1,200	-
Urban Mass Transit	3	3	-	-
Federal Highway Safety	20	20	-	-
TOTALS	\$216,460	\$148,021	\$ 59,986	\$ 8,453

Note 5. Transfers of Funds From/To Other State Agencies

As required by state law, the Department receives and makes transfers of certain funds involving other state agencies. The following summarizes the transfers made in fiscal year 1989, all amounts are in thousands.

Transfers from:

State General Fund (a)	\$37,765
Kansas Corporation Commission (b)	4,522
Other Transfers	<u>264</u>

Total transfers from other state agencies \$42,551

Transfers to:

Department of Revenue (c)	\$ 22,580
Highway Patrol (d)	5,792
Other Transfers	<u>186</u>

Total transfers to other state agencies \$ 28,558

- a. Transfers from the State General Fund involve funds such as monies earned on the average daily balance of the State Highway Fund and portions of the sales tax collections from vehicles and parts.
- b. Twice each fiscal year, the Kansas Corporation Commission transfers the excess of unencumbered funds over \$200,000 in their Motor Carrier Fee Fund to the Department. Annually the Commission also transfers \$1,200,000 from the Energy Grants Management Fund to the Department's Oil Overcharge Fund.
- c. Throughout the year, the Department transfers funds to the Department of Revenue for the purpose of financing the cost of operation and general expense for the Division of Vehicles within the Department of Revenue.
- d. Transfers to the Kansas Highway Patrol are for the purpose of financing the Motor Carrier Inspection Program.

Note 6. Long-Term Debt

At June 30, 1989, term bonds payable consisting of State of Kansas Highway Refunding Bonds, Series 1985A were outstanding. These bonds may be redeemed on any interest payment date on not less than 20 days' published notice. Any redemption prior to maturity is computed as principal plus accrued interest to date of redemption. The State Freeway Fund is required to deposit sufficient monies in the State Highway Refunding Bonds, Series 1985A, Interest and Sinking Fund for payment of principal and interest on the bonds. The Highway Refunding Bonds, Series 1985A, have a lien on all State Freeway Fund revenues, subject only to prior liens of the Kansas Highway Bonds. Additional information regarding the bonds follows, all amounts are in thousands:

<u>Maturity</u> <u>July 1,</u>	<u>Interest</u> <u>Rate</u>	<u>Outstanding</u> <u>Principal at</u> <u>June 30, 1989</u>
1990	8.0%	\$ 11,210
1991	8.0%	12,105
1992	8.0%	13,075
1993	8.0%	14,120
1994	8.0%	15,250
1995	8.0%	16,470
1996	8.0%	17,785
1997	8.0%	19,210
1998	8.0%	<u>9,420</u>
		<u>\$128,645</u>

The State of Kansas Highway Refunding Bonds, Series 1985A bond proceeds were used to defease prior bond issues of the Department by placing the proceeds of these bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. Accordingly, the trust account assets and bond liability are not included in the Department's financial statements. At June 30, 1989, \$316,395,000 of bonds outstanding are considered defeased.

The \$10,380,000 retirement for the year ended June 30, 1989, was transmitted by the Bond Fund to the Fiscal Agent prior to June 30, 1989. The Fiscal Agent failed to make the July 1, 1989, mandatory redemption of this portion of the bonds. The Fiscal Agent has set aside in a trust account sufficient funds to retire the \$10,380,000 principal, and all accrued interest, on the next permissible redemption date, January 1, 1990.

The following schedule reflects the changes in long-term debt that occurred during the fiscal year. All amounts in the schedule are expressed in thousands.

	<u>Bonds Payable</u>	<u>Compensated Absences*</u>
Beginning Balance	\$139,025	\$ 7,432
Amount Retired	(10,380)	-
Additional Leave Time Accrued	<u>-</u>	<u>321</u>
Ending Balance	<u>\$128,645</u>	<u>\$ 7,753</u>

* See Note 2 for additional information.

Note 7. Pension Plan

The Department participates in the Kansas Public Employee Retirement System (KPERs) which covers substantially all of its employees. The basic plan is a cost-sharing, multiple-employer public employee retirement system. Certain government executives, including the Secretary of Transportation, are eligible for special provisions. The Department's total salaries and wages paid were \$70,977,000 of which \$66,572,000 related to employees participating in the plan.

All full-time employees of the Department are eligible to participate in the plan after one year of employment. Employees who retire at or after age 65 are entitled to a retirement benefit, payable monthly for life, equal to 1% of their final average salary for each year of "prior" service and 1.25% to 1.5% for each year of "participating" service depending upon the number of years of service. Final average salary is the employee's average salary over the highest four years of credited service. Benefits fully vest on reaching 10 years of participating service. Normal retirement with full benefits is at age 65 or over with 10 years of credited KPERs service. Vested employees may retire with full benefits at age 55 with 10 years of credited KPERs service and receive reduced retirement benefits. Vested employees may retire with full benefits at age 60 with 35 years or more credited KPERs service or at any age with 40 years of credited KPERs service. The plan also provides death and disability benefits. Benefits are established by state statute.

Covered employees are required by state statute to contribute 4% of their salary to the plan. The Department is required by the same statute to contribute the remaining amounts necessary to pay benefits when due. The contribution requirement for the year ended June 30, 1989, was \$4,687,000 which consisted of \$2,024,000 from the Department and \$2,663,000 from employees. These contributions represented 3.04% and 4% of covered payroll, respectively.

The "pension benefit obligation" is a standardized disclosure measure of the present value of pension benefits, adjusted for effects of projected salary increases and step-rate benefits, estimated to be payable in the future as a result of employee service to date. The measure, which is the actuarial present value of credited projected benefits, is intended to help users assess the plan's funding status on a going-concern basis, assess progress made in accumulating sufficient assets to pay benefits when due, and make comparisons among public employee retirement systems and employers. The plan does not make separate measurements of assets and pension benefit obligation for individual employers. The pension benefit obligation at January 1, 1989, for the plan as a whole, determined through an actuarial valuation performed as of that date, was \$3,610,729,000. Significant actuarial assumptions used in the valuation include (a) a rate of return on the investment of present and future assets of 8% per year, and (b) projected salary increases of 6.5% per year at all

ages. The plans' net assets available for benefits on that date were estimated to be \$3,026,692,000, leaving an unfunded pension benefit obligation estimated at \$584,037,000. Pension benefit obligation figures contained in this note are the most recent figures available. The more recent figures have not yet been released by KPERS. The actuarially determined contribution of the Department for the period covered by this report represented 2% of total employers contributions required of all participating entities, which totalled \$91,149,000.

Ten-year trend information is presented in the KPERS 1989 Comprehensive Annual Financial Report. This trend information gives an indication of the progress made in accumulating sufficient assets to pay benefits when due. For January 1, 1989, available assets were sufficient to fund 84% of the pension benefit obligation.

Note 8. Deferred Compensation Plan

Department employees may participate in a deferred compensation plan created in accordance with Internal Revenue Code 457. The plan, available to all state employees, permits them to defer a portion of their salary until future years. Participation in the plan is optional. The deferred compensation is not available to employees until termination, retirement, or unforeseeable emergency. All amounts of compensation deferred under the plan, all property and rights purchased with those amounts, and all income attributable to those amounts, property or rights are (until paid or made available to the employee or other beneficiary) solely the property and rights of the state, subject only to the claims of the state's general creditors. Participants' rights under the plan are equal to those of a general creditor of the state in an amount equal to the fair market value of the deferred account for each participant.

It is the opinion of the Department's Chief Counsel that the Department has no liability for losses under the plan. The Department believes it is unlikely that the state will use the assets to satisfy the claims of general creditors in the future.

Investments are managed and controlled by the plan's trustee, not the Department, under various investment options. The choice of the investment option(s) is made by the employee. These investments and the related liability to the employees are not included in the Department's financial statements as an agency fund since the plan is managed on a statewide basis.

Note 9. Cash and Investments

Cash and investments held on the Department's behalf are governed by state statutes. Unrestricted amounts are held in the "common cash pool" in the State Treasury. Funds in the common cash pool are invested by the Pooled Money Investment Board (PMIB) for the State Treasurer. Restricted amounts represent funds related to the State Freeway Funds which are legally restricted by bond covenants. The PMIB has also been assigned the authority to invest these monies.

Monies, by state statute, may be invested principally in direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed by, the United States of America, interest bearing time deposits in any commercial bank or trust company located in Kansas, certain corporate obligations and repurchase agreements of less than thirty days' duration.

The Department's cash and investments held by financial institutions as of June 30, 1989, are categorized below to give an indication of the level of risk assumed by the Department.

(a) Deposits - Deposits at June 30, 1989, are summarized below, all amounts are expressed in thousands. Such monies are classified as to credit risk by the three categories described below:

Category 1 includes deposits that are insured or collateralized with securities held by the Department or its agent in the Department's name.

Category 2 includes deposits that are collateralized with securities held by a pledging financial institution's trust department or its agent, in the Department's name.

Category 3 includes deposits that are uncollateralized or collateralized with securities held by the pledging financial institution or by its trust department or agent but not in the Department's name.

<u>Category</u>			<u>Carrying Value</u>
<u>1</u>	<u>2</u>	<u>3</u>	
\$ 98,232	-	-	\$ 98,232

Collateral is required for demand deposits and certificates of deposit. The market value of the collateral must equal 100% of its deposits not covered by federal deposit insurance. Obligations pledged to secure deposits are held by the State Treasurer or an independent third party in the state treasurer's name. At least quarterly, the state treasurer determines that the market value of the collateral is adequate to cover the deposits.

(b) Investments - Investments held as of June 30, 1989 are summarized below, all amounts are expressed in thousands. The investments are classified as to credit risk by the three categories described below:

Category 1 includes investments that are insured or registered or securities held by the Department or its agent, in the Department's name.

Category 2 includes investments that are uninsured and unregistered, with securities held by the broker or dealer, in the Department's name.

