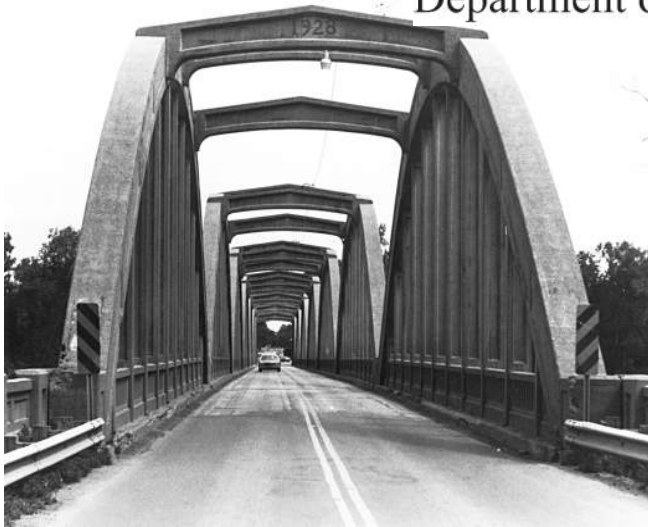


# *State Transportation Improvement Program*

FEDERAL FISCAL YEAR 2025-2028



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**This document was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.**

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**U.S. Department of Transportation**

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901 Locust Street, Suite 404  
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816-329-3920  
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**Federal Highway Administration**  
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785-273-2620 (fax)

October 2, 2024

Mr. Greg M. Schieber  
Deputy Secretary of Transportation and State Transportation Engineer  
Kansas Department of Transportation  
Topeka, KS 66603

Subject: FHWA/FTA Approval of the FY 2025-2028 Kansas STIP

Dear Mr. Schieber:

As requested by your September 24, 2024, letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the FY 2025-2028 Kansas Statewide Transportation Improvement Program (STIP).

Based on our review, we find that the STIP is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. We also find that the referenced metropolitan Transportation Improvement Programs (TIPs) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organizations, the Kansas Department of Transportation (KDOT), and the public transportation operators in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding is based on MPO and KDOT self-certifications, our regular involvement in the State and MPO transportation planning processes, formal certification reviews, as well as other activities.

The FY 2025-2028 STIP is hereby approved. This approval shall expire four years from the date of this letter.

If you have any questions or need additional information, please contact Mr. Will Sharp of FHWA at [wiley.sharp@dot.gov](mailto:wiley.sharp@dot.gov) or Ms. Gerri Doyle of FTA at [gerri.doyle@dot.gov](mailto:gerri.doyle@dot.gov).

Sincerely yours,

CATHY L  
MONROE

Digitally signed by  
CATHY L MONROE  
Date: 2024.10.03  
13:57:02 -05'00'

Carrie Butler  
Regional Administrator  
Federal Transit Administration

Richard E. Backlund, AICP  
Division Administrator  
Federal Highway Administration



Dwight D. Eisenhower State Office Building  
700 S.W. Harrison Street  
Topeka, KS 66603-3745

Calvin E. Reed, P.E., Secretary  
Greg M. Schieber, P.E., Deputy Secretary and  
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Laura Kelly, Governor

September 24, 2024

Mr. Mark Bechtel  
Federal Transit Administration  
901 Locust St., Room 404  
Kansas City, MO 64106

Mr. Richard Backlund  
Federal Highway Administration  
6111 SW 29th St., Suite 100  
Topeka, KS 66614-4271

Dear Messrs. Bechtel and Backlund,

Subject: Approval Request for the Federal Fiscal Years (FFY) 2025-2028  
Statewide Transportation Improvement Program (STIP)

Federal law requires states to prepare a Statewide Transportation Improvement Program (STIP) and the law further requires that a draft STIP be available for public comment for a thirty-day period. The comment period for the State of Kansas draft STIP for FFY 2025-2028 concluded on September 6, 2024.

Many factors play a role in the selection and development of the projects listed in the STIP including the guidance received at both the State and Federal legislative levels, the goals and objectives provided in the Long Range Transportation Plan (LRTP), the Priority Formula that functions to rank and prioritize projects, and the Transportation Asset Management Plan (TAMP) that assesses current infrastructure and projects the funding effort needed to attain performance levels designated for that infrastructure. Together these factors influenced and guided KDOT management decisions in the selection and development of the projects programmed in this STIP. The STIP is divided into two sections: the appendices and the narratives. The project index, Appendix A, provides a list of projects, in counties and cities as well as those on the State Highway System, regardless of funding source, that are administered by the Kansas Department of Transportation (KDOT), and that are anticipated to have funds obligated within the next four federal fiscal years. Projects in the Metropolitan Planning Organization (MPO) areas are listed in the STIP by reference only, with the exception of Appendix C. The Advanced Construction Appendix, Appendix C, lists all projects, including those in MPO areas, that are being advanced constructed and provides the estimated conversion date(s) and the estimated conversion amount(s) for each. The inclusion of projects in MPO areas in Appendix C facilitates the illustration of fiscal constraint. The narrative section briefly describes KDOT's public involvement process, project selection criteria, program financing including the fiscal constraint for the years of the STIP and public transportation program criteria.

Additionally, within the STIP narrative are brief descriptions of programs administered by entities other than KDOT. These programs are the Federal Lands & Tribal Transportation programs administered by the Office of Federal Lands Highway and the Bureau of Indian Affairs; Recreational Trails program

administered by the Kansas Department of Wildlife & Parks; and the Transportation Improvement Programs (TIPs) administered by each of the Metropolitan Planning Organizations (MPO) for the six urbanized areas of Kansas. As well as the printed document, the STIP is available for review online at <https://www.ksdot.gov/bureaus/burProgProjMgmt/stip/stip.asp>. In addition to the STIP document, all future amendments to the STIP will be available for review online using this link and will be located on the current STIP page.

To demonstrate fiscal constraint, the STIP provides two documents: the "KDOT Cash-Flow" document and the table of "Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations". KDOT's cash flow information is prepared on a state fiscal year basis while the table of federal funding is provided on a federal fiscal year basis. The "KDOT Cash-Flow" document demonstrates fiscal constraint by considering all anticipated revenue sources (state, federal, and local) and all anticipated expenditures (fixed and variable costs) forecasting how the funding and expenditure are anticipated to be received and incurred over the four-year period of the STIP. The "Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations" table demonstrates fiscal constraint at the federal fund level only and estimates, by fund category, the federal funds that Kansas anticipates being apportioned and obligated in the next four federal fiscal years.

In the "Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations" table, total apportionments reflect the funding outlined in the federal transportation program, "Bipartisan Infrastructure Law" (BIL), also known as the "Infrastructure Investment and Jobs Act", enacted on November 15, 2021. For each year of the four-years of the STIP, 2025-2028, apportionment is estimated at the level identified in BIL for that year. Since BIL expires in 2026, the apportionment levels for 2027 and 2028 are currently estimated at 2026 levels. Estimated total obligation in the table reflects the projects currently programmed and listed in Appendix A, which are expected to have at least one phase obligate in the four-year period of this STIP. Also, included in estimated obligations are the conversions for projects authorized with advance construction that are expected to convert during the four federal fiscal years of the STIP. For each year, the total expected obligation is either less than or equal to the total expected federal appropriation for that year (including carry-over apportionment), with the exception of the "Other" category, which is only composed of allocated and special funding. If expected obligation for a year is less than the federal apportionment for that year, KDOT intends to convert projects authorized with advance construction to equal the difference. The conversion of advance construction will assure that expected obligation and expected appropriation are balanced.

Under the current state transportation program, the Eisenhower Legacy Transportation Program, which is abbreviated as IKE, project selection is on a rolling two-year basis which results in the first two years of the STIP being more fully programmed, and the latter years of the STIP being partially selected. While FFY 2025 and FFY 2026 were largely programmed at the time the STIP was prepared, some apportionment groupings remained to be programmed. Groupings selected annually like the Railway apportionment grouping and many of the new program groupings established under BIL have yet to be programmed. The FFY 2025 projects selected on an annual basis will be selected in late summer to early fall of calendar year 2024 and as developed will be amended to the STIP through the processes in place. KDOT is currently establishing a plan for the PROTECT program and, as such, there are currently limited or no projects with estimated obligations in that grouping. As new projects are

Messrs. Bechtel and Backlund  
September 24, 2024  
Page 3

developed and programmed throughout the federal fiscal year, they will be amended using the process in place to the FFY 2025-2028 STIP or will appear in the FFY 2026-2029 STIP as timing dictates.

Enclosed are print copies of the FFY 2025-2028 STIP document with the current, signed Kansas State Self-Certification inserted. With this letter, the State of Kansas requests approval of our FFY 2025-2028 STIP from the Federal Highway Administration and the Federal Transit Administration.

Please direct questions or comments concerning this letter or the STIP to Lisa Roth, at (785) 296-0892 or Gene Ingwerson, at (785) 296-0136, in the Division of Program and Project Management.

Sincerely,

A handwritten signature in black ink, appearing to read "G. M. Schieber".

Greg M. Schieber, P.E.  
Deputy Secretary and  
State Transportation Engineer

Enclosure: State of Kansas FFY 2025-2028 STIP Document

Dwight D. Eisenhower State Office Building  
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Laura Kelly, Governor

Calvin E. Reed, Secretary  
Greg M Schieber, P.E., Deputy Secretary and  
State Transportation Engineer

### State Self-Certification

The Kansas Department of Transportation certifies that the statewide transportation planning process is being implemented in accordance with all applicable requirements including:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR Appendix A, Part 450;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 11101(e) of the BIL Act (P.L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, *et seq.*) and 49 CFR Parts 27, 37, and 38;
7. In States containing non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR Part 93;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Greg M. Schieber, P.E.  
Deputy Secretary and  
State Transportation Engineer

09/24/2024

Date

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## **COMMENTS RECEIVED AND EDITS MADE DURING THE STIP COMMENT PERIOD**

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The Kansas Department of Transportation (KDOT) received no comments on the FFY 2025-2028 STIP draft document during the 30-day comment period. Below is a summary of the edits in content made between the draft and this approved version of the FFY 2025-2028 STIP.

**1) Added “How to Read the STIP Project Index- Appendix A” as page 143.**

This diagram was left out of the DRAFT FFY 2025-2028 STIP and has been added.

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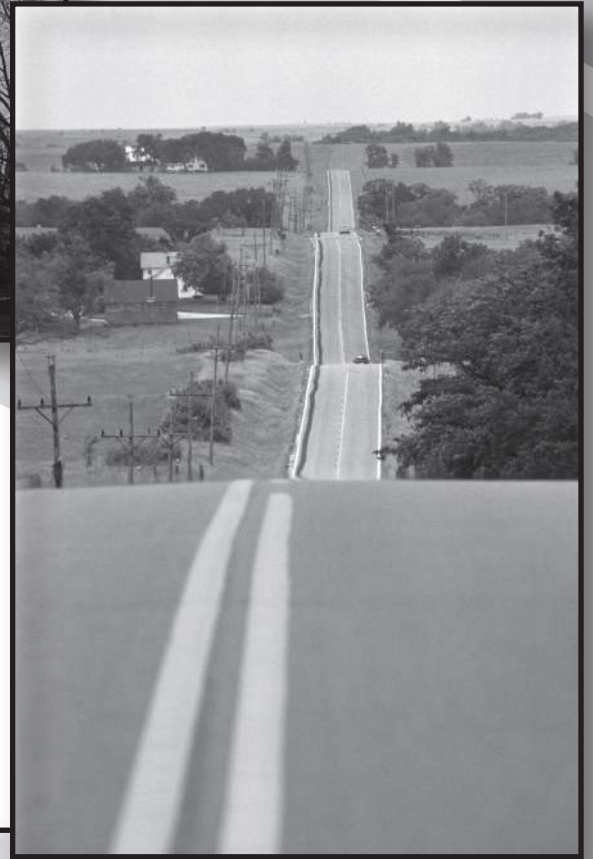
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# Introduction



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# INTRODUCTION

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In compliance with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requirements as codified in Title 23, Chapter 1, Subchapter E, Subpart B 450.200-450.240; Title 40, parts 1500-1508 and Title 49, Subtitle B, Chapter VI, part 613 of the United States Code (USC), the Kansas Department of Transportation (KDOT) has developed the Statewide Transportation Improvement Program (STIP) for Kansas. Kansas elects to update the STIP annually, providing information on the current federal fiscal year (FFY) plus three subsequent years. Based on this yearly preparation schedule, this STIP covers FFY 2025-2028, and the projects listed in Appendix A, the Project Index, are anticipated to obligate in this four-year period in some phase.

The STIP is arranged into two general sections: the narrative and the appendices. The narrative portion of the document is further divided into sections that briefly describe KDOT's program financing anticipated for the STIP including fiscal constraint, public involvement, performance measures and project selection processes, and a brief outline of Public Transit. Also included within the STIP narrative are brief descriptions of programs administered by agencies other than KDOT. These programs are the Federal Lands & Tribal Transportation

Programs administered by the Office of Federal Lands Highway (FLH) and the Bureau of Indian Affairs (BIA), the Recreational Trails Program administered by Kansas Department of Wildlife and Parks (KDWP), and the Transportation Improvement Programs (TIPs) administered by each of the Metropolitan Planning Organizations (MPOs) for the six urbanized areas of Kansas. Although these programs are not administered by KDOT, they are a part of the Federal Transportation Program and therefore, are required by federal code to be included in the STIP document prepared by Kansas. Completing the narrative section is a glossary of terms which follows the appendices and a preface to the appendices describing the information provided in each appendix and providing supplemental information helpful in reading the appendices.

There are four appendices, A-D, each providing specific project information. Appendix A is a Project Index of all KDOT administered projects anticipated to obligate in one or more work phases during the FFY 2025-2028 that were programmed at the time this document was prepared. Appendix B is a Summary Report by work phase and FFY of the total anticipated obligation for each FFY of the STIP and summarizes Appendix A. Appendix C is an in-

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dex of projects that are advance constructed that provides each project's year(s) of conversion (even year(s) beyond those covered in the STIP), the amount(s) of conversion planned for each year and a total project planned conversion amount. Additionally, a total planned conversion amount by year is provided summing all planned project conversions in the year. Appendix D is for the display of projects sponsored by an entity other than KDOT and awarded through a discretionary grant from one of the transportation grant programs of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). Grant requirements stipulate that these awarded projects be included in the STIP. However, since the projects are not administered by KDOT, which means there is no KDOT involvement or oversight regarding the project and no KDOT stewardship of the grant funds for the project, the grant awarded projects are listed separately in Appendix D.

There are two clarifications concerning the projects in the appendices:

- 1) While federally funded local public authority (LPA) projects are included in the STIP, the number of LPAs using federal funding has decreased significantly with the implementation of the Federal Fund Exchange program. Through this program, most LPA projects are funded with local and state funds (that supplant the federal

funds an LPA would normally receive) and are part of the Local Support program- a non-Core KDOT program. The Local Support program, and its associated projects, is not included in the STIP, since these projects are not federally funded and are not administered by KDOT. The Federal Fund Exchange program is described in further detail in the Project Selection Criteria and Program Financing sections of the STIP narrative.

- 2) Projects within MPOs are included in the STIP by reference only with one exception. MPO projects that are advance constructed are included in the advance constructed listing in Appendix C. Adding the MPO advance construction projects to Appendix C was a necessary measure taken to provide a clearer illustration of fiscal constraint.

Public involvement was met during the development of this STIP as required by 23 CFR 450.210(a) and in accordance with KDOT's Public Involvement procedures for the STIP and amendments. Draft print copies of the STIP are mailed to the six area transit providers, the six area MPO offices, and the six KDOT district offices for comment. The draft STIP is advertised in the Kansas Register with a 30-day comment period and displayed on KDOT's website during this period. Additionally, a news release is sent to news outlets in the state

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announcing the draft STIP comment period and describing how comments may be made. Likewise, amendments are advertised in the Kansas Register with a 14-day comment period and are displayed on KDOT's website during the comment period. A news release for each amendment is also sent to the news outlets outlining the comment period and how comments concerning the amendment may be made.

Our agency public involvement goal is accomplished jointly by our Division of Communications and Public Affairs and the Division of Policy. KDOT involves the public throughout the project development process, thereby building and sustaining relationships with citizens, businesses, legislators, and governmental entities. Additionally, city and county officials are required to have public involvement processes in place for their projects and must provide documentation demonstrating that public involvement was solicited when their projects are submitted to KDOT's Bureau of Local Projects for review.

With a continued focus on transportation planning, the FHWA and FTA have jointly issued updated Planning Emphasis Areas. Following is a description of these eight areas of emphasis and a brief discussion of how these areas are currently being addressed in KDOT.

## **-TACKLING THE CLIMATE CRISIS- TRANSITION TO A CLEAN ENERGY, RESILIENT FUTURE-**

Air quality is a growing concern for KDOT, as we see the ozone standard reviewed every five years and is something we watch closely each ozone season. Particulate matter is of growing concern in the Kansas City Metro region, so removal of barriers to alternative fuels is seen as a beneficial step for those wanting to utilize them in Kansas. Through development of the ChargeUp Kansas NEVI Plan, KDOT is taking steps to make possible the transition to a cleaner, more resilient future in multiple ways. NEVI, or National Electric Vehicle Infrastructure, is a new source of funding made available by the Bipartisan Infrastructure Law signed by the President in November 2022. The first step is working to change the ways in which we power our vehicles. This plan outlines how the state will utilize federal National Electric Vehicle Infrastructure funds to implement electric vehicle (EV) charging infrastructure along state highway and interstate corridors. Motorists traveling within and through our state expect to fuel their vehicles in alternative, cleaner ways and KDOT aims to partner with multiple entities such as private companies, local jurisdictions, and industry leaders to start meeting those needs.

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Through this, our agency will contribute to the build out of a national network of EV charging infrastructure that is expected to reduce greenhouse gas emissions, ease motorists' range anxiety, and take a step in building a resilient transportation system. KDOT also recently awarded Access, Innovation and Collaboration, or AIC funds, from FTA, to agencies such as the Flint Hills Area Transportation Agency (FHATA) for a Zero Emission Vehicle Study, Lawrence Transit for a Zero Emission Transition Plan, and Johnson County for EV Micro Transit Service. Our agency has also recently established its Transportation Emissions Reduction Strategy (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/burovr/pdf/KDOTTransportationEmissionsReductionStrategy14Nov23.pdf>), which provides the framework for addressing emissions related to Kansas' transportation sector. This planning work and future selected projects that will utilize Carbon Reduction Program (CRP) funding will advance the reduction of transportation related emissions in the state. While new for KDOT, our agency is taking charge of our role in tackling the climate crisis and responding with actionable steps in the process.

### **-EQUITY & JUSTICE40 IN TRANSPORTATION PLANNING-**

KDOT has traditionally worked well with FHWA on planning, monitoring, and executing projects. The inclusion of equity and Justice40 (<https://www.transportation.gov/equity->

[Justice40](#)) considerations will be no different. The application of the equity and Justice40 principles, as well as the corresponding reporting that will be necessary, involve several KDOT business sectors including project delivery, MPO coordination, and Transit. Early in the BIL legislation, efforts will be focused on defining criteria, monitoring existing programming, reporting development, and trend analysis. However, as the program matures, KDOT should be armed with the data necessary to program projects throughout the agency using equity and Justice40 considerations in the prioritization, selection, and programming of projects.

### **-COMPLETE STREETS-**

Many Kansas communities have passed some form of a local Complete Streets ordinance and/or resolution to date. The KDOT Division of Multimodal Transportation and Innovation, in collaboration with Toole Design, will develop Complete Streets policy language for KDOT. Kansas' Complete Streets policy will build upon the significant work accomplished through the Kansas Active Transportation Planning process. Newly passed statewide Complete Street policies from across the country and best practices will be researched and made available to those drafting Kansas' new policies and leadership responsible for policy approval.

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## **-PUBLIC INVOLVEMENT-**

Please see the public involvement section for details and information regarding KDOT's response to the corresponding FHWA/FTA Emphasis Area.

## **-STRATEGIC HIGHWAY NETWORK (STRAHNET)/U.S. DEPARTMENT OF DEFENSE (DOD) COORDINATION-**

The Strategic Highway Network (STRAHNET) is a system of approximately 63,000 miles of roadways critical to emergency mobilization and peacetime movement of military personnel and equipment. Meaningful coordination between the Department of Defense (DOD), USDOT, KDOT, and MPO officials will encourage collaborative decision-making that promotes the safe and efficient utilization of these roadways by military forces.

KDOT has a history of coordinating with DOD representatives on various program elements including planning efforts, permitting processes, and project development activities. Examples include the US-24 Corridor Management Plan, <https://www.ksdot.gov/projects.asp>, whose study area included Fort Riley and the Kansas National Guard, highway access permitting process along US-24 near Tonganoxie for the new Army Reserve Center, and, most recently, the Centennial Bridge replacement project which abuts Fort Leavenworth and spans the Missouri River connecting Leavenworth

and Platt Counties in Kansas and Missouri, respectively.

In 2025, and beyond, KDOT intends to take meaningful steps to build upon this cooperative track record and further connect with representatives from DOD in KDOT's transportation planning and project programming processes. More specifically, KDOT aims to better understand emerging and long-term infrastructure and connectivity needs for STRAHNET routes and other public roads that connect DOD facilities. Not only to support rapid force mobilization and response to national emergencies, but also to support daily commuter and freight traffic since DOD facilities are often major regional employers. A critical component of this endeavor is direct participation from our federal and MPO partners. KDOT is currently reviewing options to host an annual summit with the affected parties to discuss transportation needs on the STRAHNET and other public roads.

## **-COORDINATION WITH THE FEDERAL LAND MANAGEMENT AGENCY (FLMA)-**

Historically, there has been minimal coordination between KDOT and Federal Land Management Agencies (FLMA) and Federal Lands Highway (FLH), except for KDOT incorporating the posted FLH Transportation Improvement Program (TIP) into the STIP. This has largely been driven by the fact Kansas does not receive FLMA/FLH funding at the state level. Additionally, there is

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only \$1.2 million allocated (annually) to the Kansas Federal Lands Access Program (FLAP). Therefore, FLH opens a call for projects once every three (3) years once sufficient funds have been “banked” to fund meaningful projects. The result has been infrequent dialogue between FLMA/FLH, KDOT, and other transportation partners and stakeholders. However, there is a great opportunity for enhanced conversations between transportation partners, stakeholders, and FLH. This may be done in cooperation with FHWA-KS and KDOT as we are working to improve coordination by conducting a collaborative and comprehensive study that (1) conducts a needs assessment to identify unmet needs to federal lands, develop a framework to prioritize those needs, and identify projects to fund with the FLAP dollars allocated to Kansas, and (2) provide policy recommendations for enhanced integration of federal lands’ needs into statewide MPO planning processes. Recent conversations between FLH and KDOT generated consensus that it would be beneficial to initiate this planning process after the upcoming FLAP call for projects (2025). Doing so would allow the partners to ascertain the quality of the project submission pool and tailor the comprehensive study accordingly.

### **-PLANNING & ENVIRONMENT LINKAGES (PEL)-**

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation deci-

sion making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. Although KDOT has never sponsored a PEL, the agency has participated in such studies in the Kansas City metropolitan area, most notably the 2018 Beyond the Loop PEL Study (<http://www.beyondtheloopkc.com/>) that was led by the Mid-America Regional Council. The information gathered during this study has meaningfully informed the Missouri Department of Transportation’s project development activities, while helping expedite the environmental review and project delivery processes. Having been a participant in this PEL project, KDOT understands the value and efficiency of an integrated approach to planning, and the agency is considering using the PEL methodology in several corridor planning processes.

### **-DATA IN TRANSPORTATION PLANNING-**

Developing and advancing data sharing principles is emergent and a key focus area within KDOT’s business environment. In December of 2021, KDOT hosted a Digital Futures Workshop with agency leaders to define a plan for using data and technology moving forward. The workshop culminated in KDOT’s first ever draft Digital Strategy Action Plan, which was built upon these four goals: (1) Improve data governance, (2) Build data culture and capabilities,



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(3) Improve business processes, and (4) Improve access to data.

The fourth goal, improving access to data, has been identified as a key area of emphasis by KDOT leadership, and the Digital Strategy Action Plan calls for the agency to establish an organizational commitment to publish its data and eliminate access barriers arising from data locations, permissions, or skills gaps. Beyond simply publishing data, KDOT also plans to increase our presence in the data sharing space, which is currently limited to unique opportunities, such as sharing commercial vehicle park data with third-party software companies as part of the Truck Parking Information Management System (TPIMS). KDOT stands ready to enhance our presence in the datasphere and opportunities abound for data sharing in today's industry, particularly with respect to freight and commodity flow data, pedestrian and bicycle planning, equity and Justice40 analyses, and performance management. The Digital Strategies Action Plan provides KDOT with a roadmap to implementation and the agency is actively moving in this direction.

Areas of emphasis provide a glimpse into the future directions KDOT is moving in an effort to meet FHWA and FTA's request and to continually grow and improve to meet our vision of providing a transportation system that meets the needs of Kansans now and in the future.

Finally in 23 U.S.C. section 450.220 is described ten certifications that states must make when submitting their proposed State Transportation Improvement Program to FHWA and FTA for approval. The Kansas Department of Transportation hereby certifies that the transportation planning process is being carried out in accordance with the following requirements:

- 1) Title 23, Chapter 1, Subchapter E, part 450; Title 40, parts 1500-1508 and Title 49, Subtitle B, Chapter VI, part 613 of the United States Code (USC);
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101 (E) of BIL (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

- 
- 7) In States containing nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
  - 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
  - 9) 23 U.S.C. Section 324 regarding the prohibition of discrimination based on gender; and
  - 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Further, 23 U.S.C. section 450.218 outlines the requirements that the states shall ensure are met when submitting their STIP. The state of Kansas has met the following requirements:

- 1) The STIP covers a minimum of four years, is updated annually as elected by Kansas although the minimum preparation requirement is every four years, and is developed in coordination with transportation officials of LPAs through the local consult processes in place established under 450.210(b);
- 2) Public involvement was solicited during the development of the STIP as required by 450.210(a);
- 3) The metropolitan planning areas' TIPs are included by reference and have been approved by the Governor's designee;

- 4) Projects in this STIP are consistent with state and local policy and therefore are consistent with the adopted Long-Range Transportation Plan (LRTP);
  - 5) Tribal Transportation Programs, the Federal Lands Transportation Program and Federal Access Program TIPs as applicable to the State of Kansas are included in the STIP after approval by FHWA as required by 23 U.S.C. 201(c)(4);
  - 6) The STIP is financially constrained by year;
  - 7) The STIP includes a list of all priority projects in the first four years including projects proposed to be carried out using funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53;
  - 8) The STIP contains all regionally significant transportation projects requiring action by FHWA and FTA;
  - 9) The STIP project listing, Appendix A, contains sufficient descriptive material to identify the project, an estimated total project cost which may extend beyond the years of the STIP, the amount of Federal funds proposed to be obligated during each program year and the project sponsor(s);
  - 10) The STIP includes discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in a statewide transportation plan or other State performance-based plan(s) linking the investment priorities in the STIP to the performance targets.
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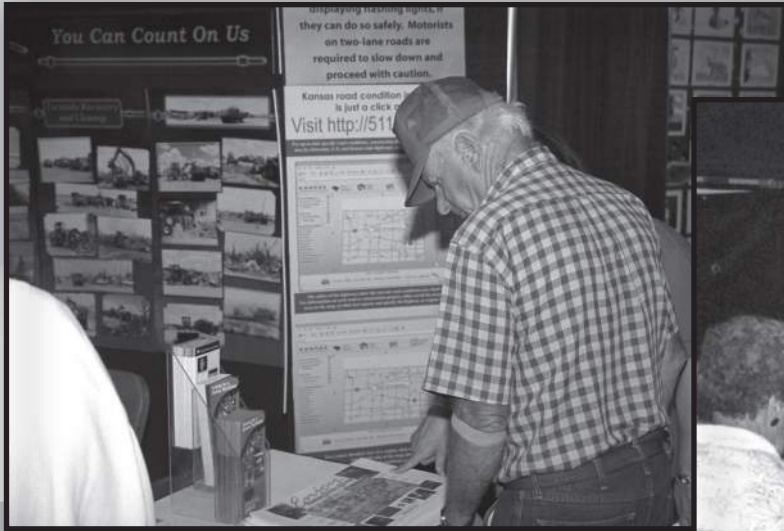
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Questions concerning this STIP  
may be forwarded to:

Kansas Department of Transportation  
Division of Program and Project  
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(785) 296-2252 or (785) 296-0892  
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The STIP information is also  
available in alternative format. To obtain  
an alternative format version of the STIP,  
contact the Division of Communications  
and Public Affairs, Eisenhower Building,  
700 SW Harrison, 2<sup>nd</sup> Floor West, To-  
peka, KS, 66603-3754, or (785) 296-  
3585 (Voice)/Hearing Impaired - 711.  
For online viewing of the STIP docu-  
ment, visit KDOT's website at  
<https://www.ksdot.gov/publications.asp>  
and from the options displayed select  
"State Transportation Improvement Pro-  
gram (STIP)". This opens the main STIP  
page where links to this pending STIP,  
the current STIP and archived past STIPs  
are displayed.

# Public Involvement



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## PUBLIC INVOLVEMENT

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KDOT's Public Involvement Program was formally created in 1997, although KDOT has undertaken public involvement activities for many years prior to formalizing the process. The agency's public involvement plan, "Sharing the Future- Public Involvement in the Kansas Transportation System," was updated in May 2022. It provides policy direction and guidance for integrating public involvement in the agency's decision-making processes at the district and headquarters levels. KDOT's "Sharing the Future- Public Involvement in the Kansas Transportation System" document may be viewed online at:

<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrans-Plan/pdf/SharingtheFuture.pdf>.

In the past, KDOT has updated the plan to reflect activities such as the approval of the statewide Kansas Long Range Transportation Plan (LRTP). For more information about the LRTP, including a link to the plan, refer to the Project Selection Criteria narrative that follows this section. The LRTP provides overall policy direction for KDOT and transportation programs within the State. KDOT updated the LRTP in May 2021 and recommended adding a virtual engagement process to all public involvement activities. The use of virtual public involvement (VPI) and virtual meetings

helped KDOT stay committed to offering opportunities to gain meaningful input and to advance equity in transportation.

### **-PUBLIC INVOLVEMENT MISSION & PROGRAM-**

Today, people expect to have opportunities for meaningful participation in the kinds of decisions that affect their lives. To meet this challenge, KDOT must develop lasting relationships with stakeholders, and partner with them to provide Kansas a transportation system of which it can be proud and meets its needs. The mission of the Public Involvement Program is to foster effective two-way communication, facilitate citizen participation, and help KDOT and its customers work together to provide a statewide transportation system that meets the needs of Kansas.

A senior leader and Public Involvement Specialists oversee public involvement, guide the program statewide, and assist staff with public involvement for planning activities and project development. They also help address other agency community engagement needs. The program is strengthened by a district public affairs manager in each of the agency's six districts

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([https://www.ksdot.gov/district\\_areas.asp](https://www.ksdot.gov/district_areas.asp)), along with a public affairs manager located in the Wichita Metro Office and Kansas City Metro Office. The public affairs managers focus on proactive communication activities at the local and regional level. In addition, public affairs managers assist with public involvement for construction and maintenance projects, working with local news media, and fostering relationships with citizens and businesses. The public affairs manager also serves as a liaison with elected officials and local government staff to enhance KDOT's relationships with local governments and legislators.

### **-PUBLIC INVOLVEMENT PURPOSE-**

Public involvement can be used anytime there is a need to improve decisions, projects or programs. Public involvement also helps KDOT staff make informed decisions that address the interests, concerns, and issues of populations potentially affected by transportation projects. Public involvement can help identify and clarify important issues, help identify environmental constraints and possible mitigation, and help bring out potentially helpful ideas. Incorporating public input with current engineering criteria and a variety of other factors can provide a basis on which to develop or select alternatives. Thus, the public's participation contributes to the larger body of knowledge used to help make planning, programming, design, and construction decisions. KDOT includes pub-

lic involvement in its transportation planning and programming processes to provide:

- Early, continuous, and proactive public involvement opportunities throughout the transportation planning and programming process;
- Timely and complete information about transportation issues and processes to any interested citizens and groups affected by transportation plans, programs, and projects;
- In accordance with the Kansas Open Records Act, full public access to key decisions and reasonable public access to technical and policy information used in the development of the plan and Statewide Transportation Improvement Program (STIP);
- Adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to action on the plan and STIP;
- A process for demonstrating explicit consideration and response to public input during the planning and program development process;
- A process for seeking out and considering the needs of traditionally underserved populations;
- Periodic review of the public involvement process so that the process provides full and open access to all and revision of the process as necessary.

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Additionally, KDOT's public involvement efforts will support environmental justice while trying to balance public impacts, safety, design, costs, and the overall benefit on a regional or state level. (More resources about public involvement and environmental justice are available from FHWA at the following link <https://highways.dot.gov/>.)

## **-LOCAL CONSULTATION & PROJECT SELECTION-**

The foundation of the Local Consult process is built on KDOT listening to Kansans. KDOT has used Local Consult multiple times in the past as an opportunity to obtain input on transportation priorities across the state. For the first time, Local Consult was written into the 2020 Eisenhower Legacy Transportation Program (IKE) legislation and is required outreach.

The process begins with regional meetings across the state (in-person and/or virtual) where KDOT consults with a wide range of stakeholders to get input on project priorities in each of KDOT's six districts. KDOT staff provides information on KDOT's current plans and programs. Local officials will be asked if they are aware of other needs on or off the state highway system. An attempt will be made to determine the priority of these needs from a regional perspective and what funding programs might be available to address needs. Prior to or following these regional meetings, local officials may be asked to prepare written comments regarding the

transportation needs affecting their community. These comments will be compiled by KDOT so decision-makers have ready access to local concerns. Additionally, opportunities for comments by local officials or others will also be provided through mail or email.

After the regional meetings, district staff will assign a local consult score from 1 to 20 for each modernization and from 1 to 25 for each expansion project (with 20 or 25 being best respectively) based on regional support, perceived safety, and system connectivity benefits. The scores are subjective and will be based on feedback from local officials and the District staff's firsthand knowledge of the state highways in their Districts.

The scores that come out of the Local Consult meetings factor into the project selection process. The weight of specific project selection factors (engineering data, local consult, and economic impact) varies by the type of project work being done. See the Project Selection Criteria narrative in the next section for the full discussion of these factors.

After the scores for modernization and expansion projects are calculated, maps and tables illustrating the results statewide and by region are developed and shared with stakeholders who are given an opportunity to provide additional comments. Once those additional comments are considered, KDOT produces a list of high priority projects by district and announces project pipelines to communities.

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District and headquarters staff will meet with local officials to discuss a likely range of available funding and how the funding correlates to the scope and phasing of their high priority projects. Local officials will be asked to attempt to reach consensus on the scope of improvement for high priority projects in their region. As with earlier Local Consult efforts, opportunities will be provided to submit comments to KDOT staff by email or letter. This input will be considered by KDOT along with other factors including previous investments and commitments, local financial and political support, roadway continuity, and impacts to transportation in the state and region when making final selections.

Construction pipeline announcements will be widely publicized and KDOT officials will make efforts to contact local officials to discuss why projects in their area were or were not selected. Efforts will be made to discuss how project scope, local support or alternative financing could improve the chances for future selection.

Traditionally, KDOT has only reached out to LPAs and Kansas citizens with local consult meetings. However, KDOT is looking at ways to involve the DOD to ensure coordination in meeting the needs for military forces utilizing Kansas roadways and KDOT is in the initiation stage of developing a planning process that considers the needs of Federal Lands Highways projects in Kansas.

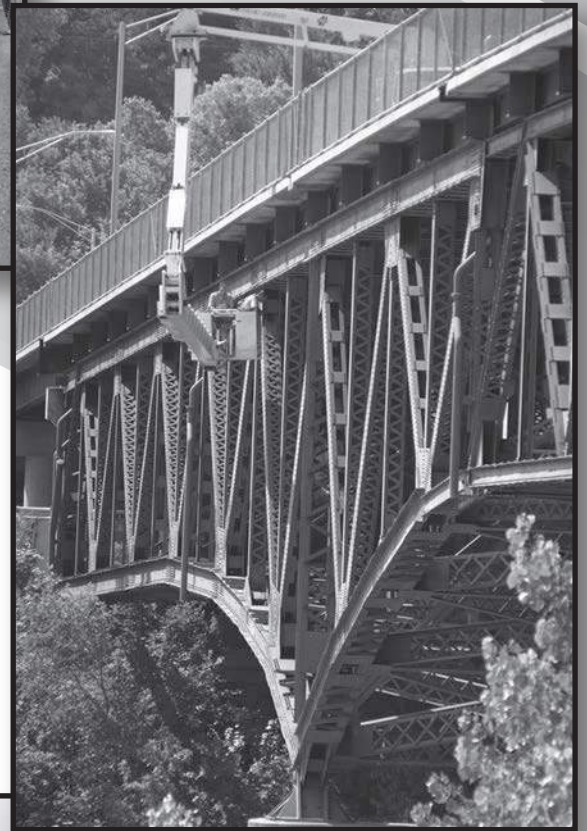
The next local consult meetings are scheduled for the fall of 2025. The projects of the IKE program may be viewed online at the following link <https://ike.ksdot.gov/>.

For questions about local consult and KDOT's Public Involvement contact:

Kansas Department of Transportation  
Vanessa Lamoreaux  
700 Harrison, 2nd Floor West  
Topeka, Kansas 66603-3754  
(785) 296-7449



# Project Selection Criteria



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## PROJECT SELECTION CRITERIA

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Projects in the STIP are created from various levels of government (city, county, and state) using many different processes and criteria. The criteria described in this section are those used by KDOT for the projects currently programmed in FFY 2025-2028 and listed in this document in Appendix A- the Project Index. At the close of the 2020 State legislative session, the legislature passed a new transportation program called the Eisenhower Legacy Transportation Program, which is abbreviated as (IKE). The IKE webpage may be viewed at <https://ike.ksdot.gov/>. The IKE program is designed to be flexible and responsive to shifting needs in Kansas transportation. The new state transportation program is in effect from July 1, 2020, the beginning of state fiscal year (SFY) 2021 through (SFY) 2030 which ends June 30, 2030. The first focus of the new program was to bring to construction the remaining delayed T-WORKS projects and this has largely been accomplished. Of the eighteen delayed T-WORKS projects, a single phase of each project has been let to construction. Two project phases of a project remain to let and are currently scheduled for construction in 2026.

Along with the completion of the delayed T-WORKS projects, IKE continues to emphasize preservation of the ex-

isting state system with funding levels in IKE for projects that address existing roadways and bridges infrastructure set for replacement at the rate used. This renewed dedication to our state system will safeguard our existing system and help move the state in a positive direction towards meeting the adopted federal preservation performance measures (for more information, refer to the Performance Measure narrative). As preservation projects are usually smaller in scale and generally selected on a yearly basis, most preservation related projects only appear in the first year of the STIP Project Index. These projects are identified by the IRR subcategory included in their project information in Appendix A. The preservation projects for 2025 have been largely selected and programmed are in Appendix A- the Project Index.