Category 3 includes investments that are uninsured and unregistered with securities held by the broker or dealer, but not in the Department's name.

	Category			Carrying Value	Market Value
	1	2	3		
U.S. Government Obligations	\$ 31,285	-	\$ 10,751	\$ 42,036	\$ 41,394
Corporate Obligations	496	-	-	496	509
Repurchase Agreements	500	-	-	500	500
	<u>\$ 32,281</u>	<u>-</u>	<u>\$ 10,751</u>	<u>\$ 43,032</u>	<u>\$ 42,403</u>

Investments in U.S. Government obligations are carried at amortized cost plus accrued interest. These investments are carried at cost since the Department's policy is to hold such investments until maturity. The difference between cost and market reflects the normal fluctuations of value during periods of changing interest rates and drawdowns on certain U.S. Government Obligations.

Corporate obligations represent corporate bonds and are physically secured by the State Treasurer's Office.

Repurchase agreements are purchased from governmental securities dealers and/or banks located within the state. Securities underlying a repurchase agreement must have a market value of at least 100% of the cost of the agreement. Securities underlying repurchase agreements are held as collateral by the State Treasurer's Office.

Note 10. Relationship with Other State Agencies

The Kansas Department of Administration provides services to the Department. Certain services are provided at a cost to the Department. These costs are reflected in the revenues and expenditures sections of the financial statements.

The Kansas Highway Patrol and the Department share certain facilities throughout the State. The Department also provides some support services to the Kansas Highway Patrol. Transactions relevant to these joint facilities and support services, other than the Motor Carrier Inspection Program discussed in Note 5, are reflected in the revenues and expenditures sections of the financial statements.

SPECIAL REVENUE FUNDS

Special Revenue Funds are used to account for particular Departmental activities created by receipt of grants or other designated revenues.

State Freeway Fund - The purpose of this fund is to finance pre-construction activities, construction and maintenance on the 1,234 mile State System of Express Highways and Freeways and to service the debt from the sale of Freeway bonds.

Urban Mass Transit Authority Fund - This fund provides financial support for public transportation facilities assisting the elderly and handicapped in rural areas of the state.

Federal Highway Safety Fund - The intent of this fund is to provide financial assistance to educational and compliance programs which promote highway safety.

Metropolitan Transportation Planning Fund - This fund provides financial support for the operations of Metropolitan Planning Organizations in various geographical regions of the state.

Restricted Fees Fund - This fund is for the administration of city, county, and federal funds for specific city and county projects.

Interagency Motor Vehicle Fuel Sales Fund - The purpose of this fund is to account for the sale of motor vehicle fuels to another department.

Oil Overcharge Fund - The purpose of this fund is to recognize revenues which were assigned to the Department as a result of previous oil overcharges by private entities.

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 COMBINING BALANCE SHEET--ALL SPECIAL REVENUE FUNDS
 JUNE 30, 1989
 (WITH COMPARATIVE TOTALS FOR JUNE 30, 1988)
 (AMOUNTS EXPRESSED IN THOUSANDS)

	STATE FREEWAY	URBAN MASS TRANSIT	FEDERAL HIGHWAY SAFETY	METROPOLITAN TRANSPORTATION PLANNING
ASSETS:				
Cash: Unrestricted	\$ 8,870	\$ 13	\$ 299	\$ 36
Restricted	15,286	-	-	-
Restricted Investments, At Cost	32,281	-	-	-
Receivables: Federal Aid	1,115	-	-	-
Local Government	-	-	-	-
Accrued Interest	1,313	-	-	-
Credit Card and Other	-	-	-	-
Due From State General Fund	414	-	-	-
Total Assets	<u>\$ 59,279</u>	<u>\$ 13</u>	<u>\$ 299</u>	<u>\$ 36</u>
LIABILITIES & FUND EQUITY:				
LIABILITIES:				
Vouchers Payable	\$ 2,374	\$ -	\$ -	\$ -
Accrued Liabilities	694	-	-	-
Due to State Highway Fund	3,164	-	-	-
Retainage Payable	-	-	-	-
Total Liabilities	<u>6,232</u>	<u>0</u>	<u>0</u>	<u>0</u>
FUND EQUITY:				
Fund Balance:				
Reserve for Encumbrances	11,747	3	20	-
Unreserved: Undesignated	41,300	10	279	36
Total Fund Equity	<u>53,047</u>	<u>13</u>	<u>299</u>	<u>36</u>
Total Liabilities and Fund Equity	<u>\$ 59,279</u>	<u>\$ 13</u>	<u>\$ 299</u>	<u>\$ 36</u>

The accompanying notes are an integral part of this statement.

RESTRICTED FEES	INTERAGENCY		TOTALS	
	FUEL SALES	OIL OVERCHARGE	1989	1988
\$ 1,988	\$ 51	\$ 1,200	\$ 12,457	\$ 7,938
-	-	-	15,286	22,658
-	-	-	32,281	51,960
4,217	-	-	5,332	2,885
3,033	-	-	3,033	2,201
-	-	-	1,313	1,798
-	21	-	21	11
-	-	-	414	312
<u>\$ 9,238</u>	<u>\$ 72</u>	<u>\$ 1,200</u>	<u>\$ 70,137</u>	<u>\$ 89,763</u>
\$ 3,747	\$ -	\$ -	\$ 6,121	\$ 6,770
-	-	-	694	294
278	-	-	3,442	6,349
1,564	-	-	1,564	1,512
<u>5,589</u>	<u>0</u>	<u>0</u>	<u>11,821</u>	<u>14,925</u>
50,162	-	1,200	63,132	65,325
(46,513)	72	-	(4,816)	9,513
<u>3,649</u>	<u>72</u>	<u>1,200</u>	<u>58,316</u>	<u>74,838</u>
<u>\$ 9,238</u>	<u>\$ 72</u>	<u>\$ 1,200</u>	<u>\$ 70,137</u>	<u>\$ 89,763</u>

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 COMBINING STATEMENT OF REVENUES, EXPENDITURES, & CHANGES IN FUND BALANCES
 ALL SPECIAL REVENUE FUNDS
 FOR THE FISCAL YEAR ENDED JUNE 30, 1989
 (WITH COMPARATIVE TOTALS FOR THE FISCAL YEAR ENDED JUNE 30, 1988)
 (AMOUNTS EXPRESSED IN THOUSANDS)

	STATE FREEWAY	URBAN MASS TRANSIT	FEDERAL HIGHWAY SAFETY	METROPOLITAN TRANSPORTATION PLANNING
REVENUES:				
Motor Fuel Taxes	\$ 18,460	\$ -	\$ -	\$ -
Intergovernmental	3,577	9	34	-
Investment Earnings	4,486	-	-	-
Other	8	-	-	-
Transfer from Other State Funds	4,531	-	-	-
Total Revenues	<u>31,062</u>	<u>9</u>	<u>34</u>	<u>0</u>
EXPENDITURES:				
Current Operating:				
Administration	-	-	-	-
Planning and Development	-	-	17	-
Maintenance and Other Operations	-	-	-	-
Local Aid	-	12	30	-
Capital Improvements	20,514	-	-	-
Total Expenditures	<u>20,514</u>	<u>12</u>	<u>47</u>	<u>0</u>
Excess (Deficiency) of Revenues Over Expenditures	<u>10,548</u>	<u>(3)</u>	<u>(13)</u>	<u>0</u>
OTHER FINANCING SOURCES (USES):				
Operating Transfers In	-	-	-	-
Operating Transfers Out	(30,239)	-	-	-
Total Other Financing Sources (Uses)	<u>(30,239)</u>	<u>0</u>	<u>0</u>	<u>0</u>
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses	(19,691)	(3)	(13)	0
FUND BALANCE, BEGINNING OF YEAR	<u>72,738</u>	<u>16</u>	<u>312</u>	<u>36</u>
FUND BALANCE, END OF YEAR	<u>\$ 53,047</u>	<u>\$ 13</u>	<u>\$ 299</u>	<u>\$ 36</u>

The accompanying notes are an integral part of this statement.

RESTRICTED FEES	INTERAGENCY		---TOTALS---	
	FUEL SALES	OIL OVERCHARGE	1989	1988
\$ -	\$ -	\$ -	\$ 18,460	\$ 18,410
50,820	-	-	54,440	40,943
-	-	-	4,486	6,992
-	177	-	185	211
-	-	1,200	5,731	3,251
<u>50,820</u>	<u>177</u>	<u>1,200</u>	<u>83,302</u>	<u>69,807</u>
289	-	-	289	399
-	-	-	17	111
-	159	-	159	26
-	-	-	42	504
<u>47,418</u>	<u>-</u>	<u>-</u>	<u>67,932</u>	<u>63,064</u>
<u>47,707</u>	<u>159</u>	<u>0</u>	<u>68,439</u>	<u>64,104</u>
<u>3,113</u>	<u>18</u>	<u>1,200</u>	<u>14,863</u>	<u>5,703</u>
-	-	-	0	63
<u>(1,146)</u>	<u>-</u>	<u>-</u>	<u>(31,385)</u>	<u>(32,332)</u>
<u>(1,146)</u>	<u>0</u>	<u>0</u>	<u>(31,385)</u>	<u>(32,269)</u>
1,967	18	1,200	(16,522)	(26,566)
1,682	54	-	74,838	101,404
<u>\$ 3,649</u>	<u>\$ 72</u>	<u>\$ 1,200</u>	<u>\$ 58,316</u>	<u>\$ 74,838</u>

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
STATEMENT OF REVENUES, EXPENDITURES, AND OTHER FINANCING SOURCES (USES)
BUDGET AND ACTUAL --BUDGETARY BASIS-- STATE FREEWAY FUND
FOR THE FISCAL YEAR ENDED JUNE 30, 1989
(AMOUNTS EXPRESSED IN THOUSANDS)

	BUDGET	ACTUAL & ENCUM- BRANCES	VARIANCE FAVORABLE (UNFAVORABLE)
REVENUES:			
Motor Fuel Taxes	\$ 18,700	\$ 18,460	\$ (240)
Intergovernmental	10,775	2,805	(7,970)
Investment Earnings	4,122	6,303	2,181
Other	0	4	4
Transfers from Other State Funds	3,468	4,429	961
Total Revenues	37,065	32,001	(5,064)
EXPENDITURES SUBJECT TO LEGAL LIMITATIONS:			
	0	0	0
EXPENDITURES WITHOUT LEGAL LIMITATIONS:			
Capital Improvements	23,365	7,920	15,445
Expenditures Without Legal Limitations	23,365	7,920	15,445
Total Expenditures	23,365	7,920	15,445
Excess (Deficiency) of Revenues Over Expenditures	13,700	24,081	10,381
OTHER FINANCING (USES):			
Operating Transfers-Out	(30,700)	(31,715)	(1,015)
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses	\$ (17,000)	\$ (7,634)	\$ 9,366

The accompanying notes are an integral part of this statement.

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
STATEMENT OF REVENUES, EXPENDITURES, AND OTHER FINANCING SOURCES (USES)
BUDGET AND ACTUAL --BUDGETARY BASIS-- RESTRICTED FEES FUND
FOR THE FISCAL YEAR ENDED JUNE 30, 1989
(AMOUNTS EXPRESSED IN THOUSANDS)

	BUDGET	ACTUAL & ENCUM- BRANCES	VARIANCE FAVORABLE (UNFAVORABLE)
REVENUES:			
Intergovernmental	\$ 45,412	\$ 49,433	\$ 4,021
Other	0	0	0
Total Revenues	<u>45,412</u>	<u>49,433</u>	<u>4,021</u>
EXPENDITURES SUBJECT TO LEGAL LIMITATIONS:	<u>0</u>	<u>0</u>	<u>0</u>
EXPENDITURES WITHOUT LEGAL LIMITATIONS:			
Capital Improvements	45,000	57,702	(12,702)
Expenditures Without Legal Limitations	45,000	57,702	(12,702)
Total Expenditures	<u>45,000</u>	<u>57,702</u>	<u>(12,702)</u>
Excess (Deficiency) of Revenues Over Expenditures	<u>412</u>	<u>(8,269)</u>	<u>(8,681)</u>
OTHER FINANCING (USES):			
Operating Transfers-Out	(900)	(1,132)	(232)
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses	<u>\$ (488)</u>	<u>\$ (9,401)</u>	<u>\$ (8,913)</u>

The accompanying notes are an integral part of this statement.

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
STATEMENT OF REVENUES, EXPENDITURES, AND OTHER FINANCING SOURCES (USES)
BUDGET AND ACTUAL --BUDGETARY BASIS-- OTHER SPECIAL REVENUE FUNDS
FOR THE FISCAL YEARS ENDED JUNE 30, 1989
(AMOUNTS EXPRESSED IN THOUSANDS)

	BUDGET	ACTUAL & ENCUM- BRANCES	VARIANCE FAVORABLE (UNFAVORABLE)
REVENUES:			
Motor Fuel Taxes	\$ 0	\$ 0	\$ 0
Intergovernmental	98	63	(35)
Investment Earnings	0	0	0
Other	144	177	33
Transfers from Other State Funds	1,200	1,200	0
Total Revenues	<u>1,442</u>	<u>1,440</u>	<u>(2)</u>
EXPENDITURES SUBJECT TO LEGAL LIMITATIONS:			
Capital Improvements	<u>1,200</u>	<u>1,200</u>	<u>0</u>
EXPENDITURES WITHOUT LEGAL LIMITATIONS:			
Maintenance and Other Operations	186	159	27
Local Aid	28	0	28
Expenditures Without Legal Limitations	<u>214</u>	<u>159</u>	<u>55</u>
Total Expenditures	<u>1,414</u>	<u>1,359</u>	<u>55</u>
Excess (Deficiency) of Revenues Over Expenditures	<u>28</u>	<u>81</u>	<u>57</u>
OTHER FINANCING SOURCES (USES):			
Excess (Deficiency) of Revenues and Other Sources Over Expenditures and Other Uses	<u>\$ 28</u>	<u>\$ 81</u>	<u>\$ 57</u>

The accompanying notes are an integral part of this statement.

AGENCY FUNDS

Agency Funds are used to administer resources received and held by the Department as the agent for others. Use of these funds facilitates the discharge of responsibilities placed upon the Department by virtue of law or other authority.

Special City and County Highway Fund - Forty and one-half percent of the motor fuel tax and all motor carrier property tax revenues are deposited in this fund. These revenues are distributed to various cities and counties in the state for the financing of county roads and city street construction and maintenance.

County Equalization and Adjustment Fund - The purpose of this fund is to assure that after distribution of the receipts of the Special City and County Highway Fund that each county in total receives at least the amount received from certain predecessor funds in the fiscal year ending June 30, 1970, plus the quarterly payment that would have been disbursed on July 15, 1970.

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF GENERAL FIXED ASSETS--BY FUNCTION
 JUNE 30, 1989
 (AMOUNTS EXPRESSED IN THOUSANDS)

FUNCTION	LAND (OTHER THAN HIGHWAY RIGHT-OF-WAY)	BUILDINGS	MACHINERY AND EQUIPMENT	TOTAL
Administration	\$ 0	\$ 0	\$ 3,279	\$ 3,279
Planning and Development	0	0	468	468
Engineering and Design	0	0	4,817	4,817
Maintenance and other Operations	895	24,462	97,386	122,743
Aviation	0	0	23	23
Total Assets	<u>\$ 895</u>	<u>\$ 24,462</u>	<u>\$ 105,973</u>	<u>\$ 131,330</u>

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF CHANGES IN GENERAL FIXED ASSETS
 FOR THE FISCAL YEAR ENDED JUNE 30, 1989
 (AMOUNTS EXPRESSED IN THOUSANDS)

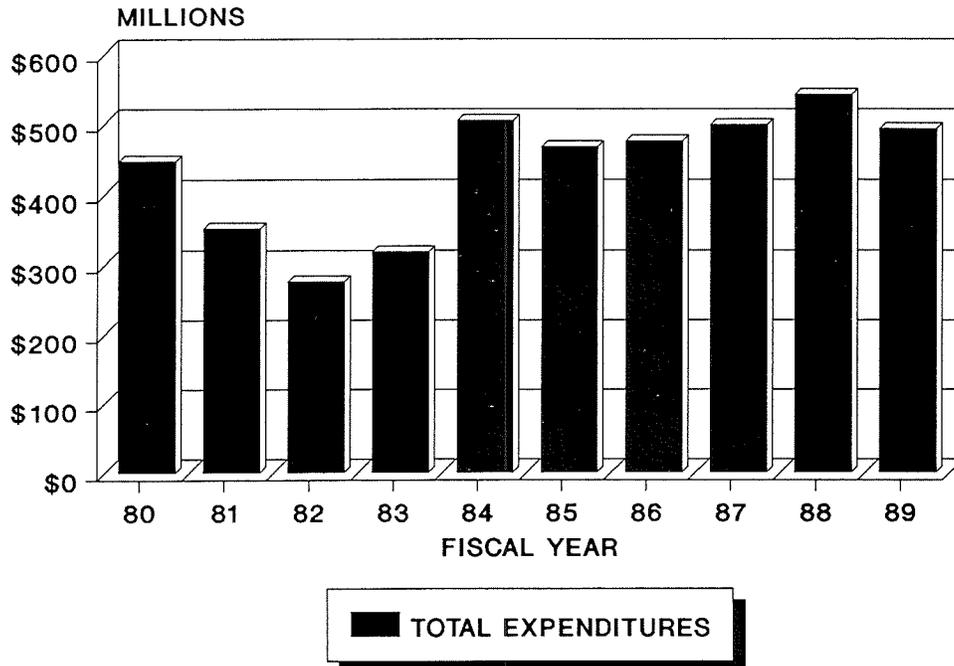
<u>GENERAL FIXED ASSETS</u>	<u>JULY 1, 1988</u>	<u>ADDITIONS</u>	<u>DEDUCTIONS</u>	<u>JUNE 30, 1989</u>
Land (Other Than Highway Right-of-Way)	\$ 876	\$ 19	\$ 0	\$ 895
Buildings	22,368	2,094	0	24,462
Machinery and Equipment	91,369	18,072	3,468	105,973
 Total Assets	 <u>\$ 114,613</u>	 <u>\$ 20,185</u>	 <u>\$ 3,468</u>	 <u>\$ 131,330</u>
 Investment in General Fixed Assets by Source:				
State Highway Fund	<u>\$ 114,613</u>	<u>\$ 20,185</u>	<u>\$ 3,468</u>	<u>\$ 131,330</u>

STATISTICAL SECTION

**STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
EXPENDITURES BY FUNCTION
FOR THE FISCAL YEAR ENDED JUNE 30
(AMOUNTS IN THOUSANDS)**

FISCAL YEAR	ADMINISTRATION	PLANNING AND DEVELOPMENT	ENGINEERING AND DESIGN	MAINTENANCE AND OTHER OPERATIONS	AVIATION	LOCAL AID	DEBT SERVICE	CAPITAL IMPROVEMENTS	TRANSFERS TO OTHER STATE FUNDS	TOTAL
1980	\$4,754	\$2,723	\$5,300	\$49,712	\$ -	\$45,211	\$25,105	\$312,692	\$ -	\$445,497
1981	6,762	3,494	6,233	83,817	-	46,484	24,990	179,483	-	351,263
1982	7,012	3,109	6,677	87,553	-	48,394	24,736	97,655	-	275,136
1983	7,085	3,798	6,775	91,547	-	47,544	21,230	139,613	-	317,592
1984	6,832	3,800	6,905	89,711	80	71,665	21,208	302,591	-	502,792
1985	7,814	4,515	7,298	98,147	84	69,696	21,207	257,596	-	466,357
1986	8,440	4,847	9,102	98,802	173	72,223	21,241	259,527	-	474,355
1987	8,818	4,913	8,507	100,439	244	78,560	13,721	281,628	-	496,830
1988	9,126	4,697	8,282	108,969	245	81,779	30,473	271,368	25,802	540,741
1989	9,691	4,790	8,116	113,177	190	82,695	21,502	222,733	28,558	491,452