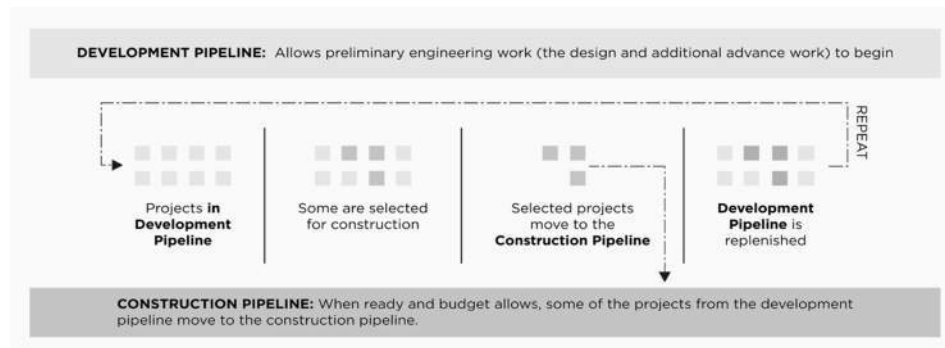
Another aspect of IKE is funding for projects in the Modernization and Expansion program. Since funding is limited for these two programs and projects are generally larger in scale and more costly, projects are selected for construction from a pool of development pipeline projects. Projects in the development pipeline pool are in the design stage of development and are approved for such activities as preliminary design, right of way acquisition, utility relocations and

final design. As projects are either selected for the development pipeline or selected for construction and promoted from the pool of development pipeline projects, newly selected projects will be amended into the STIP using the amendment procedures in place.

Every two years, local consult meetings will be conducted across the state with the next round of meetings anticipated to be in the summer/fall of 2025. At these meetings, together with our local partners, new projects will be selected and added to the development pipeline. While this will result in more projects available in the development pipeline than existing funding allows to be constructed, this method ensures a steady supply of projects is available for advancement to construction with no lag between development and the construction phase. This process allows for better leverage of federal funds and a more efficient use of resources. Projects will be selected to advance from the development pipeline to construction based upon need and other factors, like local support. This ensures that projects with the greatest need and support are selected and that limited resources are used efficiently and effectively (see diagram).

Along with addressing prior projects and the established Core programs, new categories were created in IKE to address newly identified needs that emerged from the local consult dialogues held in the summer and fall of 2021 before IKE’s passage. These programs were established in IKE to address emerging concerns like rural broadband expansion, transportation technology, and safer drivers. Rural broadband expansion and transportation technology is being coordinated jointly by the Office of Broadband in the Kansas Department of Commerce and KDOT. In KDOT, two new subcategories were established to address these initiatives: the Innovative Connected Technologies (ICT) subcategory in the Modernization program and the Transportation Technology Development (ITP) subcategory in the Local Support program. In general, the ICT group of projects will be captured in the STIP as the work is usually associated with State roadways, while the ITP projects are not included in the STIP document as the program is a non-Core program administered by LPAs on local roads. Another new program to provide safer new drivers is the Driver’s Education Scholarship Fund (DESF). Projects for this program are not included in the STIP as

they are not funded with FHWA federal funding and are not road related projects. The final new program in IKE is the Preser-



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vation Plus program, which is unique in that the program was created to provide funds to augment existing selected projects where the addition of safety actions or broadband is sensible, creating efficiencies in programming. No projects are directly associated with this new program, which is managed under the PPP subcategory in the Core program of Preservation. Instead, as existing state funded projects are identified from the Preservation or Modernization programs, although all program categories are eligible, to which a modest influx of funding would allow beneficial safety actions or broadband additions to be achieved, funding will be transferred from the Preservation Plus subcategory for the additional work.

Finally, IKE continues to provide provisions for other transportation modes in the state including rail, air, and transit. While other modes are very valuable and bring many benefits to Kansans, with the exception of transit, these other modes are not included in the requirements codified in the U.S.C. Title 23 and are not addressed in the STIP. Transit information is provided in the Public Transit Program narrative, with information provided to the level required by U.S.C. Title 23 and by the Federal Transit Administration (FTA).

While the passage of IKE is vital for progress in transportation in Kansas, KDOT recognizes that many of the funding streams for the highway program are not guaranteed for only highway use. Some of the revenue streams that KDOT

relies on for the State highways and the new transportation program are at the discretion of the Legislature- specifically the Sales & Compensating taxes. In the prior program, T-WORKS, reductions in this source and in the total funding available to KDOT impacted the program that KDOT was able to deliver and the condition that State Highways were able to be maintained. Under the new program, IKE, these uncertainties in funding continue as the distribution of the Sales & Compensating taxes remain at the discretion of the legislature. However, the 2020 legislature session moved in a positive direction by enacting IKE and by providing three funding streams for IKE-dedicated funding, funding that is at the discretion of the legislature and funding through additional bonding. Bonding is anticipated for a portion of IKE and is expected to be utilized in all four years of the period of this STIP.

Although a totally dedicated funding stream was not secured for IKE, the manner in which types of projects are funded has been modified from past transportation programs in an effort to reduce the impact of uncertain funding and minimize decline in the existing transportation system. In IKE, KDOT will use “protected” sources of funding, such as the gas tax and federal funding, for ongoing preservation of the current system and revenues from less secure sources, like the Sales & Compensating taxes, to fund the higher profile projects from program categories like Modernization and Expansion. While projects from these two program categories may contribute

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to the health of the system, they are not critical to preserving the health. Additionally, under the new transportation program, KDOT will leverage partnerships with local communities to help maintain the transportation system.

The passage of a new federal transportation program, Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act, alongside the state program, the Eisenhower Legacy Transportation Program (IKE), gives KDOT the assurance needed to continue with the development and execution (let to construction) of projects from IKE through 2028. The only drawback to the new federal transportation program is that funding has only been secured through 2026 as the program was only funded for six years; as discussed in the Program Financing portion of this STIP, funding during the last two years of this STIP, FFY 2027-2028, is estimated at current BIL levels. KDOT is comfortable that the assumptions within this STIP are prudent and conservative, since they are based on the funding levels laid out in both IKE at the state level and BIL at the federal level. With these two programs in place, there is a reasonable expectation that the commitment of funding needed for projects will be available for the four years of this STIP. The certainty gained from having these two programs in place allows KDOT to focus fully on the work of delivering IKE to Kansans through the continued development of design pipeline projects and the promotion of many of

these design projects to the construction pipeline on a periodic rolling two-year basis.

Additionally, State funding resources have rebounded fully from the effects of the COVID-19 pandemic, returning to pre-pandemic levels with no downtrends observed to this point in response to inflation and the elevation in gas prices the nation is currently experiencing. However, KDOT's Office of Finance and Budget and the two budgeting committees at the State level are monitoring monthly data to ascertain if either are beginning to impact the States' economy. If KDOT resources begin to trend downwards and action becomes warranted, KDOT will implement changes in the KDOT Cash-Flow and, if needed, in the volume of projects being programmed.

One impact from inflation that KDOT is experiencing is an increase in bid prices when letting projects to construction. The quick uptick in pricing, especially for fuel, has necessitated KDOT to look at project estimates more frequently than is the norm in the life cycle of a project. Generally, cost estimates are reviewed at key points in a project's development at creation, at field check, at approval for design, and, also, bi-annually in estimate reviews. However, KDOT is discovering an additional estimate evaluation is needed 3-6 months prior to letting to construction, due to the rapidity of change being seen in pricing. While the need for additional estimating

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is presenting some challenges to KDOT, the agency is taking the necessary steps needed to meet the changing conditions.

To facilitate program management under IKE, KDOT categorizes road and bridge construction projects into four broad groups or Core category programs: Preservation, Modernization, Expansion and Local Construction. Under IKE, the Preservation program projects will continue to be selected on an annual basis through a yearly review process, and federally funded projects from the Preservation program not captured in the initial STIP document will be amended using the amendment process in place. Projects from the Modernization and Expansion programs will progress through a development pipeline. As previously discussed, development pipeline projects will continue to be added through the local consult process on a two-year schedule with additional development pipeline projects anticipated to be selected in summer/fall of 2025. Each year some projects will be advanced from the development pipeline to construction (letting) for the upcoming two-year period as the budget allows. Through this rolling two-year approach, KDOT maintains increased flexibility to respond to economic pressures or opportunities as they arise by selecting projects to advance to construction as funding allows while maintaining a pool of projects ready to advance if the opportunity arises. Maintaining this pool of development pipeline projects increases efficiency and ensures that there is very little lag time between

funds becoming available and a project moving to letting for construction.

For projects in this STIP, the rolling selection process usually means that most of the projects in the first two years have been selected and programmed for construction while many of the projects in the latter two years are yet to be selected or are in the design development pipeline. However, as discussed in more detail in the Program Financing narrative, because many new programs in BIL either have requirements that must be met before programming funds or the fund requirements have not been established, projects have not been developed for many of the new BIL fund program groups (and thereby no obligations are estimated). This is anticipated to be rectified with time as the requirements that allow obligation of funding will be in place and information concerning the requirements of the fund program will be established at the federal level.

The FFY 2025-2028 projects listed in this STIP in Appendix A are those projects that have been evaluated and programmed to proceed in one or more phases of work and are anticipated to obligate in one or more years of the STIP. Not all of the projects listed are approved for construction and may instead only be approved for one or some combination of the design development work phases of preliminary engineering, right of way, or utility. Additionally, projects with federal funding that have an annual selection process, such as railroad

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crossing projects, may be partially represented in the STIP document because of timing differences between the development period of the STIP and the project selection period. Finally, projects using many of the new BIL fund groupings have not been developed yet. Projects with federal funds that meet the criteria of U.S.C. Title 23 or projects that are regionally significant that move into or are selected and developed after the preparation of the STIP document will be added to the STIP through amendment as described in the “STIP Revision Procedures” (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burProgProjMgmt/STIP/MultipleUseAssets/2010-Approved-STIP-Revision-Procedures-official.pdf>).

In addition to IKE program guidance and the requirements of the federal transportation acts, the July 2021 approved 2020-2045 Kansas Long Range Transportation Plan (LRTP), [https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/Documents/KDOT\\_LRTP.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/Documents/KDOT_LRTP.pdf), provides a framework of goals and objectives used in the development and selection of projects in this STIP. The goals and objectives in the adopted LRTP were developed over the course of 2019 through mid-2021 in cooperation with many stakeholders and partners across the state, including the six Kansas Metropolitan Planning Organizations (MPOs), ensuring that the goals and objectives are relevant for and representative of the people KDOT serves- Kansas citizens.

To augment the 2020-2045 LRTP, and as directed by FHWA as part of their recently adopted performance-based data driven approach to asset management and funding allocation, Kansas developed a Transportation Asset Management Plan (TAMP) in 2018. KDOT issued an updated version of the TAMP in 2022 which is available at the following link: [https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/pubtrans/pdf/KDOT\\_TAMP.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/pubtrans/pdf/KDOT_TAMP.pdf). The TAMP evaluates current infrastructure to assess the funding level and work effort required to maintain said infrastructure in acceptable condition. Based on information gleaned from the TAMP, the agency, stakeholders, and legislature worked together to ensure that a key goal of both the 2020-2045 LRTP and the IKE program is providing funding levels for replacement of infrastructure at the rate that infrastructure is used to ensure that the current State system is maintained in acceptable condition. Together, the 2020-2045 LRTP and TAMP assist KDOT in their management decisions, from project selection evaluations to project design and implementation, providing the foundation for KDOT’s day-to-day decision-making processes and are embodied by IKE, and the projects selected and programmed in this STIP. In turn, the execution of the projects listed in this STIP moves KDOT towards achievement of the performance measures identified in both the 2020-2045 LRTP and the TAMP.

**— PROJECT SELECTION—  
(An Expanded Process)**

IKE continues the project selection method established under T-WORKS with engineering factors playing a key role, supplemented with economic impact evaluation and/or local input in some KDOT programs. KDOT categorizes highway construction projects into four broad programs— **Preservation** for projects that maintain what is already in place (pavement rehabilitation and reconstruction and bridge repairs and replacements); **Modernization** for projects that improve safety by improving the existing roadway (shoulder improvements, flattening hills, straightening curves, and improving interchanges); **Expansion** for projects that add to the existing system (new lanes and interchanges); and **Local Construction** for projects on county and city roads. Within each of these programs are funding and/or project-type groups that separate projects into more specific groups or subcategories.

<b>Project Selection Criteria</b>				
	<b>Engineering Factors</b>	<b>Regional Priorities</b>	<b>Economic Impact</b>	<b>Other</b>
Preservation	100%	-	-	
Modernization	80%	20%	-	
Expansion	50 %	25%	25%	
Local Construction				100 %

The Project Selection Criteria chart shows the criteria applied to each of the programs and the factor(s) weight applied for scoring and selecting projects

from the Core programs that are in this STIP document. The project selection criteria applied to each of the programs is specific to what is most relevant to the work accomplished in the program. For example, priority formulas and other data driven tools work well to select preservation-type projects but are not as effective when used solely in the selection of projects in the Modernization and Expansion programs. Modernization types of projects benefit from engineering factors augmented by regional priorities and Expansion projects, being larger in scale, are best considered with the perspective of engineering factors, regional priorities, and analysis of the economic benefits/impacts. Revising the project selection criteria to include regional priorities and economic impacts allowed a way for stakeholder considerations and regional benefits to be included in the evaluation of projects, creating a more inclusive and collaborative process. The fourth program, Local Construction, while a Core program, is not a program for which

KDOT determines the selection criteria; instead, local public authorities (LPAs) are 100 percent responsible for determining the project selection criteria for this program. The Local Construction process is coordinated at KDOT by the Bureau of Local Projects and is discussed in greater detail in

the Local Construction Program located at the end of this narrative section. Finally, looking to the future, KDOT continues to explore ways to improve project



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selection, which is an objective identified in the 2020-2045 LRTP. Specifically, the plan highlights the need for KDOT to continue to refine and improve the effectiveness of the project selection criteria with an emphasis on finding new and better methods to evaluate and integrate economic development and job growth into the criteria.

The Priority Formula, crash data, cost analysis, traffic flow modeling, and other tools are used to determine engineering factors; while the 2020-2045 LRTP, MPO plans, State Safety plans, local entity plans, local consult meetings, and the TAMP are all tools used by KDOT to determine regional priorities and economic impacts. By employing the project selection criteria, KDOT ensures that selected projects meet the goals and objectives of the 2020-2045 LRTP, the TAMP guidelines, the rules codified in federal regulations including BIL, and the requirements of IKE legislation. Together, these tools aid KDOT in maintaining existing infrastructure at acceptable levels, in making sound decisions about future infrastructure needs, and enable project selections that meet both goals.

**— PRESERVATION —**  
**(Taking care of what we have)**

The first Core program category in IKE is the Preservation program. The functions of this program are to protect the public's investment in its highway system by preserving the "as built" condition for as long as possible and improving roadway safety. Without proper

maintenance, the cost for major repairs and/or replacement at a future date will be significantly greater than the cost of timely maintenance. Roadway safety actions such as signage, pavement markings, rumble strips, and lighting focus on keeping vehicles on the roadway and minimizing the consequences of a vehicle leaving the roadway. Projects within this category contribute to the 2020-2045 LRTP goals of Safety & Security and Asset Preservation and are the focus of the TAMP. As a step towards safeguarding the investment already made in existing infrastructure, the newly enacted IKE provides for funding levels for the replacement of infrastructure at the rate it is used.

Projects within the Preservation program are further divided into subcategories that share similar work types. The Preservation program includes the subcategories: Bridge and Culvert Repair (BSR & BCR), Bridge Painting (BSP), Bridge Replacement or Rehabilitation (PBR), Bridge Re-deck (PDR) and Culvert Bridge (PCR), Contract Maintenance (CMN), Emergency Repair (EMR), Interstate Basic Improvement (IRP) and Non-Interstate Basic Improvement (RIP), Interstate Resurfacing (ISR), Miscellaneous for Preservation (NHP), Non-Interstate Resurfacing (1RR), Signing (SOS), Pavement Marking (PMR), Preservation Plus (PPP), Railroad Crossing Surfacing (RRS), Signing & Lighting Repair and Replacement (SLR), and State Route Removal (SRR). Each of these subcategories is described in more detail on the following pages.

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The project selection criteria for projects in the Preservation program rely entirely on engineering factors, and selections in most subcategories are made annually. New to this program is the Preservation Plus subcategory created with the enactment of the IKE program. As discussed previously, this subcategory will have no projects associated with it directly. Instead, this subcategory will be a source of funds available to be transferred to projects from other subcategories, where additional funds will allow for safety gains. For example, a 1RR overlay project where rumble strips may be added with a small addition of funding transferred from the Preservation Plus subcategory.

### **Bridge and Culvert Repair (BSR & BCR)**

The Bridge Repair and Culvert Repair subcategories are for bridge and culvert repairs of lesser magnitude than the Bridge Replacement/Rehabilitation and Culvert/Bridge Rehabilitation subcategories. These subcategories aim to restore the structural integrity of bridges and culverts. Bridge/culvert repair work includes overlaying concrete decks, replacing or resetting expansion joints, resetting bearing devices, repairing abutments, piers, or girders, and repairing damage from external sources. Currently, all projects within Culvert Repair (BCR) are state funded and selection is on an annual basis. Projects in the Bridge Repair (BSR) subcategory are funded either solely with state funds or, when qualifying, with a combination of federal and

state funds. Like Culvert Repairs, Bridge Repair projects are selected on an annual basis. The projects in these subcategories assist KDOT in attainment of the federal bridge infrastructure performance targets. Those bridge repair projects funded with federal funding programmed after the development of this STIP document will be amended using the procedures in place.

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

### **Bridge Painting (BSP)**

Work performed in this subcategory is funded with state funds. Currently, project selection for Group A bridges is on an annual basis as need dictates and funding allows. KDOT districts are responsible for painting Group B bridges and work is performed as need

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dictates. Projects in this subcategory aid in reaching the federal bridge infrastructure targets.

There are approximately 800 bridge structures on the Kansas State Highway System that require periodic painting to slow corrosion of the structural steel. These structures contain nearly 242,000 tons of structural steel. They are categorized into two groups:

**Group A:** Structures that have 10 tons or more of structural steel. The Bridge Management Engineer prioritizes these structures (approximately 760 bridges) according to the Bridge Inspection Manual's "Paint Condition Rating." The statewide prioritized list is then reviewed by the Division of Program and Project Management to verify that each candidate structure is not programmed for future work under any other KDOT program. Projects are scheduled in order of priority until available funds are exhausted.

**Group B:** Consists of structures that have less than 10 tons of structural steel. Statewide this number is approximately 40 bridges. The districts where these bridges are located are responsible for prioritizing and painting these structures.

## **Bridge Re-Deck and Culvert Rehabilitation (PDR & PCR)**

The Bridge Re-deck (PDR) subcategory addresses bridges where the bridge superstructure and substructure are in satisfactory condition, but the bridge deck is deteriorated to the point that a Bridge Repair (BSR) type project is not adequate. The Culvert Rehabilitation (PCR) subcategory addresses culverts that are beyond the scope of a Culvert Repair (BCR) project, but do not qualify as a Bridge Replacement/Rehabilitation (PBR) project. Projects in these subcategories are funded either solely with state funds or, when qualifying, with a combination of federal and state funds and aid in the attainment of the federal bridge infrastructure performance targets.

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

then merged to create the yearly statewide repair list that is programmed within the limits of available funding.

### **Bridge Replacement/Rehabilitation (PBR)**

The Bridge Replacement and Rehabilitation subcategory is designed to replace or rehabilitate sub-standard bridges. Sub-standard bridges are those in a deteriorated condition or with deficiencies in load-carrying capacity, width, or traffic service. Projects within this subcategory are funded with a combination of federal and state funds and aid in the attainment of the federal bridge infrastructure performance targets.

<b>Bridge Priority Formula</b>		
<b>(Attributes/Adjustment Factors)</b>		
		<b>Adjustment Factors</b>
<b>Attribute (Need Value)</b>	<b>Rel. Weight</b>	<b>AADT<sup>1</sup></b>
Bridge Width (Driver Exposure Attribute)	0.222	0 to 1
Deck Condition	0.169	0 to 1
Structural Condition	0.359	0 to 1
Operating Rating	0.250	0 to 1
<b>Sum of All Weights</b>	<b>1.00</b>	
<small><sup>1</sup> Average Annual Daily Traffic- The number of vehicles per day on a roadway segment averaged over one.</small>		

Bridge projects are selected using the Bridge Priority Formula (a schematic is provided above), along with input from Bridge Design and District personnel. The formula was developed by KDOT and Woodward-Clyde Consultants in 1981 and has been revised since then to incorporate updated technology,

policy direction, other available data, and district/local input. Bridge conditions are determined using this formula, and those bridge projects with higher relative ratings are moved to the top of the priority list to be addressed first within available funding and scheduling considerations.

### **Contract Maintenance (CMN)**

Maintenance activities are performed to offset the effects of weather, deterioration, traffic wear, damage, and vandalism. Eligible projects are those that KDOT is not adequately staffed or equipped to perform. Due to the diverse types of actions and/or geographic location, contracting for the service is the most cost-effective approach for the agency. These projects are funded using state funds and aid in the attainment of the federal road infrastructure performance targets.

Selection is based on priority as seen from a statewide perspective. Basic criteria for contract maintenance projects are: 1) inability to perform necessary actions with existing maintenance forces; 2) ineligibility for other maintenance programs; 3) unforeseen (generally the result of weather or traffic conditions). Projects are selected on the basis of statewide need for corrective action, rather than selection based on a balanced distribution between districts. Projects will be programmed in each year within the limits of available funding.

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### **Emergency Repair (EMR)**

State funds are reserved annually for emergency repairs that occur as the result of accidents or weather-related disasters. Allocation of these funds is authorized by the State Transportation Engineer as events occur that warrant the need.

### **Interstate Basic Improvement and Non-Interstate Basic Improvement (RIP & IRP)**

Interstate and Non-Interstate Basic Improvement projects involve pavement rehabilitation or replacement without the widening of shoulders, the addition of passing or through lanes, or intersection/interchange improvements. Projects in the Non-Interstate Basic Improvement subcategory and the Interstate Basic Improvement subcategory are funded with a combination of federal and state funds.

The projects in these two subcategories are selected using the pavement condition-related attributes of the Non-Interstate and Interstate Priority Formulas along with input from district personnel. For additional discussion of the formulas, refer to the Modernization section of Project Selection Criteria. These two subcategories assist in attainment of both road and bridge infrastructure federal performance targets. (Bridge targets are aided because projects in these subcategories, while driven by road conditions primarily, perform work on associated

bridges in the given area.) Projects programmed in these subcategories after the development of this STIP document will be added using the amendment procedures in place.

### **Interstate Resurfacing (ISR)**

Center-line miles of divided Interstate roadway are resurfaced or repaired annually through the Interstate Resurfacing set-aside program. Input from the Pavement Management System is used to decide which sections of interstate are to be resurfaced. Resurfacing aids in maintaining road condition and, as such, helps achieve the federal road infrastructure performance targets. Generally, projects in this subcategory are state funded, but occasionally projects qualify for federal funding and are programmed with a combination of federal and state funds.

### **Miscellaneous for Preservation (NHP)**

This subcategory was established in SFY 2012. This subcategory is reserved for atypical preservation projects that occasionally arise. The scopes of work for projects in this subcategory do not fit into the standard Preservation subcategories. However, the scope of work is preservation related with the desire to use preservation program funding. These projects are predominantly state funded and since these are non-routine projects, project selection is based upon need.

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### **Non-Interstate Resurfacing (IRR)**

Approximately 1,200 miles of two-lane, non-Interstate pavement are resurfaced or repaired annually through this state set-aside funded program. Since most of these projects are selected on an annual basis, projects for this group appear only in the first year of the STIP. The program's intent is to maintain non-Interstate pavements in adequate condition and keep rideability at an acceptable level. These projects are selected by using the Pavement Management System (PMS) along with input from district personnel. PMS is an integrated set of procedures that were developed by KDOT and Woodward-Clyde Consultants. It recommends pavement maintenance and rehabilitation strategies on both a network and a project level. For KDOT, as identified in IKE, preservation of our road system is a priority and as such a significant portion of the available 2021 funding is focused on this subcategory. Larger dollar projects in this subcategory are funded with a combination of federal and state funds, while smaller dollar projects and projects that do not meet eligibility requirements for federal funding are funded with state funds only. Federally funded projects in this subcategory that are programmed after the development of this STIP document will be amended using the procedures in place. Resurfacing aids in maintaining road condition and as such helps in the attainment of the federal road infrastructure performance targets.

### **Pavement Marking (PMR)**

This subcategory was established in 1996 to address a then newly passed federal requirement for minimum retroreflectivity of pavement markings. Improvements in this category utilize high-performance, long-life pavement marking materials. Efforts are also made to identify those marking materials with wet weather retroreflectivity. This program is limited to projects that do not have high performance markings included under another KDOT program or are in need of replacement to meet FHWA retroreflectivity requirements.

Retroreflectivity data is collected annually and used in project selection. The Bureau of Traffic Engineering staff may also use District request, roadway traffic volumes, past performance of marking material, geometry, surface condition, surface type, crash history, and, in the case of new marking materials, the research benefit, to identify projects. Projects in this subcategory are generally funded with 100 percent Highway Safety Improvement Program (HSIP) federal funds and selected annually. PMR projects help address the Strategic Highway Safety Plan (SHSP) goal of decreasing roadway departures and are referenced specifically in the SHSP, Appendix A. By helping to lower roadway departures, this subcategory of projects contributes to KDOT's effort to improve overall roadway safety and to meet the established federal safety performance meas-

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ure targets. (For more information about performance measures refer to the Performance Measures narrative section of this document.)

### **Preservation Plus (PPP)**

Preservation plus is a subcategory to provide a pool of funding for transfer to projects from other subcategories where gains in safety may be made with the additional funds. Projects are generally already planned projects where through the addition of funding a benefit in safety may be made at the location of the planned project. Generally, projects receiving this funding will be from the Preservation or Modernization programs, although all subcategories could be eligible if they meet the requirements of increasing safety. This subcategory aids in reaching KDOT's safety performance measures by adding varying types of safety measures to existing, planned projects.

### **Railroad Crossing Surfacing (RRS)**

The Railroad Crossing Surfacing subcategory was established in SFY 2000 to address projects that are at-grade highway/railroad crossing approaches and surface upgrades. Eligible crossings are rural State Highway System Crossings and State Highway System City Connecting Link crossings in cities with populations up to 2,500.

Projects are selected from applications for crossing surface improvement

projects submitted by railroad companies and KDOT district personnel. Project scopes include all necessary materials and activities required for long-term crossing surface and approach improvements. These projects are funded with 50 percent state and 50 percent railroad company funds. Project selection is usually on an annual basis and the projects achieved in this subcategory support improved roadway safety and aid in reaching the federal safety performance targets.

### **Signing (SOS)**

Established in 1996, this subcategory addresses necessary sign replacements on the State Highway System in response to a then, new federal requirement for minimum retroreflectivity of signs. This program targets sign replacements based upon overall sign age, highway route mileage statewide, and the total mileage of all the routes in each of KDOT's six districts for that year. If project selection occurs after the STIP preparation period, new projects will be amended to the STIP using the amendment procedures in place.

These projects are generally funded with 100 percent HSIP federal funds, however, HSIP will only fund remaining projects, while new projects will be funded with state funds. The signing projects contribute to the SHSP goals of increased intersection safety and are referenced specifically in the SHSP, Appendix A. The SOS subcategory of projects

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contributes to increased overall roadway safety and helps in KDOT's effort to meet the established federal safety performance measure targets.

### **Signing & Lighting Repair & Replacement (SLR)**

This subcategory was created in SFY 2012 to address the need for signing and light structure maintenance across the state. These structures include signing, lighting, signals, cameras, and dynamic messaging signs and currently, there are approximately 3,723 of them under KDOT's responsibility. The projects in this set-aside are funded 100 percent with state funds. The role of this program is to enable KDOT to monitor and prioritize the maintenance of these structures.

Structure inspections are performed annually, with the most recent inspections performed in SFY 2023. The annual inspection cycle continues with inspections that began in SFY 2024. Based on the observations made during the inspection, ratings are assigned to each structure. Using this information, the Signing & Lighting Structure Team in the Bureau of Structures and Geotechnical Services then compiles the ratings and prepares a prioritized list recommending structures for replacement or repair. Projects are programmed from this list using the available set-aside funds to the extent the allotted funds al-

low. By aiding intersection safety, projects in this subcategory contribute to KDOT's effort to improve overall roadway safety in Kansas and to meeting the federal safety performance measure targets.

### **State Route Removal (SRR)**

The State Route Removal (SRR) subcategory was established in SFY 2013 as a mechanism for the transfer of short state routes to the Local Public Authority (LPA). Routes under consideration for transfer function more in the manner of local roads and are a better fit under the LPA jurisdiction. The transfer results in state route reduction, thereby reducing state maintenance costs. Candidates for the SRR program include stub routes, spur routes, and business routes.

Projects are selected based on coordination with LPAs that elect to participate in the set-aside program. LPAs accept the route transfer in existing condition and in return receive a lump sum payment funded with state funds. The payment amount is determined based on a per center route mile cost and is intended to offset future maintenance costs. Participation in the program is at the discretion of the LPAs. Routes are selected based on order of submittal and the availability of funds in conjunction with the approval of the Director of Operations.



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**— MODERNIZATION —**  
**(Improving safety & existing**  
**roadways & structures)**

The Modernization program category is the second major component of IKE and addresses the 2020-2045 LRTP goals of Safety and Security and Transportation System Management. Projects in this program category aim to improve existing roadways and enhance safety by flattening hills, adding shoulders, straightening curves, and improving intersections. Under IKE, a combination of engineering factors and regional priorities are applied to select projects for this program category. As well as supporting the goals and objectives of the 2020-2045 LRTP, projects in the Modernization program improve overall roadway condition, contributing to KDOT's attainment of the established federal safety performance and road and bridge infrastructure condition targets.

Fourteen Modernization projects were announced in June 2020, ten were announced in December 2021, and another ten were announced in March 2024 for IKE. The projects were added to a pool of development pipeline projects, the design stage where activities like preliminary design, right of way acquisition, utility relocations and final design are done. In summer 2021, 2022, and 2023, modernization projects from the development pipeline were selected and advanced to construction. The next anticipated selection for additional projects for development will be after local consult meetings to be held in Fall 2025. For more information about the development

pipeline and the construction pipeline refer to the IKE webpage at <https://ike.ksdot.gov/>. Projects are selected based on need, local support, and available funding. There is not a specified list of Modernization projects to be constructed during IKE and the number of Modernization projects that go forward will vary from year-to-year.

The subcategories included in this program are: Clear Zone Safety (CLZ), Corridor Management (COR), General Safety Improvements (GSI), Guardrail Improvements (GFU), Highway Lighting (LTG), Innovative Connected Technologies (ICT), Interstate Roadway Geometric Improvements (IRE), Non-Interstate Roadway Geometric Improvements (RIM), Resurfacing with Improvements-Practical Design (1RS), KCC Railroad Crossing Projects (KCC), Miscellaneous for Modernization (MPR), Scenic Byway (SBW), State Safety Projects (SAF), and the Strategic Safety Improvement Program (SSI).

**Clear Zone Safety**  
**(CLZ)**

This subcategory was established in state fiscal year (SFY) 2021 to address narrow state routes with inadequate right of way to expand the roadway and provide adequate shoulders or other improvements outside the mainline roadway. Improvements in this subcategory are limited to segments where right of way acquisition is necessary. Eligible safety improvements include adding

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shoulders, flattening foreslopes, extending structures, removing obstacles, and other clear zone related improvements.

Annually, the Bureau of Transportation Safety (BTS) provides a candidate map for KDOT districts to consider for possible corridor improvements. The map identifies corridor segments with narrow pavement, lack of right of way, narrow or no shoulders, steep foreslopes, a level of service of safety (LOSS) of IV, and D and E KDOT route classifications. Annually, districts should submit projects to BTS, who conducts the project evaluations and selection. Project submittals should consider LOSS, unprotectable features, clear zone obstructions, right of way needs, utilities, grading, preliminary engineering, structures, shouldering materials, and geometric concerns. Though geometric concerns may be addressed, they are not the primary focus of this program. Project submittals are accompanied by a preliminary cost estimate. Call for projects will take place in late November or early December to align with the district 1RR project annual project selections.

Projects in this subcategory are funded through state funds. These projects help to address the Strategic Highway Safety Plan (SHSP) goal of decreasing roadway departure crashes. By helping to lower roadway departures, this subcategory contributes to KDOT's effort to improve overall roadway safety and to meet federal safety performance measure targets.

## **Corridor Management (COR)**

The Corridor Management set-aside program was created to address the growing need for KDOT, cities, and counties to jointly manage transportation corridors, particularly in high growth developing areas. To be eligible for these funds, a location must be designated as a planned corridor or area in a District Access Management Plan, have prepared a KDOT-approved planning instrument, and when appropriate, executed an inter-local cooperation agreement. Exceptions are made carefully and, on a case-by-case basis. Projects in this subcategory help the State of Kansas in attaining their safety performance measure targets.

Projects are solicited on a rolling basis with KDOT's participation typically being limited to the construction work phase; however, in some special cases, Corridor Management funds may be used for advance right-of-way acquisition. Additionally, projects funded under the Corridor Management set-aside program have a per-project maximum of \$2 million. For more information about District Access Management, refer to the KDOT access management internet page at <https://www.ksdot.gov/accessmanagement/>.

## **General Safety Improvements (GSI)**

This subcategory was established for general safety improvements at various individual locations across the state.

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The goal of this subcategory, through a combination of safety analysis and prediction along with KDOT personnel input, is to identify and address individual locations throughout the state such as curves, intersections, or short tangent sections with a documented crash history. Additionally, this subcategory is intended to address locations that demonstrate potential safety issues that are not currently being addressed by other KDOT programs or subcategories.

Selected projects may include (though are not limited to) signing improvements, intersection improvements, shoulder improvements, and high-friction surface treatments that provide cost effective solutions to reducing crashes at identified locations. In general, funding for this subcategory is with the HSIP federal safety funds at a 90 percent federal and 10 percent state funding pro rata for most projects, except for certain safety improvements as listed in 23 U.S.C. 120 (c) which are eligible for 100 percent federal safety funding.

Projects in this subcategory are developed as the opportunity arises and are programmed intermittently. These projects, when undertaken, often contribute to the SHSP goals of reduction in roadway departures and/or increased intersection safety and are referenced specifically in the SHSP, Appendix A. The GSI subcategory of projects contributes to increased overall roadway safety and help in KDOT's effort to meet the established federal safety performance measure targets.

### **Guardrail Improvements (GFU)**

This subcategory was re-established in FY 2020 for the purpose of addressing blunt end guardrail removal or replacement on the National Highway System (NHS) in Kansas. Blunt end guardrails on the NHS are anticipated to be removed or replaced over a period of six years. Projects are funded with either federal or state funds and contribute to increased overall roadway safety, helping KDOT's effort to meet their established federal safety performance measure targets.

### **Highway Lighting (LTG)**

Lighting is beneficial to the safety and operation of the highway system and is the focus of this subcategory created in FY 2000. When making project selections, the Bureau of Traffic Engineering uses the engineering factors of a roadway's volume and nighttime crash history, along with the existing regional priorities in the area of a proposed project. To receive funding, projects selected for this program may not be included under another KDOT program.

Projects are selected on an as-needed basis and are usually funded with 100 percent HSIP federal funds or a combination of state safety funding. Lighting projects help to address the Strategic Highway Safety Plan (SHSP) goal of improving intersection safety and are referenced specifically in the SHSP. By aiding intersection safety, projects in

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this subcategory contribute to KDOT's effort to improve overall roadway safety in Kansas and to meet the established federal safety performance measure targets.

At some locations in the state, lighting is installed by the LPA after obtaining a highway permit. In general, when the LPA elects to install lighting, the LPA is responsible for the cost of installation, maintenance, and operation.

### **Innovative Connected Technologies (ICT)**

Innovative Connected Technologies (ICT) is a forward-looking subcategory created for the study, evaluation and integration of newly emerging technologies that affect or will affect Kansas roadways in the future. Projects in this subcategory will be varied with most selections focused on the modernization of the State Highway System (SHS) for the adaptation of the system to the vehicles traveling on them.

Part of the SHS adaptation will be accomplished through projects that deploy Connected Vehicle Infrastructure (CVI) along our State Highway System. CVI prepares roadways for deployment of technologies, like Vehicle-to-X (V2X), that allow vehicles to communicate with their surroundings, and the Internet of Things (IoT), that allows for the internet connectivity capabilities of objects like roads, traffic signals, and signs. This interconnectivity will allow these

objects to interact with other connected devices. Other projects in this subcategory will be research oriented for the evaluation of current and future technologies to assess integration, capabilities, and limitations. These research projects may be performed in-house, be awarded to consultants, or be projects managed and developed by university staff depending on which choice is the best fit to meet the needs and scope of the project.

Funding for this program is currently with state funds and \$3 million per year has been designated in IKE to be available for projects in this subcategory. Applications for project considerations are done annually.

As this program subcategory continues to evolve, it is anticipated that there will be multiple funding sources that may include federal, state, local, and even private sources. Additionally, where appropriate, funds from this subcategory may be applied jointly with another subcategory where the goals of both align and cost benefits are attained by the combined scope. Since this is a newer subcategory, immediate impact of the projects from this subcategory on performance measures will be limited. However, future projects from this subcategory should contribute to KDOT's effort to improve overall roadway safety and to improve roads and bridges in Kansas, contributing to KDOT's attainment of the established federal safety performance measure targets and infrastructure targets for roads and bridges.

Interstate Priority Formula (Attributes/Adjustment Factors)							
		Adjustment Factors					
Attribute (Need Value)	Relative Weight	Facility Type		Shoulder Type		Route Class (See below)	AADT <sup>1</sup> (See below)
		Divided	Undivided	Stabilized	Unstabilized		
Commercial Traffic	0.140	0.376	1.0	0.519	1.0	0 to 1	0 to 1
Rideability	0.189					0 to 1	0 to 1
Pavement Structural Evaluation (PSE)	0.447					0 to 1	0 to 1
Observed Condition	0.224					0 to 1	0 to 1
<b>Sum of All Weights</b>	<b>1.00</b>						

<sup>1</sup> Average Annual Daily Traffic- The number of vehicles per day on a roadway segment averaged over one year.