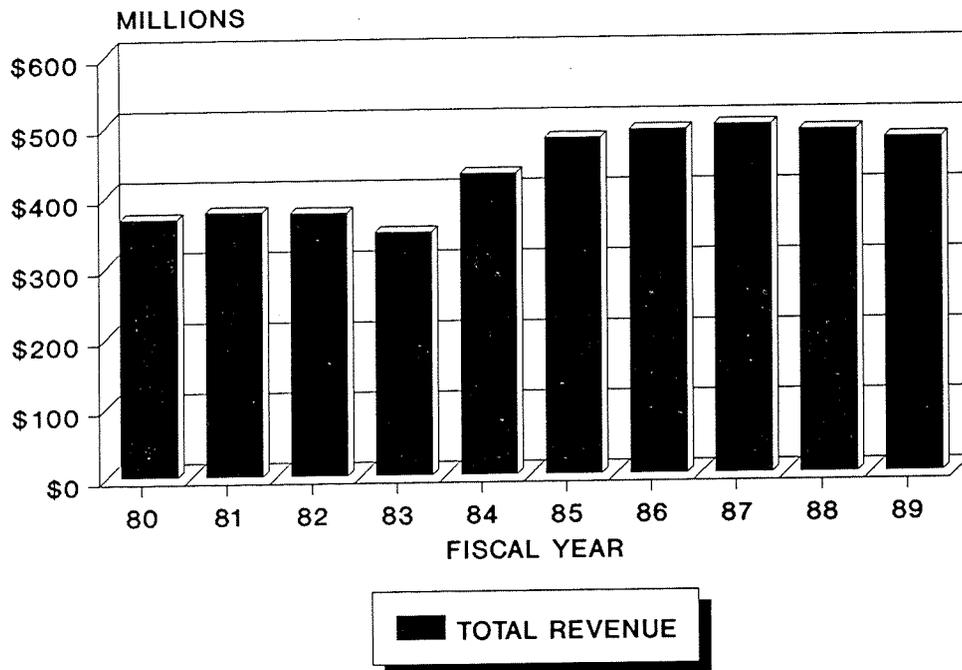
NOTE: DUE TO CHANGES IN THE ORGANIZATION OF THE DEPARTMENT, FISCAL YEAR 1980 CLASSIFICATION OF EXPENDITURES MAY NOT BE COMPARABLE WITH LATER FISCAL YEARS. TOTAL EXPENDITURES ARE COMPARABLE. FISCAL YEAR 1988 AND 1989 AMOUNTS ARE GAAP BASIS WHICH INCLUDE AGENCY FUNDS MONIES IN THE LOCAL AID FUNCTION. PRIOR YEAR AMOUNTS ARE BUDGETARY BASIS, WHICH EXCLUDE TRANSFERS, BUT INCLUDE ENCUMBRANCES.



STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
REVENUES BY SOURCE
FOR THE FISCAL YEAR ENDED JUNE 30
(AMOUNTS EXPRESSED IN THOUSANDS)

FISCAL YEAR	MOTOR FUEL TAX	VEHICLE REGISTRATION, FEES, PERMITS & SERVICE CHARGES	INTER-GOVERNMENTAL	INVESTMENT EARNINGS	OTHER	TRANSFERS	TOTAL
1980	\$118,906	\$69,276	\$145,902	\$24,425	\$1,154	\$6,224	\$365,887
1981	114,633	68,819	157,601	25,654	990	7,145	374,842
1982	116,415	69,242	142,606	35,176	1,819	7,608	372,866
1983	115,286	68,245	124,230	25,541	3,762	7,583	344,647
1984	143,246	70,875	169,462	28,663	3,002	12,831	428,079
1985	148,825	73,613	201,315	27,362	4,928	21,472	477,515
1986	151,652	73,688	210,723	21,518	3,751	26,913	488,245
1987	156,753	73,731	203,727	13,510	5,514	41,437	494,672
1988	168,154	78,065	193,696	7,894	1,679	37,352	486,840
1989	168,613	80,245	165,724	5,667	1,880	53,102	475,231

NOTE: FISCAL YEAR 1988 AND 1989 AMOUNTS ARE GAAP BASIS. PRIOR YEAR AMOUNTS ARE BUDGETARY BASIS, WHICH DO NOT REFLECT GAAP ACCRUALS. SALES TAX TRANSFERS FROM THE STATE GENERAL FUND COMMENCED IN 1984.

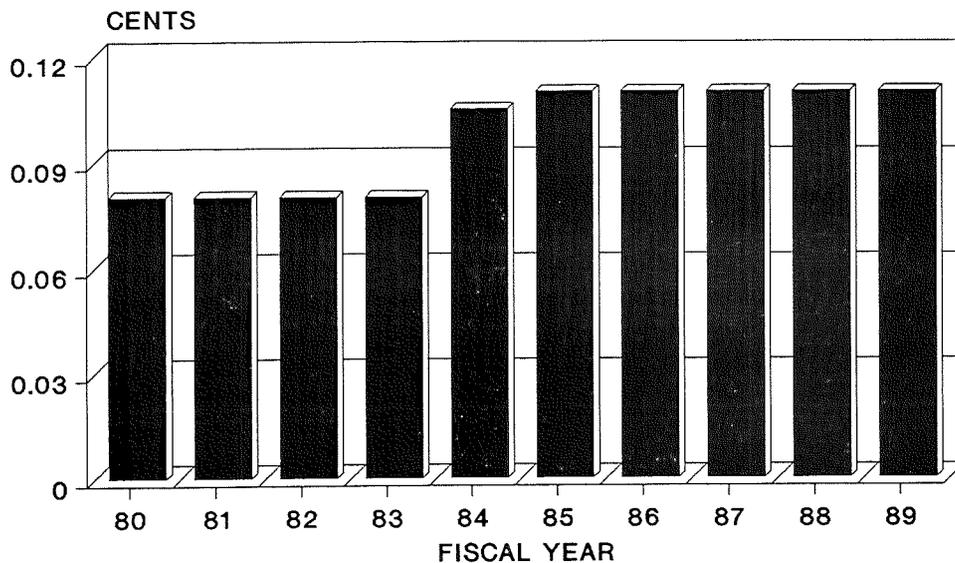


STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 FEDERAL AID RECEIPTS
 FOR THE FISCAL YEAR ENDED JUNE 30
 (AMOUNTS EXPRESSED IN THOUSANDS)

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 STATE MOTOR FUEL TAX RATES
 FOR THE FISCAL YEAR ENDED JUNE 30

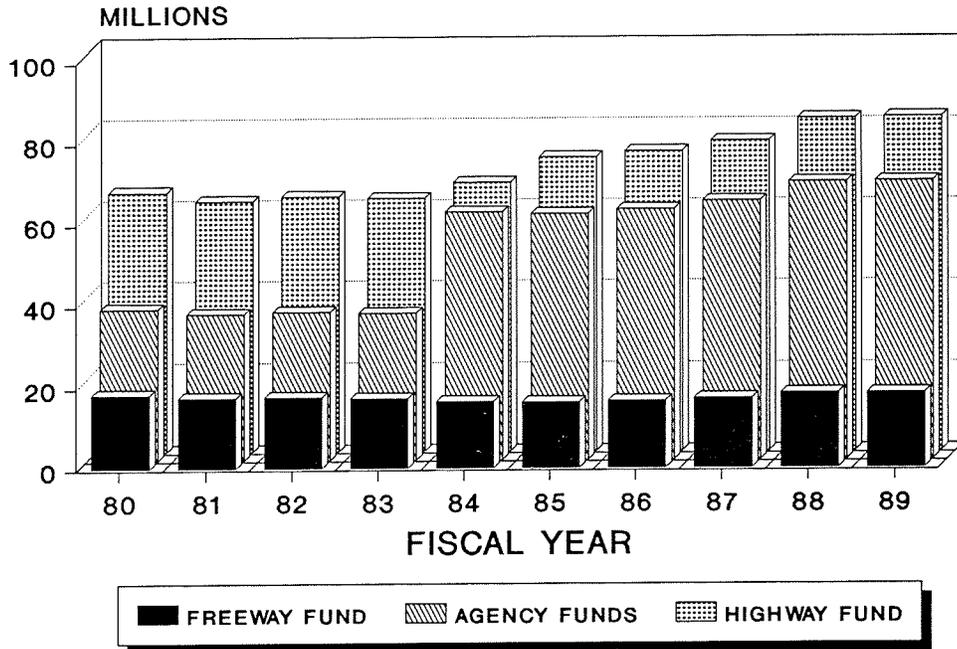
FISCAL YEAR	(EXPRESSED IN CENTS PER GALLON)				MOTOR CARRIER TRIP PERMITS
	GASOLINE	GASOHOL	DIESEL (DEALERS)	LIQUID PETROLEUM	
1980	8	3	10	7	\$ 5.00
1981	8	4	10	7	5.00
1982	8	5	10	7	5.00
1983	8	6	10	7	5.00
1984 *	10/11	6	12/13	9/10	6.00/6.50
1985	11	6	13	10	6.50
1986	11	7	13	10	6.50
1987	11	8	13	10	6.50
1988	11	11	13	10	6.50
1989	11	11	13	10	6.50

* DURING FISCAL YEAR 1984, THERE WAS A MID-YEAR CHANGE IN THE MOTOR FUEL TAX RATES. THE HIGHER RATE BECAME EFFECTIVE ON JANUARY 1, 1984.