Non-Interstate Priority Formula (Attributes/Adjustment Factors)										
		Adjustment Factors								
Attribute (Need Value)	Relative Weight	Accident Rate (See below)	Posted Speed (See below)	Facility Type		Shoulder Type		Route Class (See below)	AADT <sup>1</sup> (See below)	
				Divided	Undivided	Stabilized	Unstabilized			
		*	*					*	*	
Driver Exposure Attributes	No. Of Narrow Structures Per Mile	0.086	0 to 1	0 to 1					0 to 1	0 to 1
	Shoulder Width	0.089	0 to 1	0 to 1	0.54	1.0	.0607	1.0	0 to 1	0 to 1
	No. Of SSSD <sup>2</sup> Per Mile	0.069	0 to 1	0 to 1					0 to 1	0 to 1
	Lane Width	0.101	0 to 1	0 to 1	0.5	1.0			0 to 1	0 to 1
	No. Of SHC <sup>3</sup> Per Mile	0.099	0 to 1	0 to 1					0 to 1	0 to 1
	Volume/Capacity (Maximum Default Value = 1.15)	0.091							0 to 1	0 to 1
	Commercial Traffic (Maximum Default Value = 725)	0.065			.0376	1.0	0.519	1	0 to 1	0 to 1
	Rideability	0.088							0 to 1	0 to 1
	Pavement Structural Evaluation (PSE)	0.208							0 to 1	0 to 1
	Observed Condition	0.104							0 to 1	0 to 1
	<b>Sum of All Weights</b>	<b>1.00</b>								

* Non-Interstate Priority Formula (Adjustment Factors)							
Accident Rate	Adjustment Factor	Posted Speed	Adjustment Factor	Route Class	Adjustment Factor	Capacity – Adjusted AADT <sup>4</sup>	Adjustment Factor
High	1.0	≥55 MPH	1.0	A	1.0	20,000	1.0
Medium	0.858			B	0.9	10,000	0.925
Low	0.734	≤55 MPH	Varies from	C	0.7	6,000	0.895
			0 to 1	D	0.5	2,000	0.865
				E	0.3	0	0.850

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**Interstate Roadway Geometric  
Improvements/Non-Interstate  
Roadway Geometric Improvements  
(RIM, IRI)**

Interstate and Non-Interstate Roadway Geometric Improvements projects are major highway improvements that, in addition to pavement rehabilitation or replacement, include wider shoulders or intersection improvements but do not include passing or through lanes or interchanges. Projects within these subcategories are usually funded with a combination of federal and state funds. The work accomplished in the projects from these subcategories impact KDOT's attainment of both safety and road and bridge infrastructure performance targets.

Roadway projects are selected using the Non-Interstate and Interstate Priority Formulas, which supply the engineering factors, along with regional priorities in the area of the proposed projects as determined through local consult meetings. The formulas used for the engineering factors were developed by KDOT and Woodward-Clyde Consultants in 1981 and have been modified since to incorporate updated technology, policy direction, and available data. (Schematics of the formulas are on the preceding page.) The formula combines road attributes with weighting factors and adjustment factors to determine a needs-based score for each section of pavement evaluated. A high score in this evaluation is a factor that contributes to a section of pavement being selected for pavement rehabilitation or replacement. Projects for construction from

these subcategories will be selected from the development pipeline and announced as selected.

**KCC Railroad Crossing  
(KCC)**

Prior to 1999, this program was administered by the Kansas Corporation Commission (KCC). Since then, KDOT has managed the program. This is a state funded program supplemented with railroad company funds. Eligible crossings in this program are crossings that do not meet the federal funded program eligibility requirements, but if updated, would improve safety, and as such help meeting the safety performance target. To be considered for this program, LPAs must submit potential crossings for funding. Projects are programmed in the order requests are made.

**Miscellaneous for Modernization  
(MPR)**

This subcategory is reserved for atypical modernization projects that occasionally arise. The scopes of work for projects in this subcategory do not fit into the standard modernization subcategories. However, the scope of work is related to the modernization program and the desire is to reflect this by using the modernization program funding. Since these projects are non-routine in nature and predominantly state funded, they are programmed on a need only basis. Projects from this group aid in reaching the safety performance measure targets.

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**Resurfacing with Improvements  
(IRS)**

Resurfacing with Improvements projects are pavement rehabilitation projects with modest shoulder improvements using practical improvement principles. These projects are evaluated and selected at the same time as the Preservation Non-Interstate Resurfacing (1RR) projects, and, like those projects, selections are on an annual basis. Since these projects are selected on a yearly basis, the projects in this group are only in the first year of the STIP.

This group is an extension of the 1RR group of projects (described in Preservation). The 1RR list developed from the PMS system is further analyzed by KDOT personnel and, from the analysis, projects are identified as candidates for minor shoulder enhancements and resurfacing. These projects become the IRS projects for the year and, like the 1RR project selection, the number of projects programmed from one year to the next fluctuates. Currently, projects within this subcategory are programmed on a need basis. Projects that qualify will be funded with a combination of state and federal funds, while those that do not will be funded with state funds. Projects in this subcategory help the State of Kansas move towards the established road infrastructure and safety performance measure targets

**Safety  
(SAF)**

This subcategory provides for improvement of standalone intersections or spot locations. The addition of turn lanes, traffic signals, roundabouts, pavement resurfacing, signing, and pavement marking provide cost effective solutions to reducing crashes at eligible locations. Most of the projects in this subcategory are for improvements along the Kansas State Highway System in areas either within communities or in rural locations.

The Bureau of Traffic Engineering (BTE) identifies possible projects by conducting studies on the physical and operational characteristics of high-crash locations. Identified projects are ranked in descending order by average annual net return, with priority given to the project with the highest average annual net return and overlapping regional priority.

Generally, funding is expected to continue to be used for high crash locations identified by the Bureau of Traffic Engineering. Whenever feasible, safety projects will be combined with existing projects already selected, where adding a safety feature like turn lanes to the existing project is practical. In this way, the limited safety funds are stretched and used as efficiently as possible. Currently, projects in this subcategory are usually state funded. However, occasionally pro-

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jects are eligible for federal HSIP funding. Safety projects included in this subcategory assist KDOT in meeting their established federal safety performance measure targets.

### **Strategic Safety Improvement Program (SSI)**

Created in state fiscal year 2020 and continued in IKE, this program focuses on a variety of projects that, when addressed, enhance safety in a strategic and cost-effective manner. This subcategory differs from the safety subcategory in that the projects selected are not limited to location, scope, or annual solicitation. Possible projects would address a variety of improvements including shoulder widening, the addition of turning lanes, and larger scale intersection improvements such as roundabouts. IKE has designated that \$10M per year be applied to projects in this subcategory with the intent that the subcategory provides an additional flexible source for response to safety needs throughout the state.

Projects in this subcategory, when eligible, may be funded with HSIP federal funding and state funding. Projects that do not qualify for HSIP federal funds will be funded with state funds only or with a combination of state and local funds. Safety projects included in this subcategory assist KDOT in meeting their established federal safety performance measure targets.

### **Scenic Byways (SBW)**

Currently, in Kansas there are twelve designated byways- nine scenic, two of which are National Scenic Byways, and three historic byways. These byways were established and developed through a grant from FHWA's Scenic/Historic Byways program.

Under Map-21, most of the Scenic/Historic Highway program was eliminated from eligibility for federal funding with only a few specified activities like construction of turnouts, overlooks, or viewing areas still qualifying for federal funding. As a result of the change in federal support for this program, KDOT has turned over administration of the Kansas Byways program to the Kansas Department of Wildlife and Parks (KDWP). Decisions regarding this program, including new projects and funding levels, now reside with KDWP. KDOT cooperates with KDWP in matters concerning the scenic byways and participates in funding maintenance of the existing scenic byways for items like kiosk repair and update and informational signage repair and update.

### **— EXPANSION — (Adding something new)**

The third program category of projects is Expansion. Under IKE, a combination of engineering factors, economic impact, and regional priorities are applied to select projects in this program category. Projects in this program add new



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lanes or interchanges, enhance driving by relieving congestion and improving access, enhance economic development, increase job growth and retention, and substantially improve safety. With such a broad and encompassing role, this program impacts several of the goals and objectives of the 2020-2045 LRTP, with projects from this program contributing to one or several of the LRTP goals and objectives of Safety & Security, Transportation System Enhancement, and Freight & Economic Vitality, and Stewardship. Projects in this program support KDOT's performance measures related to safety and road and bridge infrastructure.

The first IKE project selection announced in June 2020 included 26 projects from the Expansion category, a second announcement of 10 projects was made in December 2021, and the most recent announcement of 7 projects was made in March of 2024. Development pool projects are approved for the design phase(s) of work that include activities like preliminary design, right of way acquisition, utility relocations, and final design. Selected projects were advanced to construction from the development pool in Summer 2021, 2022, and 2023, and are approved for construction with all phases of work including preliminary engineering, right-of-way acquisition, utility relocations and construction approved. Additional projects for development are expected to be selected after local consult meetings to be held in Fall 2025. For more information about the development pipeline and the construction pipeline, refer to the IKE webpage at

<https://ike.ksdot.gov/>. Unlike previous transportation programs, there is not a specified list of Expansion projects to be constructed during IKE and the number of Expansion projects that go forward will vary from year to year. This approach allows the state to remain flexible and responsive to shifting transportation needs and changes in the economic environment.

Projects in the program are grouped into the following subcategories: Advanced Acquisition of ROW (AAR), Cost Share Program (CSP), Economic Development (EDP), Interstate Capacity Improvement (IRC), Intelligent Transportation Systems (ITS), and Non-Interstate Capacity Improvement (RIC).

#### **Advanced Acquisition of ROW (AAR)**

Advanced Acquisition of ROW projects use State of Kansas, and, if applicable, local funds to acquire ROW for highways planned to be converted to urban freeways. There are several benefits from AAR projects:

- 1) Reduces acquisition and transportation infrastructure cost by purchasing before development takes place,
- 2) Reduces delay in roadway projects and disruption to communities,
- 3) Promotes orderly urban growth,
- 4) Creates goodwill and support for KDOT from communities,
- 5) Promotes voluntary transactions, thus reducing eminent domain costs (monetary and public relations),

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- 6) Alleviates hardship to property owners and local governments by addressing the uncertainty about the impact of proposed long-range projects on the owner's ability to sell or develop property.

Projects are generally funded with a combination of State and local funds, with KDOT currently requiring a one-third match from local communities wishing to use AAR funds to acquire properties. However, a reduced match may be negotiated for communities without the resources to pay the full one-third match, or when communities are able to demonstrate that the acquisition has limited benefit to the community. Projects from this subcategory are developed on a need only basis, often in response to proposed private developments.

### **Cost Share Program (CSP)**

The Cost Share program, whose purpose is to increase job growth and retention in the state, was developed in 2020 under T-WORKS and continues under IKE. There is broad eligibility within this program within scope and mode. Possible projects may address an important transportation need like safety, access improvement, congestion relief, and/or improvement of a current roadway condition. Likewise, projects in this program are not limited to roadway improvements

only. This is a multimodal program that accepts projects from all modes, including on or off the state roadway system, rail, airports, public transit, and bicycle/pedestrian projects. Since this is a multimodal program, not all the projects achieved under this subcategory will be included in the STIP index of projects. Only those projects related to roadways and bridges are captured. Projects related to other modes will be reported under their respective reporting mechanisms.

Through this program, KDOT will provide financial assistance to local entities for construction projects that improve safety through the leveraging of state funds to increase the total transportation investment and aid improvement of the transportation system in both rural and urban areas throughout the state. Eligible projects will include investments that provide transportation benefits and are not eligible for other KDOT programs. A minimum of 15 percent non-state cash match is required for a project to be considered. Generally, projects will be administered by Local Public Authorities (LPA), although non-governmental projects will be considered. Projects will be funded with a combination of local and state funds, private and state funds, or a combination of all three. For program details, see the KDOT website at <https://www.ksdot.gov/CostShare/CostShareProgram.asp>.

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## **Economic Development (EDP)**

Economic development projects are projects that help spur financial growth. A key priority identified in the LRTP, and in the recent local consult meetings, is the continuing need for IKE, and the projects within, to be linked to the state's economic priorities. While it is a focus for all programs to reflect the state economic priorities, this subcategory is designed to aid specific projects that will assist communities in spurring financial growth in their areas. In evaluating the potential impact of proposed economic development projects, KDOT utilizes a scoring system that looks at economic impact, cost-per-job ratio, and benefits to the Kansas economy. In addition to scoring well, desirable projects are those that align with regional priorities of an area, have the recommendation of KDOT staff, and the endorsement of external partners.

To increase flexibility during the ten-year period of IKE and beyond, proposed economic development projects will be reviewed and selected on an ongoing basis. In this way, a source of funding will be available as desirable opportunities arise. Generally, these projects are funded using a combination of state and local funding.

## **Interstate Capacity Improvement & Non-Interstate Capacity Improvement (RIC & IRC)**

Interstate and Non-Interstate Capacity Improvement projects are major highway improvements that include passing or additional through lanes or interchanges, in addition to pavement rehabilitation or replacement and geometric improvements. Projects in these categories are selected using the updated project selection process launched by KDOT in the previous program, T-WORKS, and continued in IKE as discussed previously. The work accomplished in the projects from this subcategory impact KDOT's attainment of the safety, road, and bridge infrastructure performance targets.

Given the scope of projects and significant capital required for projects in the RIC and IRC subcategories, projects are usually funded using a combination of federal and state funds. Projects from these subcategories will be generated from the development pipeline. Project selections will be made on a need basis, as revenues allow, with preference given to those projects that have local support. There is not a specified list of Expansion projects to be constructed during IKE and the number of RIC/IRC projects that go forward will vary from year-to-year. As projects progress through the development pipeline, from initial design, to right of way acquisition, utilities, final design, and, eventually, some projects to construction, the approved phases of work will be amended to the STIP using the amendment process in place.

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## **Intelligent Transportation Systems (ITS)**

The Intelligent Transportation Systems (ITS) program funding was established to promote ITS technology in Kansas. ITS funding is used to install technology such as advanced sensors, electronics such as cameras and signs, as well as to improve and establish communications systems and management strategies to increase the safety and efficiency of the transportation system. As such, the projects developed under this subcategory assist KDOT in reaching their safety performance targets.

In the early 2000s, KDOT awarded part of ITS funding to local cities, counties, and other agencies as seed money to promote ITS on a local level, and, also, selected projects that allowed the first installations of KDOT ITS statewide and establishment of the KC Scout Traffic Management Center (TMC) and the statewide WichWay TMC. Projects were awarded based on a variety of factors such as safety benefits, cost effectiveness, and the economic impact of the project.

Since 2016, projects have been selected by the ITS Bureau through coordination with KDOT field staff, Project Management Consultant (PMC) staff, KDOT Road Design, and local agencies using the same type of criteria and have been focused on Transportation System Management and Operations (TSMO) strategies. TSMO is an integrated approach to optimize the performance of existing infrastructure by implementing

multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. ITS projects may be selected based on benefits such as improved freight travel time reliability, management of ITS assets through end-of-life replacements, improvement of KDOT's statewide ITS system and the two traffic management centers that KDOT manages, and promotion of state-of-the-art traffic incident management (TIM) strategies. ITS projects are often funded with a combination of state and local funds.

## **— LOCAL CONSTRUCTION— (City and county road improvements)**

Local Construction is the fourth program category in IKE and projects primarily involve improvements on city or county roads, with a few projects focused on safety. As discussed previously, most of the project selections in this program are at the discretion of LPAs and are selected based on the criteria they have in place. The work in this program is varied in nature, with some projects focused on maintaining existing roadways with preservation as the focus, while others are smaller, expansion-type projects, and finally, a few are oriented towards improving roadway safety. A small portion of the projects within this program are safety related and are selected by KDOT. With the primary focus on local roads, the majority of projects in this program address the 2020-2045 LRTP goal of Stewardship. While the few safety related projects not on local roads in the program address the Safety & Security goal of the 2020-2045 LRTP.

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Most of the work completed in this program does not contribute to achieving the federal performance measures and targets as the focus is predominantly on local non-NHS roadways. The exceptions are the federal safety projects covered by the HAZ and HES subcategories, the High Risk Rural Road projects which are part of the RES subcategory, and the Railroad/Highway Crossing Protection projects managed under the RXR and RRX subcategories. These subcategories, and the projects within, assist KDOT in reaching the federal safety performance targets. While the remaining subcategories within this program do not aid in meeting the federal performance targets, the work encompassed is vital to maintaining the roadways and bridges throughout the State in a safer condition and better state of repair and is therefore of great benefit. The funding within this program of projects is also varied, coming from a combination of state and local, or federal and state or local sources.

Like the other programs already described, the Local Construction program is grouped into subcategories of similar work type. The subcategories are: HSIP Safety Projects- off-system (HAZ), HSIP Safety Projects- on-system (HES), KLINK- Surface Preservation (K1R), KLINK- Pavement Restoration (K2R), KLINK- Geometric Improvements (K3R), Local Bridge Transfer (LBT), Local Fund Transfer (LFT), Local Administered projects (LOC), KDOT Administered projects (RES), HSIP Railroad Crossing Protection- on-system (RRX), HSIP Railroad Crossing Protection- off-system (RXR),

Safe Routes to Schools projects (SRT), and Transportation Enhancement (TEX) projects. These subcategories are described in more detail on the following pages.

### **City Connecting Link Improvement Program (CCLIP)** **KLINK- Surface Preservation, Pavement Restoration and Geometric Improvement (K1R, K2R, K3R)**

The City Connecting Link Improvement Program (CCLIP) provides funds for the repair or improvement of any route of the State Highway System located within the corporate limits of a city. All City Connecting Links, except those on the Interstate System or on fully controlled access sections of the Freeway System, are eligible to participate in this program. The CCLIP program is comprised of three subcategories, each addressing specific types of work.

The first of these subcategories is the CCLIP Surface Preservation program (K1R), which focuses on the preservation and or improvement of the driving surface of City Connecting Links on the State Highway System. Projects in this subcategory focus on overlaying, pavement patching, sealing, or other surface type maintenance work. Additional work like bridge improvements, curb and gutter repair or replacement, drainage improvements, construction or improvement of sidewalks beyond the ADA ramps, or geometric improvements may be included in a project but shall not be eligible for program funding. Projects in this subcategory are funded with a combination of state

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and city funds with only the construction and construction engineering phases eligible for state participation. The maximum state participation for a project in this subcategory is set at \$400,000. The city required match is determined based upon population.

The second subcategory in the program is the newly created CCLIP Pavement Restoration (K2R). The goal of this subcategory is to address deficiencies in road surface that are extensive or severe in nature, requiring measures and funding that exceed the scope of the K1R subcategory. Projects within this group may involve full-depth pavement replacement or extensive rehabilitation. Other related qualifying work includes, but is not limited to, curb and gutter replacements or repair and storm sewer repairs. In general, projects in this subcategory focus on the restoration of the roadway condition without modification. Projects may be funded with a combination of city, state, and federal funding, with federal funding utilized in the construction and construction engineering phases only. The maximum state participation for a pavement restoration project is set at \$1,500,000 and the city matching share is determined by population.

CCLIP Geometric Improvement (K3R) is the third and final subcategory in the CCLIP program. Projects in this subcategory are intended to address safety and capacity issues of a roadway. Typical projects include, but are not limited to, intersection improvements, addition or extension of turn lanes, lane widening, and

sight distance improvements. Projects may be funded with a combination of city, state, and federal funding, with federal funding utilized in the construction and construction engineering phases only. Like the K2R subcategory, the maximum state participation is set at \$1,500,000 per project and city matching share is determined by population.

KDOT's Bureau of Local Projects (BLP) solicits projects for the CCLIP program from eligible cities. Projects are evaluated (including a site visit to each proposed project site), selections are made, and projects are then programmed. Depending on the timing of project selections, projects programmed will be in the STIP project listings (Appendices A-C) or added to the STIP document through the amendment process. For more information about this program contact the KDOT Bureau of Local Projects at 785-296-3861 or visit KDOT's BLP webpage at <https://www.ksdot.gov/bureaus/burLocalProj/default.asp>.

### **Federal Safety Projects (HAZ & HES)**

Projects funded through the federal-aid Highway Safety Improvement Program (HSIP), provide safety improvements on all public roads. The construction and construction engineering costs of projects in these two subcategories are generally funded with federal safety (HSIP) funds at 90 percent federal pro rata and 10 percent local or state matching funds. However, some safety improvements, as listed in 23 U.S.C. 120 (c), are

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eligible for 100 percent federal funding. Most of the safety funding is administered by the Bureau of Transportation Safety (BTS), while the Bureau of Traffic Engineering (BTE) is responsible for project management. The HAZ and HES subcategories focus on intersection safety, and both are aligned with the Strategic Highway Safety Plan (SHSP). The subcategory HAZ applies to Non-State Highway System while the HES applies to State Highway System. Jointly, these two subcategories contribute to the federal safety performance measure targets by addressing all public roads.

For projects managed by the BTE, cities are requested to submit high crash locations within their city/county. The project application must also include recommended improvements and all available data such as crash reports and traffic counts. BTE and BTS may help with missing information.

To select projects from the application submissions, BTE and BTS will review the data provided and add any available resources. The following is a typical review for meeting the criteria:

1. Crash analysis is performed to determine if the proposed improvement will effectively address the existing crash pattern. This is accomplished by a review of crash reports, collision diagrams, speeds, and traffic volumes. If the proposed improvement does not appear to address the crash behavior, the bureau staff will offer an alternative

improvement. Typically, the use of Crash Modification Factors (CMF) will determine whether the identified crash types are being impacted.

2. Benefit-cost is another requirement used to determine if the project will be funded. The minimum benefit-cost ratio is a number greater than 1. Benefit-cost is a function of crash reduction cost and cost related to the project.

Project submittals are then ranked based upon a benefit-cost analysis and any predictive analysis that might be available for the location. Selections are generally made based upon a combination of project rankings and engineering judgment until all funds have been programmed. Projects selected in these subcategories may be financed with federal and local funds, with federal and state funds, or with state funds only. First consideration for projects is given to local off-system locations due to the crash data at these locations having the highest crashes. However, local off-system projects have a low number of project requests to utilize the available funding. KDOT will utilize the remaining funds in the following ways:

1. KDOT has developed a “Pipeline” of projects using traffic studies and other resources, such as state-system network screening, to list and prioritize projects.
2. The HSIP funds that would utilize the HAZ or HES subcategories may be transferred to one or more of the remaining HSIP programs.

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3. As indicated by the 2020-2024 SHSP, there are two systemic intersection programs that may be funded through these subcategories: low-cost improvements at stop-controlled intersections and low-cost improvements at signalized intersections.

### **Local Bridge Improvements (LBT)**

The Kansas Local Bridge Improvement Program (KLBIP) was initiated in 2014 and provides funds to Local Public Authorities (LPA) for the rehabilitation or replacement of deficient locally owned bridges. The focus of this program is to reduce the number of deficient bridges in the state in a cost-effective manner. This program targets bridges with span length of 50 feet or less, which comprise more than half of all deficient bridges in the state. Eligible bridges are on very low-volume roads, have a span of 50 feet or less, and shall be classified as structurally deficient or functionally obsolete. Longer bridges or bridges on higher volume roads are also eligible but are limited to the same state funding amounts. At origination, this program was funded for only the initial year.

However, funding was then revived in SFY 2020 and was planned to continue in the IKE program so more rural bridges may continue to be addressed. The goal of projects in this subcategory is to increase the state of repair of rural bridges across the State of Kansas. In IKE, \$5M of funding per year of the ten-year program was

planned to be available to address these bridges. The maximum state participation per individual project is \$150,000; unless the LPA agrees to close and remove a second deficient bridge on their system, then the maximum state dollars is increased to \$200,000.

In the fall of 2021, due to the passage of the Bipartisan Infrastructure Law (BIL), the funding levels and emphasis of the program was modified. Due to the influx of federal bridge dollars in BIL, KDOT was able to make more state dollars available for this program. Today the program focus is bridges not eligible for Off-System Bridge Program funding and off-system bridges of significant cost that cannot be adequately funded through Off-System Bridge Program. It is now being funded at approximately \$20,000,000 per year. Project funding is a maximum of 75 percent to 100 percent state funding for construction and construction engineering based on county population density to replace or rehabilitate eligible bridges and a reduction of required local match is available if they permanently remove/close additional eligible bridge(s) at a rate of \$1,000 per linear foot of bridge closed (\$50,000 minimum).

The program is competitive, with projects selected through an application process, with the most recent call for applications having been in the spring of 2024. Once a project is selected for funding, KDOT and the LPA will enter into an agreement for the project. All project development and administration are the responsibility of the



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LPA. After project selections are announced and funding is awarded, the LPA must advance the project through letting within 24 months. For more information about this program contact the KDOT Bureau of Local Projects at 785-296-3861 or visit KDOT's BLP webpage at <https://www.ksdot.gov/bureaus/bur-LocalProj/default.asp>.

**Local Construction  
Locally and State Administered  
(LOC, RES, LFT)**

All projects in these three subcategories, while performed on city and county roads, have a wide range of scopes, with elements from each of the three state programs- Preservation, Modernization, and Expansion. Local construction projects are divided into three subcategories: LOC, for those projects administered by the LPA with federal funding; RES, for those projects with federal funding administered by KDOT on behalf of the LPA; and LFT, for those projects developed without federal funding using instead the Federal Fund Exchange Program (where the LPA has exchanged federal dollars for state dollars to administer local transportation projects).

To qualify for LOC subcategory funding and the administration of their own federally funded, Non-National Highway System (Non-NHS) projects, LPAs must first meet minimum requirements established by FHWA and KDOT. These requirements are intended to ensure that projects are developed in accordance

with all applicable laws, regulations, criteria, and accepted engineering practices.

KDOT administered projects, which are grouped into subcategory RES, are similar in nature to locally administered projects, with the key difference being that the State lets the project to construction and oversees the work on behalf of the LPAs. Local construction projects in the LOC and RES subcategories are funded with a combination of federal and local funding, with a usual funding ratio of 80 percent federal funds and 20 percent local funds. Since the LOC and RES subcategories of projects are federally funded, these projects are listed in the STIP or in the applicable TIP when an MPO area is involved.

Projects in the third subcategory, LFT, are funded with local and state funds, with the state funds coming from an exchange of LPA federal obligation for the state funds. While the LFT subcategory is included in this discussion, the subcategory is not part of KDOT's Local Construction program and does not use federal funds. As a result, LFT projects are not included in the STIP. A discussion of the LFT subcategory projects is included in this narrative to explain the decrease in the number of RES and LOC projects undertaken, and the corresponding decrease in LPA projects present in the STIP. Most LPAs have elected to use the LFT program to fund repairs on city and county roads. For more information concerning the Federal Fund Exchange Program, refer to the Program Finance

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section of this narrative or contact the Bureau of Local Projects (contact information provided at beginning of this section).

Also, included in this program is a subset of projects funded with HSIP funding for High Risk Rural Roads (HRRR). Under past federal transportation acts, funds for high-risk rural roads were reserved for these roads. This funding was not continued in the FAST Act and was treated similarly in BIL, as well. However, safety on Kansas rural roads is a concern that KDOT elects to continue to address. HRRR funds are intended for roads with a history of crashes higher than the statewide average. Projects are intended to address roadway departures and intersection safety and are generally funded with HSIP funds at a 90 percent federal share and a 10 percent local share, although the funding pro rata may vary. These projects are referenced specifically in the Strategic Highway Safety Plan (SHSP) Local Roads section (<https://www.ksdot.org/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/reportspdf/SHSP2020.pdf>). The high-risk rural road projects contribute to KDOT's effort to improve overall roadway safety in Kansas and aid in KDOT's efforts to meet the established federal safety performance measure targets.

Regardless of the funding used for repairs, LPAs select all projects in a similar manner using the same set of criteria for all selections. Projects are often proposed because of safety concerns, the need to maintain existing facilities or

structures, and community needs fueled by growth and other factors. To assist in their selection process, KDOT bridge inspection data and other management systems are available to locals to use in their decision-making processes.

The LPA is responsible for public involvement in the selection/prioritization process of projects, with the public involvement for each project being determined by the complexity of the project scope. At a minimum, public involvement should include a public notice indicating when a governing body will make decisions about reviewing needs, selecting projects, and setting priorities for federal-aid projects. As each project selected develops, additional public involvement may be warranted. The public involvement in the project development process will be in accordance with KDOT's publication "Sharing the Future- Public Involvement in the Kansas Transportation System" (link provided in Public Involvement narrative section).

After the selection and prioritization process is completed, projects are programmed. For federally funded projects, these lists are the local entities' portion of the STIP and identify their prioritized road or bridge construction projects. These projects are incorporated into the STIP or TIPs as appropriate.

### **Railroad/Highway Crossing Protection (RRX & RXR)**

This federal-aid program funds protective device installation and hazard

elimination at railroad/highway grade crossings on public roads. Federal-aid HSIP funding finances up to 100 percent of the cost of these projects. In accordance with Section 130 of the 1973 Federal-aid Highway Act, KDOT has established a state rail crossing inventory and formula to prioritize all 5,026 active at-grade public crossings in Kansas.

**Priority Formula For  
Railroad Crossings**

$$\text{Hazard Index} = \text{AADT} \times \text{T} \times \text{W}$$

Where

AADT = Average Annual Daily Traffic

T = Average Trains per day

W = 0.1 for gates, 0.6 for flashing lights, & 1.0 for cross bucks

The priority formula “hazard index” is used to rate the relative hazard potential for all crossings and is based on the following three factors- highway traffic, train traffic, and a warning device. Annually, a few of the highest ranked crossings that have not been addressed in prior programs are selected for review. A preliminary review of the crossings is conducted to verify crossing inventory information.

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

and timber clearing. A rough cost estimate of the recommendations is developed for each crossing.

The on-site review is sent to the local government officials who have maintenance responsibilities for the highway or roadway. When crossing projects receive funding commitments from local government, railroad, and the State, a project implementation procedure is started that leads to improvements at the crossing.

In conjunction with the United States Department of Transportation’s national highway/railroad crossing safety initiatives, KDOT is also addressing railroad corridor highway/railroad crossing safety projects. For approval of a corridor project, there must be a reasonable number of highway/railroads crossing closures. The highest priority highway/railroad crossings in the corridor are improved with active flashing light and gate signal systems. Projects in these two subcategories are reviewed and selected on an annual basis. Currently the selection and programming of 2024 projects is underway.

Projects in these subcategories help KDOT to continue to manage a longstanding program related to the intersection of highway and railroad lines to address the Strategic Highway Safety Plan (SHSP) goal to reduce the potential for, and severity of, intersection and intersection-related crashes and are referenced specifically in the Kansas SHSP 2020-

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2024, Chapter 6 Intersections. These projects contribute to KDOT's effort to increase overall road safety in Kansas and to meet the established federal safety performance measure targets.

### **Safe Routes to School (SRT)**

Under BIL, the Safe Routes to School (SRTS) program continues to be treated in the same manner it was under the FAST Act and remains merged with the Transportation Alternatives program (TA). Likewise, the TA program continues to be treated as a set-aside program of the federal STBG program as was established in the FAST Act. All TA funded projects, regardless of project type, are funded at an 80 percent federal fund and 20 percent match ratio from local, state, and/or allowable federal sources.

For planning purposes, the focus of the SRTS program is increasing the number of school children who walk or bike to school. SRTS provides reimbursements to local public authorities and school districts for projects or activities that will make walking and bicycling to school safe, enjoyable, and routine. In this subcategory, projects are selected by soliciting applications and then selecting projects through a competitive selection process. To qualify for consideration, applications must meet one of the following three criteria:

- 1) Project provides for plan development of Safe Routes to School programs, with possible future funding to implement the plan. A SRTS Plan is prerequisite for future infrastructure funding consideration.
- 2) Project provides for infrastructure such as improvements to pedestrian and bicycle crossings, sidewalks, traffic calming, on- and off-street bicycle facilities, secure bicycle parking, and traffic diversions.
- 3) Project provides for non-infrastructure activities above and beyond those activities covered in the other two criteria.

Local public authorities, individual schools and school districts are sent requests for projects when funding is available for the SRTS program, submissions are evaluated, and selections made. The selected projects are then added to the STIP document or amended using the amendment process in place depending on the timing of the selections. A call for projects for the Transportation Alternatives, <https://www.ksdot.gov/bureaus/bur-transplan/TransAlt.asp>, funding opportunity that includes SRTS programming is expected in early 2026. More information about the SRTS subcategory is available at: [https://www.ksdot.gov/bureaus/burTrafficEng/sztoolbox/Safe\\_Routes\\_to\\_School.asp](https://www.ksdot.gov/bureaus/burTrafficEng/sztoolbox/Safe_Routes_to_School.asp).

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## **Transportation Enhancement (TEX)**

As in the FAST Act, BIL continues to treat the federal Transportation Enhancement (TE) program as part of the Transportation Alternatives (TA) program, which itself is a set-aside of the federal STBG program. Projects in the TEX subcategory must correspond with one of the following criteria:

- 1) Project provides environmental mitigation related to stormwater management or reduction in wild-life mortality from vehicles,
- 2) Project provides construction of pedestrian and bicycle facilities,
- 3) Project provides conversion and use of abandoned railroad corridors for trails,
- 4) Project provides construction of turnouts, overlooks, and viewing areas (formerly part of the now discontinued federal Scenic Byways program)
- 5) Project provides community improvement through inventory, control, or removal of outdoor advertising, historic preservation and rehabilitation of historic transportation facilities, vegetation management practices, and archaeological activities relating to impacts from the execution of a transportation project.

As part of the TA set-aside program, projects in this subcategory are funded at an 80 percent federal fund and 20 percent match ratio from local, state,

and/or allowable federal sources, and projects are selected by an application process. Eligible projects must demonstrate their financial ability to meet their obligation. Projects selected that do not meet the deadline for entry into the STIP document will be amended to the STIP using the amendment process in place. The next call for projects is expected to take place in early 2026. More information about the Transportation Enhancement and TA Program is available at <https://www.ksdot.gov/bureaus/burtransplan/TransAlt.asp>.

# Program Financing



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## PROGRAM FINANCING

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### FUNDING

The funding of highway improvements is based upon criteria established by state and federal law for the use of those funds. Generally, highway projects may be financed entirely by state funds, by a combination of federal and matching state funds, by a combination of federal and matching local funds, or by a combination of all three- federal, state, and local funds. More recently, in some cases, transportation related projects may be financed with a combination of state and private funding or local and private funding. An example of when this may occur is an Economic Development project where a private company benefits from an improvement or needs a highway, rail, or other transportation improvement to do business in the State. Along with state and/or local funding, the private company provides a portion of the funding needed for the improvement as well. Estimates for project cost in the FFY 2025-2028 STIP reflect an inflation and contingency rate of approximately 4.5 percent. KDOT's historical cost trends and future cost expectations were used to develop this rate. Cost trend information is based upon reasonable financial principles developed cooperatively by KDOT, the Metropolitan Planning Organizations (MPOs), and

experts from the public and private sector. Additionally, project cost estimates are reviewed and revised at major milestones in a project's life cycle as well as during bi-annual reviews. However, with the recent surging inflation experienced in the nation, KDOT is actively monitoring and adjusting estimates in a three- to six-month window prior to letting to respond to the current pricing levels in the market. KDOT is making every effort possible to have accurate estimates for letting projects but is finding the current period of escalating inflation difficult to predict.

A key federal requirement of the STIP is the demonstration of fiscal constraint. Fiscal constraint of only federal funds is demonstrated in the Federal Funds section of this narrative in the "Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations" tables. These tables provide a breakout by apportionment grouping of the federal apportionments and obligations anticipated in the next four federal fiscal years. The federal apportionments by year table presents the federal funds the State of Kansas reasonably expects to be available in the next four fiscal years. The obligations estimated table demonstrates the projects currently programmed and anticipated to obligate in some phase in the next four fiscal years- including projects anticipated to

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obligate in the MPO areas. To stay within limitation on obligations imposed by Congress, KDOT strives to maintain obligations of not more than approximately 90 percent of apportionment.

In addition to the “Federal Fiscal Years (FFY) 2025-2028 Estimated Apportionments & Obligations” tables, a KDOT Cash-Flow Worksheet has been provided to demonstrate a broader picture of KDOT funding by itemizing all anticipated resources (state, federal and local) and all anticipated expenditures in the upcoming four years, not just the federal sources. Assuming funding and expenditures continue at levels estimated, the Cash-Flow Worksheet demonstrates that KDOT is funded through 2028.

The reporting period for the KDOT Cash-Flow Worksheet is based upon the state fiscal year (SFY), which is from July 1 through June 30, while the “Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations” tables are based upon the federal fiscal year, which is from October 1 through September 30. It is important to recognize this difference when comparing the information in this narrative. The federal funding estimated in the KDOT Cash-Flow Worksheet is the funding estimated based on the state fiscal year and is not the same as that reported in the “Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations” tables. In addition to

the difference in timing, other fundamental differences exist between the KDOT Cash-Flow and the “FFY 2025-2028 Estimated Apportionments & Obligations” tables. The KDOT Cash-Flow reports **all** sources of revenues (not just federal) and **all** expenditures (not just those associated with the Core program and associated with federal funding). The role of the Cash-Flow is to predict how all resources will flow into the agency over a period of time and how all expenditures will flow out in the same period. Whereas the “FFY 2025-2028 Estimated Federal Apportionments & Obligations” tables are static tables that report the estimated apportionments that will be available to the State of Kansas as the State’s share of the federal transportation funding over the four-year period of the STIP. This estimated federal apportionment (or funding to be available to be used by KDOT over the 4 years of the STIP) is compared to the estimated federal obligations KDOT currently has in place at the time of reporting for the same four-year period. In comparison, the Cash-Flow has built-in forecasts allowing the Cash-Flow to predict the projects that will be in place in future years that are not currently built. The KDOT Cash-Flow provides a broad view of the financial status of KDOT. While the “FFY 2025-2028 Estimated Apportionments & Obligations” tables provide a detail of federal funding planned to be obligated versus the apportionment available at the time this document was prepared, they do not forecast expected future expenditure



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(additional obligations), as does the Cash-Flow. Rather, obligations (expenditures) for projects created after the preparation of this document are added to the STIP through an amendment process. The two financial tools answer different questions, and, together, provide information about KDOT's fiscal constraint.

The Cash-Flow answers the following questions:

- 1) How much total revenue from all sources does KDOT expect to receive?
- 2) How much total expenditure is KDOT projecting- which is all expected expenditures, not just expenditure related to the federal-aid program of projects?
- 3) Is the KDOT revenue stream large enough to meet total expected expenditures?

The "FFY 2025-2028 Estimated Apportionments & Obligations" tables, on the other hand, answer the questions of how much available apportionment from FHWA KDOT anticipates and how is that apportionment obligated.

Specifically, the apportionment table answers the following questions:

- 1) In which federal fund categories does KDOT expect to receive apportionment?
- 2) How much apportionment is expected in each fund category in

each of the four years of the STIP?

- 3) How much total apportionment does KDOT anticipate in each of the four years of the STIP and as a whole?

The obligation table answers:

- 1) In what federal fund categories does KDOT currently have projects programmed?
- 2) How much obligation versus available apportionment does KDOT have in place at the time the STIP was prepared?
- 3) Most importantly, is the amount of anticipated federal obligation less than or equal to the estimated federal apportionment available (including carryover apportionment) in each federal fund category, and as a whole?

To further illustrate financial constraint, all Core program projects programmed and administered by KDOT that are anticipated to have one or more work phase(s) obligated, regardless of funding source (meaning not just federally funded projects), in the years of the STIP are listed in the Project Index, Appendix A. Provided in the Project Index list for each project is work phase estimates for work phases already obligated, estimates for work phase(s) anticipated to obligate in the years of the STIP, and the estimated total project cost (included in this total project cost may be the estimates for work phases that extend outside the

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STIP years and are not shown in the current project information). Appendix B provides a summary by year of the information provided in Appendix A. The third appendix, Appendix C, lists projects using Advanced Construction, providing for each project the years and amounts of planned conversions along with the total anticipated conversion amount per project. Also provided is the total planned conversion amount by year, as well as the total estimated conversion amount (including conversions in years past the years of the STIP), in place at the time the STIP document was prepared. The information provided in these indexes along with the information in the finance section illustrates the fiscal constraint the State of Kansas has in place.

## STATE FUNDS

The state highway program, the Eisenhower Legacy Transportation Program, referred to as IKE, was passed in the 2020 State legislative session and is a 10-year program in effect from July 1, 2020, the beginning of SFY 2021 through SFY 2030, which ends June 30, 2030. Revenue levels in IKE are maintained at the same level as the previous state highway transportation program, T-WORKS. Along with outlining the revenue levels, IKE provides guidelines for how the funding from the program is to be distributed. IKE is a \$9.9 billion program that is slated to invest a minimum of \$8 million in each of the state's 105 counties over the course of the 10-year program.

Preservation is a primary focus of the program and 100 percent of the highway system's preservation needs will be met. To achieve this goal, an estimated \$6.0 billion in funding will go towards the preservation of the existing highway system over the next ten years. Furthermore, funding was provided for projects that enhance and modernize the highway system with estimated funding at \$2.7 billion. The other Core program funded in the IKE is the local program which is funded through the Special City-County Highway (SCCH) fund. The SCCH (which receives a third of all motor fuel taxes) is estimated to receive approximately \$1.6 billion in the 10-year program.

In addition to these four Core program categories, there are other program categories within the KDOT organization structure. One such program category, the Local Support program, includes the transportation modes of aviation, rail, and transit, as well as smaller transportation related but not road specific subcategories (or groupings of similar projects). Four recently created programs have been crafted that fit into this latter transportation related but not road specific group and are the Transportation Technology Development Program (ITP), Short Line Rail (RSF) Program, the Broadband Infrastructure Program (BIP), and the Driver's Education Scholarship Fund (DESF) program. Of the programs managed under the Local Support program category, only the transit program is included in the STIP discussion since

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transit is covered under U.S.C. Title 23 and therefore a requirement for inclusion in the STIP document. Transit information is provided at the program level as required by the Federal Transit Administration (FTA) and is in the Public Transit narrative of this document. In IKE, the four newly created programs, along with the transportation modes, combined will receive approximately \$332M in state funding. Transit funding is set at \$11 million per year for an estimated 10-year funding total of \$110 million. The aviation and rail modes will both continue to be funded at \$5 million per year for an estimated 10-year total of \$50 million each.

Short Line Rail program was funded at \$5 million for each of the first three years of IKE for a total of \$15 million in funding. To delineate Short Line Rail from Rail funding, a separate line was added to the Cash-Flow expenditure under the Transportation Planning & Modal Support section. Since this program was only funded for the first three years of IKE, there are no expenditures estimated past SFY 2024 in the Cash-Flow. However, if all funds are not expended in SFY 2024, the expenditure for the funding will move to later SFYs until expended. Second is the Broadband Infrastructure Fund that is an across agencies program involving the Department of Commerce in partnership with KDOT. This funding program was created and funded over the 10-years of IKE with a total of \$85 million (\$5 million in each of the first

three years of the program and \$10 million in the remaining seven years). Third is the Transportation Technology Development Fund, which receives \$21 million for the next 10 years with \$3 million in 2021 and \$2 million in all other years. The fourth new funding program from IKE is the Driver's Education Scholarship Fund (DESF), and projects for this program will be funded using a combination of federal National Highway Traffic Safety Administration (NHTSA) grant funding of \$0.25 million per year and \$0.1 million of state funds per year. Projects funded through NHTSA are not included in the STIP document as NHTSA funded projects are not covered under U.S.C. Title 23 and the projects are not in KDOT's Core programs. The Broadband Infrastructure Fund, the Transportation Technology Development Fund and the Driver's Education Scholarship Fund expenditures are included in the 'Other Planning Section' of the Transportation Planning and Modal Support section of the Cash-Flow. Projects created in these new programs are not federally funded, except for the Driver's Education Scholarship Fund, and none of the projects related to these new funding programs will be added to the STIP listing of projects as they are either not required by U.S.C. Title 23, are not regionally significant, or are not part of KDOT's Core program of construction projects.

Preservation Plus (PPP), the final new fund program designated in IKE, is unique in that it will be applied

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across all types of projects wherever logical to increase safety or broadband in the state. For this reason, while a new subcategory was created for the program in the Preservation program category, there will be no projects associated with the subcategory itself. Instead, as candidate projects are identified, funding will be transferred from the Preservation Plus subcategory to the subcategory of the qualifying project. In the Cash-Flow, the expenditure related to Preservation Plus unprogrammed projects is carried in Preservation under the Construction section of the Cash-Flow. Then, as projects are developed using PPP, the expenditure will be accounted for in the Cash-Flow within whichever construction program the new projects belong, whether that be Preservation, Modernization, Expansion or Local Construction.

These new programs emerged from needs identified during the local consult meetings held across the state when developing the IKE program. In many cases, the new funding programs and their management will be outside the Core programs of Preservation, Expansion, Modernization, and Local Construction, and the projects created will not involve federal funding. These two factors preclude all but the Preservation Plus funded projects from being included in the STIP document or added to the STIP through the amendment process.

The revenue sources that fund IKE are the same as those that funded T-WORKS. These funding sources include motor fuels tax, sales and compensating tax, vehicle registration fees, bond proceeds, drivers' license fees, special vehicle permit fees, and several miscellaneous fees such as mineral royalties, publications, and sale of usable condemned equipment. Some of these revenue sources are dedicated in nature and are reserved solely for KDOT to use on the highways, while other sources are designated at the discretion of the Kansas Legislature.

Each of the revenues that KDOT anticipates receiving is itemized in the **Resources section** of the Cash-Flow located at the end of this narrative. These revenue sources are also detailed in the table on the following page, titled "Estimated State Generated Revenues by Source". However, in the table, several sources are grouped rather than each source being itemized as is done in the Cash-Flow. Specifically, Miscellaneous fees (Revenues), Transfers, Motor Carrier Property Tax, and Interest (on funds) are grouped together, and Drivers' License Fees and Special Vehicle Permits are combined. The table provides estimates of the anticipated revenue by source per year for the next four years and provides a sum of the 4-year total revenue anticipated from each source.

**Estimated State Generated Revenues by Source (\$ Millions)- as of 6/2024**

\*Some totals may not sum due to rounding of dollars.

Source	State Fiscal Years				Source 4-year Total
	2025	2026	2027	2028	
Motor Fuels Tax	460	460	460	460	1,840
Vehicle Registration Fees	230	230	230	230	920
Sales & Compensating Tax	720	747	765	784	3,016
Bond Proceeds (Net)	200	400	300	300	1,200
Driver's License Fees & Special Vehicle Permits	14	14	14	14	56
Miscellaneous Revenues, Transfers & Interest	26	17	16	17	76
<b>Total Estimated State Revenues by Fiscal Year</b>	<u>1,650</u>	<u>1,868</u>	<u>1,785</u>	<u>1,805</u>	<u>7,108</u>

While motor fuels tax (MFT) receipts lagged, compared to the other Cash-Flow sources in previous years, in recovery to pre-pandemic levels, these receipts have now rebounded, reaching pre-pandemic levels and the Cash-Flow projections have been adjusted to reflect the increase in MFT receipts. Projections for the State Sales and Compensating Tax (SS&C), the other major source of transportation funding, exceeds pre-pandemic levels indicating that the state economy has rebounded and returned to capacity. Currently, the recent increase in inflation being experienced across the nation has not impacted MFT or SS&C receipts. However, the receipts for both are being monitored closely by the budgeting groups of Kansas for changes in the

trends. If decreases occur in these revenues, adjustments to the projections may become necessary.

As the “Estimated State Generated Revenues by Source” table shows, motor fuels tax receipts and sales tax receipts provide most of the revenue with an estimated 26 percent and 42 percent, respectively, of the four-year total SFY 2025-2028 state-generated funding. Vehicle registration fees and bond proceeds represent approximately 13 percent and 17 percent respectively. All remaining sources combined (Driver’s License Fees, Special Vehicle Permits and Interest) compose 1 percent of the four-year total.

The estimates for KDOT revenues come from three main sources- the Consensus Estimating Group (CEG),

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the Highway Revenue Estimating Group (HREG), and agency staff in the Office of Finance and Budget (OFAB). The CEG includes staff from the State Division of the Budget, the Department of Revenue, Legislative Research, as well as several consulting economists. Each member of the CEG prepares independent estimates of receipts for the State General Fund and then the group meets to arrive at a consensus. Although the primary emphasis of the CEG group is on the State General fund receipts, the group also prepares estimates for the growth rate of personal income, inflation, interest rates, and fuel prices and production. These factors all affect state revenues and, ultimately, the revenues KDOT receives from taxes and fees. The CEG provides estimated revenue growth from **sales and compensating use taxes** for two years.

The HREG group is composed of representatives from the State Department of Revenue, Legislative Research, Division of the Budget, and KDOT. Typically, this group meets shortly after the CEG meets. The primary function of the HREG is to prepare forecasts for the **motor vehicle registration fees and motor fuels tax** that will be collected. Since these revenues do not flow into the State General Fund, the CEG does not prepare these estimates. In addition, since the CEG only estimates a growth rate of revenues for two years, the HREG agrees on a long-term growth rate of revenues for the latter years.

KDOT's OFAB estimates the remaining KDOT revenues in the Cash-Flow Worksheet Resources group. **Miscellaneous revenues, Drivers Licenses Fees and Special Vehicle Permits** are estimated based upon historical data and the previous year's actual revenues. **Transfers** are determined by review of applicable statutes, and **Interest on Funds** is determined by staff projected interest rates. **Transfers (Out)** include resources that are transferred to other state agencies for transportation-related functions performed by these agencies but financed by the State Highway Fund, as well as transfers designated by the Legislature at their discretion. For transportation related functions, KDOT transfers funds to agencies to finance salary and operating costs of these functions. The Department of Revenue, for example, receives state highway funds for activities related to the collection and enforcement of vehicle registrations, titles, driver licensing and motor fuel tax. Estimates for 'transfers out' are from the State budget and are modified after each legislative session to reflect appropriations set by the legislature.

The second revenue section of the Cash-Flow Worksheet is the **Federal and Local Construction Reimbursement** section. While this group is not "revenue" in the traditional sense, the section estimates the receipt of the federal share and local share of project costs. The federal-aid program is a reimbursement program, which means funding received from FHWA is reimbursement for monies already spent. In

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the case of the local share, these are monies received from locals in advance of a project using local funds being let. The local share is the LPA estimated portion of projects programmed. After construction is completed for projects with LPA participation, a final accounting of cost is done. This final accounting is to determine if the local share received prior to construction was less than or greater than the actual local share of actual project costs. Any overage is returned to the LPA and reimbursements for shortages are requested from the LPA. Since the establishment of the Federal Fund Exchange program, the amount of LPA funding received by KDOT has decreased significantly because most counties elect to participate in the Federal Fund Exchange program. (For a more extensive discussion of the Federal Fund Exchange program refer to page 79.)

**Bond Sales** is the final resource in the revenue section of the Cash-Flow. Along with the other revenue streams identified, KDOT has been authorized by the Legislature to supplement the funding of the IKE program with bonding. Authorized bonding is limited and is currently authorized for SFY 2025, 2026, 2027, and 2028 as shown in the Cash-Flow.

## **FEDERAL FUNDS**

A new five-year federal transportation program, Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act

(IIJA), was enacted on November 15, 2021, and provides federal aid to state and local units of government through September 2026. Funding levels for FFY 2027 and 2028 in the “Estimated Obligations” table are estimated based upon BIL funding. The new program is the most expansive program in history and provides the largest monetary investment in infrastructure to date, with a focus on bridges, public transit, electric vehicle infrastructure, and providing reliable high-speed internet access to all Americans. BIL specifically authorizes around \$351 billion for highway programs, with approximately \$304 billion from the Highway Trust Fund (HTF) and approximately \$47.3 billion from the federal General Fund. In addition, more of this funding is available to local entities (LPAs) and non-traditional entities. Delivery of this funding is accomplished in two ways, via formula and via discretionary programs (also known as grant allocations). About 90 percent of the BIL funding is through appropriated programs (formula funding) where funding levels are predetermined by formula for each state and every state receives a share of the program funding. Discretionary or grant funding on the other hand is a competitive program made by award, and about 10 percent of the BIL funding programs are awarded in this manner. In the allocated grant programs, applications for the funding are submitted to the FHWA and evaluated against the other submissions received with project selections made at the dis-

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cretion of FHWA. There is no minimum or maximum award amount to any one state ascribed to the BIL discretionary program group, meaning no state is guaranteed a minimum amount of the grant funding portion of the BIL program and there is not a maximum set on the total amount of grant program funding a state may be awarded. However, there are often limits to the amount of funding any one project may be awarded as set out by the rules of the individual grant program. Likewise, there is a limit on the funding level of each of the discretionary fund programs as set out in BIL.

All six FAST Act formula programs are continued in BIL, and four new formula programs have been added. These apportioned programs constitute the majority of the BIL funding, totaling approximately \$265 billion of apportionment over five years to the states.

The first apportioned program that continues in BIL is the National Highway Performance program (NHPP), which is designed to provide support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that funds used in highway construction support the newly established performance targets established in each state's asset management plan for the NHS. Added under BIL is the additional goal of increasing resiliency of the National Highway System (NHS)

from extremes in weather like flooding, wildfire, rising sea levels and other natural disasters. Projects in Appendix A, the Project Index, funded from this program are identified by the fund categories ACNHP or NHPP in the project information.

The second program that continues under BIL is the Surface Transportation Block Grant Program (STBG). New eligibility for projects involving electrical vehicle charging infrastructure, wildlife crossings, and resilience enhancements have been added, and the Transportation Alternatives (TA) program and Planning remain set-asides of STBG.

The STBG program has the greatest flexibility in project eligibility of all the federal fund programs and is intended to address transportation needs at the State and local levels. To assure funds are distributed equitably across states, the program funds are sub-allocated by population. Under BIL, the sub-allocations have been split into four groups rather than the previous two groups under the FAST Act. The sub-allocation ranges are areas with populations greater than 200,000, areas with populations from 200,000 to 50,000 (new under BIL), areas with populations from 49,999 to 5,000 (new under BIL), and areas with populations less than 5,000. Funds are distributed to the different population groups in proportion to their relative share of the State's population. The percentage of STBG funding for set-asides and sub-



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allocations is approximately 62 percent, with 2 percent allocated to Planning (which is managed by KDOT), 1 percent that is dispersed directly to KDWP for Recreational Trails (RT), and approximately 60 percent suballocated for use in the population ranges described above. The approximately 38 percent of remaining STBG funding may be used in any area of the state and is deemed flexible. STBG funding has a federal share of 80 percent unless the project is on an interstate, then the federal share is 90 percent. In the project listing, Appendix A, projects using STBG funding will have ACSTP or STP in the fund category information.

Under BIL, the Transportation Alternatives (TA) set-aside funding levels have been increased to 10 percent of the total STBG program apportionment, and, like the Core STBG funds, 59 percent of the TA funding must be suballocated based upon the four population ranges established in BIL. This is an increase from the prior 50 percent required under the FAST Act to be suballocated. The remaining 41 percent of TA funding may be programmed in any area of the state and is deemed flexible. Funding in this set-aside is focused on a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to schools and other community improving projects.

TA funding is reported in the apportionment and obligation tables that follow this discussion separately from

STBG since that is the way the funding is delivered from FHWA and tracked. TA is also the fund category used in the project listing for projects funded with these funds.

Recreational Trails (RT) funding remains a set-aside of the TA program fund, which is itself a set-aside of the STBG program. Under BIL, no change was made to RT funding and levels remain unchanged from 2009. As directed by the Governor, the RT program is administered by the Kansas Department of Wildlife and Parks (KDWP), and the portion of federal funding designated for RT is transferred directly to them from the State General Fund. Since these funds are not part of the federal funding at KDOT's disposal and are never obligated by KDOT, they are not included in the KDOT funding tables of apportionment and obligation that follow this discussion. Instead, for more information about the RT program including funding and projects, refer to the RT narrative section of this document.

Planning (PL) is a set-aside of the STBG program and is continued in BIL from the FAST Act. Planning projects are not listed in the STIP, but instead are documented in the State Planning and Research (SP&R) Work Program.

Congestion Mitigation and Air Quality (CMAQ) program is the third apportionment program that continues

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in BIL and is designed to provide funding for projects or programs that alleviate congestion to improve air quality in areas of nonattainment or in areas of former nonattainment. Newly eligible projects under this program are micro-mobility and the purchase of diesel replacements or medium to heavy-duty zero emissions vehicles including related charging equipment. Also, BIL newly requires the prioritizing of disadvantaged communities when developing projects to reduce fine inhalable particulate matter (PM<sub>2.5</sub>) emissions. CMAQ funding generally has a federal share of 80 percent, but some safety projects that include an air quality or congestion relief component may be eligible for a federal share of 100 percent. Projects using CMAQ program funds may be identified in the project listing by the CMQ fund category code. Like STBG funding, CMAQ funding is suballocated by the same population ranges described in the STBG section to ensure funds are distributed equitably across states.

The fourth apportionment program funded in BIL, renewed from the FAST Act, is the Highway Safety Improvement Program (HSIP). The goal of this program is to achieve a significant reduction in traffic fatality and serious injury accidents on all public roads including federal, state, and non-state-owned public roads, as well as roads on tribal lands. The approach to achieving the goals of this program and the newly created performance measures are data driven and strategic

in nature. A new requirement for using the funding in this program is the states' completion of vulnerable road user (VRU) safety assessments. To be eligible for HSIP program funding, projects must be for safety activities and consistent with the State's Strategic Highway Safety Plan. Federal funding pro rata for projects using HSIP funding is generally 90 percent with a 10 percent match, and, in some special cases, the federal funding pro rata is 100 percent. HSIP is the fund category code for projects listed in Appendix A funded with this program.

The Railway-Highway Grade Crossings Program (RHCP) continues as a set-aside of the HSIP program and provides funding for safety related improvements to reduce fatal and serious injury accidents at public railway-highway grade crossings. Approximately \$6.6 million is allocated to this program and funds set aside for this program are not eligible for transfer to other apportioned programs. Under BIL, several changes have been made to eligibility in this set-aside with a key change being the federal pro rata increasing from 90 percent to 100 percent. Additionally, the requirement that 50 percent of the RHCP funding be reserved for "protective devices" has been eliminated. The fund categories associated with this program are ACRRP, ACRRS, RRO, RRP and RRS, and projects using this funding may be identified by these fund category codes in the project information in Appendix A.

**National Highway Freight Program (NHFP) Funded Projects in Kansas (\$ Millions) \*- as of 7/2024**

Project Number and Description	Federal Fiscal Years				4-Year Project Total NHFP Funds**
	2025	2026	2027	2028	
KA-5060-01 Bridge #009 over I-35 in Johnson County	\$13.630	\$6.024	\$0.000	\$0.000	\$28.115
KA-6018-01 I-70/K-18 Interchange in Geary County	\$0.000	\$14.470	\$6.190	\$0.000	\$20.660
KA-1008-04 US-83 Pavement in Finney County	\$0.000	\$0.000	\$6.789	\$15.200	\$21.989
<b>Total Estimated NHFP funds by Federal Fiscal Year**</b>	<u>\$13.630</u>	<u>\$20.494</u>	<u>\$12.978</u>	<u>\$15.200</u>	<u>\$95.537</u>

\*Estimated obligation amount taken from most recent engineering estimates.

\*\*Some totals may not sum due to rounding of dollars.

The National Highway Freight Program (NHFP), the fifth program continued in BIL, was established under the FAST Act to promote the efficient transport of freight on the National Freight Network (NHFN) by investing in infrastructure and operational improvements. Under BIL, the portion of NHFP funding eligible for use on freight intermodal or freight rail projects increased from 10 percent to 30 percent subject to restrictions. To be eligible for funding, states are required to have a freight plan and a freight investment plan in place. The State of Kansas Freight Plan was approved by FHWA on May 2, 2023, and may be viewed at the following link: [https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burRail/Rail/Documents/2023/KansasStateFreight-Plan\\_FHWA\\_Approved.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burRail/Rail/Documents/2023/KansasStateFreight-Plan_FHWA_Approved.pdf).

Above, in the “National Highway Freight Program (NHFP) Funded Projects in Kansas” table, are the current projects and estimated federal funds for NHFP projects in federal fiscal Years 2025 through 2028, which are covered by this STIP. In the apportionment and obligation tables that follow this discussion, this fund program is identified as Freight. ACFRP and FRP are the fund category code for projects listed in Appendix A funded with this program.

Metropolitan Planning (MP) is the sixth and final program from the FAST Act continued in BIL. The focus of this program is the establishment of a cooperative and comprehensive framework for decision making concerning transportation issues and investments in metropolitan areas of the state. The MP program funds are transferred to the FTA and are managed jointly by FTA, FHWA, the Kansas

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MPOs and KDOT. Since these funds are transferred from KDOT, and are never obligated by KDOT, they are not included in the funding tables of apportionment and obligation that follow this discussion.

Along with these funding programs continued from previous transportation programs, several new apportionment programs were created in BIL. Two of these new programs, Carbon Reduction and PROTECT, are funded from the Highway Trust Fund (HTF), as are the apportioned programs previously discussed. New to the transportation program in BIL is the use of General Fund (GF) federal dollars to help supplement the transportation program funding from the HTF. Two of the programs funded from the GF are apportioned although the majority are discretionary in nature.

The Carbon Reduction Program (CRP) was created to promote the reduction of carbon in the atmosphere through the reduction of transportation related emissions or through the development of carbon reduction strategies including the promotion of public transportation, the promotion of alternative transportation including the creation of pedestrian and bicyclist's pathways, and the creation of traffic monitoring and control facilities among others. Each state is required to develop a Carbon Reduction Strategy in consultation with the state's MPOs. Further, the strategy should be updated on a regular basis at a minimum of every four years

going forward. KDOT's Emissions Reduction Strategy (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/burovr/pdf/KDOTTransportationEmissionsReductionStrategy14Nov23.pdf>) was approved by the FHWA on February 20, 2024.

Like the STBG program, a portion of the CRP program of funds are suballocated based on the four population ranges described in the STBG section, with a total of 65 percent of the funds reserved for suballocation. Funds are distributed to the different population groups in proportion to their relative share of the State's population. The remaining 35 percent of CRP funds is flexible funding that may be used in any area of the state. Of the approximate \$63.3 million anticipated in apportionment under BIL, \$41.14 million will be distributed based on the population ranges described previously, and the remaining \$22.16 million is flexible spending left to KDOT's discretion to program. The CRP funding has additional flexibility, as up to 50 percent of the funds made available to Kansas each year may be transferred from the CRP program to any other apportionment fund. Conversely, up to 50 percent of funds from another apportionment fund may be transferred to the CRP program as well (subject to some limitations). Generally, the federal share for the CRP program is 80 percent. For projects using this funding in

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Appendix A, the Project List, or in future amendments, the fund category is CRP.

The second new apportionment program in BIL is the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The projects eligible for funding under this program are those that increase the resiliency of the system. A few specific examples of eligible projects are those that increase additional flood storage in locations adjacent to highway right-of-way, those for the upgrade to and installation of culverts designed to withstand 100-year flooding events, and those that provide improved functionality and resiliency of stormwater controls. In general, the apportioned projects in the PROTECT program are funded with an 80 percent federal share and a 20 percent match. In addition to the apportioned funds, the PROTECT program has a grant portion of funding as well. KDOT is currently developing its Resilience Improvement Plan, which, when approved, will be used to develop projects. When projects are developed using this funding, the fund category associated to them and displayed in the project information for the amendments and STIP will be PRTCT.

Under BIL, the third new apportioned fund is the Bridge Formula Program (BFP). This program is funded from the GF rather than the HTF, and any funding not programmed as of September 30, 2025, will lapse or no

longer be available for programming. The purpose of this funding is to aid in the maintenance, restoration, or replacement of the nation's bridges, including bridges on local public roads. Fifteen percent of the \$45 million anticipated to be awarded to Kansas from FFY 2025-2028 is allocated to the LPAs for bridge projects on local roads. The federal share for these local bridge projects is 100 percent. Approximately \$38.3 million remains after the local share and is KDOT's share to program. The federal share for the KDOT projects (those that are not on local roads) is 80 percent with 20 percent state matching funds. In the "FFY 2025-2028 Apportionments and Obligations" tables, this funding is listed as BR. Projects using this funding in the project listing will have the fund categories BRF or BRO.

The fourth apportioned program under BIL is the National Electric Vehicle Formula Program (NEVI). Like the BFP, this program is funded from the GF, however, the funding for this program will remain available until expended and will not lapse like the BFP funding. The goal of this program is to deploy electric vehicle (EV) charging infrastructure throughout the nation and to establish an integrated network to simplify data collection, access, and reliability of electric vehicles. For states to access this funding, an EV Infrastructure Deployment Plan was required to be submitted jointly to the Joint Office of Energy and Transportation and FHWA. KDOT's Charge Up

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Kansas NEVI Plan was approved in September 2022 and more information about the plan can be accessed at this link: <https://ike.ksdot.gov/charge-up-kansas>. An initial request for applications was first issued in April 2023 and 6 projects were approved for awards for SFY 2024 in January 2024. The most recent call for projects was due to be submitted by June 21, 2024. Projects from the most recent round of applications have not been awarded at the time of creation of the FFY 2025-2028 STIP, and, for this reason, the Apportionment table shows the anticipated apportionment for the NEVI program over the next four-years, but the Obligation table has no corresponding obligations. Those projects will be added to the STIP through the amendment process in place.

The federal share for this program is 80 percent with a 20 percent match. Total anticipated formula NEVI funding available for Kansas is estimated to be \$39.5 million for the years of BIL. Further program requirements are that funded projects be located along designated alternate fuel corridors and that 10 percent of the total program funding be set aside for discretionary grants to the states and LPAs that need additional assistance to deploy EV charging infrastructure. When projects are selected for this funding, the fund category associated with the funding in the project information in amendments and the STIP will be NEVI.

As in the FAST Act, there are funds in BIL that are allocated on a yearly basis without guarantees that the level of funding or frequency of funding will continue. There is a funding program associated with each of these allocations and the funds distributed to these funds varies. One common characteristic, however, is that the funding associated with these allocations is usually small. Therefore, these allocations are combined in a single funding group named 'Other' in the Apportionment table. Currently, the only allocated funds shown in the Other grouping are the 'Redistribution of Other funds' as this is reliably redistributed every year to Kansas. The amount historically redistributed to Kansas, and the amount estimated for each of the four years of the STIP, is \$4 million. As in the FAST Act, the Disadvantaged Business Enterprise (DBE) was continued in BIL and is an allocated fund as well. However, the funding Kansas receives for this program has been variable, historically, and not reliably predictable. Therefore, an apportionment estimate is not included in the Other group for this allocation in the four-years of the STIP.

The discretionary funding in BIL is greatly increased from that in the previous FAST Act program, where the grant program was minimal and essentially consisted of only a few allocated funds. In BIL, there are several newly created discretionary grant programs and the funding for these programs is varied with some being funded through the HTF, others funded from the GF,

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and the Bridge Investment program is funded with both. The discretionary grant programs along with other allocated funds compose about 10 percent of the total HTF programming, while the discretionary grant programs funded from the GF are approximately 28 percent of the total GF funding for BIL. Not all the discretionary grant programs funded in BIL are transportation related, as energy and water are also being addressed under BIL. However, the new discretionary grant fund programs related to transportation that could have projects awarded and then be added to the STIP are: Safe Streets and Roads for All, Wildlife Crossings Pilot Program, PROTECT Grants, Charging and Fueling Infrastructure, National Electric Vehicle Grants, Congestion Relief Program, Bridge Investment Program, National Culvert Removal, Replacement, and Restoration grants, Reconnecting Communities Pilot program, Rural Surface Transportation Grants, National Infrastructure Project Assistance program or Mega Grants (“Mega-projects”), Local and Regional Project Assistance (RAISE) program, INFRA Program (known statutorily as the Nationally Significant Multimodal Freight and Highway program), Reduction of Truck Emissions at Port Facilities program, and the Prioritization Process Pilot program.

Discretionary or grant funding programs are application programs administered either by the Office of the Secretary of Transportation (OST) or

the Office of Operating Administrations (OAs). The program administrator of each discretionary grant fund solicits projects through applications. The applications submitted are then reviewed and evaluated based on merit and eligibility. Selections are made along with decisions about award amount and, in some cases, match requirement from the applicant. Generally, for discretionary grants, project solicitations are made annually for every year that the grant is funded. Since KDOT does not have any assurance discretionary grants will be awarded, apportionment is not estimated in the “FFY 2025-2028 Estimated Apportionment” table for these programs in the years of this STIP. However, if, or when, a grant is awarded to Kansas in one of these discretionary grant programs, the apportionment and obligations will be included in the ‘Other’ grouping of the funding tables following this discussion.

The apportionment and obligations that Kansas anticipates for the years of this STIP are presented in the “Federal Fiscal Years (FFY) 2025-2028 Estimated Apportionments & Obligations” table on pages 76 and 77 of this section. The funding tables establish the fiscal constraint KDOT has in place at the federal fund level for the years of the STIP and are organized by the apportioned funding categories just described with two exceptions. The HSIP and STBG set-aside programs of Railway Grade Crossings (Railway) and

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Transportation Alternatives (TA), respectively, have been split out from their Core programs and reported independently. The funding table is arranged in this manner to match how funding is distributed to the states by FHWA and reflects how information concerning these funds must be reported to FHWA.

As with past transportation acts, some provisions in BIL are comprehensive, applying to all projects that use federal funding, while other provisions are program specific. For a project to be eligible to use a specific program's funding, the project must meet the conditions identified within the program in addition to meeting the broader requirements laid out in the act itself. The contents of this STIP reflect the requirements that were laid out by BIL and assume these requirements are in effect until such time that a new federal program, reauthorization, or extension changes the requirements.

In addition to apportioning funds to the states, Congress annually sets an upper limit, termed an obligation ceiling, on the total amount of obligations that each state may incur. This limit is used as a means of controlling budget outlays to improve the federal-aid highway programs' responsiveness to the nation's current economic and budgetary conditions. The obligation limitation is typically less than the amount of federal aid apportioned to the states and is determined and approved by Congress on an annual basis. Since the

“ceiling” for 2025 was unknown when the STIP was prepared, KDOT limits total estimated obligations for the four years of the STIP at approximately 90 percent of the total expected four-year contract authority. This percentage approximates the average obligation ceiling that Kansas has historically received. This does not mean that every fund grouping obligation is this percentage, but that KDOT tries to maintain this percentage to preclude over-programming.

The apportionment section of the “Federal Fiscal Years (FFY) 2025-2028 Estimated Apportionments & Obligations” table provides the total apportionments anticipated to be received in each of the four years of the STIP and the anticipated FFY 2024 Carryover Apportionment. The FFY 2025 and 2026 apportionments reflect levels specified in BIL, and FFY 2027 and 2028 are estimated at the same levels as BIL (the BIL Program is only funded through FFY 2026). Furthermore, the table displays how the funding is anticipated to be distributed by year in the apportioned funding programs and in the FFY 2024 Carryover Apportionment. The funds estimated in the funding program groups are those that are at KDOT's discretion to use apart from STBG, CRP, BFP and CMAQ. A portion of each of these program funds is shared. The STBG, CRP and BFP funding, as specified in the program guidelines, must be divided into four population portions and the portion remaining after the proration based on populations



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is at KDOT's discretion to use. As specified in the CMAQ funding guidelines, portions of the funding are reserved for the two larger MPO areas of Kansas City and Wichita, for State planning and research activities, with the remainder to be used at KDOT's discretion. Also, as discussed in the program descriptions, neither the MP program funds nor the RT program funding is shown in the tables as the funding for each is transferred to the FTA and the KDWP, respectively.

Along with the apportionment section is the Estimated Obligation section, which summarizes by fund group and year the federally funded projects required by U.S.C. Title 23 to be included in a STIP that Kansas has programmed in the next four years at the time this document was prepared. The obligations for projects meeting these criteria are captured, in this table and, further, the individual projects including funding information are captured in Appendix A, the Project Index, or, if in a MPO area, by reference of the MPO's Transportation Improvement Plan (TIP). (For information about MPOs, see the narrative titled Metropolitan Transportation Improvement Programs.) Since project programming is an iterative process, the project list in Appendix A is always evolving. Some projects are in development, especially for programs where projects are selected on an annual basis, so new projects are being created that will need to be added to the STIP. Changes to current projects are made in response to

economics, plan development changes or changes in project schedule, and/or project costs and, in turn, these changes sometimes require updates to the STIP; and, in some cases, projects are cancelled or deferred and the STIP is updated for the change. Project programming and delivery is a fluid ongoing process, and the resulting changes that occur from this process are captured in the STIP through the amendment process that is in place.

In the Obligation section, the same fund groupings are used as in the apportionment section. Obligations in place at the time this document was prepared are provided by fund group for each of the four years of the STIP along with the total projected obligation for each year and a total obligation for the four years. Also, Advance Construction Conversions in place after FFY 2028 by year and funding program groups are provided. Since Kansas is selecting and programming projects on a rolling two-year basis, the projects committed with planned obligations in the outer two years of this document have not been completely selected at this time, while the first two years are almost fully planned with generally only some of the annually selected projects remaining to be selected and added via the amendment process. Pre-requirements associated with the new fund programs for obligation, time to plan and develop projects, and the lack of fund program requirements are the main reasons that there are not corresponding obligations for most of the

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new fund programs identified in the tables. As described in the prior apportionment fund program discussions, there are assessments, plan revisions, and new plans in development to meet the requirements set out in BIL before some new fund programs are available for KDOT to develop and obligate projects. Time is a factor as less than two years have elapsed since BIL was passed, which is insufficient time for KDOT to absorb all the new fund group rules and changes to existing fund groups, to plan for the new fund programs, and to develop new projects for programming. Several programs, including NEVI and CRP, require a plan to be developed and approved by FHWA, which has caused a delay in being able to program new projects for these funds. For these reasons, some apportioned fund programs do not have corresponding obligations for the apportionment shown in this STIP document. KDOT anticipates that the obstacles to obligating will be largely rectified by the time the next STIP is prepared.

When reviewing the obligations planned with the apportionment available, the **total** estimated obligations for the four FFYs covered by this STIP are less than or equal to the expected **total** federal appropriations expected in the four-year period, including the FFY 2024 Carryover apportionment. In FFY 2025 and FFY 2026, the first two years of this STIP, the estimated obligations for projects currently committed is approximately \$546 million and \$537

million respectively. For FFY 2025, the estimated obligation is inclusive, but does not yet include all planned projects for the year as not all the annually selected projects were programmed nor have projects been developed for several of the new BIL fund programs. In FFY 2026, there are some groupings not fully selected or programmed along with annual projects not yet selected, and new BIL programs, as already discussed, are largely unprogrammed. As projects are developed, they will be added by the amendment process or captured in the next STIP. The estimated obligation for all four years does include advance construction conversion projects including projects within MPO areas. Currently, FFY 2025 total advance construction conversion projects are anticipated to total approximately \$502 million and FFY 2026 total advance construction conversion is anticipated to be approximately \$470 million as determined from Appendix C, the Advance Construction Project Index.

While FFY 2025 through 2028 are not overprogrammed, some grouping obligation projections are larger than their corresponding apportionments. For FFY 2025, the obligation groupings TA and Other are greater than their corresponding anticipated apportionment for the year. NHPP anticipated obligation in FFYs 2025, 2026, and 2027 are greater than the corresponding anticipated apportionment for the year. The STBG grouping has esti-

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mated obligations greater than the corresponding anticipated apportionments for the FFYs 2025, 2026, and 2028. The Freight grouping has estimated obligations greater than the corresponding anticipated apportionments for FFYs 2026, 2027, and 2028. Lastly, the BR grouping has estimated obligations larger greater than the corresponding anticipated apportionments in FFYs 2026 and 2027. However, the apportionment for each year along with the anticipated Carryover apportionment from previous years is sufficient to cover the overage in projected obligations for these categories for each year.

Specifically, the Other obligation grouping is reserved for obligations for discretionary funding program grants that have been awarded, earmarked (if applicable), and/or allocated funding. OJT and DBE funds are allocated funds usually distributed on a yearly basis. However, distribution is not guaranteed in each year, and past amounts received have varied greatly from one year to the next. For these reasons, Kansas does not estimate DBE and OJT funds in the apportionment section and does not develop projects and corresponding obligation for these funds except for the current year plus one (with projects for 2026 to be added later in 2025 by amendment). In this way, KDOT ensures that the risk of over programming without available funding is low. In FFY 2025, the Other obligation is estimated at \$8.05 million, while apportionment is currently projected at \$4

million. In FFY 2025, the estimated obligation is greater than the apportionment estimated for the ‘Redistribution of Other funds’. However, the apportionment for FFY 2025 along with the anticipated Carryover apportionment from FFY 2024 is sufficient to cover the overage in projected obligations for FFY 2025. The apportionment funding is from the ‘Redistribution of Other funds’ as Kansas has not yet received DBE or OJT allocations for 2025.

Similarly, in FFY 2025, the TA grouping is projecting obligations that exceed anticipated apportionment for the year, and the Freight grouping is projecting the same in FFYs 2026, 2027, and 2028. This should not be an issue as there is sufficient carryover for these fund groupings to cover these overages. The carryover balance for each of these groupings is not large and KDOT will need to monitor these programs closely to ensure overprogramming is not an issue in future years.

FFYs 2025, 2026, and 2028 have more obligation planned in the STBG grouping than apportionment available for the year, while FFYs 2025, 2026, and 2027 have more obligation programmed in the NHPP grouping than there is available apportionment for that year. However, both groupings, STBG and NHPP, have large carryover apportionment balances which will offset the overages predicted in each of the years, respectively.

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Finally, in FFYs 2026 and 2027, the BR grouping has a large projected obligation that is greater than the apportionment anticipated to be received for the year. As discussed in the fund program information, the BFP program fund, unlike most other fund groups, lapses at the end of 2026 and is the largest reason the BFP program is so robustly programmed, which also explains the necessity for estimated obligations for FFY 2026 and 2027 to be more than the associated apportionments. KDOT has no desire to lose this funding and is making every effort to have enough projects available to use the apportionment. KDOT will continue to monitor the total apportionment available in the BR fund group in each year as compared to the obligations in place, and, if needed, will use advance construction, or will move projects to the latter years of the STIP to ensure that the BR fund grouping apportionment does not exceed the available apportionment plus anticipated carryover from prior years.