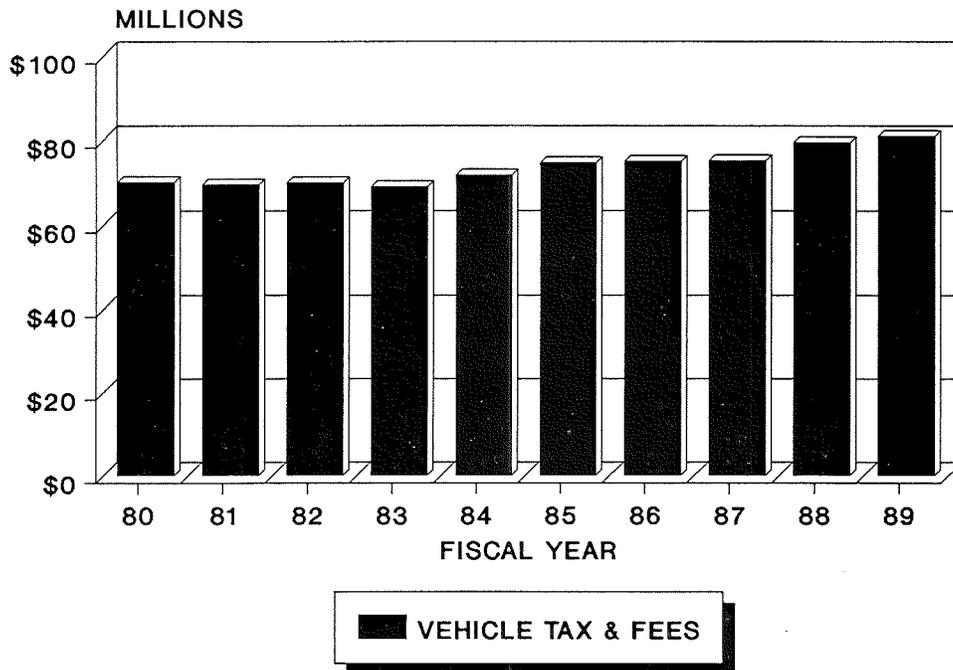
**STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
DISTRIBUTION OF MOTOR FUEL TAX RECEIPTS
FOR THE FISCAL YEAR ENDED JUNE 30
(AMOUNTS EXPRESSED IN THOUSANDS)**

FISCAL YEAR	STATE HIGHWAY FUND	STATE FREEWAY FUND	AGENCY FUNDS		OTHER STATE FUNDS			TOTALS
			SPECIAL CITY & COUNTY HWY. FUND	COUNTY EQUAL & ADJUSTMENT FUND	STATE GENERAL FUND	AGRI. ETHYL ALCOHOL INCENTIVE FUND	REFUND FUND	
1980	\$63,732	\$18,172	\$34,502	\$2,500	\$ -	\$ -	\$8,596	\$127,502
1981	61,490	17,426	33,217	2,500	-	-	7,767	122,400
1982	62,599	17,591	33,725	2,500	-	-	6,781	123,196
1983	62,117	17,300	33,369	2,500	-	-	6,112	121,398
1984	66,036	16,434	58,276	2,500	-	-	6,009	149,255
1985	72,258	16,293	57,774	2,500	-	-	6,796	155,621
1986	73,630	16,603	58,919	2,500	-	-	7,306	158,958
1987	76,107	17,161	60,985	2,500	-	-	5,979	162,732
1988	81,642	18,410	65,602	2,500	-	1,875	7,139	177,168
1989	81,865	18,460	65,788	2,500	-	2,500	6,755	177,868



STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 VEHICLE TAX AND/OR FEES
 FOR THE FISCAL YEAR ENDED JUNE 30
 (AMOUNTS EXPRESSED IN THOUSANDS)

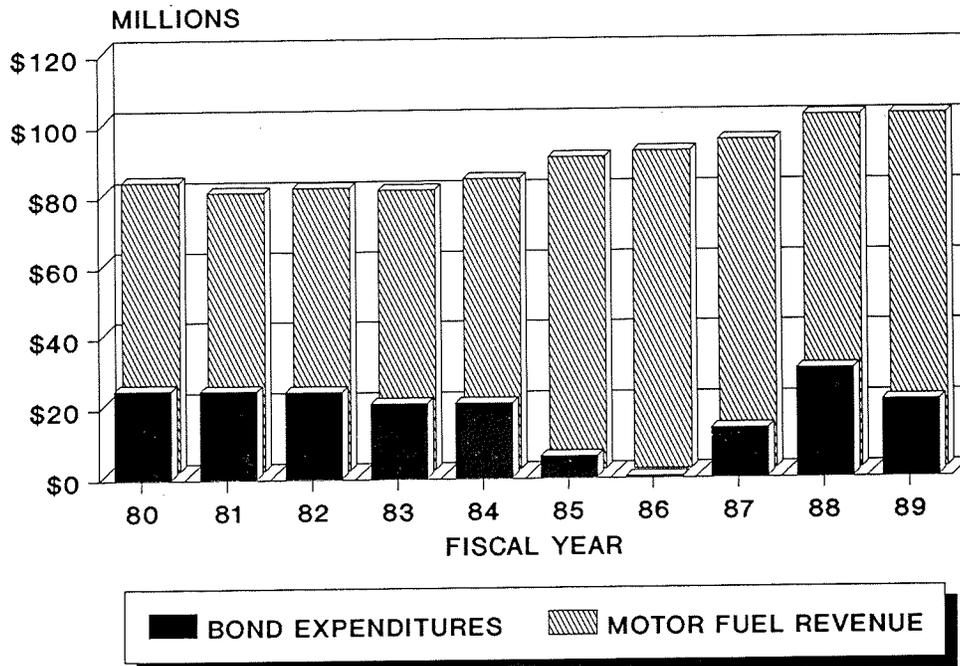
FISCAL YEAR	VEHICLE TITLE AND REGISTRATION	MOTOR CARRIER INSPECTION AND REGISTRATION	INTERSTATE PRORATION	DRIVER LICENSE	DEALER LICENSE & RECIPROcity PERMIT FEES	TOTAL
1980	\$48,716	\$2,162	\$14,829	\$3,770	\$ 652	\$70,129
1981	48,920	2,208	13,917	3,800	657	69,502
1982	48,362	1,422	15,624	3,811	681	69,900
1983	47,535	1,413	15,307	4,093	715	69,063
1984	49,555	1,382	15,635	4,406	774	71,752
1985	51,076	1,343	16,795	4,559	847	74,620
1986	50,562	1,058	16,889	4,683	1,738	74,930
1987	49,969	895	16,276	6,164	1,830	75,134
1988	53,738	845	16,920	6,043	1,780	79,326
1989	55,502	121	17,445	5,946	1,810	80,824



**STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
BOND COVERAGE
FOR THE FISCAL YEAR ENDED JUNE 30
(AMOUNTS EXPRESSED IN THOUSANDS)**

FISCAL YEAR	BOND EXPENDITURES			REVENUES	
	PRINCIPAL	INTEREST	TOTAL	MOTOR FUEL TAX	BOND COVERAGE
1980	\$10,635	\$14,470	\$25,105	\$ 81,904	3.3
1981	10,850	13,956	24,806	78,916	3.2
1982	11,165	13,415	24,580	80,190	3.3
1983	8,300	12,863	21,163	79,417	3.8
1984	8,805	12,360	21,165	82,470	3.9
1985	-	5,913	5,913	88,551	N/A*
1986	-	-	-	90,233	N/A*
1987	-	13,673	13,673	93,268	6.8
1988	12,520	17,953	30,473	100,052	3.3
1989	10,380	11,122	21,502	100,325	4.7

* BOND COVERAGE NOT COMPUTED DUE TO STRUCTURE OF BOND DEFEASANCE THAT OCCURRED DURING FISCAL YEARS 1985 AND 1986.



STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
HIGHWAY IMPROVEMENTS—WORK LET TO BID
FOR THE FISCAL YEAR ENDED JUNE 30

	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
BRIDGE PROJECTS										
<u>(NUMBER OF BRIDGES)</u>										
BRIDGE REPLACEMENT	13	20	6	8	24	27	29	12	14	38
BRIDGE REHABILITATION AND REPAIR	39	56	37	8	31	23	26	22	16	29
SURFACE PROJECTS										
<u>(MILES OF ROAD)</u>										
SURFACE PRESERVATION (UP TO 1 1/2")	1,182	1,087	450	483	1,027	896	908	936	1,169	1,414
SURFACE REHABILITATION OVERLAYS MORE THAN 1 1/2" (MAY INCLUDE SHOULDERS & WIDENING)	264	32	5	23	80	57	47	10	7	39
INTERSTATE RECONSTRUCTION	0	3	1	2	5	18	13	20	9	16
FREEWAY CONSTRUCTION	1	0	0	2	8	1	6	8	19	0
OTHER RECONSTRUCTION	2	67	2	6	8	16	62	36	13	30
NEW CONSTRUCTION— (GRADING MILES ONLY)										
INTERSTATE	7	4	0	0	3	0	2	0	0	3
FREEWAY	3	0	21	32	0	0	0	6	9	9
OTHER	4	1	0	0	29	3	14	4	0	0
TOTALS	<u>1,463</u>	<u>1,193</u>	<u>479</u>	<u>547</u>	<u>1,158</u>	<u>991</u>	<u>1,052</u>	<u>1,019</u>	<u>1,225</u>	<u>1,511</u>

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
TOTAL PUBLIC ROAD MILEAGE BY JURISDICTION
TOTAL MILES - DECEMBER 31, 1988
(AMOUNTS EXPRESSED IN MILES)