In conclusion, while some of the obligation groupings are larger than the correlating apportionment in the four years of this STIP, there is sufficient carryover apportionment to meet the excess in projected obligation. However, some of the carryover apportionment grouping balances are shrinking, and KDOT will need to carefully monitor these declining carryover balances in the future to ensure that sufficient apportionment for the correlating obligation is available. If the situation

arises where available apportionment, including carryover apportionment, no longer meets or exceeds the projected obligation in a year or grouping, additional measures will be taken to prevent overprogramming. For example, in many of the obligation groupings, there are AC conversion projects that may need to be moved to future years to await such a time that obligation is available for their conversion. Moving the AC project conversions would reduce the obligations in the year currently projected. (AC conversion projects are projects that have been undertaken with state funds with the option to convert to federal funds when obligation is available.) Appendix C, the Advance Construction Project Index, lists AC projects along with the year(s) of expected conversion and conversion amounts.

Advance construction allows flexibility in programming and ensures that KDOT always has projects available to meet our apportioned federal funds. However, as with carryover apportionment, KDOT's AC balance is growing while being actively monitored by the Federal Fund Manager to ensure that AC obligation does not exceed limits in place by FHWA.

An exception to MPO projects not being listed in the STIP is projects using advanced construction. MPO projects are a significant portion of the projects funded in the state. They are frequently of large scale, and usually

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are programmed using the advance construction mechanism. Thus, including the advance constructed MPO projects is a necessary measure taken to adequately illustrate fiscal constraint. MPO project information is included in Appendix C, the Advanced Construction Index, and their estimated obligations are included in the “Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations” table.

For each year in the table, the estimated obligation for each grouping is composed of the expected advance construction conversion projects, including projects within MPO areas, and the obligation of non-advance construction committed projects including projects within MPO areas. From the table, the total estimated obligations for FFY 2025-2028 are \$2.063 billion and, of this obligation, total advance construction conversions anticipated for FFY 2025-2028 are approximately \$1.926 billion (as determined from Appendix C, the Advance Construction Project Index). Additionally, in the “Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations” table, the “Advance Construction Conversions after 2028” column provides estimates for advance construction already in place for years that exceed the STIP range. For the years after 2028, advance construction conversions are provided as lump sums by federal fund category, which are currently estimated at a total of \$1.499 billion.

The Advance Construction in years after FFY 2028 column is included to clarify that the State does have conversions planned outside the years of this STIP document and that total planned advance construction is within the policy for advance construction outlined under 23 U.S.C. 420.115, part 630, sub part G. Excluding the Other grouping, which estimates obligation for projects using allocated or special earmark funding for which apportionment is not received, the **total** estimated obligations for the four FFYs covered by this STIP are less than or equal to the **total** federal appropriations expected in the four-year period including FFY 2024 Carryover.

KDOT will continue to use the two mechanisms of carryover apportionment and advance construction to balance apportionments and obligations. Carryover apportionment happens when the federal obligation ceiling is set lower than the apportionment for a given year. The difference between the two amounts is “carried over” to the next fiscal year as part of the unobligated balance. Most federal fund categories have an obligation ceiling lower than the apportionment and, for this reason, the FFY 2025-2028 Apportionment section includes a column for the anticipated Carryover apportionment from FFY 2024. Currently, every fund category grouping is anticipated to have apportionment carryover from 2024, and some of this carryover apportionment will be used in years of

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this STIP in fund categories where projected obligations exceed apportionment. The second mechanism for balancing is the use of advance construction. In this mechanism, KDOT reserves the right to request conversion for federal funds on a project in a year that obligations are available (not necessarily the same year the project is initiated), and this conversion year may be adjusted and/or several partial conversions over multiple years may be made. Using advance construction provides KDOT flexibility to move projects to where obligation gaps exist due to timing of project development.

Fiscal Years 2025-2028 Estimated Apportionments & Obligations” table is broader and more encompassing than the information summarized in Appendix B and listed in Appendix A.

Finally, it must be noted that the inclusion of the anticipated advance construction conversions and MPO information in the “Federal Fiscal Years 2025-2028 Estimated Apportionments & Obligations” table precludes the total expected obligations in the tables from matching the total expected obligations from Appendix B, the Summary of State Transportation Improvement Program Project Index. The table and the appendix do not share the same source data. Appendix B summarizes Appendix A, which does not include the MPO projects or advance construction conversion information. MPO project information is available in the individual MPO TIPs, and a link for each TIP is provided in the Metropolitan Transportation Improvement Programs narrative section. Advance construction conversion information is listed separately in Appendix C. In general, the information presented within the “Federal

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## Estimated Apportionments for FFY 2025-2028 STIP as of 07/03/2024

All dollar amounts in \$1,000's - Dollar amounts may be rounded

Apportionment Grouping	Anticipated	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY
	FFY 2024 Carryover <sup>^</sup>					2025-2028 Total
NHPP	\$362,029	\$291,607	\$297,439	\$297,439	\$297,439	\$1,183,925
STBG	\$141,994	\$123,241	\$125,730	\$125,730	\$125,730	\$500,432
HSIP	\$22,759	\$26,652	\$27,312	\$27,312	\$27,312	\$108,588
Railway*	\$24,119	\$6,549	\$6,549	\$6,549	\$6,549	\$26,195
CMAQ	\$11,985	\$10,783	\$10,999	\$10,999	\$10,999	\$43,781
TA*	\$33,215	\$17,237	\$17,586	\$17,586	\$17,586	\$69,994
Freight	\$33,947	\$13,630	\$13,902	\$13,902	\$13,902	\$55,336
CRP**	\$30,788	\$12,908	\$13,166	\$13,166	\$13,166	\$52,405
PROTECT**	\$27,052	\$14,677	\$14,970	\$14,970	\$14,970	\$59,588
BR**	\$86,866	\$45,000	\$45,000	\$45,000	\$42,000	\$177,000
NEVI**	\$22,675	\$6,205	\$6,329	\$6,329	\$0	\$18,863
Other***	\$47,870	\$4,000	\$4,000	\$4,000	\$0	\$12,000
<b>Total</b>	<b>\$845,299</b>	<b>\$572,489</b>	<b>\$582,982</b>	<b>\$582,982</b>	<b>\$569,653</b>	<b>\$2,308,106</b>

Notes:

<sup>^</sup> Anticipated FFY 2024 Carryover is the unused apportionment from prior years available for use in the years of this STIP. The carryover apportionment available in a grouping will be used in instances where obligation in a grouping in one or more of the STIP years exceeds the apportionment available in that year(s) for the fund grouping. Carryover apportionment is anticipated to be used in FFY 2025 in the TA and Other groupings since planned obligations exceed available apportionment in those fund groups. NHPP anticipated obligation in FFYs 2025, 2026, and 2027 exceeds anticipated apportionment for each year so Carryover apportionment from prior years will be used in these years to offset the difference. In the STBG grouping, Carryover apportionment is anticipated to be used in FFYs 2025, 2026, and 2028, as planned obligations exceeds anticipated apportionment for each year. Freight anticipated obligation in FFYs 2026, 2027, and 2028 exceeds anticipated apportionment for each year, so Carryover apportionment will be utilized. Lastly, Carryover apportionment is anticipated to be used for the BR grouping in FFYs 2026 and 2027. In all groupings there is sufficient apportionment or sufficient apportionment and anticipated Carryover apportionment available to meet the amount of obligations anticipated for the years of the STIP.

\* Separate fund groups for two set-aside funds, Railway and TA, are maintained in both the apportionment and obligation tables as the federal funds are distributed in this manner to the States and are reported back in this manner to FHWA.

\*\* New fund grouping authorized under BIL.

\*\*\* The Other grouping is used by KDOT to capture miscellaneous funding types, some of which are apportioned funds, but most are allocated (funds that are not guaranteed to be received). The apportionment estimated in the four-years of this STIP is for allocated funds received for the 'Redistribution of Other funds' that are received reliably and therefore estimated in all four years of the STIP.



## Estimated Obligations for FFY 2025-2028 STIP as of 07/03/2024

All dollar amounts in \$1,000's - Dollar amounts may be rounded

Obligation Grouping	Advance Construction Conversion after FFY	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2025-2028
	2028 <sup>^</sup>					Total
NHPP	\$987,162	\$297,159	\$300,091	\$307,854	\$242,872	\$1,147,976
STBG	\$413,398	\$134,670	\$146,466	\$70,279	\$212,027	\$563,441
HSIP	\$0	\$25,910	\$9,164	\$9,600	\$0	\$44,674
Railway*	\$0	\$0	\$0	\$300	\$0	\$300
CMAQ	\$0	\$3,017	\$2,701	\$0	\$0	\$5,718
TA*	\$0	\$21,059	\$4,253	\$0	\$0	\$25,312
Freight	\$23,279	\$13,630	\$20,494	\$37,752	\$15,200	\$87,076
CRP**	\$0	\$7,063	\$0	\$0	\$0	\$7,063
PROTECT**	\$0	\$0	\$0	\$0	\$0	\$0
BFP**	\$74,677	\$35,625	\$54,014	\$53,862	\$29,646	\$173,148
NEVI**	\$0	\$0	\$0	\$0	\$0	\$0
Other***	\$0	\$8,048	\$0	\$0	\$0	\$8,048
<b>Total</b>	<b>\$1,498,516</b>	<b>\$546,181</b>	<b>\$537,184</b>	<b>\$479,646</b>	<b>\$499,746</b>	<b>\$2,062,757</b>

Notes:

Estimated obligations include advance construction projects that are anticipated to be converted in the year.

In some years, the estimated obligation groupings may include obligations for funds apportioned in prior years (Carryover) resulting in the anticipated obligation being greater than the corresponding apportionment for the year in that grouping. When this occurs Carryover apportionment is used or if/when needed a portion of the advance construction conversions that are included in the obligation for that grouping may be deferred to a later year to resolve the imbalance.

\* Separate fund groups for two set-aside funds, Railway and TA, are maintained in both the apportionment and obligation tables as the federal funds are distributed in this manner to the States and are reported back in this manner to FHWA.

\*\* New fund grouping authorized under BIL. KDOT intends to develop/program projects for these new fund groupings through the appropriate processes as the required program approvals and new guidelines are made available to the state.

\*\* The Other fund group is generally for obligations related to allocated funds and other special funds that are not apportioned like emergency funding, special discretionary funding and for any funds awarded in one of the several discretionary fund programs of BIL.

<sup>^</sup> This column displays the reservation of Advance Construction in place by grouping for years outside the four-years of this STIP.

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## LOCAL FUNDS

Local government sources of transportation funds include state motor fuels tax revenue received through the Special City and County Highway Fund, federal-aid funds received through KDOT, state funds through partnership with KDOT on certain projects, or through the local Federal Fund Exchange program, property taxes, local option sales taxes, and bond issues. Of these transportation funding sources, the largest portion is provided by property taxes. Most of this revenue is spent on maintenance rather than new construction.

The funds are distributed to cities and counties with respect to all applicable federal laws, state statutes, and/or KDOT policies, and these funds comprise the “obligation authority” or “allocation” that is distributed to each Local Public Authority (LPA). County funding is allocated in accordance with K.S.A. 68-402(b), and funding to cities is allocated based upon the proportion each city's population is to the total population of all eligible cities. Only cities outside urbanized areas with a population range between 5,000 to 199,999 are eligible for this funding. Cities with a population of 200,000 or greater fall within the urbanized classification and funding for these cities is outlined in the requirements in place for Metropolitan Planning Organizations (MPOs).

In addition to the funding reserved solely for local construction that goes directly to cities and counties under IKE, there are other sources of funding for local projects. KDOT offers funding through partnership programs like the City Connecting Link Program (CCLIP), a partnership program between LPAs and KDOT. In this program, the state participates in a portion of the local project cost. CCLIP includes the KLINK Surface Preservation (K1R), the KLINK Pavement Restoration (K2R), and the KLINK Geometric Improvement (K3R) subcategories. For more information about this program's requirements, refer to the “Project Selection Criteria” section of this document or visit KDOT's BLP webpage at <https://www.ksdot.gov/bureaus/bur-LocalProj/default.asp>.

A recently reinstated option available to LPAs is the Local Bridge Improvement (LBT) program, which was restored in 2020 and continued in IKE, the new state transportation program. This source of state funding is reserved for projects that address low volume roads with local bridges that are in disrepair.

A newly established program of funding is the Cost Share Program. In this program, KDOT provides state funding to LPAs for construction projects to improve safety and/or the overall transportation system in rural and urban areas. All transportation projects are eligible including roadway, rail, airport, bicycle/pedestrian, and public

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transit. A minimum of 15 percent non-state match is usually required with additional consideration given for larger LPA commitments. More information about this program is available at the following link:

<https://www.ksdot.gov/CostShare/CostShareProgram.asp>

Finally, a very popular LPA funding option is the Federal Fund Exchange (FFE) program, which was implemented under T-WORKS and continues under IKE. This is a voluntary program and, by electing to participate in the FFE program, a Local Public Authority (LPA) agrees to trade all or a portion of their federal fund allocation in a specific federal fiscal year with KDOT in exchange for state transportation dollars or with another LPA in exchange for their local funds. Under this program, the LPA may utilize the funds in a project following its own procedures, criteria, and standards. All work performed shall be consistent with the Kansas Statutes, applicable regulations, and normal engineering practices. Any work performed on the state highway or city connecting link will require coordination with the local KDOT Area Office.

Only LPAs eligible to receive a federal fund allocation may participate in the Federal Fund Exchange program. Eligible LPAs include all counties in the state and cities with populations greater than 5,000 that are not located in a Transportation Management Area (TMA). Currently, the only TMAs in

Kansas are the Mid-America Regional Council (MARC – Kansas City Region) and the Wichita Area Metropolitan Planning Organization (WAMPO).

This optional program provides LPAs more flexibility when planning their programs and deciding how to fund them. Eligible LPAs may elect to exchange their federal funding, or they may use the funds to develop a federal-aid project following the established procedures. If exchanged, the exchange rate for the program is \$0.90 of state funds for every \$1.00 of local federal obligation authority exchanged. For more information about this program, visit KDOT’s Bureau of Local Projects website at the following link:

<https://www.ksdot.gov/bureaus/bur-LocalProj/default.asp>

## **STATE EXPENDITURES**

Sources used to forecast expenditures are more varied than those used for revenues. Primary sources for expenditure forecasting are the agency’s budget and two computer information systems- the Comprehensive Program Management System (WinCPMS) and AASH-TOWare Project for Construction and Materials (AWP). These two computer systems are used to maintain program information and specific project and contract information. Data generated from these two computer programs was used to create the “FFY 2025-2028 Estimated Apportionments and Obligations” tables, the FFY 2025-2028 Project Index- Appendix A, Project Index

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Summary-Appendix B, the Advance Construction Index- Appendix C, and aids in the generation of the expenditure information in the KDOT Cash-Flow.

Expenditures in the KDOT Cash-Flow may be divided into fixed costs and variable costs. Fixed costs represent the expense of KDOT's daily operation, as well as costs such as debt service and transfers to other agencies. Variable costs are expenses that change in proportion to the magnitude of the work being done. For KDOT, variable costs are those associated with the preservation, modernization, and expansion of the highway infrastructure, along with those associated with modal support. Specifically, in the Cash-Flow, the fixed costs are the following categories: from the Maintenance section- Regular Maintenance (state roads) and City Connecting Links (local roads); from the Construction section - Buildings; from the Local Support section- Agency Operations; from the Transportation Planning and Modal Support section- Agency Operations and Other Planning, along with Administration, and Debt Service. All other categories in the Cash-Flow are variable costs.

Following is a brief description of the expenditures in the Cash-Flow in the order of appearance beginning with the first section of expenditure- Maintenance.

**Regular Maintenance**, a fixed cost, is the first category under the Maintenance expenditure section of the Cash-Flow Worksheet. Regular Maintenance is defined as expenditures on equipment, staff salaries, and materials used in snow/ice removal, mowing, and minor roadway repairs necessary to preserve the State Highway System. This Cash-Flow Worksheet expenditure is a summation of four groups from the state budget: salary, contractual activities, commodities, and capital outlay. The *salary* portion is the budgeted amount for positions in SFY 2025 and for the years 2026-2027 are estimated based on 2.0 percent growth rate. Included are the salaries for the district, area, and subarea maintenance personnel as well as some headquarters positions that provide policy and planning support. *Contractual activities* are the portion budgeted for equipment repair that exceeds the capabilities of the KDOT shops or repairs that are more cost effective to be contracted. The *commodities* portion represents the materials necessary to accomplish the work anticipated in SFY 2025 and SFY 2026-2028 are percentage estimates based upon projected inflation. This is a large and varied group composed of items such as fuels (including unleaded, ethanol, diesel), equipment repair parts, signing materials, motor oil, propane gas, rock salt, and traffic paint. *Capital outlay* is the last group included in regular maintenance and is for the purchase of heavy equipment to maintain the system, vehicles to transport per-

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sonnel to work sites, shop tools, equipment and computers used in the support of these maintenance activities. Regular maintenance is typically done entirely by KDOT forces. The long-term projected need for this expense is calculated by inflating historical actual expenditures for the above four groupings using a standard inflation rate of 2.0 percent. In the Cash-Flow, the values for SFY 2025 are from the budget submittal, while SFY 2026, 2027, and 2028 are percentage estimates based upon projected inflation. Also included in this category are the expenses associated with the network of 76 communication towers KDOT operates across the state. Expenditures are for maintenance to keep the towers operational and for the purchase of 800 MHz digital trunked radio system to replace the current antiquated conventional MHz radio towers.

**City Connecting Links** is the second expense category under Maintenance. The expense associated with this activity is routine maintenance, in nature, that occurs on local roads. The expenditure is for payments from KDOT to Local Public Authorities (LPA) that have elected to maintain the City Connecting Links within their boundaries. Rather than KDOT, the LPAs oversee the maintenance of these roads and KDOT pays for a share of the cost of the maintenance. The expenditure for this category is calculated based on formula as outlined in state statute and is set at a rate of \$5,000 dollars per lane mile with a total estimated number of

city-connecting link miles of 1,120 miles.

Construction is the second category under expenditures and is divided into six categories of expense. The first three of these categories, **Preservation, Modernization, and Expansion and Enhancement**, are the anticipated construction work phase expenditures for KDOT projects and are the three ‘Core’ program groups KDOT uses to organize similar work. (For a discussion of the Core KDOT programs and subcategories within, refer to the preceding Project Selection Criteria narrative.) The expenditures for these three categories pertain to road system infrastructure on state roads. The expenditure amount for the unprogrammed portion of each category is determined by the current state program and estimated revenues from all sources. Project expenditures prior to letting are based on engineers’ estimates and the post construction letting expenditures are based on the encumbered construction contract amount and actual payments to contractors. As discussed previously, a new Cash-Flow line was not created for the Preservation Plus program. Instead, the expenditure for Preservation Plus unprogrammed dollars is included in the Preservation expenditure line of the Cash-Flow. As projects are developed where Preservation Plus is being utilized, the expenditure will move to whichever construction program is associated with the project, which may be

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any of the Core programs of Preservation, Modernization, Modernization, Expansion or Local Construction.

The construction expenditure information presented here is provided at the project work phase level in Appendix A for projects KDOT has programmed. However, the total of the projects programmed will not equal the Cash-Flow Worksheet forecasts. There are four reasons for the difference:

- 1) The Cash-Flow Worksheet forecasts the entire program including the unprogrammed portion, while the Appendices only provide information about projects created and committed for some phase of work at the time of the STIP preparation (4-year period).
- 2) The Cash-Flow Worksheet includes projections for projects that have all work phases obligated and underway; these projects are not part of Appendix A, which only has those projects anticipated to have a phase obligate for the first time in the years of the STIP. Projects that have all phases obligated are dropped from STIP reporting and are tracked through different methods for FHWA.
- 3) The projects included in the forecast include KDOT let construction projects within MPO areas.
- 4) The Cash-Flow Worksheet is developed on the State Fiscal Year, which is from July 1 through June 30, while the STIP is based upon the Federal Fiscal Year which is from October 1 through September 30. This means that there are some differences in projects, revenues and expenditures captured by the two documents.

**Construction engineering and preliminary engineering (CE & PE)** categories are expenditures for the design aspect of KDOT projects on state roads. The expenses in this category are a combination of agency CE & PE work and projected contracted CE & PE work. For the agency engineering salary portion of the Cash-Flow Worksheet expenditure 2025 is taken directly from the budget and 2026-2028 are determined by applying a 2 percent inflation rate to the budgeted amounts. For the contracted CE & PE, estimates are provided by the Bureau of Design and are adjusted for inflation. In the Cash-Flow, CE and PE are grouped together, whereas, in Appendix A, the Project Index, PE & CE information is provided at the project level and in the manner that FHWA presents project information. CE costs are included with the Construction costs in the Appendices since this is how these costs are displayed by Federal Highway. PE expenditure is shown for each project in the appendices to reflect how PE is displayed by Federal Highway, while in the Cash-Flow, PE and CE expense are combined.

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**Local Federal Aid expenditures**, the fifth expenditure in the Construction section, concerns road infrastructure improvements on local roads. Specific project information programmed for LPAs during the STIP years is in the STIP appendices, except for those projects being completed by LPAs using the Federal Fund Exchange program. The expenditure estimated for the unprogrammed portion is determined by the current state program and estimated revenues from all sources. Project expenditures prior to letting are based on engineers' estimates and the post construction letting expenditures are based on the encumbered construction contract amount and actual payments to contractors. Since the initiation of the Federal Fund Exchange program, the number of LPA projects funded with federal dollars has diminished greatly. Currently, most LPAs elect to trade their federal funds with KDOT for state funds. For more information about the Federal Fund Exchange program, see the Project Selection Criteria section of this document and the following Local Support section of the Cash-Flow Worksheet Expenditure.

**Buildings** expense is the only fixed cost reported under the Construction section of the Cash-Flow Worksheet and is for the purchase, maintenance, and repair of KDOT-owned buildings. These buildings are located throughout the state in the district, areas, and subareas of KDOT, and are used for offices, equipment storage and

material storage. Estimates for this expenditure are from the Capital Improvement Plan, a five-year request adjusted each year to reflect the Governor's budget.

The expenditures in the Local Support grouping of the Cash-Flow Worksheet are for improvements on city or county roads. This section is composed of Agency Operations, Special City & County Highway Fund (SC&CHF), Local Partnership Programs, and the new Categorical Grants (which was formerly reported as part of the Local Partnership Program) categories.

The first two expense categories under Local Support, **Agency Operations and SC&CHF** are fixed costs. Agency Operations are for salaries for administrative and support personnel dedicated to the support of local planning activities. This expenditure is projected by growing the historical expenditures using an inflation rate of 2.0 percent. The SC&CHF expenditure is a pass through of funds designated for use by LPAs as directed by State law. Thus, although the funds are in the IKE transportation program, they are not KDOT's to use. The expenditure is based upon expected tax receipts and the disbursement is calculated and made by the State Treasurer.

The **Local Partnership Programs** category expenditure consists of the Pavement Restoration and Geomet-

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ric Improvement expenditures. Pavement Restoration projects are designed to address severe deficiencies in road surface. Geometric Improvement projects are designed to address upgrades like pavement widenings, adding or widening shoulders, eliminating steep hills and/or sharp curves, and adding acceleration and deceleration lanes. The work involved with these projects encompasses more than maintenance, but unlike the construction group of expenditure categories, the work occurs on local roads. The expenditure for this category is determined based on where a project is in its life cycle. For the unprogrammed portion of this category, expenditure is determined by the current state program and estimated revenues from all sources (projects have not been created yet, so the dollars are not captured in the STIP appendices). The category expenditure portion related to projects selected and not yet let are based on engineers' estimates. This portion of the expenditure correlates to the projects listed in the STIP appendices. Finally, the portion of category expenditure associated with projects that are post construction letting is based on the encumbered construction contract amount and actual payments to contractors. (These projects are already obligated and underway and are not in the STIP document.)

The final category in the Local Support section is **Categorical Grants**, which report the KDOT funds being given to the LPAs under the Federal

Fund Exchange program. The expense for this program was formerly included with the Local Partnership Program expenditure. However, since this expense is not directly related to work on roads but is rather a fixed cost for the exchange of cash for federal dollars, the expense has been broken out into its own category. The current exchange rate for this program is \$0.90/\$1.00. The expenditure amount is calculated based on this exchange rate and the number of LPAs who have entered into a fund exchange agreement with the State. For more information about this program visit the KDOT Bureau of Local Projects web at <https://www.ksdot.gov/bureaus/bur-localproj/default.asp>.

The Transportation Planning and Modal Support section of the Cash-Flow Worksheet focuses on the planning needed to meet the transportation needs of the state and the modal transportation forms such as transit, rail, and aviation. As with the **Agency Operations** category in Local Support section, this category of the Transportation Planning and Modal Support section comprises the salaries for the administration and support personnel dedicated to transportation planning functions and modal activities throughout the state. This is a fixed cost that is projected by growing the historical expenditures using an inflation rate of 2.0 percent.

KDOT categorizes the other modes into four groups - **Aviation**,



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**Public Transit, Rail, and Short Line Rail.** The expenditures for these four categories are for the ongoing activities and functions undertaken by KDOT throughout the state, from rail improvements to airport and runway expansion, repair, and maintenance to transit aid throughout the state. The funding for aviation, public transit and rail was increased under the T-WORKS program and this level of funding is maintained under IKE. The Short Line Rail expenditure is for a three-year funding program created under the IKE program to encourage the extension, rehabilitation, and maintenance of short line rail track throughout the state. The expenditures forecasted in the Cash-Flow Worksheet for the three modes are provided by the Division of Planning and Development and the Division of Aviation and are adjusted for inflation where applicable. While the modes are a part of the Cash-Flow Worksheet, except for public transit, the projects that compose the modal group are not represented in the STIP. The public transit mode is the only mode required to be reported in the STIP document. The public transit information is presented in its own narrative at the program level rather than the project level as the FTA has requested. Since the other modes are outside the “Core” programs required by federal law to be in the STIP, and because the modes (except for public transit) do not receive federal funding from FHWA or FTA, they are not included in this document. The intent of this document is to meet the requirements for the STIP as outlined by

federal law. To learn more about the modes in Kansas, visit the KDOT IKE web site <https://ike.ksdot.gov>.

The last category in the Transportation Planning and Modal Support section is **Other Planning**. This category is for the debt services related to the Transportation Revolving Fund and for federal expenses that do not pass through the State Highway Fund, such as the National Highway Traffic Safety Administration (NHTSA) and Federal Aviation Administration (FAA) expenses. The costs associated with this category are fixed in nature. Also, included in this section are the Broadband Infrastructure Fund, the Transportation Technology Development Fund, and the Driver’s Education Scholarship Fund expenditures. Three new non-road related fund programs created in the IKE program.

The last two sections under expenditures in the Cash-Flow Worksheet are **Administration and Debt Service**. Administration expenditure encompasses salaries for administrative and support personnel for the continued function of the agency and the daily operation costs such as utilities. The administration expenditure is a fixed cost projected by growing the historical expenditure using an inflation rate of 2.0 percent. **Debt Service** reflects the expense related to the repayment of highway bonds. Since the bonds are fixed rate, the expenditures are a fixed cost.

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## FISCAL CONSTRAINT

In accordance with 23 CFR 450.218(m), the STIP is required to be financially constrained by year, and this fiscal constraint must be demonstrated in the STIP. To be fiscally constrained by year, the demand on total available funding (state, federal and local) for each STIP year must not exceed the funding that is available for that year. To assure fiscal constraint, KDOT's OFAB maintains a Cash-Flow Worksheet that summarizes agency revenue and expenditure projections. The agency's most recent Cash-Flow Worksheet follows this discussion. The Cash-Flow Worksheet is reviewed and updated as needed at key times during the SFY:

- September during budget preparation,
- January after the Governor's budget is presented, as needed,
- May/June at the end of the legislative session, as needed,
- And as changes to programs and projects warrant.

The Cash-Flow Worksheet is projecting positive ending balances in all four years of the STIP, providing a reasonable expectation of fiscal constraint.

As discussed in this finance section, the sources of information and data used to compile and maintain the Cash-Flow Worksheet are many and varied. In addition to the methods already described, the OFAB uses a Cash-Flow computer system, Cash

Availability and Forecasting Environment (CAFE). CAFE maintains the cash-flow data and models Cash-Flows in and out of the agency. CAFE is compatible with and interacts with KDOT's other computer systems, which greatly automates Cash-Flow modeling and allows project data from the project management system, WinCPMS, to be incorporated into the modeling. In addition, CAFE can store assumptions such as inflation factors for motor fuel taxes for use in modeling. CAFE allows for efficient and effective cash management by KDOT.

The Cash-Flow Worksheet forecasts all anticipated revenues (state, federal and local) and all anticipated expenditures in the next four years. The federal reimbursement estimates in the Cash-Flow Worksheet, while based on the level of federal funding KDOT expects to receive (the obligation limit) as outlined in the recently passed BIL, do not correlate exactly. Since federal aid is a reimbursement program, funds must be expended and then requests for reimbursement made. The federal reimbursement for the years of the cash-flow is composed of three parts: 1) underway projects with outstanding reimbursement expected to be received in the 2025-2028 SFYs; 2) the reimbursement from new projects that are anticipated to obligate and reimburse in the four years of this STIP; 3) projects advance constructed and anticipated to be converted in each of the four years. To estimate state and local revenues that will be available for the agency's use,

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KDOT uses information from both the CEG and the HREG. Whenever the CEG and/or HREG issue revised information, usually in April, September, and November, KDOT reviews the new data to determine whether the new information continues to support current revenue projections in the Cash-Flow modeling. If KDOT's OFAB determines the new information warrants an adjustment to the state and local funding projections, then changes are made to CAFE and a revised Cash-Flow is generated. Likewise, as information changes in KDOT's project management system, these changes are incorporated automatically into CAFE since the two systems interact. Finally, the OFAB staff continually monitors and reviews the data relevant to revenue and expenditure. In this way, the Cash-Flow Worksheet generated from CAFE is timely and provides the information KDOT needs to be fiscally constrained.

## KDOT Cash-Flow Worksheet

as of May 2024

All dollar amounts in \$1,000s – Dollar amounts may be rounded

<b>KDOT - All Agency Funds</b>					
(S000)	2025	2026	2027	2028	FY 2025-2028
	633,574	578,895	259,662	313,127	633,574
<b>Resources</b>					
Motor Fuel Taxes	459,968	459,968	459,968	459,968	1,839,872
Sales & Compensating Tax	720,197	746,712	764,958	783,829	3,015,696
Registration Fees	229,700	229,700	229,700	229,700	918,800
Drivers Licenses Fees	8,164	8,164	8,164	8,164	32,656
Special Vehicle Permits	6,206	6,206	6,206	6,206	24,824
Interest on Funds	15,512	5,508	3,407	5,007	29,434
Misc. Revenues	12,161	11,951	11,951	11,951	48,014
Transfers:	1,102	1,102	1,102	1,102	4,408
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(136,542)	(131,743)	(134,246)	(136,799)	(539,330)
Subtotal	1,316,468	1,337,568	1,351,210	1,369,128	5,374,374
<b>Federal and Local Construction Reimbursement</b>					
Federal Reimbursement - SHF	493,000	510,400	513,000	410,000	1,926,400
Local Construction - Federal	80,905	80,240	71,856	70,400	303,401
Local Construction - Local	29,852	26,519	24,941	36,299	117,611
Toll Reimbursement	-	1,830	2,114	2,424	6,368
Miscellaneous Federal Aid	37,381	37,381	37,381	37,381	149,524
Subtotal Federal & Local	641,138	656,370	649,292	556,504	2,503,304
Total before Bonding	1,957,606	1,993,938	2,000,502	1,925,632	7,877,678
<b>Bond Sales (par)</b>	200,000	400,000	300,000	300,000	1,200,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	200,000	400,000	300,000	300,000	1,200,000
<b>Net TRF Loan Transactions</b>	1,666	1,344	1,310	1,262	5,582
<b>TOTAL RECEIPTS</b>	2,159,272	2,395,282	2,301,812	2,226,894	9,083,260
<b>AVAILABLE RESOURCES</b>	2,792,846	2,974,177	2,561,474	2,540,021	9,716,834

The following revenue estimates are currently being used:  
 April 2024 State Consensus Revenue Estimating Group  
 November 2023 Highway Revenue Estimating Group  
 Debt Service updated August 2023

## KDOT Cash-Flow Worksheet

as of May 2024

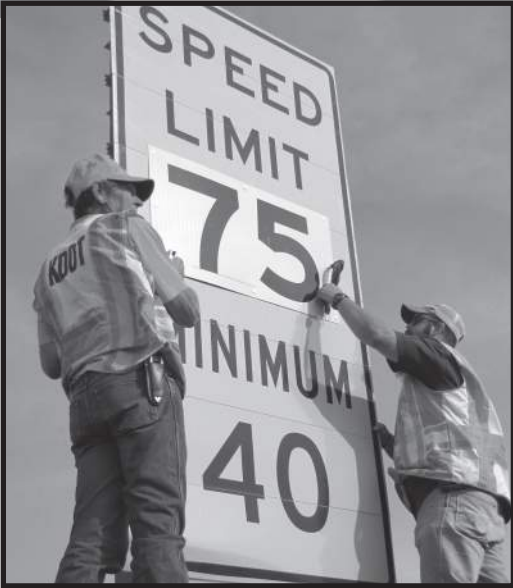
All dollar amounts in \$1,000s – Dollar amounts may be rounded

	2025	2026	2027	2028	FY 2025-2028
<b>Maintenance</b>					
Regular Maintenance	169,112	170,786	174,165	177,613	691,676
City Connecting Links	5,600	5,600	5,600	5,600	22,400
Total Maintenance	<u>174,712</u>	<u>176,386</u>	<u>179,765</u>	<u>183,213</u>	<u>714,076</u>
<b>Construction</b>					
Preservation	652,468	710,362	598,079	577,008	2,537,917
Modernization	164,171	314,299	161,124	97,529	737,123
Expansion & Enhancements	387,222	706,557	506,791	369,069	1,969,639
CE & PE	65,783	66,412	67,676	68,965	268,836
Local Federal Aid Projects	119,286	119,346	86,655	93,062	418,349
Buildings	26,000	20,000	23,000	27,000	96,000
Total Construction	<u>1,414,930</u>	<u>1,936,976</u>	<u>1,443,325</u>	<u>1,232,633</u>	<u>6,027,864</u>
<b>Local Support</b>					
Agency Operations	2,717	2,744	2,799	2,855	11,115
SC&CHF	154,687	154,687	154,687	154,687	618,748
Local Partnership Programs	65,930	36,458	43,056	67,822	213,266
Categorical Grants	24,000	24,000	24,000	24,000	96,000
Other	-	-	-	-	-
Total Local Support	<u>247,334</u>	<u>217,889</u>	<u>224,542</u>	<u>249,364</u>	<u>939,129</u>
<b>Transportation Planning &amp; Modal Support</b>					
Agency Operations	36,249	36,612	37,344	38,091	148,296
Aviation	16,945	15,685	15,241	15,085	62,956
Public Transit	50,294	48,381	48,381	48,381	195,437
Rail	20,201	17,254	16,105	15,700	69,260
Short line Rail	-	-	-	-	-
Other Planning	15,561	15,211	15,191	15,191	61,154
Total Planning & Modal Support	<u>139,250</u>	<u>133,143</u>	<u>132,262</u>	<u>132,448</u>	<u>537,103</u>
<b>Administration</b>					
	<u>66,974</u>	<u>67,631</u>	<u>68,957</u>	<u>70,311</u>	<u>273,873</u>
TOTAL before Debt Service	<u>2,043,200</u>	<u>2,532,025</u>	<u>2,048,851</u>	<u>1,867,969</u>	<u>8,492,045</u>
<b>Debt Service</b>					
	<u>170,751</u>	<u>182,490</u>	<u>199,496</u>	<u>218,710</u>	<u>771,447</u>
<b>TOTAL EXPENDITURES</b>	<u>2,213,951</u>	<u>2,714,515</u>	<u>2,248,347</u>	<u>2,086,679</u>	<u>9,263,492</u>
<b>ENDING BALANCE</b>	578,895	259,662	313,127	453,342	453,342
	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>FY 2025-2028</u>

**Required Ending Balances reflect:**

1. Amounts required to satisfy bond debt service requirements.
2. Funds allocated by statute for distribution to specific programs.
3. An amount necessary to provide for orderly payment of agency bills.

# Performance Measures



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## PERFORMANCE MEASURES

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Under the federal transportation acts Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), the development of the national transportation infrastructure moved from a policy and programmatic framework to a multimodal performance and outcome-based program. This performance driven program focus continues under the current federal transportation act, the Bipartisan Infrastructure Law (BIL). In a performance-based framework, states incorporate measures, goals, and targets into their planning processes in project selection and implementation. Specifically, states are mandated to invest in projects that achieve individual targets developed during MAP-21, enacted under the FAST Act, and continued under BIL that help the nation move towards the achievement of national goals.

Included in this narrative discussion is a description of the federally adopted performance measures, the targets KDOT has in place for each measure, and a high-level discussion of the way projects planned in this STIP move KDOT towards the attainment of these targets. KDOT's performance management information may be viewed at the following link, <https://ksdotperformance.ksdot.gov/>.

### —FEDERAL PERFORMANCE GOALS & MEASURES—

The seven national performance goals for the Federal Highway Program are:

- 1) Safety- to significantly reduce traffic fatality and serious injury crashes on public roads
- 2) Highway Infrastructure Condition- to maintain the highway system already in place in good repair
- 3) Congestion Reduction- to achieve significant reduction in congestion on the National Highway System
- 4) System Reliability- to improve the efficiency of the surface transportation system
- 5) Freight Movement and Economic Vitality- to improve the National Highway Freight Network, strengthen rural communities' access to national and international economic markets, and to support regional economic development
- 6) Environmental Sustainability- to protect and sustain the natural environment while improving transportation system performance
- 7) Reduction in Delays in Project Completion- to reduce delays in project development and delivery

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processes; thereby, expediting the movement of people and goods

To achieve these goals the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) in cooperation with the states embarked on a lengthy rulemaking process to identify specific measures related to the seven performance goals. Thus far, measures have not been established for goals six and seven. The measures established related to highway transportation in 49 USC 625 and 23 CFR 490 and 150 are as follows with the data source identified in parenthesis:

**Safety:**

- Number of Fatalities (FARS)
- Fatalities per 100 million vehicle miles travelled
- Number of Suspected Serious Injuries
- Suspected Serious Injuries per 100 million vehicle miles travelled
- Non-Motorized Fatalities and Suspected Serious Injuries

**Infrastructure:**

- Percentage of Interstate Pavements rated as **Good** Condition
- Percentage of Interstate Pavements rated as **Poor** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Good** Condition
- Percentage of Non-Interstate NHS Pavements rated as **Poor** Condition
- Percentage of NHS bridges (by deck area) rated as **Good** Condition
- Percentage of NHS bridges (by deck area) rated as **Poor** Condition

**Congestion Reduction:**

- Peak Hour Excessive Delay (PHED) Measure: the annual hours of PHED per capita
- Non-Single Occupancy Vehicle (SOV) Travel Measure: Percent of SOV travel
- Emissions Measure: Total emissions reductions
- Percentage Change in Tailpipe CO2 Emissions on the NHS compared to the Base Year (2017) Levels

Currently, Kansas is not required to participate in the congestion reduction measure as there are no regions in the state that are designated as non-attainment for air quality standards.

**System Reliability- NHS Interstate Performance, Non-NHS Interstate Performance & Freight Movement:**

(The System Reliability measures are a combination of performance goals four and five.)

- Interstate Travel Time Reliability Measure (TTRM): the percent of person-miles traveled on the Interstate that are reliable
- Non-Interstate Travel Time Reliability Measure (NTTRM): the percent of person-miles traveled on the Non- Interstate NHS that are reliable
- Interstate Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Concurrently with the FHWA performance measure process, the Federal Transit Administration (FTA) went through a similar process and established performance measures and targets related



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to transit. The transit performance measure information required by FTA is reported in the Transit section of the STIP.

## —FEDERAL PERFORMANCE TARGETS—

Every four years, beginning in 2018 when Federal performance goals and national measures were established, each state reviews the data and sets targets for each of the following performance measure subjects:

- Interstate and National Highway System (NHS) pavement conditions,
- bridge conditions,
- fatality and serious injury crash rates,
- traffic congestion, and
- freight movement.

In 2022, Kansas reflected on its performance in the initial evaluation period and set new targets for the performance measures for the next four years.

### -SAFETY-

The first federal performance measures and state targets established under the FAST act were those pertaining to safety and the prevention of serious injury and fatality crashes. Safety is a priority for KDOT and is the first of six goals identified in the recently adopted Kansas 2020-2045 Long Range Transportation Plan (LRTP),

[https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/Documents/KDOT\\_LRTP.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/Documents/KDOT_LRTP.pdf). Kansas takes a comprehensive view to safety, employing many different approaches to improve transportation safety in the state from physical roadway and structure improvements to education, enforcement, roadway assistance, roadway information systems, and news releases that inform motorists about current conditions. Some but not all these approaches to increasing safety are funded through federal funds from FHWA and are covered under Title 23 and, therefore, are a part of this STIP. Others are funded and covered by programs from the National Highway Traffic Safety Administration and those projects are not part of this document, although mentioned here because they play a significant role in improving transportation safety in Kansas. Physical safety of roadways and structures is addressed in many KDOT program subcategories and through one entire program, the Modernization Program, a Core KDOT program outlined in the Project Selection Criteria section of this STIP. The sole goal of the Modernization Program of projects is safety through improvement of roadways and/or structures. The projects in this program are generally funded with a combination of state and federal FHWA funds and, therefore, are included in Appendix A, the Project Index of this STIP.

While the Kansas 2020-2045 LRTP provides the broad framework for the direction and priority of the agency, several additional state plans and programs augment the LRTP by providing focus and

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detail for executing the objectives outlined in the LRTP. Specifically pertaining to safety are the Strategic Highway Safety Plan (SHSP), the Highway Safety Plan (HSP) and the Highway Safety Improvement Program (HSIP). These two plans and program contribute substantively to achieving KDOT's goal of safety. Together, these three planning tools, the LRTP, SHSP, and the HSP, along with the projects within the HSIP and HSP, enable KDOT to manage and implement a statewide safety strategy.

According to the FHWA Office of Safety, "a Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148)". The Kansas Strategic Highway Safety Plan 2020-2024 (SHSP) is a statewide-coordinated plan that provides a comprehensive approach to reducing highway fatalities and serious injuries on all public roads. This five-year planning-level document identifies the state's key safety needs and guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries. The 2020-2024 SHSP also influences KDOT policy and research and contributes to activities of partner agencies. The 2020-2024 SHSP is championed by a multi-agency executive committee call the Drive to Zero Coalition, consisting of a cross-section of diverse and talented individuals and support teams, and is designed to drive KDOT's

HSIP and HSP programs. The 2025-2029 SHSP is currently being developed and is expected to be finalized in the summer of 2025.

Specifically, some projects in the STIP list of projects, Appendix A, address the infrastructure goals from the SHSP of increased intersection safety and lowered incidence of roadway departures. Projects in the STIP listing related to intersection safety may be recognized by the HSIP fund category and the HAZ/HES subcategories referenced in the project information. Projects developed to address roadway departures are those projects with the HSIP fund category and subcategories LTG- Lighting, SOS- Highway Signing and PMR- Pavement Marking. KDOT uses a Parent-Child project development approach for these subcategories which means one project is created for each year of the STIP. This parent project provides the total anticipated obligation effort anticipated for each STIP year for each of the three subcategories. As individual projects are then developed, they are tied to the parent project listed in the STIP. This is done to enable a better representation of the expected obligations for this effort in the STIP as projects in these subcategories are developed in an ongoing pattern as need dictates over an entire year, which does not correlate to the STIP preparation period. KDOT's current SHSP document may be viewed online at <https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/reportspdf/SHSP2021.pdf>.

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The second plan, the Highway Safety Plan (HSP) (<https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/3HSP2024.pdf>) is a three-year project-level document that describes the processes followed by the State of Kansas in the use of federal highway behavioral safety funds, consistent with the guidelines, priority areas, and other requirements established under Section 402 and 405 of federal code. This plan and associated funding are under the jurisdiction of the National Highway Traffic Safety Administration (NHTSA). Triennially, based on this detailed problem and solution-oriented plan, a program is developed, and projects are created that focus on the issues identified. The plan and associated program of projects developed are intended to influence human behavior by identifying highway safety-related problems and implementing effective educational and enforcement programs focusing on prevention. Although the projects developed from the HSP are not part of the core program or the STIP document, the effort from the HSP and its program of projects is a major contributor to achieving safety in Kansas. Monetarily for 2025, Kansas has about \$10.5 million in planned project obligations for the HSP.

The third tool that KDOT uses in its effort to improve highway-related safety is the Highway Safety Improvement Program (HSIP). A foundation of the HSIP is the direct link between the data-driven priorities established in the SHSP and the identification, development, and implementation of the HSIP projects.

Projects in the HSIP are funded with HSIP funding, a core Federal-aid fund program (discussed in the Program Financing section of this document). In Kansas, HSIP dollars are spent in a variety of independently managed sub-programs that are denoted by subcategories. Subcategories are groups of projects that have similar characteristics of funding type or work type. (For an in-depth discussion of the four core KDOT programs and associated subcategories refer to the Project Selection Criteria section of this document.) The KDOT subcategories that use HSIP funding are:

- HES/HAZ- intersections and other safety projects on or off the National Highway System (NHS),
- SOS- highway signing,
- PMR- pavement markings,
- LTG- highway lighting,
- RXR/RRX- rail crossing protection on and off the NHS,
- RES- local construction, KDOT administered (only projects specific to the High Risk Rural Roads program),
- SSI- strategic safety improvement program,
- GSI-general safety improvements.

Additionally, many of the subcategories that KDOT has established focus directly or indirectly on safety. At the end of the performance measure discussion is a Performance Measure/Program-Subcategory Crosswalk. This crosswalk maps the relationship between the KDOT subcategories in the four core programs and the

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performance measure(s) showing which performance measures are impacted by the work in each subcategory. Collectively, the subcategories and programs that focus on safety cover all 140,000 centerline miles of public roads in Kansas while applying a multitude of proven countermeasures designed to reduce fatal and serious injury crashes statewide. Combined, the subcategories directly related to safety compose one-third of the subcategories that make-up KDOT core programs.

Projects in Appendix A of this STIP that are safety related and federally funded may be identified by the fund category of HSIP in the project information. Those projects that are state funded and safety related may be identified by the program/subcategory codes and their scope. The program/subcategory code used in the project listings is a four-letter code that identifies the program and subcategory to which the project is grouped. The program/subcategory is part of the project information provided for each of the projects listed in Appendix A of this STIP. For guidance about reading the project information listed in Appendices A-C, refer to the Projects Administered by KDOT section that precedes the Appendices. The projects so denoted in Appendix A support KDOT's effort, outlined in our SHSP and HSP, to meet the federal safety performance measures. Federally funded safety projects developed after the STIP is in place that are not in the LTG/SOS/PMR subcategories will be amended to the STIP using the amendment procedures in place. For 2025,

Kansas plans to spend \$26 million in HSIP federal safety funding. All anticipated safety HSIP projects may not be built and at the time the STIP is prepared. Projects developed after the preparation of the STIP will be added using the amendment process in place. For more information about funding, refer to the federal funding section of the Program Financing narrative of this document. Additionally, for information about the most recent actual HSIP obligations (projects let and underway), refer to the current Kansas HSIP at [https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/HSIP\\_Annual\\_Report.pdf](https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTrafficSaf/reports/HSIP_Annual_Report.pdf).

Projects using federal HSIP funding are projects with the sole purpose of improving safety and help move Kansas towards improving safety and meeting the safety performance measures. However, many other projects undertaken by KDOT contribute to roadway safety. The Core program Modernization, whose purpose is safety, has total estimated spending for SFY 2025 of \$164 million and none of these dollars are funded with HSIP funding, instead the planned expenditure is using state and other categories of federal funds to improve roadway safety in Kansas. (Modernization expenditure cited is from the 2025 year of the 2025-2028 Cash-Flow located in the Program Finance Section of this document.)

The SHSP, HSIP and the HSP all utilize the same performance measures and targets and thus provide continuity of goals. While the HSP projects concentrate

on changing behaviors, the SHSP and HSIP focus on the physical improvement of Kansas roads or bridges to enhance their safety. These planning tools work together to reduce serious roadway injury and fatalities and to make the roads and bridges in Kansas safer.

The final aspect of safety in Kansas is the coordination between KDOT, Local Public Authorities (LPAs), and Metropolitan Planning Organizations (MPOs) that ensures a unified approach to safety across the state. This coordination of effort is vital to the statewide success in achieving the goals and objectives of the federal performance measures. Input from both LPAs and MPOs help guide program decisions

and project selections. Together, KDOT, LPAs and MPOs continue to contribute and support the goals established in the safety plans and, subsequently, encourage development of safety projects that help meet established safety performance targets.

Actual data for each of the five federal safety performance measures for calendar year 2023 with the targets for 2024 and 2025 are provided in the table below. Targets for 2025 were finalized in summer 2024, as safety data is gathered on a calendar year basis and requires until mid-summer of the following year for analysis and compilation of the data to be finalized.

<b>Federal Safety Performance Measures</b>				
<b>Measure</b>	<b>2023 Actual</b>	<b>2023 FYA*</b>	<b>2024 Targets</b>	<b>2025 Targets</b>
Number of Fatalities	387	<b>411</b>	400	390
Fatalities per 100 million Vehicle Miles Travelled	1.22	<b>1.34</b>	1.26	1.25
Number of Suspected Serious Injuries	1,888	<b>1,670</b>	1,400	1,875
Suspected Serious Injuries per 100 million Vehicle Miles Travelled	5.93	<b>5.41</b>	4.47	6.20
Non-Motorized Fatalities and Serious Injuries	209	<b>179</b>	170	195
*FYA= five-year average. Data is collected on the calendar year so 2024 data will not be completed and available until Summer 2025.				

**-INFRASTRUCTURE-**

KDOT adopted new performance measures and targets for infrastructure in

2018, as part of the continuing performance measures requirement deadlines outlined in the federal transportation act, FAST. Prior to adopting these new

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measures, KDOT was using infrastructure performance measures developed internally in the 1980s. However, since the new federal infrastructure methodologies and measures treat road and bridge information differently than those previously developed by KDOT, the prior measures are supplanted by the information provided below.

### **Roadway Infrastructure**

With the new federal rating system, the state's highway pavement is evaluated using the variables of cracking, smoothness and rutting or faulting. The variables are very similar to those used previously by KDOT, apart from cracking. Information about each of these variables is gathered for portions of roadway and a rating system is applied to assign a condition. Under the new federal method, for a segment of roadway to be rated as good, all three variables (roughness, cracking, and rutting or faulting) must be rated Good. If any two variables are rated as Poor, then the overall roadway rating is Poor. All other rating combinations result in a roadway rating of fair.

There are several key differences between the previous KDOT measures and the newly adopted federal ones. The first difference is in the breadth of roadways being measured. The roadways included in the new federal measures are strictly roads on the National Highway System (NHS) and encompass only about half of the State Highway System in Kansas. (For a map of the NHS system in Kansas, refer to the second to last page of

this narrative section.) In contrast, past performance measures set by KDOT attempted to address **all** roads on the State Highway System. Thus, the number of roadways currently being reviewed has decreased from the KDOT measures.

The second difference between the two sets of measures is how ratings are assigned. Under the prior KDOT system, not all pavement surface condition variables had to have a rating of Good for a roadway to be assigned an overall rating of Good. Instead, some variable combinations of good and fair were acceptable for a rating of Good to still be assigned to a roadway. As previously described, in the newly adopted federal rating system this is not the case. The outcome of this change is that under the newly adopted federal rating system fewer roadway sections obtain a Good rating than under the prior KDOT rating system.

The third difference is how pavement surface conditions are being reported. Under the federal system, pavement surface conditions are now reported every 0.1 mile, where previously under the KDOT system the segments were reported in 1.0 mile lengths. As a result, many more segments are being reviewed and assigned a rating, and while this may provide an overall more accurate roadway condition, it will increase the likelihood of rating differences between the two systems. The considerable differences between the two methodologies preclude comparisons between prior data using KDOT's method and data generated using the newly adopted federal method.

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In 2022, the first four-year evaluation period for federal performance measures ended. Kansas roadway infrastructure performed reasonably well compared to the infrastructure performance targets established as illustrated below.

The targets established for roadway infrastructure in Kansas for the first four-year period and actual performance achieved were:

- Targets for the **Percentage of Interstate Pavements in Good** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline:	66.7%
Two Year Target:	65.0%
<b>Two Year Actual:</b>	<b>60.7%</b>
Four Year Target:	65.0%
<b>Four Year Actual:</b>	<b>66.5%</b>

- Targets for the **Percentage of Interstate Pavements in Poor** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline:	0.3%
Two Year Target:	0.5%
<b>Two Year Actual:</b>	<b>0.3%</b>
Four Year Target:	0.5%
<b>Four Year Actual:</b>	<b>0.3%</b>

- Targets for the **Percentage of Non-Interstate NHS Pavements in Good** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline:	62.7%*
Two Year Target:	55.0%
<b>Two Year Actual:</b>	<b>56.3%</b>
Four Year Target:	55.0%
<b>Four Year Actual:</b>	<b>56.9%</b>

\* Baseline as calculated by KDOT using all roadway attributes.

- Targets for the **Percentage of Non-Interstate NHS Pavements rated as Poor** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline:	1.1%*
Two Year Target:	1.5%
<b>Two Year Actual:</b>	<b>1.5%</b>
Four Year Target:	1.5%
<b>Four Year Actual:</b>	<b>1.5%</b>

\* Baseline as calculated by KDOT using all roadway attributes.

The data displayed above was provided to KDOT by FHWA and has undergone synthesis by FHWA through the Highway Performance Monitoring System. The data indicates that Kansas met the 4-year targets for pavement performance. KDOT leadership using the Transportation Asset Management process reviewed the data provided from the first four-year period to establish new targets for 2024 and 2026.

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The targets established for roadway infrastructure in Kansas for the new performance period (2022-2026) are:

- Targets for the **Percentage of Interstate Pavements in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 66.5%  
Two Year Target: 60.0%  
Four Year Target: 61.0%

- Targets for the **Percentage of Interstate Pavements in Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 0.3%  
Two Year Target: 0.4%  
Four Year Target: 0.4%

- Targets for the **Percentage of Non-Interstate NHS Pavements in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 56.9%\*  
Two Year Target: 61.0%  
Four Year Target: 61.0%

\* Baseline as calculated by FHWA using HPMS sample data.

- Targets for the **Percentage of Non-Interstate NHS Pavements rated as Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 1.5%\*  
Two Year Target: 1.7%  
Four Year Target: 1.7%

\* Baseline as calculated by FHWA using HPMS sample data.

Preservation of existing infrastructure is a priority for KDOT with asset preservation a goal identified in the 2020-2045 Long Range Transportation Plan (LRTP) and a focus of IKE (the current State transportation program passed and funded by the Kansas Legislature). KDOT is directing a significant portion of the IKE funding to the preservation of the current system. This commitment is illustrated by comparing the anticipated spending for Preservation in the prior STIP 2024-2027 Cash-Flow, which was \$2.48 billion, with the anticipated spending of \$2.53 billion in the Cash-Flow for the FFY 2025-2028 STIP. KDOT is funding preservation of the system to the levels outlined in IKE.

### Bridge Infrastructure

As with the roadway infrastructure, KDOT had a system for measuring and rating bridge infrastructure before the implementation of performance measures at the federal level. In the prior KDOT rating system, three variables (deck, superstructure, and substructure) were used to assign bridge condition to all bridges counted. The variable data for each bridge was then combined to assign an overall bridge rating to each bridge. From this group of rated bridges, a statewide bridge condition was determined with each bridge counted and weighted equally regardless of bridge size.

Under the new federal performance measures and targets, the same set of attributes are used to determine individual bridge condition. However, each bridge is



scored using the National Bridge Inventory (NBI) Condition Rating Thresholds for National Highway System (NHS) Bridges (see chart of scale below). With this rating system, individual bridge variables are considered Good if they have a rating score of 7 or greater. Like roadways, for a bridge to be rated Good condition under the new federal method all three variables must have a Good rating. This differs from the prior KDOT rating system where a bridge could have a combination of good and fair ratings among the three variables and still attain an overall condition rating of Good. For a bridge under the new federal rating system to be rated Poor, one of the three attributes scored must receive a rating of 4 or less on the NBI rating scale. Bridges that do not have a variable that scores 4 or lower but have a variable that scores below 7 (i.e. 5-6), receive a Fair condition rating.

new federal system, while previously KDOT’s bridge rating measure included both NHS and Non-NHS bridges in its data (which means under the new measure fewer bridges are being reviewed.) Second, as explained earlier, KDOT based their bridge unit of measure on bridge count and under the new federal methodology the unit of measure is based on the deck area of each bridge. This change in measure means that larger bridges now have more impact to the overall bridge rating score than smaller bridges have. This change in performance measure unit precludes the performance measure values and thresholds from prior years (before SFY 2017) from being adjusted to the new rating system. Therefore, the bridge data is completely being supplanted and new data is being gathered beginning with SFY 2017. Data from SFY 2017 was used as the baseline for new bridge targets.

**NBI Bridge Condition Rating Thresholds for NHS Bridges**

NBI Rating Scale <i>(from 0 – 9)</i>		9	8	7	6	5	4	3	2	1	0
		Good			Fair		Poor				
Bridge	Deck <i>(Item 58)</i>	≥ 7			5 or 6		≤ 4				
	Superstructure <i>(Item 59)</i>	≥ 7			5 or 6		≤ 4				
	Substructure <i>(Item 60)</i>	≥ 7			5 or 6		≤ 4				

Moreover, there are two key differences in how bridge information is treated and reported under the new federal measures than in prior KDOT measures. First, only bridges on the National Highway System (NHS) are rated under the

The targets established for NHS Bridge roadway infrastructure for the initial performance period and the actual performance achieved by Kansas were:

- Targets for the **Percentage of NHS Bridges (by deck area) in Good Condition** for State Fiscal Years (SFY) 2018-2022:

Baseline:	74.8%
Two Year Target:	70.0%
<b>Two Year Actual:</b>	<b>71.3%</b>
Four Year Target:	70.0%
<b>Four Year Actual:</b>	<b>70.6%</b>

- Targets for the **Percentage of NHS Bridges (by deck area) in Poor** Condition for State Fiscal Years (SFY) 2018-2022:

Baseline: 1.5%  
 Two Year Target: 3.0%  
**Two Year Actual: 1.7%**  
 Four Year Target: 3.0%  
**Four Year Actual: 2.5%**

States had a two-year period for acquiring and reviewing data for bridge infrastructure, like roadway infrastructure. At the end of this period, states had the option to modify initial targets based on the information collected. After reviewing the first two years of data during the evaluation period and considering the work programmed in IKE, KDOT chose not to modify their bridge condition targets. Both four-year bridge condition performance measure targets were met.

In 2022, at the conclusion of the first four-year evaluation period, KDOT leadership reviewed progress toward the established targets and set new targets for 2024 and 2026 based on the Transportation Asset Management process. The targets established for NHS Bridge roadway infrastructure for the new performance period (2022-2026) in Kansas were:

- Targets for the **Percentage of NHS Bridges (by deck area) in Good** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 70.6%  
 Two Year Target: 72.0%  
 Four Year Target: 72.0%

- Targets for the **Percentage of NHS Bridges (by deck area) in Poor** Condition for State Fiscal Years (SFY) 2022-2026:

Baseline: 2.5%  
 Two Year Target: 3.0%  
 Four Year Target: 3.0%

The infrastructure projects are associated with all three Core programs- Expansion, Modernization and Preservation. Therefore, approximately \$387.2 million in Expansion (estimated Expansion from the Cash-Flow less \$42.0 million for non-road related subcategories of EDP, ITS and CSP), \$164.2 million in Modernization, and \$652.5 million in Preservation (estimated Preservation from the Cash-Flow less \$5.0 million for the non-road related subcategories of EMR, NHP and PPP) anticipated for expenditure in these three programs in 2025 (program dollars excerpted from the Cash-Flow presented in the Program Financing section) help move Kansas towards meeting the performance measure targets in place.

**-System Reliability- NHS Interstate Performance, Non- Interstate NHS Performance & Freight Movement-**

System reliability, specifically performance measures focused on tracking reliability, are new to KDOT. This performance measure was established under the FAST Act. Although the FAST Act concluded in 2020, this requirement is anticipated to continue to be tracked in any future reauthorizations or new programs. System reliability of the federal

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transportation program is concerned with the consistency in the travel times day-to-day, meaning the travel times across different times of day for a given highway or road or travel route (multiple roadways). Although travel times do vary from day-to-day, travelers remember the poor travel experiences and are impacted more by the unexpected delays than the known and anticipated everyday congestion.

Since KDOT has no prior experience or data concerning these measures and the degree of influence that KDOT project and scope selections have on these measures, the agency's selected targets are set very conservatively. Additionally, the FHWA measures only focus on the roads in Kansas that are part of the National Highway System (NHS). However, in Kansas, a significant portion of state roadways are **not** on the NHS (see map of NHS roads on the last page of this discussion.) Thus, data from these Non-NHS roadways are not calculated into the achievement of these performance measures.

The measure that FHWA implemented for this performance measure is the Level of Travel Time Reliability (LOTTR) and is defined as the ratio of the 80th percentile travel time of a reporting segment to the travel time of the 50th percentile, which is a comparison of days with high delay to days with average delay. KDOT accessed data from FHWA's free National Performance Management Research Data Set (NPMRDS), or equivalent, where data is collected in 15-minute segments during all time periods other

than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant NHS areas that are reliable. Person-miles account for the users of the NHS and may include bus, auto and truck occupancy levels. This measure is being tracked in two segments, one for the interstate portions of the NHS and then a measure for all non-interstate NHS roadways.

The targets established and the actual performance achieved for system reliability in Kansas for the initial performance period (2018-2022) were:

- Targets for the **Percentage of Reliable Person-Miles travelled on the Interstate\*** for State Fiscal Years (SFY) 2018-2021 (only a Four-Year Target was required to be set for this category):

Baseline:	95.4%
Two Year Target:	95.0%
<b>Two Year Actual:</b>	<b>94.8%</b>
Four Year Target:	95.0%
<b>Four Year Actual:</b>	<b>99.3%</b>

\* All interstates are part of the NHS.

- Targets for the **Percentage of Reliable Person-Miles travelled on Non-Interstate NHS** for State Fiscal Years (SFY) 2018-2021 (only a Four-Year Target was required to be set for this category):

Baseline:	95.7%
Two Year Target:	95.0%
<b>Two Year Actual:</b>	<b>95.7%</b>
Four Year Target:	95.0%
<b>Four Year Actual:</b>	<b>97.0%</b>

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KDOT, like all other state departments of transportation (DOTs), had the option to adjust all initial four-year targets at the Mid-Performance Period Progress report in October 2020. Additionally, state DOTs were not required to provide baseline condition or two-year targets for the Non-interstate NHS prior to October 2021. This provided all state DOTs time to gather and consider more complete data before establishing performance targets in this new and unfamiliar area of measure.

With little data upon which to base a decision, KDOT decided to leave the four-year targets unchanged. The cut-backs in travel due to COVID-19 resulted in a reliability on the Interstate of 99.3 percent and on non-Interstate NHS highways of 97.0 percent in 2021, easily meeting the four-year targets for both. However, KDOT realizes that this was most likely an anomaly and would like more data to review under less extreme conditions before making changes to the targets.

The targets established for system reliability in Kansas for the new period (2022-2026) are:

- **Targets for the Percentage of Reliable Person-Miles travelled on the Interstate\*** for State Fiscal Years (SFY) 2022-2026:

Baseline:	99.3%
Two Year Target:	98.0%
Four Year Target:	99.0%

\*All interstates are part of the NHS.

- **Targets for the Percentage of Reliable Person-Miles travelled on Non-Interstate NHS** for State Fiscal Years (SFY) 2022-2026:

Baseline:	97.0%
Two Year Target:	97.0%
Four Year Target:	98.0%

In addition to system reliability measures for Interstate and Non-Interstate NHS, FHWA, also, required establishment of a performance measure for freight movement. Freight movement is concerned with how well freight moves across the Nation's transportation system. The effort to understand how freight moves across the nation and where travel inefficiencies exist will aid in the development of the best policies, plans, and investments at both the state and federal levels to improve freight travel. Consequently, freight travel will yield economic, environmental and safety benefits.

Freight movement is measured using a system reliability measure termed the Truck Travel Time Reliability (TTTR) Index. Data for this index is divided into five reporting periods: morning peak (6am-10am), midday (10am-4pm), and afternoon peak (4pm-8pm) Monday-Fridays. Weekends are assessed from 6am-8pm, and overnights for all days are assessed from 8pm-6am. The system reliability measure, the TTTR index is generated by dividing the 95<sup>th</sup> percentile time (high delay travel time) by the 50<sup>th</sup> percentile ("normal" travel time). Data used to determine the index for Kansas was obtained from the FHWA's National

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Performance Management Research Data Set (NPMRDS).

The target established for freight movement for the initial performance period (2018-2022) in Kansas was:

- Target for the **Index of Truck Travel Time Reliability (TTTR) on the NHS** system in Kansas for State Fiscal Years (SFY) 2018-2022:

Baseline:	1.14
Two Year Target:	1.16
<b>Two Year Actual:</b>	<b>1.18</b>
Four Year Target:	1.16
<b>Four Year Actual:</b>	<b>1.13</b>

The closer the index value approaches 1, which is optimal, the better the freight movement reliability. KDOT's target is set at 1.16 for truck travel reliability. KDOT chose to leave the 4-year target at 1.16 in 2020 in part due to uncertainty from COVID-19 travel impacts. In 2021, with many workers still working from home, congestion was still lighter than normal, and this is reflected in the TTTR for Kansas of 1.13, which is significantly better (more reliable) than the target of 1.16. The target established for freight movement for the new performance period (2022-2026) in Kansas is:

- Target for the **Index of Truck Travel Time Reliability (TTTR) on the NHS** system in Kansas for State Fiscal Years (SFY) 2022-2026:

Baseline:	1.13
Two Year Target:	1.10
Four Year Target:	1.10

KDOT anticipates that the combination of IKE projects to address congestion and advances in intelligent transportation systems will allow Kansas to reach new levels of reliability.

Generally, the projects in the system reliability and freight movement performance measures are associated with KDOT's Expansion program and are predominantly met through work done in the Interstate Capacity Improvement (IRC) and Non-Interstate Capacity Improvement (RIC) subcategories. As such the projects that address these measures are most generally quite large and capital intensive, which means that there are not many projects programmed at any given time. Monetarily speaking, system reliability and freight movement measures do not correlate completely to the Expansion program. However, of the correlating subcategories, monetarily in SFY 2025, the total anticipated expenditures for the Expansion program are estimated at \$535.0 million.

While loose monetary correlations may be drawn regarding the performance measures and the Core programs that KDOT has in place, rarely does a project provide benefit exclusively to one performance measure (at least not the larger more complex projects). For example, Expansion projects that are designed to improve system reliability in their areas, should, also, impact the infrastructure and safety measures as well. One project will frequently contribute towards the realization of multiple performance measures.

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## —STATE PERFORMANCE MEASURES & TARGETS—

Prior to the performance measure initiative undertaken at the federal level, KDOT had developed and implemented, over the span of several years, a data driven and performance minded process. As part of this process, KDOT established several performance measures to ensure that the practices and expenditures in place for agency business are efficient, improve accountability with the public and ensure that our actions undertaken are sufficient to meet our transportation needs. The performance measures that KDOT established covered many business aspects of the agency beyond the Core construction program (the focus of the federal performance measures), and most of these KDOT measures will continue to be tracked internally and reported in at a state level in conjunction with the federal performance measures. Of these measures, one is discussed below as it relates to regular maintenance which is covered under the United States Code (USC) Title 23 for the STIP.

### -REGULAR MAINTENANCE-

KDOT has used a level of service measure for many years to monitor the operation activities of Regular (formerly termed routine) Maintenance and will continue to track this performance measure. The operations regular maintenance performance measure coupled with roadside mowing and snow and ice guidance ensure that the expenditures in place for

these activities are sufficient to meet the need. The Maintenance Quality Assurance (MQA) Program, the Managing Kansas' Roadsides (MKR) guidelines for mowing and Managing Snow & Ice (MS&I) guidance are initiatives that measure the value of the maintenance effort and ensure that routine maintenance is being performed at adequate levels. Of these three initiatives used by KDOT to monitor routine maintenance, only the MQA is quantitative in nature.

The MQA program is a management tool that assists managers in prioritizing maintenance projects and resources (personnel, equipment, and materials) and determining the corresponding funding needs. The program involves an annual physical inspection of randomly selected 0.1-mile sample segments using identified Level of Service (LOS) criteria (desired maintenance conditions) for various highway rating elements in the following maintenance categories:

- 1) Travelway- the portion of the roadway for the movement of vehicles;
- 2) Traffic Guidance- all KDOT maintained signs, pavement markings, striping or anything used to regulate, warn or guide traffic;
- 3) Shoulders- areas of consideration are joint separation, cracking, drop-off or build-up and vegetation;
- 4) Drainage- areas of focus include curb and gutter, ditches, erosion control, culverts and pipes; and
- 5) Roadside- areas of focus include fencing, litter, vegetation control, erosion and side roads and entrances.

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Based upon KDOT staff expertise and public input from surveys and correspondence, statewide and district-wide target Level of Service (LOS) values were established for both maintenance categories (travelway, shoulders, roadside, drainage, and traffic guidance) and for the individual rating elements comprising these maintenance categories. These targets are reviewed periodically and adjusted as needed. The data from the inspections are compiled into the LOS reports. These reports provide information about the Kansas highway system at the state, district, area and subarea levels. Utilizing these reports, KDOT staff make determinations about what areas need increased maintenance efforts or if additional funding should be requested in the next budget for additional equipment or materials to meet the ongoing maintenance effort. In SFY 2024, KDOT's actual monetary investment in regular maintenance activities was approximately \$168.3 million. Estimated Regular Maintenance expenditure for SFY 2025 is \$169.1 million as taken from the Cash-Flow provided with the July Amendment to the FFY 2024-2027 STIP.

In state fiscal year (SFY) 2023, the statewide level of service (LOS) rating was 91, which is the average of the state ratings in each of the five maintenance categories. (A statewide LOS rating does not mean that all areas of the state had this rating, nor that all segments monitored met their target LOS but is merely that the overall rating for the state.) The five maintenance categories are Travelway with an LOS rating of 96,

Shoulders with a LOS rating of 90, Roadside with a LOS rating of 91, Drainage with an LOS rating of 90, and Traffic Guidance with an LOS rating of 88. For more information about the MQA program, contact Robert Fuller in the Bureau of Maintenance, Eisenhower Building, 700 SW Harrison, 8<sup>th</sup> Floor, Topeka, KS, 66603, or (785)-296-3576 (Voice)/Hearing Impaired - 711.

The second resource that KDOT uses to monitor routine maintenance is the Managing Kansas' Roadsides (MKR) program. KDOT successfully maintains more than 150,000 acres of highway right-of-way using a flexible approach that adjusts to the needs of differing areas. The MKR program is a responsive program that uses different mowing approaches to achieve greater mowing efficiency. The reduction in mowing accidents has reduced KDOT employee injury and time away from duties. Additionally, this modified approach to mowing benefits our environment and wildlife by reducing roadside erosion and increasing necessary cover. For more information about KDOT's roadside management, refer to the following web page <https://www.ksdot.gov/bureaus/bur-maint/connections/roadside/Roadside.asp>.

The Managing Snow and Ice (MS&I) guidance is the third initiative used in monitoring routine maintenance activities. MS&I is used to manage the 10,000 miles of Kansas highways during snow and ice events. To use resources effectively and efficiently, KDOT bases road treatment on the number of vehicles that travel a road daily. The three

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categories are: 1) Roads with greater than 3,000 vehicles daily, 2) Roads with 1,000-3,000 vehicles daily and 3) Roads with less than 1,000 vehicles daily. Each category of road has a level of service for snow and ice control that KDOT crews attempt to attain. Even with this approach, there are times when weather prevents KDOT from maintaining a passable highway. When this happens, the road is closed and reopened when the conditions allow. For more information about snow and ice management at KDOT refer to the following web page <https://www.ksdot.gov/PDF/Files/SnowandIceEfforts.pdf>.

### **-SAFETY-**

Accompanying the operation performance measures, KDOT continues to monitor the state-level safety performance measure of seat belt usage. All other state safety measures were supplanted by the federal performance measures described in the preceding federal performance measures and targets section. Seatbelt usage measures the percentage of vehicle occupants wearing seatbelts in Kansas as compared to the national average. In 2024, the percentage of Kansas vehicle occupants wearing seatbelts was 85 percent in comparison with the national average of 90 percent. For 2025, the state target is 90 percent for seat belt usage. More information about seat belt usage is discussed in the 2020-2024 SHSP, for which a link was provided previously in the federal safety performance measures discussion.

In conclusion, at KDOT, performance measures have been an established method for monitoring the condition of the infrastructure entrusted to our care and one of many tools used in determining the future needs of Kansas' infrastructure. Performance measures allow KDOT to assess progress towards attaining the goals broadly laid out in the Long-Range Transportation Plan (LRTP), refined by the safety plans, the asset management plan (TAMP) and the Priority Formulas. With these plans as guidance and through the application of the Priority Formula, the initial list of needs is identified. Ranking and refinement of this list begins with the input and collaboration and resulting ideas garnered through the local consult process and from the expertise of KDOT staff across the state. The prioritized list of identified needs is then matched to the available funding. Funding and the specific guidelines associated with said funds comes from the State and Federal legislative levels and are discussed in more detail in the Program Financing section. Potential projects are, further, prioritized depending on the KDOT program and subcategory under which they are developed and the applicable guidelines, statutes, and polices that apply to each of these program/subcategories.

The projects listed in appendices of this STIP document are the embodiment of the many tools, statutes, polices and guidelines that assist management in arriving at an investment strategy (or project lists) that match the funding at their disposal and moves KDOT towards the



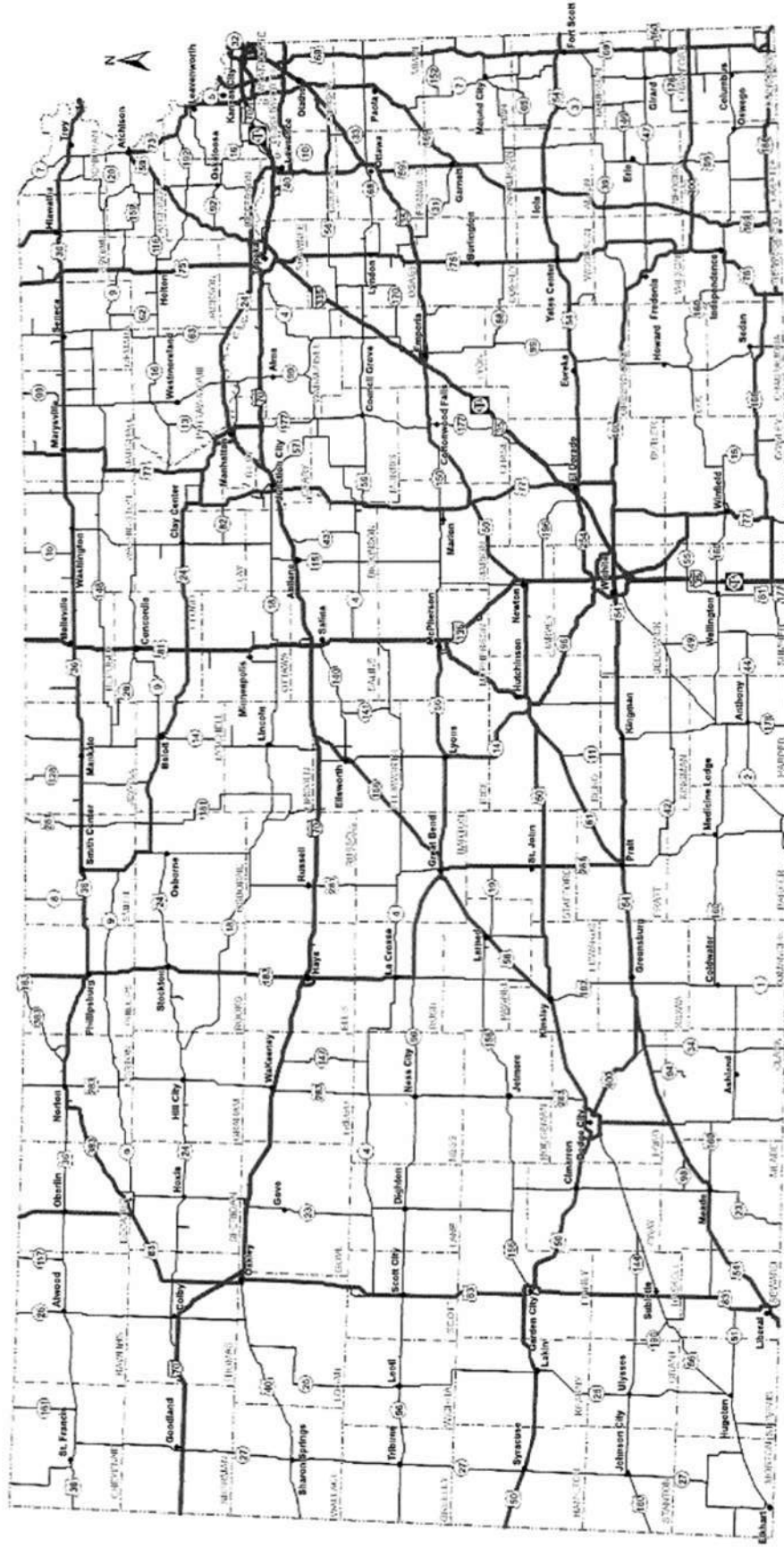
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attainment of the performance measures outlined in this discussion.

Following this discussion is a Performance Measure/Program-Subcategory Crosswalk. This crosswalk maps the relationship between the KDOT subcategories in the four Core programs and the performance measure(s), showing which performance measures are impacted by the work in each subcategory. As previously mentioned, the relationship that exists between the subcategories and performance measures is not always one-to-one, but general links do exist. In the project listings, the project detail information provided for each project includes program/subcategory information so the performance measures(s) addressed by each project may be determined through reference to the crosswalk that follows on the last page of this narrative.