		TOTAL MILES	FREEWAY SYSTEM MILEAGE
STATE HIGHWAY SYSTEM/NON-CORPORATE			
FEDERAL AID:	INTERSTATE	514	0
	PRIMARY (NON-INTERSTATE)	7,503	1,161
	SECONDARY	1,582	0
	URBAN	11	0
NON-FEDERAL AID		13	0
	SUBTOTAL	9,623	1,161
CITY CONNECTING LINKS			
FEDERAL AID:	INTERSTATE	119	0
	PRIMARY (NON-INTERSTATE)	549	139
	SECONDARY	61	0
	URBAN	78	0
NON-FEDERAL AID		4	0
	SUBTOTAL	811	139
	TOTAL STATE HIGHWAY AND CITY CONNECTING LINKS	10,434	1,300
COUNTY-TOWNSHIP HIGHWAY SYSTEM/NON-CORPORATE			
FEDERAL AID:	PRIMARY (NON-INTERSTATE)	0	0
	SECONDARY	20,605	0
	URBAN	271	0
NON-FEDERAL AID		89,082	0
	TOTAL	109,958	0
MUNICIPAL SYSTEM/CORPORATE			
FEDERAL AID:	PRIMARY (NON-INTERSTATE)	0	0
	SECONDARY	357	0
	URBAN	1,230	0
NON-FEDERAL AID		10,515	0
	TOTAL	12,102	0
TOLL ROADS			
FEDERAL AID:	INTERSTATE (NON-CORPORATE)	209	0
	INTERSTATE (CORPORATE)	29	0
	FEDERAL AID URBAN (CORPORATE)	1	0
NON-FEDERAL AID:	NON-CORPORATE	0	0
	CORPORATE	3	0
	TOTAL	242	0
STATE PARK, RESERVATION AND OTHER			
NON-FEDERAL AID:	STATE PARK ROADS (NON-CORPORATE)	227	0
	TYPE C-NATIONAL PARK SERVICE	0	0
	ROADS (NON-CORPORATE)	2	0
	TOTAL	229	0
	GRAND TOTAL	132,965	1,300
		132,965	1,300

STATE OF KANSAS, DEPARTMENT OF TRANSPORTATION
 BRIDGES BY GOVERNMENTAL OR FUNDING RESPONSIBILITY
 AS OF DECEMBER 31, 1988

<u>RESPONSIBILITY</u>	<u>NUMBER OF BRIDGES</u>	<u>PERCENT</u>
STATE HIGHWAY	4,737	18.42
KANSAS TURNPIKE	382	1.49
URBAN SYSTEM	361	1.40
OTHER CITY BRIDGES	479	1.86
COUNTY FEDERAL AID SECONDARY	5,695	22.15
OTHER COUNTY AND TOWNSHIP	14,062	54.68
TOTAL	<u>25,716</u>	<u>100.00</u>

NOTE: LATEST DATA AVAILABLE

ANNUAL REPORT

KANSAS DEPARTMENT OF TRANSPORTATION

Attach. 2

BRIEFING TO HOUSE TRANSPORTATION COMMITTEE

January 24, 1990

COMPREHENSIVE HIGHWAY PROGRAM

Provided \$2.65 billion for
fiscal years 1990 - 1997
to the State Highway Fund

FUNDING FOR

- Enhanced construction program
- Increased aid to local communities
- Improved substantial maintenance
- Agency operations

ENHANCED CONSTRUCTION PROGRAM

- Matching Federal aid
- Top 16% of the system
- Increase 20% priority bridges
- \$600 million system enhancements

INCREASED AID TO LOCAL COMMUNITIES

- Directly to the Special City and County Highway Fund
- Transportation Aid to Elderly and Handicapped
- Maintenance payments for city connecting links

January 3, 1990:

KDOT announced \$1.7 billion

5 Year Highway Program

Represents the FIRST 5 YEARS
of the 8 Year Comprehensive
Highway Program passed by
the 1989 Legislature

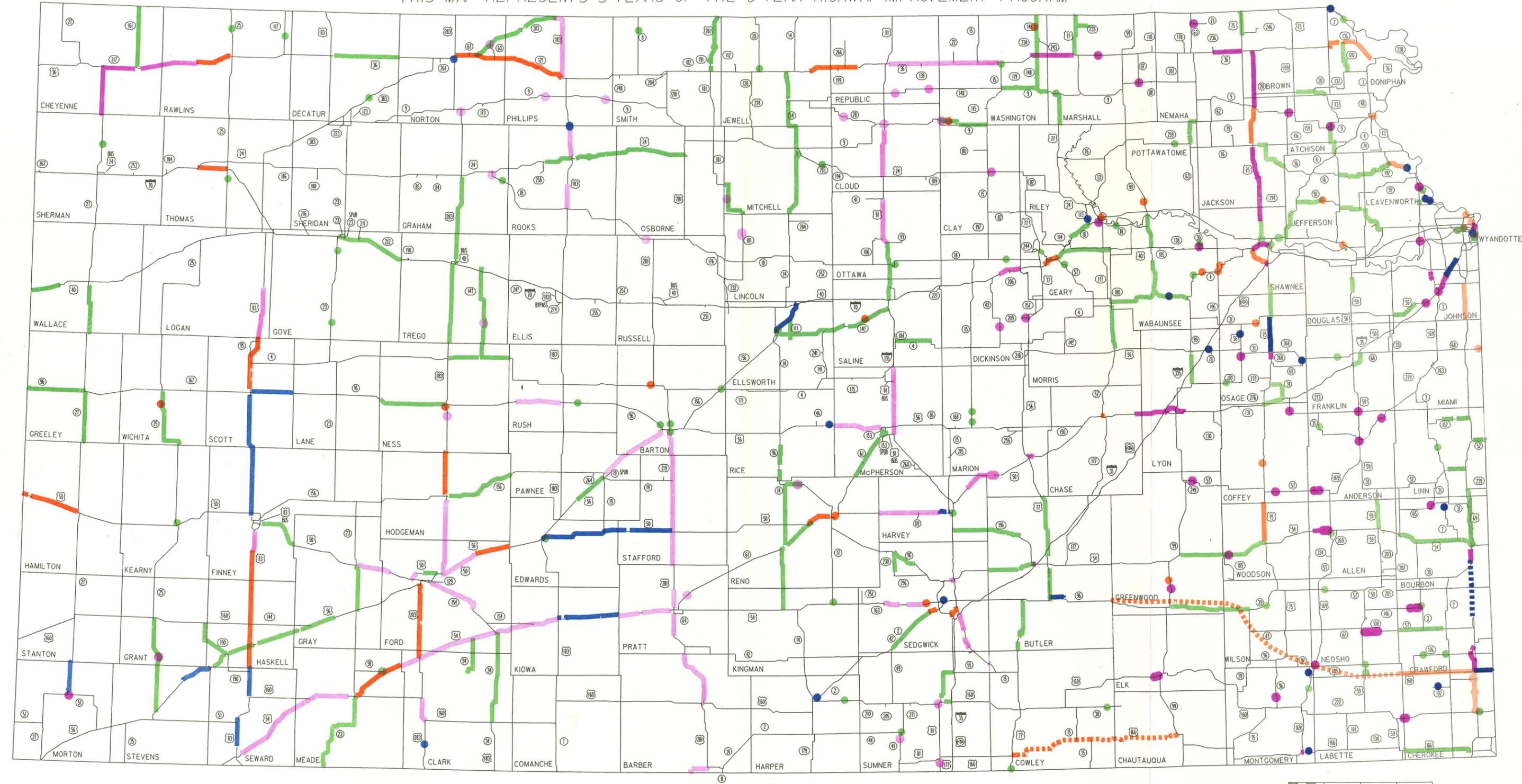
HIGHLIGHTS OF PROGRAM:

- 6,500 miles of roadway surfacing
- 1,200 miles of Major Modification including associated-work bridges
- Preliminary engineering work beginning on three major corridors
- 130 Priority Bridges replaced or repaired