The lines shaded a darker black indicate National Highway System (NHS) routes in Kansas.

### National Highway System on the State System



PREPARED BY THE  
KANSAS DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION PLANNING  
Date Created: Thursday, August 4, 2022  
#2021-roads-transportation-planning-or-representation-for-accuracy-of-data  
Attention and address to: Bureau of Transportation Planning

— National Highway System (NHS)



The tables below relate the Program-Subcategory of Projects listed in Appendix A of this document to the Performance Measures described in this section.

**Program -Subcategory Relationship to Performance Measures**

		<b>(Expanding or Enhancing Existing)- Expansion Program: E- Subcategory</b>			
<b>Performance Measure(s) Addressed</b>	E-IRC	E-ITS	E-RIC	E-RSL	
Safety		X		X	
Infrastructure- Road	X		X		
Infrastructure-Bridge	X		X		
System Reliability	X		X		
Truck Travel Time	X		X		

		<b>(Local Construction on Local Roads)-Local Program: L- Subcategory</b>								
<b>Performance Measure(s) Addressed</b>	L-HAZ	L-HES	L-K1R	L-K2R	L-K3R	L-LBT	L-LOC	L-RES	L-RRX	L-RXR
Safety	X	X				X	X	X	X	X
Infrastructure- Road			X	X	X			X		
Infrastructure-Bridge								X		
System Reliability										
Truck Travel Time										

		<b>(Safety, Resurface &amp; Shoulder Improvements)- Modernization Program: M- Subcategory</b>									
<b>Performance Measure(s) Addressed</b>	M-1RS	M-CLZ	M-COR	M-GSI	M-ICT	M-IRI	M-KCC	M-LTG	M-MPR	M-RIM	M-SAF
Safety	X	X	X	X	X	X	X	X	X	X	X
Infrastructure- Road	X	X			X	X				X	
Infrastructure-Bridge					X	X				X	
System Reliability											
Truck Travel Time											

		<b>(Taking Care of What We Have)- Preservation Program: P- Subcategory</b>													
<b>Performance Measure(s) Addressed</b>	P-1RR	P-BCR	P-BSP	P-BSR	P-CMN	P-IRP	P-ISR	P-PBR	P-PCR	P-PDR	P-PMR	P-RIP	P-RRS	P-SLR	P-SOS
Safety											X		X	X	X
Infrastructure- Road	X				X	X	X						X		
Infrastructure-Bridge		X	X	X		X		X	X	X		X			
System Reliability															
Truck Travel Time															

# Federal Lands & Tribal Transportation



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## FEDERAL LANDS & TRIBAL TRANSPORTATION PROGRAMS

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The Office of Federal Lands Highway (FLH) administers a coordinated program of federal public roads and bridges, to protect and enhance our Nation's natural resources, and to provide needed transportation access for Native Americans. FLH was established in 1983 and functions to provide apportioned and allocated funding resources, as well as technical engineering services, for transportation needs of both the Federal and Tribal lands.

Under the current transportation act, the Bipartisan Infrastructure Law (BIL), the three core programs- the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP) and the Tribal Transportation Program (TTP)- continue ensuring that all federally owned public roads and tribal transportation facilities are treated under uniform policies in a manner similar to those in effect for federal-aid highways and other public transportation and transportation related facilities. The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program established under the FAST Act is continued, with some minor changes in requirements, under BIL with approximately \$220 million in funds for FFY 2023-2026. Project size requirement for eligible projects has been reduced from \$25 million to \$12.5 million and federal share

for Tribal projects has increased to 100 percent. Federal Lands projects may now use U.S.C. Title 23 and Title 49 funds for the non-federal share. The goal of the program remains unchanged: to provide funding for nationally significant construction, reconstruction, and rehabilitation projects on Federal or Tribal lands. Additionally, the split of projects selected must be equal between Tribal and Federal lands projects. Further, at least one Federal lands project undertaken must be selected in a portion of the National Park System that receives 3 million or more visitors each year.

Only minor changes were made in BIL to the FLTP, with most of the changes made to the program in the FAST Act left largely intact. The FLTP program remains funded with a mix of allocated and competitive funding. Prior to the distribution of funds, 20 percent (up from 5 percent under the FAST Act) of the combined FLTP and FLAP program funding is set aside for transportation planning and related functions associated with the Tribal and Federal land management agencies. As in the FAST Act, under BIL, designated agencies continue to receive funding in apportioned amounts. For 2023-2026 the apportioned funding is distributed in the following manner, \$1.399 billion is apportioned to the National Park Service, \$106 million

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is allotted to the United States Department of Agriculture (USDA) Forest Service; and \$180 million is reserved for the United States (US) Fish and Wildlife Service. Additionally, BIL further requires that each Federal agency eligible to compete for FLTP discretionary funds receive a minimum of \$7 million in each year of FFY 2023-2026. Funds remaining after the apportioned distributions will be awarded competitively among any qualifying agency. Funding is provided for several categories of FLTP projects that improve access within national forests and national recreational areas, as well as infrastructure owned by the Federal government. BIL, like the FAST Act, retains the core programs and eligibilities with the federal funding participation remaining 100 percent for all projects that provide access to or within Federal land.

The goals of the FLAP program remain unchanged with the focus of the program to improve access to infrastructures owned by states and local public authorities (LPAs). Under BIL, new eligibilities have been added for context-sensitive solutions, interpretive panels in or adjacent to parking areas, wayfinding markers, cooperative mitigation of visual blight, landscaping with an emphasis on native plants and designs that minimize water runoff and heat generation. Further, under BIL, the amount set aside for planning functions was increased from 5 percent to 20 percent of the combined annual FLTP and FLAP fund amounts, and the federal match was increased to 100 percent, eliminating the need for

states to provide a non-federal match to use the program funds. At this time, Kansas receives no FLAP funding and does not program any Federal lands projects. Instead, all projects within Federal lands in the state are selected and managed by the Central Federal Lands Division of the Office of Federal Lands.

The third core program, the Tribal Transportation Program (TTP), has had some key changes under BIL. The first change being the removal of the Tribal Transportation Bridge (TTB) program from the TTP. The tribal bridge projects are now funded as set-asides of both the Bridge Investment Program and the Bridge Formula Program. The TTB apportioned funding from the Bridge Investment Program is \$100 million in contract authority from the HTF and \$100 million in advance appropriations from the GF for FFY 2022-2026. Additionally, \$825 million is available in advance appropriations from the GF over FFY 2022-2026 from the Bridge Formula Program. Other significant provisions include \$45 million in contract authority for the Tribal High Priority Projects program and an increase in the Safety Fund set-aside from 2 percent to 4 percent.

### **Federal Lands Highway Projects**

A Federal Lands TIP is in place covering the years 2024-2027. In the 2024-2027 TIP, there are four projects planned or under construction in Kansas. When future updates are made to the Federal Lands TIP, the updated TIP will be added to KDOT's STIP using the

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amendment/administrative modification process. The FLHP is administered by the Office of Federal Lands Highway, which is divided into three regions-Western, Central and Eastern. The Central Federal Lands Highway Division (CFLHD) is responsible for the administration of projects in Kansas. To learn more about the FLH projects and their programs, visit the website at the following link: <http://flh.fhwa.dot.gov/>. For information about the CFLHD and to view the TIP with Kansas projects visit the following link: <https://highways.dot.gov/sites/fhwa.dot.gov/files/cfl-tip-fy-2024-2027.pdf>. Additionally, following this program discussion is an excerpt of the current TIP for the CFLHD, listing the projects committed in Kansas.

### **Tribal Transportation Projects**

Four Tribal Nations have reservations contained or partially contained within the State of Kansas. These Nations receive federal funding for roads and bridges from the programs outlined above. The funds for the Tribal lands are administered jointly by the Bureau of Indian Affairs (BIA)-Division of Transportation and the Office of Federal Lands Highway. To learn more about the BIA, visit their website at the following link: <http://www.bia.gov/>. For more information about Tribal TTPs and upcoming projects, visit the following link for the TTIP in place for tribes in Kansas: [\[ages/TTP%20STIP%20for%20Kansas.pdf\]\(https://highways.dot.gov/sites/fhwa.dot.gov/files/im-ages/TTP%20STIP%20for%20Kansas.pdf\). Kansas tribes are part of the Southern Plains BIA region.](https://highways.dot.gov/sites/fhwa.dot.gov/files/im-</a></p></div><div data-bbox=)

The four Tribal Nations in Kansas are:

***Prairie Band of Potawatomi Indians,***  
**located in Jackson County, Kansas**

***Kickapoo Nation of Kansas,***  
**located in Brown County, Kansas**

***Sac and Fox Nation of Missouri,***  
**located in Brown County, Kansas and  
Richardson County, Nebraska**

***Iowa Tribe of Kansas and Nebraska,***  
**located in Brown County, Kansas,  
Doniphan County, Kansas and  
Richardson County, Nebraska**

The 2023 TTIP covers the years 2023-2027 and is the most current TIP in place for the Tribal Nations in the State of Kansas. Only Sac & Fox Nation of Missouri has projects in the 2023 TTIP with a total of six projects planned. Following this discussion is the most recent TTIP project list in place for the Kansas Nations grouped by nation.

When updates are made throughout the year to the Tribal TIP(s), the updates will be integrated into KDOT's STIP via an administrative modification and the STIP amendment process.



**Transportation Improvement Program  
FY 2024 to FY 2027  
Central Federal Lands Highway Division  
Federal Highway Administration**

Approved by CFL Dir. of Business Operations:  
**JUDY SALOMONSON**  
Digitally signed by JUDY SALOMONSON  
Date: 2023.11.08 08:23:44 -07'00'

Project Name	Award Year	State	County	FLMA Unit	Project Description	Type of Work	Primary Fund Source	Program Amount	Funds From Title	Delivered By	Phase	Congressional District	FLMA Region
<b>Arizona</b>													
AZ FLAP NAV FR136(1) JOE TANK ROAD	2024	AZ	Navajo	Apache-Sitegraves NF Grand Canyon NP	Pulverize .31 miles of existing street; move ditches back to widen roadway to a consistent 28 foot width; compact existing base and install new asphalt with a layer of aggregate base course and 3in asphalt overlay. Install 2ft ribbon curb along both sides of the new pavement to preserve roadway integrity.	4R	FLAP - CFL	\$2,700,000	Title 23	CFL	Construction	AZ-1	FS-03-SW
AZ FTNP GRCA 14(1) NORTH ENTRANCE ROAD	2024	AZ	Coconino	Lake Mead NRA	Rehabilitate Asphalt Surface of North Entrance Road RT 014	3R	FLTP - NPS	\$0	Title 23	CFL	Construction	AZ-1	NPS-IMR
AZ FTNP LAKE 113(2) WILLOW BEACH ROAD	2024	AZ	Mohave		Rehab willow beach access road	3R	FLTP - NPS	\$22,486,300	Title 23	CFL	Construction	AZ-4	NPS-PWR
AZ/NV BR LCDO DAVIS DAM (2) DAVIS DAM & HOOVER DAM LOWER PORTAL	2024	AZ	Mohave	Lower Colorado DO	Davis Dam Visitor Parking and Access Road - 0.4 miles of road, 1 parking lot, paved road rehabilitation Hoover Dam Lower Portal Road - Updated guardrail, replacement of rock barrier with new guardrail, and drainage and erosion control	3R	FLTP - BOR	\$1,290,140	Title 23	CFL	Construction	AZ-1	BOR-LowCO
AZ FLAP PIM FR510(1) SABINO CANYON PARK ROAD	2025	AZ	Pima	Coronado NF	The proposed improvements consist of a new 75 stall paved parking lot and 21 paved on-street parking stalls located on USFS lands; a kiosk for AZ Trail information located at the parking lot & a public restroom located on Pima County owned R/W near the existing Pima County sewage treatment facility.	4R	FLAP - CFL	\$6,600,000	Title 23	CFL	In design	AZ-2	FS-03-SW
AZ FLAP PIN FR77(1) EAST PERALTA ROAD	2025	AZ	Pinal	BLM Lower Sonoran Sites, Tonto NF	6.10 miles of road reconstruction accessing BLM lands and Peralta Trailhead	4R	FLAP - CFL	\$16,500,000	Title 23	CFL	In design	AZ-1	BLM-AZ;FS-03-SW
AZ FS 289(1) AZ NFSR 289 Bridge Replacement	2025	AZ	Coconino	Tonto NF	Replace existing structure to accommodate vehicle and pedestrian use; rework adjacent areas to provide adequate delineated parking	BR	FLTP - FS	\$3,000,000	Title 23	CFL	In design	AZ-4	FS-03-SW
AZ BL COLO 7528(1) BURRO CREEK ROAD	2026	AZ	Mohave	Kingman FO	Rehabilitate 1.3 miles paved and 0.6 miles aggregate road	3R	FLTP - BLM	\$2,500,000	Title 23	CFL	In design	AZ-1	BLM-AZ





**Transportation Improvement Program  
FY 2024 to FY 2027  
Central Federal Lands Highway Division  
Federal Highway Administration**

Project Name	Award Year	State	County	FLMA Unit	Project Description	Type of Work	Primary Fund Source	Program Amount	Funds From Title	Delivered By	Phase	Congressional District	FLMA Region
CO FTNP GRSA 306582 Construct Roads and Parking to Address Congestion	2026	CO	Saguache & Alamosa	Great Sand Dunes NP	Enhance visitor recreational access, improve safety & congestion by increasing parking capacity and constructing a new entrance station and overlook rest stop.	4R	FLTP - NPS	\$16,843,200	Title 23	NPS	Planned	CO-3	NPS-IMR
<b>Hawaii</b>													
HI FLAP CR 562(1) KILAUEA PT	2024	HI	Kauai	Kilauea Point NWR	Roadway and parking improvements	4R	FLAP - CFL	\$12,635,000	Title 23	CFL	Construction	HI-2	FWS-1-Pac BOR-MidPac;FS-05-PacSW;NPS-PWR
HI FLAP DOT PP 378(1) HALEAKALA CRATER ROAD PAVE PRES	2025	HI	Maui	Haleakala NP, USFS, BOR	Pavement preservation of 10.15 miles of Haleakala Crater Road.	1R	FLAP - CFL	\$1,500,000	Title 23	state	Planned	HI-2	
<b>Kansas</b>													
KS FLAP MIA 253(1) HILLSDALE LAKE ACCESS	2024	KS	Miami	Hillsdale Lake	Rehabilitate and Pave .75 miles of 253rd Street and Orleans Road.	3R	FLAP - CFL	\$1,340,000	Title 23	CFL	Construction	KS-2	USACE-NW
KS FW FLH (1) Hartford Marsh Road Drainage	2024	KS	Lyon	Flint Hills NWR	Replace existing low water crossing with box culvert	Spot	FLTP - FWS	\$150,000	Title 23	CFL	In design	KS-1	FWS-6-MtPr
KS NP BRVB 325006 RECONSTRUCT PARKING LOT	2024	KS	Shawnee	Brown v. Board Of Education NHS	Route 0900. Reconstruction of parking area	3R	FLTP - NPS	\$150,000	Title 23	NPS	Construction	KS-2	NPS-MWR
KS FLAP RSL 15(1) HELL CREEK BRIDGE REPAIR	2027	KS	Russell	Wilson Lake, USACE	Bridge Repair	BR	FLAP - CFL	\$2,400,000	Title 23	state	In design	KS-1	USACE-NW
<b>Nebraska</b>													
NE FLAP DOT 868(1) MIDDLE LOUP RIVER BRIDGE	2026	NE	Thomas	Halsey NF	Bridge replacement	BR	FLAP - CFL	\$1,500,000	Title 23	state	Planned	NE-1	FS-02-RM
<b>Nevada</b>													
NV FLAP 400(1) LOGANDALE TRAILS ACCESS ROAD	2024	NV	Clark	Las Vegas Field Office	Reconstruct and pave 3.25 miles of Logandale Trails Access Road.	3R	FLAP - CFL	\$10,300,000	Title 23	CFL	Construction	NV-4	BLM-NV
NV FLAP 500(1) RED ROCK TRAIL	2024	NV	Clark	Las Vegas Field Office, Red Rock Canyon NCA	Construct paved multi-use trail from Summerlin to Red Rock Visitor Center.	Trail	FLAP - CFL	\$27,355,000	Title 23	CFL	Construction	NV-3	BLM-NV
NV FTNP LAKE 237(2) COTTONWOOD COVE ACCESS ROAD	2024	NV	Clark	Lake Mead NRA	Rehab cottonwood cove access road	4R	FLTP - NPS	\$39,300,334	Title 23	CFL	Construction	NV-3	NPS-PWR

*State of*  
**Kansas**

Tribal Transportation Program  
Transportation Improvement Program  
2023

This report includes all construction projects on current approved Tribal TIPs in this State.



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.



**REPORT FILTERS:**

Location = B-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP

Entity Name B04863 - SAC & FOX NATION OF MISSOURI (KS-NE)  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2023  
 FHWA Approved Date 01-MAY-23 Funding Amount 159,618

**FIRST PAGE FOR CSTIP**

State		Projects on the CSTIP with this state are listed and subtotaled in this section Covers that part of the reservation within the current state.									
Location	20 - Kansas										Total
B04863 - Sac & Fox Nation Of Missouri											
PCAS	B0422631	Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)				Total
Class	O	PE	0	0	0	0	0				0
Name	Sac & Fox KS Program Management	CONS	0	0	0	0	0				0
County	043 - Doniphan	CE	0	0	0	0	0				0
Project Type	PLANNING	Z	40,000	40,000	30,000	30,000	0				140,000
Work Type	P10	Total	40,000	40,000	30,000	30,000	0				140,000
PCAS	B0422633	Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)				Total
Class	R	PE	0	0	0	0	0				0
Name	Longspur Road Route 0710	CONS	0	0	0	0	0				0
County	013 - Brown	CE	0	0	0	0	0				0
Project Type	RDMAINT	Z	0	50,000	0	0	0				50,000
Work Type	S4	Total	0	50,000	0	0	0				50,000
PCAS	B0422634	Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)				Total
Class	R	PE	0	0	0	0	0				0
Name	Truck Stop Entry Drive	CONS	0	0	65,000	0	0				65,000
County	013 - Brown	CE	0	0	0	0	0				0
Project Type	RECONS	Z	0	0	0	0	0				0
Work Type	8	Total	0	0	65,000	0	0				65,000
PCAS	B0422635	Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)				Total
Class	R	PE	0	0	0	0	0				0
Name	Chip Seal Route 702	CONS	0	0	0	0	0				0
County	013 - Brown	CE	0	0	0	0	0				0
Project Type	RDMAINT	Z	50,000	0	0	0	0				50,000
Work Type	S4	Total	50,000	0	0	0	0				50,000
PCAS	B042263M	Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)				Total
Class	O	PE	0	0	0	0	0				0
Name	Sac & Fox KS Road Maintenance	CONS	0	0	0	0	0				0
County	043 - Doniphan	CE	0	0	0	0	0				0
Project Type	RDMAINT	Z	69,618	50,000	50,000	50,000	0				219,618
Work Type	RM	Total	69,618	50,000	50,000	50,000	0				219,618
PCAS	B042263P	Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)				Total
Class	O	PE	0	15,000	0	0	0				15,000
Name	Long Range Transportation Plan	CONS	0	0	0	0	0				0
County	043 - Doniphan	CE	0	0	0	0	0				0
Project Type	PLANNING	Z	0	0	0	0	0				0
Work Type	P9	Total	0	15,000	0	0	0				15,000
Location Subtotal			159,618	155,000	145,000	80,000	0				539,618
State Subtotal			159,618	155,000	145,000	80,000	0				539,618



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

Entity Name B04863 - SAC & FOX NATION OF MISSOURI (KS-NE)  
 Program Class Code 6V1  
 TIP 01-MAY-23 Fiscal Year 2023  
 CSTIP Type 01-MAY-23 Funding Amount 159,618

State 31 - Nebraska  
 Location B04863 - Sac & Fox Nation Of Missouri

PCAS Class Name County Project Type Work Type	Phase	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	FY 2027 (\$)	Total
B0422632 R Route 696 Margrave Access Road 147 - Richardson REHAB S4	PE	0	0	20,000	0	0	20,000
	CONS	0	0	0	80,000	0	80,000
	CE	0	0	0	0	0	0
	Z	0	0	0	0	0	0
<b>Total</b>		0	0	20,000	80,000	0	100,000

<b>Location Subtotal</b>	0	0	20,000	80,000	0	100,000
<b>State Subtotal</b>	0	0	20,000	80,000	0	100,000
<b>CSTIP Subtotal</b>	159,618	155,000	165,000	160,000	0	639,618

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

**REPORT FILTERS:**

Location = B-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



# Metropolitan Transportation Improvement Programs



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## METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS

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Under Title 23 of the United States Code pertaining to transportation, communities with population greater than 50,000 are required to have a Metropolitan Planning Organization (MPO). The MPOs are responsible for coordinating transportation planning efforts in their region. The six Kansas MPOs are: the Mid-America Regional Council (covers the bi-state Kansas City metropolitan area), the Lawrence-Douglas County Metropolitan Planning Organization, the Wichita Area Metropolitan Planning Organization, the Metropolitan Topeka Planning Organization, the Flint Hills Metropolitan Planning Organization (covers Manhattan, Ogden, Junction City, Wamego, St. George and Grandview Plaza), and the St. Joseph Area Transportation Study Organization (covers the bi-state area of the St. Joseph, Missouri metropolitan area including Elwood/Wathena, Kansas).

The planning process by the MPOs encompasses all modes of transportation and covers both short-range and long-range transportation planning. MPO plans and programs are reviewed and approved by the Federal Highway Administration and the Federal Transit Administration. The role of the MPO is to coordinate the transportation planning activities within their region. This includes serving as a liaison between local

communities, their citizens, and the state departments of transportation. MPOs help determine how and where available state and federal dollars for transportation improvements will be spent. As defined by federal and state transportation regulations, the primary functions of the MPO are to:

- Establish the goals, objectives and policies governing transportation planning in the region.
- Approve an annual Unified Planning Work Program (UPWP) and budget.
- Direct the preparation and adoption of the Metropolitan Transportation Plan (MTP) goals, objectives, and priorities.
- Program projects for implementation through the adoption of the Transportation Improvement Program (TIP).
- Dependent on attainment status: perform the air quality conformity determination for the TIP and MTP.

Projects within each MPO are incorporated in the Kansas STIP by reference of the TIP each MPO has in place. To view specific MPO project information and cost, follow the links provided below to each MPO TIP. In addi-

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tion to TIP information, contact information and currently adopted MTP information is provided. As MPOs adopt new TIPs or MTPs, all new documents will be amended into the STIP using the amendment process.

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**Mid-America Regional Council  
(MARC)  
Kansas City Metropolitan Area**

*FFY 2024-2028  
Transportation Improvement Program*

- Approval by MARC on October 24, 2023
- Approval by KDOT on November 2, 2023
- Approval by FHWA/ FTA on November 15, 2023

Link to current TIP:

<https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):  
*“Connected KC 2050”*

- Approval Date: June 23, 2020
- Expiration Date: June 23, 2025

Link to current MTP: <https://connect-edkc.org/>

Contact Information:

MARC  
600 Broadway Blvd., Suite 200  
Kansas City, MO 64105  
Telephone: 816-474-4240  
[www.marc.org/transportation/](http://www.marc.org/transportation/)  
Email: [transportation@marc.org](mailto:transportation@marc.org)

**Wichita Area Metropolitan Planning  
Organization (WAMPO)  
Wichita Metropolitan Area**

*FFY 2023-2026  
Transportation Improvement Program*

- Approval by WAMPO on August 9, 2022
- Approval by KDOT on September 8, 2022
- Approval by FHWA/FTA on September 9, 2022

Link to current TIP:

<https://www.wampo.org/transportation-improvement-program>

Metropolitan Transportation Plan (MTP):  
*“Reimagined Move 2040”*

- Approval Date: June 9, 2020
- Expiration Date: June 9, 2025

Link to current MTP:

<https://www.wampo.org/metropolitan-transportation-plan-mt>

Contact Information:

WAMPO  
271 W 3<sup>rd</sup> Street, Suite 208  
Wichita, KS 67202  
Telephone: 316-779-1321  
[https://www.wampo.org/](http://www.wampo.org/)  
Email: [wampo@wampo.org](mailto:wampo@wampo.org)



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**Metropolitan Topeka Planning  
Organization (MTPO)  
Topeka Metropolitan Area**

*FFY 2024-2027*

*Transportation Improvement Program*

- Approval by MTPO on January 25, 2024
- Approval by KDOT on January 29, 2024
- Approval by FHWA/FTA on January 31, 2024

Link to current TIP: <https://topekampo.org/tip/>

Metropolitan Transportation Plan (MTP):  
*“Futures 2045”*

- Approval Date: June 23, 2022
- Expiration Date: June 23, 2027

Link to current MTP: <https://topekampo.org/futures-2045/>

Contact Information:

MTPO

620 SE Madison Street

Topeka, KS 66607

Telephone: 785-368-3728

<https://topekampo.org/>

Email: [cscroggins@topeka.org](mailto:cscroggins@topeka.org)

**Lawrence-Douglas County  
Metropolitan Planning Organization  
(L-DC MPO)**

**Lawrence & Douglas County Area**

*FY 2023-2026*

*Transportation Improvement Program  
For the Lawrence Urbanized Area*

- Approval by the L-DC MPO on October 27, 2022
- Approval by KDOT on November 3, 2022
- Approval by FHWA/FTA on November 8, 2022

Link to current TIP: <https://lawrenceks.org/mpo/tip/>

Metropolitan Transportation Plan (MTP):  
*“Transportation 2050”*

- Approval Date: March 16, 2023
- Expiration Date: March 16, 2028

Link to current MTP:

<https://lawrenceks.org/mpo/t2050/>

Contact Information:

Transportation Planning/L-DC MPO

City Hall Riverfront, 1 Riverfront Plaza,  
Suite 320

PO Box 708

Lawrence, KS 66044

Telephone: 785-832-3165

<https://lawrenceks.org/mpo/>

Email: [jmortinger@lawrenceks.org](mailto:jmortinger@lawrenceks.org)

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**Flint Hills Metropolitan Planning  
Organization (FHMPO)  
Manhattan Metropolitan Area**

*FFY 2024-2027*

*Transportation Improvement Program:*

- Approval by FHMPO on August 16, 2023
- Approval by KDOT on September 7, 2023
- Approval by FHWA/FTA on September 15, 2023

Link to current TIP:

<https://www.flinthillsmo.org/tip>

Metropolitan Transportation Plan (MTP):  
*“Connect 2040”*

- Approval Date: December 2, 2020
- Expiration Date: December 2, 2025

Link to current MTP:

<https://www.flinthillsmo.org/connect2040>

Contact Information:

Flint Hills MPO

206 Southwind Place, Ste. 2B

Manhattan, KS 66503

Telephone: 785-620-3070

<https://www.flinthillsmo.org/>

Email: [tremblay@flinthillsmo.org](mailto:tremblay@flinthillsmo.org)

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**St. Joseph Area Transportation Study  
Organization (SJATSO)  
St. Joseph Metropolitan Area**

*FFY 2024-2027*

*Transportation Improvement Program:*

- Approval by SJATSO on June 23, 2023
- Approval by KDOT on July 6, 2023
- Approval by FHWA/FTA on July 13, 2023

Link to current TIP: <https://www.stjosephmo.gov/DocumentCenter/View/18779/2024-2027-SJATSO-TIP>

<https://www.stjosephmo.gov/DocumentCenter/View/18779/2024-2027-SJATSO-TIP>

Metropolitan Transportation Plan (MTP):  
*“2045 St. Joseph Metropolitan Transportation Plan”*

- Approval Date: November 21, 2019
- Expiration Date: November 21, 2024

Link to current MTP:

<https://www.stjosephmo.gov/DocumentCenter/View/15524/2045-MTP>

Contact Information:

SJATSO

1100 Frederick Avenue, Room 202

St. Joseph, MO 64501

Telephone: 816-271-4653

<https://www.stjosephmo.gov/863/Metropolitan-Planning-Organization>

Email: [mschieber@stjosephmo.gov](mailto:mschieber@stjosephmo.gov)

# Recreational Trails



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## RECREATIONAL TRAILS PROGRAM

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The Bipartisan Infrastructure Law (BIL), like the FAST Act before, continues to fund the recreational trails program (RTP) as a set-aside of the Transportation Alternatives (TA) set-aside of the Surface Transportation Block Grant (STBG) program. The amount of federal funding reserved for the RTP continues at the same levels provided under previous authorizations unchanged since 2009 at \$84 million. For RTP, a portion of the State of Kansas TA set-aside funds equal to the apportionment that the State of Kansas received for RTP in 2009 (with a 1 percent deduction being returned to FHWA for administration as outlined in the act) is the funding amount used for recreational trails in the four years of this STIP. For Kansas, this amount is \$1.37 million for each year of this STIP.

The stagnation in funding authorization for the RTP strains the ability of the program nationally, and of Kansas specifically, to meet the defined goals of the program. The inflation currently being experienced only exacerbates the situation. A review to assess whether the total amount of non-highway recreational fuel taxes transferred to the Highway Trust Fund for the RTP reflect the dollars being received in taxation by the federal government was completed in 2021 (<https://www.fhwa.dot.gov/policyinformation/motorfuel/non->

[hwy\\_recreational\\_fuel\\_tax\\_estimate\\_report\\_2021.pdf](#)). However, no changes were made regarding this study to the program funding amounts in BIL. The next most likely opportunity to change the RTP funding will be the next surface transportation authorization.

The RTP program provides funds to develop and maintain recreational trails and trail-related facilities for both motorized and non-motorized trail uses. The requirements and provisions under Section 206 of Title 23 remain in effect including the funding ratio requirement that 40 percent of funds be delegated for diverse use, 30 percent for motorized recreation use and 30 percent for non-motorized recreation use when making project selections.

In Kansas, at the authority of the Governor, administration of the recreational trails program is the responsibility of the Kansas Department of Wildlife and Parks (KDWP) (<https://ksoutdoors.com/>). Since RTP projects are not under the administration of KDOT, the RTP projects are not included in project listings in Appendices A-C of this document. Instead, RTP master projects for the 2025-2028 Federal Fiscal Years STIP are listed on the pages following this discussion. All RTP projects are funded based on a ratio of 80 percent federal

funds with a 20 percent local or state (KDWP) match.

KDWP is responsible for project solicitation, selection, and management of RTP projects. For further information concerning RTP in Kansas, please contact:

Cherie Riffey  
Parks Division, KDWP  
512 SE 25<sup>th</sup> Avenue  
Pratt, KS 67124  
(620) 672-5911  
[Cherie.Riffey@KS.GOV](mailto:Cherie.Riffey@KS.GOV)

**Kansas STIP FFY 2025-2028**

All Dollar Amounts in \$1,000's- dollar amounts and percentages may be rounded.

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
<b>Statewide</b>												
N/A	N/A	\$11	2025							\$1,581	2025	\$1,592
TA	RT25(001)	\$9	80.00%							\$1,265	80.00%	
KDWP (STATE)		\$2	20.00%							\$316	20.00%	
<b>County:</b> Statewide		<b>Total Length (Miles):</b>										
<b>Name:</b> KDWP Recreational Trail Projects		<b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide recreational trails projects for Federal Fiscal Year 2025												
<b>Statewide</b>												
N/A	N/A	\$120	2025									\$120
TA	RT25(002)	\$96	80.00%									
KDWP (STATE)		\$24	20.00%									
<b>County:</b> Statewide		<b>Total Length (Miles):</b>										
<b>Name:</b> KDWP Recreational Trail Projects		<b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide administrative costs related to the recreational trails program for Federal Fiscal Year 2025												
<b>Statewide</b>												
N/A	N/A	\$11	2026							\$1,581	2026	\$1,592
TA	RT26(001)	\$9	80.00%							\$1,265	80.00%	
KDWP (STATE)		\$2	20.00%							\$316	20.00%	
<b>County:</b> Statewide		<b>Total Length (Miles):</b>										
<b>Name:</b> KDWP Recreational Trail Projects		<b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide recreational trails projects for Federal Fiscal Year 2026												
<b>Statewide</b>												
N/A	N/A	\$120	2026									\$120
TA	RT26(002)	\$96	80.00%									
KDWP (STATE)		\$24	20.00%									
<b>County:</b> Statewide		<b>Total Length (Miles):</b>										
<b>Name:</b> KDWP Recreational Trail Projects		<b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide administrative costs related to the recreational trails program for Federal Fiscal Year 2026												

**Kansas STIP FFY 2025-2028**

All Dollar Amounts in \$1,000's- dollar amounts and percentages may be rounded.

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
<b>Statewide</b>												
N/A	N/A	\$11	2027							\$1,581	2027	\$1,592
TA	RT27(001)	\$9	80.00%							\$1,265	80.00%	
KDWP (STATE)		\$2	20.00%							\$316	20.00%	
<b>County:</b> Statewide		<b>Total Length (Miles):</b> <b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Name:</b> KDWP Recreational Trail Projects												
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide recreational trails projects for Federal Fiscal Year 2027												
<b>Statewide</b>												
N/A	N/A	\$120	2027									\$120
TA	RT27(002)	\$96	80.00%									
KDWP (STATE)		\$24	20.00%									
<b>County:</b> Statewide		<b>Total Length (Miles):</b> <b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Name:</b> KDWP Recreational Trail Projects												
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide administrative costs related to the recreational trails program for Federal Fiscal Year 2027												
<b>Statewide</b>												
N/A	N/A	\$11	2028							\$1,581	2028	\$1,592
TA	RT28(001)	\$9	80.00%							\$1,265	80.00%	
KDWP (STATE)		\$2	20.00%							\$316	20.00%	
<b>County:</b> Statewide		<b>Total Length (Miles):</b> <b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Name:</b> KDWP Recreational Trail Projects												
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide recreational trails projects for Federal Fiscal Year 2028												
<b>Statewide</b>												
N/A	N/A	\$120	2028									\$120
TA	RT28(002)	\$96	80.00%									
KDWP (STATE)		\$24	20.00%									
<b>County:</b> Statewide		<b>Total Length (Miles):</b> <b>Letting Type:</b> STATE <b>NHS Project:</b> N										
<b>Name:</b> KDWP Recreational Trail Projects												
<b>Location:</b> Statewide												
<b>Scope:</b> Statewide administrative costs related to the recreational trails program for Federal Fiscal Year 2028												

# Public Transit





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## PUBLIC TRANSIT

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Kansas receives Federal aid for transit services and related programs through the Federal Transit Administration (FTA). The principal programs of the act provide funding for capital and operation assistance for transport of persons with disabilities, elderly persons, and the general public. Additionally, Kansas provides 4 million dollars in state funding annually to these public transportation programs. CRRSAA & ARP funding is represented in the funding categories listed.

### 49 USC 5304

This program aids states with statewide planning and other technical assistance activities (including supplementing the technical assistance program provided through the Metropolitan Planning Formula Program), planning support for non-urbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research, and human resource development.

#### *Authorizations*

<b>FY 2025</b>	<b>\$986,235</b>
<b>FY 2026</b>	<b>\$205,093</b>
<b>FY 2027</b>	<b>\$205,093</b>
<b>FY 2028</b>	<b>\$205,093</b>

#### *Operating Costs*

<b>FY 2025</b>	<b># 5</b>	<b>\$986,235</b>
<b>FY 2026</b>	<b># 5</b>	<b>\$205,093</b>
<b>FY 2027</b>	<b># 5</b>	<b>\$205,093</b>
<b>FY 2028</b>	<b># 5</b>	<b>\$205,093</b>

### 49 USC 5310

This program provides funds to private nonprofit organizations to purchase vehicles and related equipment, eligible capital projects, as well as operating assistance for providing transportation services to meet the special needs of elderly persons and persons with disabilities. Grant recipients may provide service to the general public once the immediate needs of all the elderly persons and persons with disabilities have been met. Coordination of transportation services within each service area is encouraged to make the best use of existing capital resources.

#### *Authorizations*

<b>FY 2025</b>		<b>\$1,952,654</b>
<b>FY 2026</b>		<b>\$1,952,654</b>
<b>FY 2027</b>		<b>\$1,952,654</b>
<b>FY 2028</b>		<b>\$1,952,654</b>

#### *Capital Purchases*

<b>FY 2025</b>	<b># 25</b>	<b>\$1,892,654</b>
<b>FY 2026</b>	<b># 22</b>	<b>\$1,813,549</b>
<b>FY 2027</b>	<b># 22</b>	<b>\$1,813,549</b>
<b>FY 2028</b>	<b># 22</b>	<b>\$1,813,549</b>

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<i>Operating Grants</i>		
<b>FY 2025</b>	<b># 1</b>	<b>\$60,000</b>
<b>FY 2026</b>	<b># 1</b>	<b>\$60,000</b>
<b>FY 2027</b>	<b># 1</b>	<b>\$60,000</b>
<b>FY 2028</b>	<b># 1</b>	<b>\$60,000</b>

### **49 USC 5311**

The program provides funding to support non-urbanized area (under 50,000 population) transportation programs that serve the general public. The purpose of the program is to augment existing transportation services and to enhance access to health care, shopping, education, employment, public services, and recreation. Coordination of transportation services with existing providers in each service area is an important part of the program.

<i>Authorizations</i>	
<b>FY 2025</b>	<b>\$18,150,800</b>
<b>FY 2026</b>	<b>\$18,000,000</b>
<b>FY 2027</b>	<b>\$18,000,000</b>
<b>FY 2028</b>	<b>\$18,000,000</b>

<i>Capital Purchases</i>		
<b>FY 2025</b>	<b># 35</b>	<b>\$2,850,000</b>
<b>FY 2026</b>	<b># 30</b>	<b>\$2,750,000</b>
<b>FY 2027</b>	<b># 30</b>	<b>\$2,750,000</b>
<b>FY 2028</b>	<b># 30</b>	<b>\$2,750,000</b>

<i>Operating/Project Admin. Grants</i>		
<b>FY 2025</b>	<b># 10</b>	<b>\$15,300,000</b>
<b>FY 2026</b>	<b># 10</b>	<b>\$15,250,000</b>
<b>FY 2027</b>	<b># 10</b>	<b>\$15,250,000</b>
<b>FY 2028</b>	<b># 10</b>	<b>\$15,250,000</b>

### **INTERCITY BUS TRANSPORTATION**

A portion of the 49 USC 5311 program is set aside for the development and support of intercity bus transportation. Set aside is 15 percent for each year from the annual apportionment of the 49 USC 5311 program.