KANSAS HIGHWAY IMPROVEMENT PROGRAM

FISCAL YEARS 1990-94

THIS MAP REPRESENTS 5 YEARS OF THE 8 YEAR HIGHWAY IMPROVEMENT PROGRAM



1990 SUBSTANTIAL MAINTENANCE PROJECTS

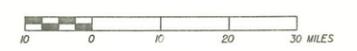
- ROADWAY
- BRIDGE

MAJOR MODIFICATION AND PRIORITY BRIDGE PROJECTS

- 1990 ROADWAY
- - - - - P.E. ONLY
- 1990 PRIORITY BRIDGES

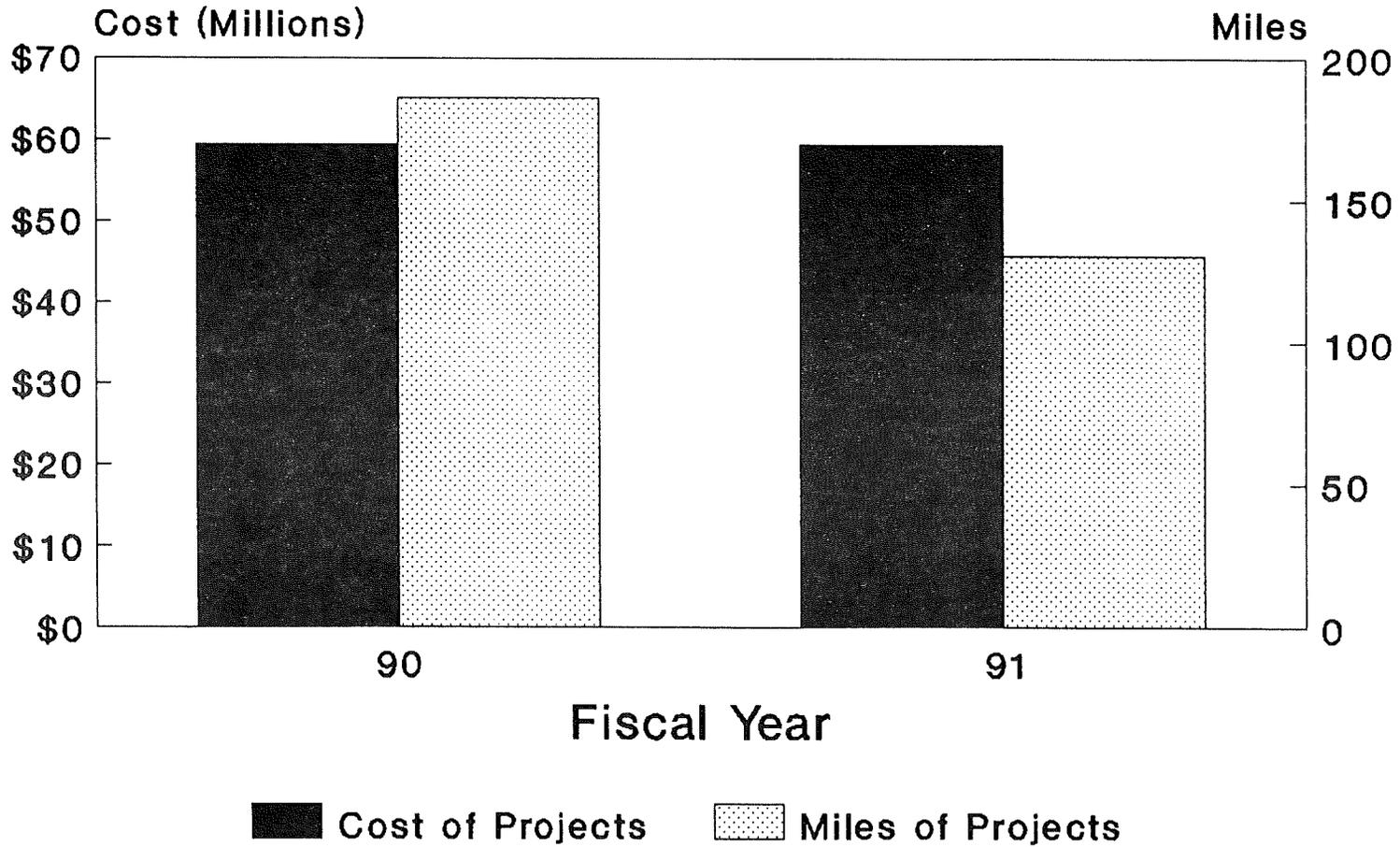
- 1991 ROADWAY
- - - - - P.E. ONLY
- 1991 PRIORITY BRIDGES

- 1992-94 ROADWAY
- 1992-94 PRIORITY BRIDGES



PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
KHIP-DGN DEC. 7, 1989
USING CANSYS DATABASE 7/1/89

State Highway Fund Fast Track Projects



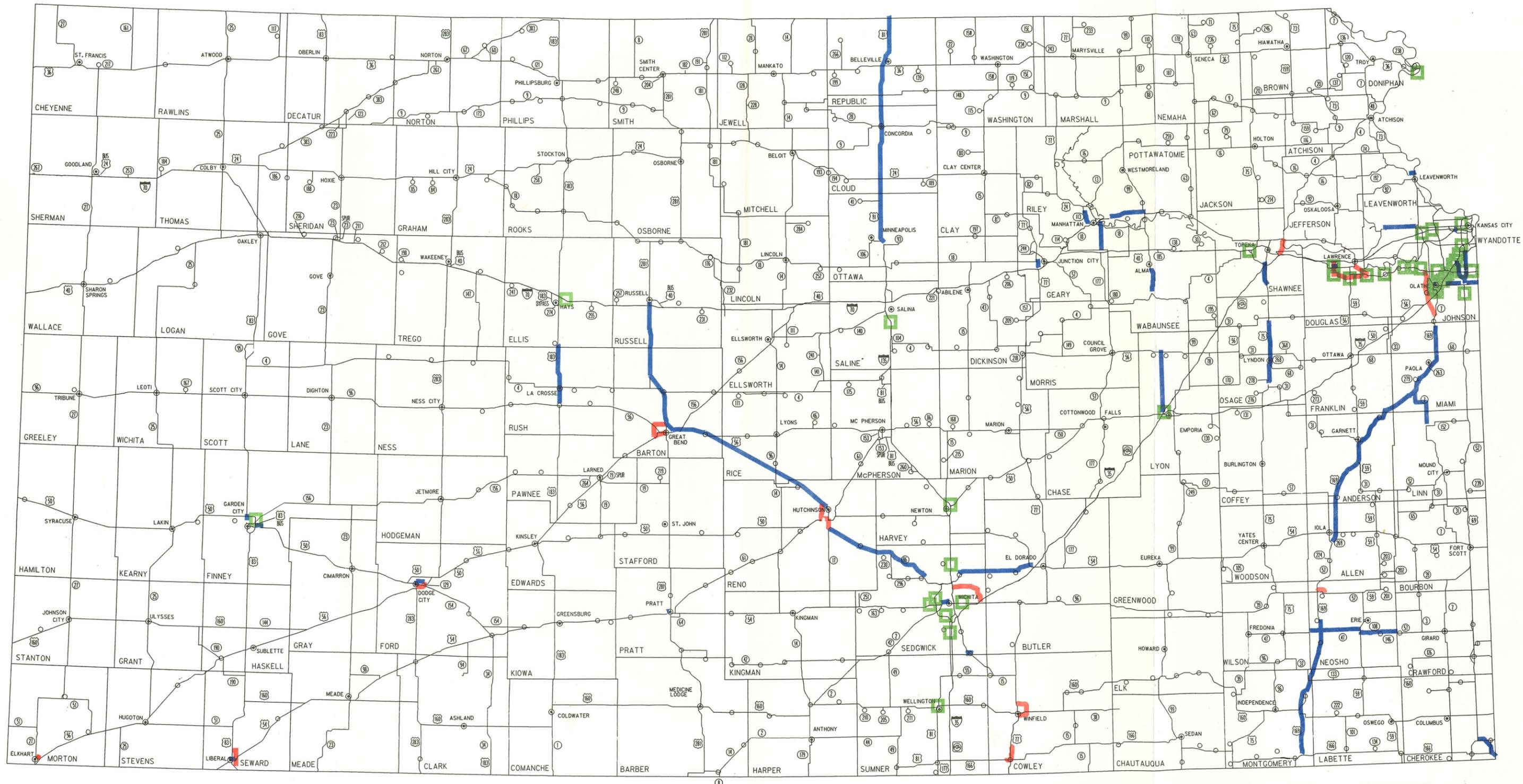
PROSPECTUS FOR FUTURE WORK

- Add 3 remaining years to Program
- Select System Enhancement projects
- Develop 7 years of construction plans
- Manage 10 years of construction

SYSTEM ENHANCEMENT STATUS

- 90 project requests
- \$1,700 million in FY 1990 costs:
 - 41 Corridors at \$1,033 million
 - 35 Interchanges at \$328 million
 - 14 Bypasses at \$339 million
- Evaluation underway, announcements anticipated in 4-5 months

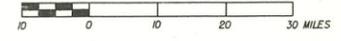
ELIGIBLE SYSTEM ENHANCEMENT CANDIDATE PROJECTS



 BYPASS IMPROVEMENTS

 INTERCHANGES

 CORRIDOR IMPROVEMENTS

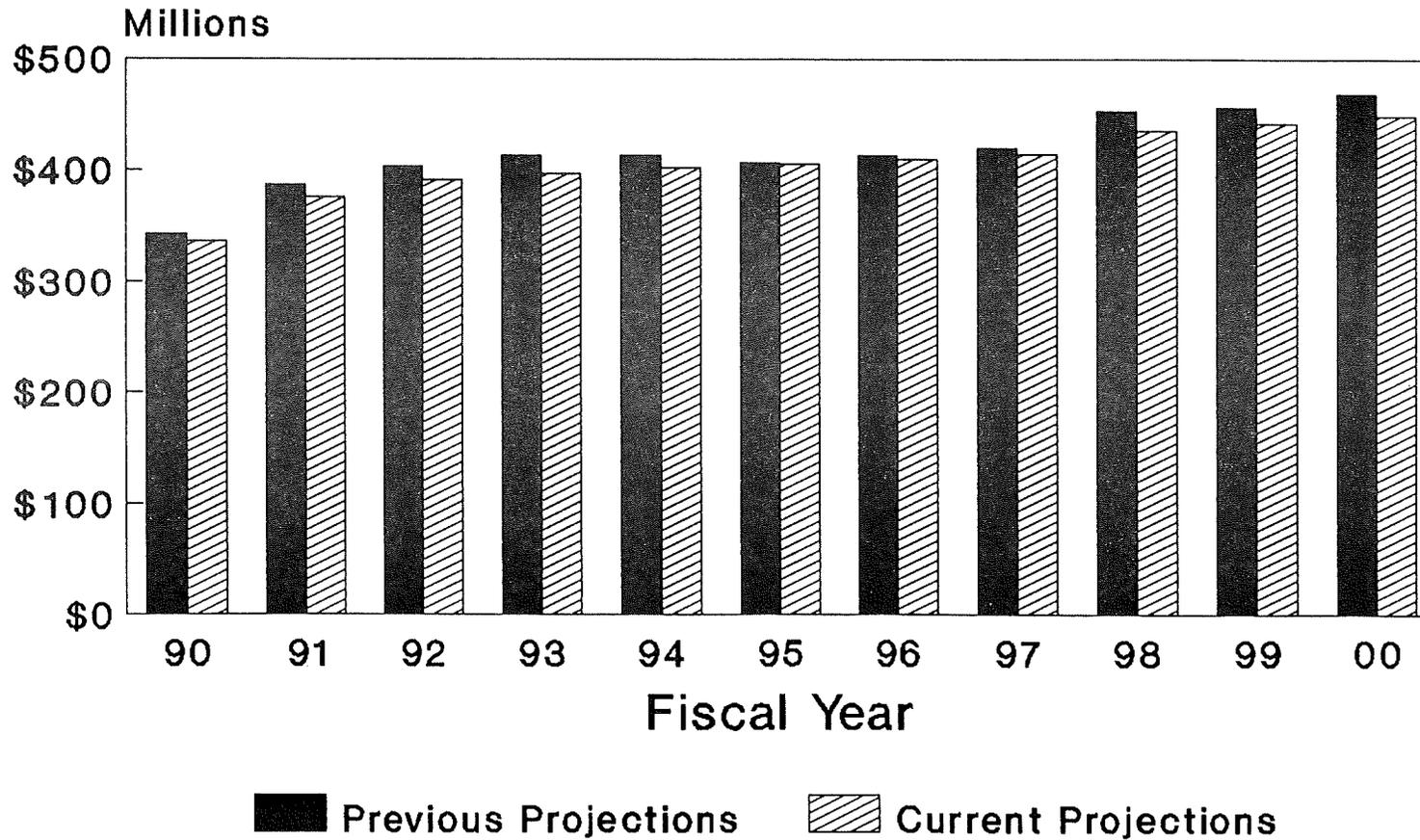


PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
SYSTEM.DGN DEC. 12, 1989
USING CANSYS DATABASE 6/23/89

AGENCY ADMINISTRATION

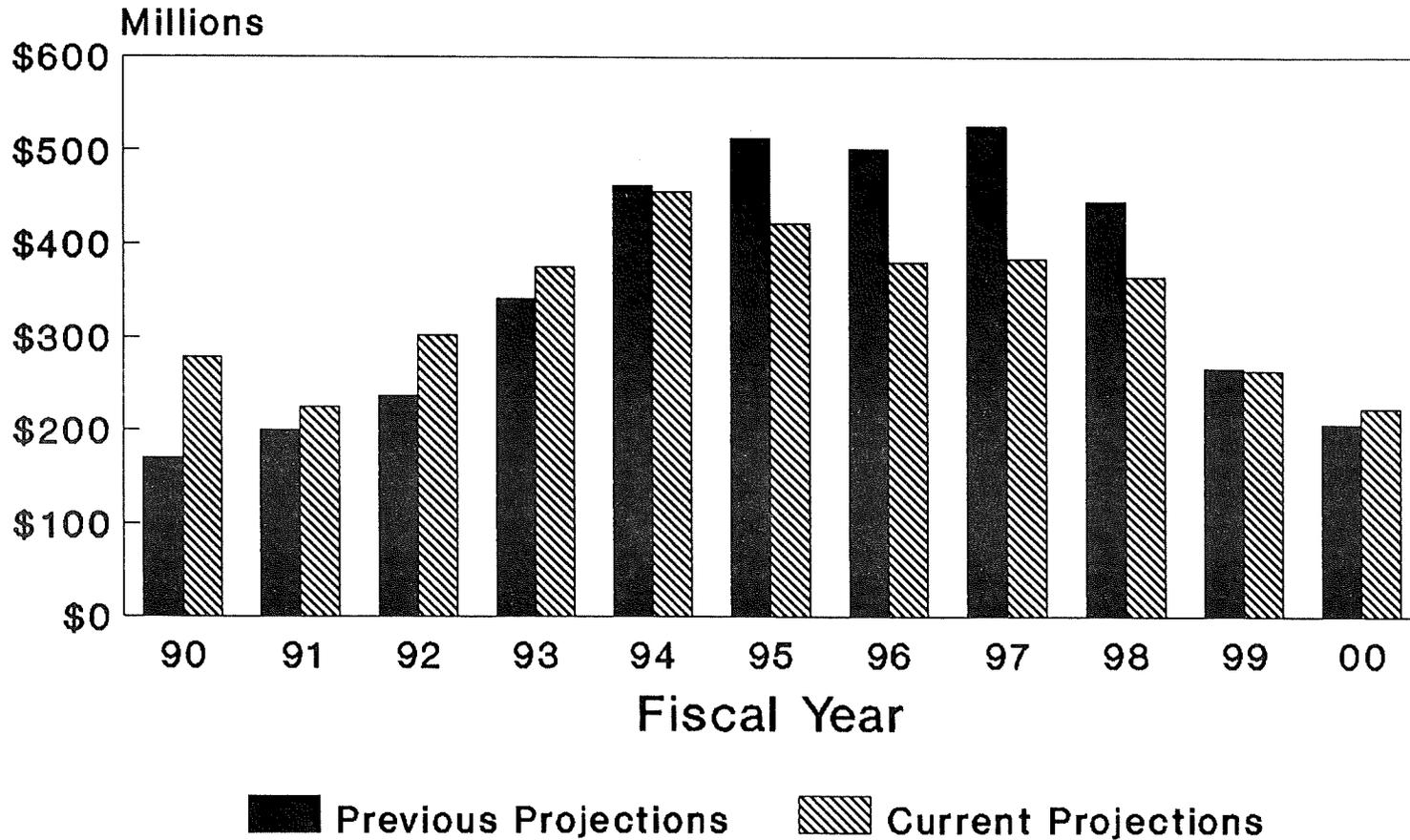
- Comprehensive Highway Program Office
- Staff Relocations
- Computer Systems

State Highway Fund Revenues



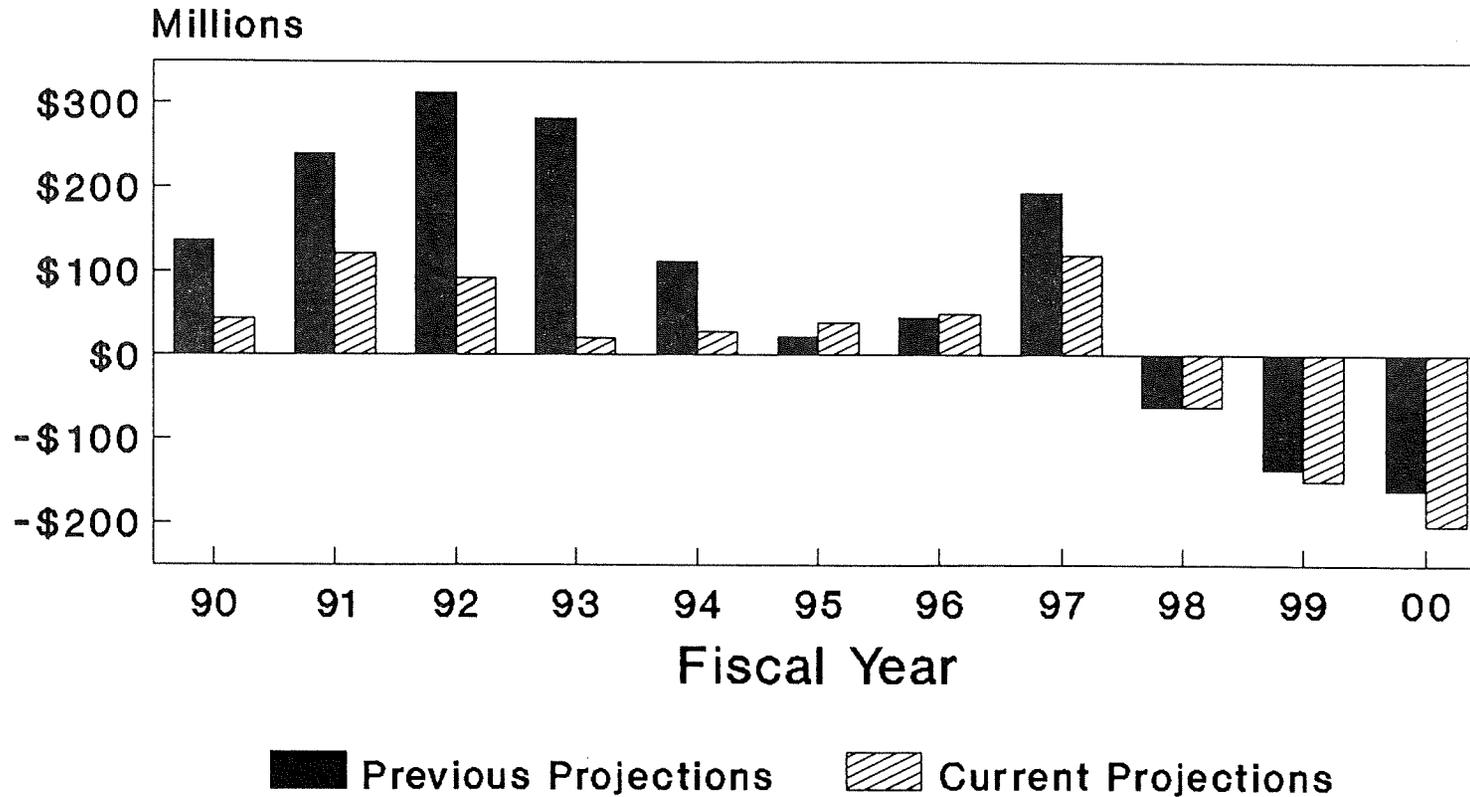
Excludes Federal Aid & Bonding

State Highway Fund Highway Contract Expenditures



Includes Contract Design and Inspection

State Highway Fund Ending Fund Balances



Assumes continued Agency Operations,
Substantial Maintenance effort, and
continue matching of Federal Aid

REQUESTED LEGISLATION

UTILITY RELOCATION ASSISTANCE

- HB 2599
- Loans to Public Utilities to finance cost of relocating utilities
- Limited to \$20,000 per utility per project

REEMPLOYMENT OF RETIRED PERSONNEL

- HB 2600
- Conforms KPERS cap on amount retired person can earn to the amount Social Security permits
- Allows KDOT to employ retired engineers and technicians

ENHANCED AUTHORITY FOR RIGHT OF WAY ACQUISITION

- HB 2601
- Permits KDOT to acquire property in fee simple title within city limits
- Permits disposal of surplus real estate

SPECIAL KDOT INITIATIVES

WORK ZONE SAFETY PROGRAM

Theme is "GIVE 'EM A BRAKE"

Risk Assessment Project

**DISADVANTAGED BUSINESS ENTERPRISES
(DBE)
ASSISTANCE**

Adopt-A-Highway Program