<i>Authorizations</i>	
<b>FY 2025</b>	<b>\$3,500,000</b>
<b>FY 2026</b>	<b>\$2,434,038</b>
<b>FY 2027</b>	<b>\$2,434,038</b>
<b>FY 2028</b>	<b>\$2,434,038</b>

<i>Vehicle Purchases</i>		
<b>FY 2025</b>	<b># 2</b>	<b>\$1,300,000</b>
<b>FY 2026</b>	<b># 1</b>	<b>\$ 650,000</b>
<b>FY 2027</b>	<b># 1</b>	<b>\$ 650,000</b>
<b>FY 2028</b>	<b># 1</b>	<b>\$ 650,000</b>

<i>Operating Grants</i>		
<b>FY 2025</b>	<b># 4</b>	<b>\$2,200,000</b>
<b>FY 2026</b>	<b># 4</b>	<b>\$1,784,038</b>
<b>FY 2027</b>	<b># 4</b>	<b>\$1,784,038</b>
<b>FY 2028</b>	<b># 4</b>	<b>\$1,784,038</b>

### **RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)**

RTAP provides funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the specific needs of transit operators in non-urbanized areas. Each state receives an annual allocation to develop and implement training and technical assistance programs.

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*Authorizations*

<b>FY 2025</b>	<b>\$470,246</b>
<b>FY 2026</b>	<b>\$253,742</b>
<b>FY 2027</b>	<b>\$253,742</b>
<b>FY 2028</b>	<b>\$253,742</b>

**49 USC 5339**

This program provides funds to public entities to assist in capital projects. Eligible public entities include: states; municipalities, and other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. The funds may be used for buses and related facilities and equipment.

*Authorizations*

<b>FY 2025</b>	<b>\$9,500,000</b>
<b>FY 2026</b>	<b>\$5,582,714</b>
<b>FY 2027</b>	<b>\$5,582,714</b>
<b>FY 2028</b>	<b>\$5,582,714</b>

*Capital Expenses*

<b>FY 2025</b>	<b># 55</b>	<b>\$9,500,000</b>
<b>FY 2026</b>	<b># 32</b>	<b>\$5,582,714</b>
<b>FY 2027</b>	<b># 32</b>	<b>\$4,582,714</b>
<b>FY 2028</b>	<b># 32</b>	<b>\$4,582,714</b>

# Projects Administered by KDOT



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## PROJECTS ADMINISTERED BY KDOT

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This section provides information about the projects the Kansas Department of Transportation (KDOT) will administer for the period October 1, 2024, through September 30, 2028. The project information for KDOT administered projects are presented in three appendices: Appendix A- State Transportation Improvement Program FFY 2025-2028 Project Index, Appendix B- Summary of Total Estimated Obligations of Projects listed in Appendix A, and Appendix C- State Transportation Improvement Program Advance Construction Project Index.

Appendix A lists all projects with at least one work phase anticipated to obligate for the first time within the FFY 2025-2028 STIP. The projects are indexed by county and then project number order. The appendix provides general project information including project number, work type, county, route, project length, letting type, NHS (National Highway System) status, project program category and subcategory, description, location, and scope. Along with this descriptive project information is funding information including fund category and federal project number when federal funding is used; identification of project work phase(s) expected to be obligated or already obligated (approved for work); each work phase(s) year of anticipated

obligation; total work phase(s) cost estimate and total project estimated cost. The total estimated project cost includes all work phase(s), even those that are not within the period of the current STIP. For this reason, the individual work phase totals listed in the STIP may not always sum to the total estimated project cost. In addition to the total estimated cost by work phase, funding sources (state, local, federal, or other) are identified along with the participation anticipated from each source.

Appendix B provides a summary of total anticipated obligation from all sources. These sources are federal (including anticipated obligation for projects anticipated to be obligated for advance construction (AC)), state, and local obligations. The sum of anticipated obligation is provided by year and by phase. However, Appendix B does not include projects within the MPO areas. The summary is strictly limited to those projects administered by KDOT and listed in Appendix A.

Listed in Appendix C are estimated conversion amounts for all projects designated as AC, including projects within MPO boundaries. Projects are arranged by county and project number order. General project information is provided including the route, project description, project work type, the year(s)

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of expected conversion, the anticipated conversion amount for each year of conversion and the total anticipated conversion amount for each project. Conversions projected to occur after the four years of the STIP are grouped together in a single column titled “After 2028 Planned Conversion”. A sum of total conversions by year for each of the four STIP years and for the Planned Conversion after 2028 is provided. Additionally, a total planned conversion amount that includes all years is provided.

All projects designated with AC are done so with federal approval and have been initiated in advance of federal fund authorization for that specific project. All costs incurred on the project while designated as an AC project are the responsibility of the initiating entity (State/Local/Other). In the future, as federal aid apportionment and obligation authority becomes available, AC funded projects are “converted” to federal funds and reimbursement is requested.

The Project Index, Appendix A, and the Advance Construction Project Index, Appendix C, may have overlapping projects. This occurs when a project has an estimated obligation within the STIP period in one work phase and has an expected advance construction conversion in a different work phase, which results in the project appearing in Appendix A and/or Appendix C. Likewise, it is possible for a project to appear in Appendix C and not be in Appendix A. In this scenario, either all project work phase obligations have occurred in prior years or

the work phases remaining to obligate are scheduled for future years, which means that no phases of work are scheduled to obligate during the years of this STIP, so the project is not listed in Appendix A, the Project Index. However, since a work phase(s) with advance construction remains to be converted, the project continues to be listed in Appendix C, the AC conversion list.

The project information provided by Appendices A, B, and C is not the same subset used to generate the funding information provided in the Estimated Obligations for KDOT, Local, Metro Projects table in the Program Financing section. While the information in the Estimated Obligation table includes estimated obligations for the federal projects listed in Appendix A, the table also includes estimated obligations for projects funded with federal funds in MPO areas. These MPO area projects are not included in Appendix A. Additionally, the information in Appendices A, B, and C includes all projects administered by KDOT including projects that are not funded with federal funds. This is to ensure that any state funded projects that may be considered regionally significant by FHWA are included in the STIP. The Estimated Obligation table is only concerned with federally funded projects. Further, the Appendix B Summary totals for each year include AC projected to obligate. However, the projected obligation of AC is not included in the Estimated Obligations for KDOT, Local, Metro table in the Program Financing section as a project designated

with AC is not considered to be federally funded. These differences preclude the summing of Appendix B Summary totals by year and Appendix C-Total Anticipated AC conversion by year to arrive at the total federal obligation for a year as provided in the Estimated Obligations for KDOT, Local, Metro Projects table in the Program Financing section. They simply are not the same data sets and cannot be compared in this manner.

The project indexes include the following project related information: Appendix C information is identified by an (\*); Appendix A provides all items listed below, except for Planned Conversion and Total Planned Conversion which are in Appendix C only:

- County\* - identifies county where work occurs.
- Fund Category Code – how the project is funded; one line is shown for each type of funding used on a project.
- Letting Type – identifies whether a project is being let or not, and if let, who is letting the project.
- NHS Project – indicates whether project is on the National Highway System.
- Planned Conversion\* – anticipated dollar amount to be converted to federal funds through the conversion of AC project- in Appendix C.
- Program –broad categories that identify similar bodies of work. In KDOT there are four general construction programs that group projects- Preservation, Modernization, Expansion, and Local.
- Project Length - in miles.
- Project Location – brief description of where the project is.
- Project Name\* –general description of the project.

- Project Number\* -KDOT number used to track individual project work.
- Project Scope –general description of the work being performed.
- Route\* - identifies route on which work occurs.
- Subcategory – grouping(s) of projects based on similar work types and sometimes funding within a program. A subcategory is a subdivision within a program of work.
- Work Phase – identifies the phase of work being performed.
- Work Phase Estimate – the estimated cost to complete the phase of work.
- Work Phase Estimated Obligation Amount – expected dollar amount to be obligated for the work phase by fund category.
- Work Phase Fund Prorata - the percentage of the funds for the work phase being contributed by the fund category.
- Work Phase Obligation FFY – the federal fiscal year in which the work phase is anticipated to be obligated.
- Work Type\* - the type of work to be accomplished during the project.
- Total Planned Conversion\* – sum of all anticipated advance construction conversions for a project- Appendix C.

Listed below are definitions for the work type acronyms used in the project indexes (Appendices A and C).

ABATE	ABATEMENT
ADMIN	ADMINISTRATION
ASPH	ASPHALT PAVEMENT
	SHOULDERS
BR	BRIDGE
BR-OL	BRIDGE OVERLAY
BR-WD	BRIDGE WIDEN
BRDEC	BRIDGE DECK
BRPAT	BRIDGE DECK PATCHING
BRPNT	BRIDGE PAINT
BRREM	BRIDGE REMOVAL
BRRPL	BRIDGE REPLACEMENT
BRRPR	BRIDGE REPAIR
BRSUB	BRIDGE SUBSTRUCTURE
BRSUP	BRIDGE SUPERSTRUCTURE

CAAGT	CARE AGREEMENT FOR MAINTENANCE OF NEW LANDSCAPE	PAVRC	PAVEMENT RECONSTRUCTION
CBGUT	CURB & GUTTER, NEW OR REPLACE	PD-OP PE PEDBI	PEDESTRIAN OVERPASS PRELIMINARY ENGINEERING PEDESTRIAN & BICYCLE PATHS
CCTV	REMOTE TRAFFIC MONITORING	PEROW	PRELIMINARY ENGINEERING & RIGHT OF WAY
CONC	CONCRETE PAVEMENT	PERWU	PRELIMINARY ENGINEERING, RIGHT OF WAY & UTILITIES
CONST	CONSTRUCTION CONTRACTS		
CONVT	CONVENTIONAL SEAL	RAMP	RAMP IMPROVEMENT
CRRPR	CRACK REPAIR	RCYLE	RECYCLE & OVERLAY
CRYOL	COLD RECYCLE & OVERLAY	RLTRL	PRESERVATION & RAILWAY FOR TRAILS
CULV	CULVERT		
DET	DETOUR(S)	RNDBT	ROUNDBOUT
DIAGD	DIAMOND GRINDING CONCR PAVEMENT	ROCK ROHTB	ROCK SHOULDERS REHAB & OPERTN HISTORICAL TRANSPORTATION BLDG
EVCS	ELECTRIC VEHICLE CHARGING STATION	ROW	RIGHT OF WAY
FENCE	FENCING	RRIMP	RAILROAD IMPROVEMENT
FLOOD	FLOOD DAMAGE	RSIMP	ROADSIDE IMPROVEMENT
FLTSG	FLASHING LIGHT SIGNALS	RUMBL	RUMBLE STRIP INSTALLATION
FUNDS	FUNDS ONLY	SCREN	SCREENING
GDFC	GUARD FENCE	SEAL	SEALING
GGMOD	GORE & GUARD FENCE	SEED	SEEDING, SODDING
GR	GRADING	SG	SIGNING
GR-CU	GRADE & CULVERT	SGROL	SPOT GRADE & OVERLAY
GRBR	GRADE & BRIDGE	SHHWP	SCENIC OR HISTORIC HIGHWAY PROGRAMS
GRBRs	GRADE, BRIDGE & SURFACING		
GRSU	GRADE & SURFACING	SHLD	SHOULDERS
HSPRV	HISTORIC PRESERVATION	SLIDE	SLIDE REPAIR
INTCH	INTERCHANGE(S)	SLURY	SLURRY SEAL
INTER	INTERSECTION IMPROVEMENT	SPECL	SPECIAL
ITS	INTELLIGENT TRANSPORTATION SYSTEM	SRA	SAFETY REST AREA
		STPIL	STOCKPILE BITUMINOUS MATERIAL
JTRPR	JOINT REPAIR	STUDY	LOCATION STUDY
LNDBT	LANDSCAPING & BEAUTIFICATION	SU	SURFACING
		SU-BR	SURFACE & BRIDGES
LT	LIGHTING	SU-SG	SURFACING & SIGNAL
MILLG	MILLING	SUSGL	SURFACING, SIGNAL & LIGHTING
MILOV	MILLING & OVERLAY		
MITWP	MITIGATION OF WATER POLLUTION	TRSGN	TRAFFIC SIGNALS
		TURF	TURF SHOULDERS
MIXNG	MIXING, ASPHALT	UBAS	ULTRA THIN BONDED ASPHALT SURFACING
MUDJK	MUDJACKING	UTIL	UTILITY AGREEMENTS
MTREG	REGULAR MAINTENANCE	1.0OL	1 INCH OVERLAY
NEOGT	NEGOTIATED CONTRACT	1.5OL	1.5 INCH OVERLAY
NOBAR	NOISE BARRIER	3/4OL	3/4 INCH OVERLAY
O-LAY	OVERLAY	2.0OL	2 INCH OVERLAY
OL-GG	O-LAY, GORE, GUARD FENCE	3.0OL	3 INCH OVERLAY
OL-SH	O-LAY & SHOULDER	3.5OL	3.5 INCH OVERLAY
OL-WD	O-LAY, SHOULDER, WIDEN	4.0OL	4.0 INCH OVERLAY
PARK	STATE PARK ROADS		
PATCH	PAVEMENT PATCHING		
PAVMK	PAVEMENT MARKING		



Listed below are the letting types with definitions. This information is included in the project information for projects with the construction phase in Appendix A, the Project Index.

FORCE	an agreement with an LPA (Local Public Authority) in which the LPA is responsible for the construction work
KDOT	construction letting where KDOT is responsible for letting the project
LOCAL	construction letting where the LPA is responsible for letting the project
NEGOT	an agreement with a vendor for the work, not part of the letting process -often used for emergency repairs, landscape maintenance, etc.
NONE	no letting on the project where no construction work is being done or where the construction work is by KDOT forces
OTHER	special case where construction work is performed by an entity like the KTA or another state like MO instead of KDOT or an LPA

Listed below are the definitions for the fund category acronyms used in the Appendix A, Project Index. Acronyms shown in bold text indicate state, other, and LPA fund categories while non-bold acronyms are federal fund categories. List is in alphabetical order.

<b>ACxxxx</b>	“AC” IS THE PREFIX USED TO INDICATE A PROJECT HAS BEEN DESIGNATED AS <b>ADVANCED CONSTRUCTION</b> ; WHERE xxxx MAY BE ONE OF SEVERAL FEDERAL FUNDS EXPECTED TO BE USED AFTER A PROJECT IS CONVERTED FROM ADVANCED CONSTRUCTION STATUS. RECOVERY RELIEF FUNDS
ARRA	BRIDGE REHABILITATION- PRIMARY
BHF	

BHM	BRIDGE REHABILITATION- URBAN
BHS	BRIDGE REHABILITATION- STATE
BRF	BRIDGE REPLACEMENT- PRIMARY
BRM	BRIDGE REPLACEMENT- URBAN
BRO	BRIDGE REPLACEMENT- OFF- SYSTEM
BRS	BRIDGE REPLACEMENT- STATE
BUILD	BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT
<b>CITY</b>	CITY FUNDS
<b>C####</b>	“C” IS THE PREFIX USED TO INDICATE <b>COUNTY FUNDS</b> ; THE FOUR NUMBERS FOLLOWING THE PREFIX IDENTIFY THE SPECIFIC COUNTY. (see the following listing for all county fund categories)
CMQ	CONGESTION MITIGATION PROGRAM
CRP	CARBON REDUCTION PROGRAM
CRRS	CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENT
DE	DEMONSTRATION FUNDING
DBE	DISADVANTAGED BUSINESSES
EAP	EXTENSION ALLOCATED PROGRAMS
EPA	ENVIRONMENTAL PROTECTION AGENCY
EQB	EQUITY BONUS PROGRAM
FRA	FEDERAL RAIL ADMINISTRATION
FRP	NAT. HWY FREIGHT PROGRAM
FTA	TRANSFER FROM FTA
FTA04	FTA SECTION 5304
FTA07	FTA SECTION 5307
HIF	HIGHWAY INFRASTRUCTURE PROGRAM
HFL	HIGHWAYS FOR LIFE
HPC	HIGH PRIORITY CORRIDORS
HPD	HIGH PRIORITY- DEMONSTRATION PROJECTS
HPS	HIGHWAY PROJECT DEMOS- S378
HRRR	HIGH RISK RURAL ROADS
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM
HTDG	TIGERII DISCRETIONARY GRANTS
IM	INTERSTATE MAINTENANCE
ITS	ITS, EARLY DEPLOYMENT

		Listed below are all <u>county &amp; urban fund categories</u> , as well as the county and urban areas associated with each fund category. Fund categories are provided in Appendix A, the Project Index. List is in fund category order.	
<b>K</b>	STATE FUNDS		
<b>KCCRR</b>	KCC- RAILROAD CROSSING		
<b>KDOR</b>	KS DEPT. OF REVENUE		
<b>KHP</b>	KANSAS HIGHWAY PATROL		
<b>KLINK</b>	CITY CONNECTING LINK		
<b>KTA</b>	KS TURNPIKE AUTHORITY		
<b>MARC</b>	METROAREA REGION PLAN CU		
<b>MGS</b>	MINIMUM GUARANTEE LIMIT		
<b>MO</b>	STATE OF MISSOURI		
<b>NCPD</b>	NATIONAL CORRIDOR PLAN/ DEVELOPMENT	C0001	ALLEN
		C0002	ANDERSON
<b>NEVI</b>	NATIONAL ELECTRIC VEHICLE INFRA	C0003	ATCHISON
		C0004	BARBER
<b>NHPP</b>	NATIONAL HWY PER- FORMANCE PRGM (MAP-21)	C0005	BARTON
		C0006	BOURBON
<b>NHS</b>	NATIONAL HIGHWAY SYSTEM	C0007	BROWN
<b>NHSI</b>	NHS- INTERSTATE	C0008	BUTLER
<b>NHTSA</b>	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	C0009	CHASE
		C0010	CHAUTAUQUA
<b>OJT</b>	ON-THE-JOB TRAINING/MBE	C0011	CHEROKEE
<b>OK</b>	STATE OF OKLAHOMA	C0012	CHEYENNE
<b>OTHER</b>	OTHER	C0013	CLARK
<b>PRTCT</b>	PROTECT PROGRAM	C0014	CLAY
<b>RR</b>	MISCELLANEOUS RAILROAD	C0015	CLOUD
<b>RRP</b>	R/H XING (PROT DEV)	C0016	COFFEY
<b>RRS</b>	R/H XING (HAX ELIM)	C0017	COMANCHE
<b>SB</b>	SCENIC BYWAYS PROGRAM	C0018	COWLEY
<b>SRTS</b>	SAFE ROUTES TO SCHOOL	C0019	CRAWFORD
<b>STP</b>	SURFACE TRANSPORTATION PROGRAM	C0020	DECATUR
		C0021	DICKINSON
<b>STATE</b>	STATE FUNDS	C0022	DONIPHAN
<b>TA</b>	TRANSPORTATION ALTERN- ATIVE PRGM (MAP-21)	C0023	DOUGLAS
		C0024	EDWARDS
<b>TCSP</b>	TRANSPORTATION COMMUNITY & SYSTEM PRESERVATION PROGRAM	C0025	ELK
		C0026	ELLIS
		C0027	ELLSWORTH
<b>TEA</b>	TRANSPORTATION ENHANCE- MENT PROGRAM	C0028	FINNEY
		C0029	FORD
<b>USD</b>	SCHOOL DISTRICTS (for SRT)	C0030	FRANKLIN
<b>U####</b>	"U" IS THE PREFIX USED TO INDICATE <b>URBAN FUNDS</b> ; THE FOUR NUMBERS FOLLOWING THE PREFIX IDENTIFY THE SPECIFIC URBAN AREA (see fol- lowing listing for all Urban fund categories).	C0031	GEARY
		C0032	GOVE
		C0033	GRAHAM
		C0034	GRANT
		C0035	GRAY
		C0036	GREELEY
<b>WAMPO</b>	WICHITA AREA METRO PLANNING ORG	C0037	GREENWOOD
		C0038	HAMILTON
		C0039	HARPER
		C0040	HARVEY
		C0041	HASKELL
		C0042	HODGEMAN
		C0043	JACKSON
		C0044	JEFFERSON
		C0045	JEWELL
		C0046	JOHNSON

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C0047	KEARNY	C0103	WILSON
C0048	KINGMAN	C0104	WOODSON
C0049	KIOWA	C0105	WYANDOTTE
C0050	LABETTE	U0009	ABBYVILLE
C0051	LANE	U0010	ABILENE
C0052	LEAVENWORTH	U0011	ADMIRE
C0053	LINCOLN	U0012	AGENDA
C0054	LINN	U0013	AGRA
C0055	LOGAN	U0014	ALBERT
C0056	LYON	U0015	ALDEN
C0057	MARION	U0016	ALEXANDER
C0058	MARSHALL	U0017	ALLEN
C0059	MCPHERSON	U0018	ALMA
C0060	MEADE	U0019	ALMENA
C0061	MIAMI	U0020	ANTHONY
C0062	MITCHELL	U0021	ALTAMONT
C0063	MONTGOMERY	U0022	ALTA VISTA
C0064	MORRIS	U0023	ALTON
C0065	MORTON	U0024	ALTOONA
C0066	NEMAHA	U0025	AMERICUS
C0067	NEOSHO	U0026	ANDALE
C0068	NESS	U0027	ARCADIA
C0069	NORTON	U0028	ARGONIA
C0070	OSAGE	U0029	ARLINGTON
C0071	OSBORNE	U0030	ARKANSAS CITY
C0072	OTTAWA	U0031	ARMA
C0073	PAWNEE	U0032	ASHLAND
C0074	PHILLIPS	U0033	ASSARIA
C0075	POTTAWATOMIE	U0034	ATHOL
C0076	PRATT	U0035	ATLANTA
C0077	RAWLINS	U0036	ATTICA
C0078	RENO	U0037	ATWOOD
C0079	REPUBLIC	U0038	AURORA
C0080	RICE	U0039	AXTELL
C0081	RILEY	U0040	ATCHISON
C0082	ROOKS	U0041	BALDWIN CITY
C0083	RUSH	U0042	BARNARD
C0084	RUSSELL	U0043	BARNES
C0085	SALINE	U0044	BARTLETT
C0086	SCOTT	U0045	BASSETT
C0087	SEDGWICK	U0046	BAZINE
C0088	SEWARD	U0047	BEATTIE
C0089	SHAWNEE	U0048	BELLE PLAINE
C0090	SHERIDAN	U0049	BELPRE
C0091	SHERMAN	U0050	AUGUSTA
C0092	SMITH	U0051	BELVUE
C0093	STAFFORD	U0052	BENEDICT
C0094	STANTON	U0053	BENNINGTON
C0095	STEVENS	U0054	BENTON
C0096	SUMNER	U0055	BERN
C0097	THOMAS	U0056	BEVERLY
C0098	TREGO	U0057	BIRD CITY
C0099	WABAUNSEE	U0058	BISON
C0100	WALLACE	U0059	BLUE MOUND
C0101	WASHINGTON	U0060	BAXTER SPRINGS
C0102	WICHITA	U0061	BLUE RAPIDS

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U0062	BLUFF CITY	U0119	CORNING
U0063	BOGUE	U0120	CLAY CENTER
U0064	BONNER SPRINGS	U0121	COTTONWOOD FALL
U0065	BREWSTER	U0122	COUNTRYSIDE
U0066	BRONSON	U0123	COURTLAND
U0067	BROOKVILLE	U0124	COYVILLE
U0068	BROWNELL	U0125	CUBA
U0069	BUCKLIN	U0126	CULLISON
U0070	BELLEVILLE	U0127	CULVER
U0071	BUFFALO	U0128	CUNNINGHAM
U0072	BUHLER	U0129	DAMAR
U0073	BUNKER HILL	U0130	COFFEYVILLE
U0074	BURDEN	U0131	DANVILLE
U0075	BURLINGAME	U0132	DEARING
U0076	BURLINGTON	U0133	DEERFIELD
U0077	BURNS	U0134	COLBY
U0078	BURR OAK	U0135	DELPHOS
U0079	BURRTON	U0136	DENISON
U0080	BELOIT	U0137	DENTON
U0081	BUSHONG	U0139	DERBY
U0082	BUSHTON	U0140	COLUMBUS
U0083	BYERS	U0141	DE SOTO
U0084	CALDWELL	U0142	DEXTER
U0085	CAMBRIDGE	U0143	DIGHTON
U0086	CANTON	U0144	DORRANCE
U0087	CARBONDALE	U0145	DOUGLASS
U0088	CARLTON	U0146	DOWNS
U0089	CAWKER CITY	U0147	DRESDEN
U0090	CANEY	U0148	DUNLAP
U0091	CEDAR	U0149	DURHAM
U0092	CEDAR POINT	U0150	CONCORDIA
U0093	CEDAR VALE	U0151	DWIGHT
U0094	CENTRALIA	U0152	EARLTON
U0095	CHAPMAN	U0153	EASTBOROUGH
U0096	CHASE	U0154	EASTON
U0097	CHAUTAUQUA	U0155	EDGERTON
U0098	CHENEY	U0156	EDMOND
U0099	CHEROKEE	U0157	EDNA
U0100	CHANUTE	U0158	EDWARDSVILLE
U0101	CHETOPA	U0159	EFFINGHAM
U0102	CIMARRON	U0160	COUNCIL GROVE
U0103	CIRCLEVILLE	U0161	ELBING
U0104	CLAFLIN	U0162	ELGIN
U0106	CLEARWATER	U0163	ELK CITY
U0107	CLIFTON	U0164	ELK FALLS
U0108	CLIMAX	U0165	ELKHART
U0109	CLYDE	U0166	ELLSWORTH
U0110	CHERRYVALE	U0167	ELMDALE
U0111	COATS	U0168	ELSMORE
U0112	COLDWATER	U0169	ELWOOD
U0113	COLLYER	U0170	DODGE CITY
U0114	COLONY	U0171	EMMETT
U0115	COLWICH	U0172	ENGLEWOOD
U0116	CONWAY SPRINGS	U0173	ENSIGN
U0117	COOLIDGE	U0174	ENTERPRISE
U0118	COPELAND	U0175	ERIE

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U0176	ESBON	U0232	HANOVER
U0177	ESKRIDGE	U0233	HANSTON
U0178	EUDORA	U0234	HARDTNER
U0179	EVEREST	U0235	HARPER
U0180	EL DORADO	U0236	HARRIS
U0181	ELLINWOOD	U0237	HARTFORD
U0182	ELLIS	U0238	HARVEYVILLE
U0183	FAIRVIEW	U0239	HAVANA
U0184	FAIRWAY	U0240	GARDEN CITY
U0185	FALL RIVER	U0241	HAVEN
U0186	FLORENCE	U0242	HAVENSVILLE
U0187	FONTANA	U0243	HAVILAND
U0188	FORD	U0244	HAYSVILLE
U0189	FORMOSO	U0245	HAZELTON
U0190	EMPORIA	U0246	HEPLER
U0191	FOWLER	U0247	HERNDON
U0192	FRANKFORT	U0248	HESSTON
U0193	FREDERICK	U0249	HIGHLAND
U0194	FREEMPORT	U0250	GARNETT
U0195	FRONTENAC	U0251	HILL CITY
U0196	FULTON	U0252	HILLSBORO
U0197	GALATIA	U0253	HOLLENBERG
U0198	GALESBURG	U0254	HOLYROOD
U0199	GALVA	U0255	HOPE
U0200	EUREKA	U0256	HORACE
U0201	GARDEN PLAIN	U0257	HORTON
U0202	GARDNER	U0258	HOWARD
U0203	GARFIELD	U0259	HOXIE
U0204	GAS CITY	U0260	GIRARD
U0205	GAYLORD	U0261	HOYT
U0206	GEM	U0262	HUDSON
U0207	GENESEO	U0263	HUMBOLDT
U0208	GEUDA SPRINGS	U0264	HUNNEWELL
U0209	GLADE	U0265	HUNTER
U0210	FORT SCOTT	U0266	HURON
U0211	GLASCO	U0267	INGALLS
U0212	GLEN ELDER	U0268	GOESSEL
U0213	GODDARD	U0269	INMAN
U0214	GOFF	U0270	GOODLAND
U0215	GORHAM	U0272	ISABEL
U0216	GOVE	U0273	IUKA
U0217	GRAINFIELD	U0274	JAMESTOWN
U0218	GREELEY	U0275	JENNINGS
U0219	GREEN	U0276	JETMORE
U0220	FREDONIA	U0277	JEWELL
U0221	GREENLEAF	U0278	JOHNSON
U0222	GREENSBURG	U0279	KANOPOLIS
U0223	GRENOLA	U0280	GREAT BEND
U0224	GRIDLEY	U0281	KANORADO
U0225	GRINNELL	U0282	KENSINGTON
U0226	GYPSUM	U0283	KINCAID
U0227	HADDAM	U0284	KINSLEY
U0228	HALSTEAD	U0285	KIOWA
U0229	HAMILTON	U0286	KIRWIN
U0230	GALENA	U0287	KISMET
U0231	HAMLIN	U0288	LABETTE

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U0289	LA CROSSE	U0346	MARION
U0290	HAYS	U0347	MARQUETTE
U0291	LA CYGNE	U0348	MATFIELD GREEN
U0292	LA HARPE	U0349	MAYETTA
U0293	LAKIN	U0350	HUTCHINSON
U0294	LANCASTER	U0351	MAYFIELD
U0295	LANE	U0352	MC CRACKEN
U0296	LANGDON	U0353	MC CUNE
U0297	LATHAM	U0354	MC DONALD
U0298	LATIMER	U0355	MC FARLAND
U0299	LEAWOOD	U0356	MC LOUTH
U0300	HERINGTON	U0357	MEADE
U0301	LEBANON	U0358	MEDICINE LODGE
U0302	LEBO	U0359	MELVERN
U0303	LECOMPTON	U0360	INDEPENDENCE
U0304	LEHIGH	U0361	MENLO
U0305	LENEXA	U0362	MERIDEN
U0306	LENORA	U0363	MERRIAM
U0307	LEON	U0364	MILAN
U0308	LEONA	U0365	MILDRED
U0309	LEONARDVILLE	U0366	MILFORD
U0310	HIAWATHA	U0367	MILTONVALE
U0311	LEOTI	U0369	MINNEAPOLIS
U0312	LE ROY	U0370	IOLA
U0313	LEWIS	U0371	MINNEOLA
U0314	LIBERTY	U0372	MISSION
U0315	LIEBENTHAL	U0373	MISSION HILLS
U0316	LINCOLN	U0374	MISSION WOODS
U0317	LINCOLNVILLE	U0375	MOLINE
U0318	LINDSBORG	U0376	MONTEZUMA
U0319	LINN	U0377	MORAN
U0320	HOISINGTON	U0378	MORGANVILLE
U0321	LINWOOD	U0379	MORLAND
U0322	LITTLE RIVER	U0380	JUNCTION CITY
U0323	LOGAN	U0381	MORRILL
U0324	LONE ELM	U0382	MORROWVILLE
U0325	LONGFORD	U0383	MOSCOW
U0326	LONG ISLAND	U0384	MOUND CITY
U0327	LONGTON	U0385	MOUNDRIDGE
U0328	LORRAINE	U0386	MOUND VALLEY
U0329	LOST SPRINGS	U0387	MOUNT HOPE
U0330	HOLTON	U0388	MULBERRY
U0331	LOUISBURG	U0389	MULLINVILLE
U0332	LOUISVILLE	U0390	KANSAS CITY
U0333	LUCAS	U0391	MULVANE
U0334	LURAY	U0392	MUNDEN
U0335	LYNDON	U0393	MUSCOTAH
U0336	MACKSVILLE	U0394	NARKA
U0337	MADISON	U0395	NASHVILLE
U0338	MAHASKA	U0396	NATOMA
U0339	MAIZE	U0397	NEOSHO FALLS
U0341	MANCHESTER	U0398	NEOSHO RAPIDS
U0342	MANKATO	U0399	NESS CITY
U0343	HUGOTON	U0400	KINGMAN
U0344	MAPLE HILL	U0401	NETAWAKA
U0345	MAPLETON	U0402	NEW ALBANY

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U0403	NEW CAMBRIA	U0460	MANHATTAN
U0404	NORTH NEWTON	U0461	PRETTY PRAIRIE
U0405	NICKERSON	U0462	PRINCETON
U0406	NIOTAZE	U0463	PROTECTION
U0407	NORCATUR	U0464	QUENEMO
U0408	NORTONVILLE	U0465	QUINTER
U0409	NORWICH	U0466	RADIUM
U0410	LARNED	U0467	RAMONA
U0411	OAK HILL	U0468	RANDALL
U0412	OAKLEY	U0469	RANDOLPH
U0413	OBERLIN	U0470	MARYSVILLE
U0414	OFFERLE	U0471	RANSOM
U0415	OGDEN	U0472	RANTOUL
U0416	OKETO	U0473	READING
U0417	OLIVET	U0474	REDFIELD
U0418	OLMITZ	U0475	REPUBLIC
U0419	OLPE	U0476	RESERVE
U0420	LAWRENCE	U0477	REXFORD
U0421	OLSBURG	U0478	RICHMOND
U0422	ONAGA	U0479	RILEY
U0423	ONEIDA	U0480	MCPHERSON
U0424	OSAGE CITY	U0481	ROBINSON
U0426	OSBORNE	U0482	ROELAND PARK
U0427	OSKALOOSA	U0483	ROLLA
U0428	OSWEGO	U0484	ROSSVILLE
U0429	OTIS	U0485	ROZEL
U0430	LEAVENWORTH	U0486	RUSSELL SPRINGS
U0431	OVERBROOK	U0487	SABETHA
U0432	OXFORD	U0488	ST. FRANCIS
U0433	PALCO	U0489	ST. GEORGE
U0434	PALMER	U0490	NEODESHA
U0435	PARADISE	U0491	ST. JOHN
U0436	PARK	U0492	ST. MARYS
U0437	PARKER	U0493	ST. PAUL
U0438	PARKERVILLE	U0494	SATANTA
U0439	PARTRIDGE	U0495	SAVONBURG
U0440	LIBERAL	U0496	SAWYER
U0441	PAWNEE ROCK	U0497	SCAMMON
U0442	PAXICO	U0498	SCANDIA
U0443	PEABODY	U0499	SCHOENCHEN
U0444	PENALOSA	U0500	NEWTON
U0445	PERRY	U0501	SCOTTSVILLE
U0446	PERU	U0502	SCRANTON
U0447	PLAINS	U0503	SEDAN
U0448	PLAINVILLE	U0504	SEDGWICK
U0449	PLEASANTON	U0505	SELDEN
U0450	LYONS	U0506	SENECA
U0451	PLEVNA	U0507	SEVERANCE
U0452	POMONA	U0508	SEVERY
U0453	PORTIS	U0509	SEWARD
U0454	POTWIN	U0510	NORTON
U0455	POWHATTAN	U0511	SHARON
U0456	PRAIRIE VIEW	U0512	SHARON SPRINGS
U0457	PRAIRIE VILLAGE	U0513	SHAWNEE
U0458	PRESCOTT	U0514	SILVER LAKE
U0459	PRESTON	U0515	SIMPSON

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U0516	SMITH CENTER	U0573	WALNUT
U0517	SOLDIER	U0574	WALTON
U0518	SOLOMON	U0575	WAMEGO
U0519	SOUTH HAVEN	U0576	WASHINGTON
U0520	OLATHE	U0577	WATERVILLE
U0521	SPEARVILLE	U0578	WATHENA
U0522	SPEED	U0579	WAVERLY
U0523	SPIVEY	U0580	PRATT
U0524	SPRING HILL	U0581	WEBBER
U0525	STAFFORD	U0582	WEIR
U0526	STARK	U0584	WELLSVILLE
U0527	STERLING	U0585	WESTMORELAND
U0528	STOCKTON	U0586	WESTPHALIA
U0529	STRONG CITY	U0587	WESTWOOD
U0530	OSAWATOMIE	U0588	WESTWOOD HILLS
U0531	SUBLETTE	U0589	WETMORE
U0532	SUMMERFIELD	U0590	RUSSELL
U0533	SUN CITY	U0591	WHEATON
U0534	SUSANK	U0592	WHITE CITY
U0535	SYLVAN GROVE	U0593	WHITE CLOUD
U0536	SYLVIA	U0594	WHITEWATER
U0537	SYRACUSE	U0595	WHITING
U0538	TAMPA	U0596	WILLARD
U0539	TESCOTT	U0597	WILLIAMSBURG
U0540	OTTAWA	U0598	WILLIS
U0541	THAYER	U0599	WILLOWBROOK
U0542	TIMKEN	U0600	SALINA
U0543	TIPTON	U0601	SCOTT CITY
U0544	TONGANOXIE	U0602	WILMORE
U0546	TORONTO	U0603	WILSEY
U0547	TOWANDA	U0604	WILSON
U0548	TREECE	U0606	WINDOM
U0549	TRIBUNE	U0607	WINONA
U0550	PAOLA	U0608	WOODBINE
U0551	TROY	U0609	WOODSTON
U0552	TURON	U0610	TOPEKA
U0553	TYRO	U0611	YATES CENTER
U0554	UDALL	U0612	ZENDA
U0555	ULYSSES	U0613	ZURICH
U0556	UNIONTOWN	U0614	OVERLAND PARK
U0557	UTICA	U0615	CLAYTON
U0558	VALLEY CENTER	U0616	WINCHESTER
U0559	VALLEY FALLS	U0617	MANTER
U0560	PARSONS	U0618	DELIA
U0561	VERMILLION	U0619	CASSODAY
U0562	VICTORIA	U0620	WELLINGTON
U0563	VINING	U0621	RICHFIELD
U0564	VIOLA	U0622	LANSING
U0565	PHILLIPSBURG	U0623	ANDOVER
U0566	VIRGIL	U0624	BENTLEY
U0567	WAKEENEY	U0625	KECHI
U0568	WAKEFIELD	U0626	RAYMOND
U0569	WALDO	U0627	ROSE HILL
U0570	PITTSBURG	U0628	RUSH CENTER
U0571	WALDRON	U0629	BURDETT
U0572	WALLACE	U0630	WICHITA

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U0631	HOLCOMB
U0632	GRANDVIEW PLAZA
U0633	SOUTH HUTCHINSON
U0634	ROSELAND
U0635	AUBURN
U0636	BASEHOR
U0637	OZAWKIE
U0638	SMOLAN
U0639	WEST MINERAL
U0640	WINFIELD
U0641	NEW STRAWN
U0642	LAKE QUIVIRA
U0644	BEL AIRE
U0645	PARK CITY

Listed below are the four Core KDOT program categories and their associated subcategories. The program abbreviation and subcategory abbreviations are provided as part of the project information in the Project Index, Appendix A that follows this section.

**P- Preservation —**

**Taking Care of What We Have**

- 1RR- Non-Interstate Resurfacing (PMS 1R)
- BCR- Culvert Repair
- BSP- Bridge Painting
- BSR- Bridge Repair
- CMN- Contract Maintenance (PMS)
- EMR- Emergency Repair
- IRP- Interstate Basic Improvement
- ISR- Interstate Resurfacing (PMS)
- NHP- Miscellaneous for Preservation
- PBR- Bridge Replacement/Rehabilitation
- PCR- Culvert (to Bridge) Rehabilitation
- PDR- Bridge Redeck
- PMR- Pavement Marking
- PPP- Preservation Plus
- RIP- Non-Interstate Basic Improvement
- RRS- Railroad Crossing Surfacing
- SLR- Signing & Lighting Repair and Replacement
- SOS- Highway Signing
- SRR- State Route Removal Program

**M- Modernization —**

**Safety & Shoulder Improvements**

- 1RS- Resurfacing with Improvements (Practical Design)
- CLZ- Clear Zone Program
- COR- Corridor Management
- GFU- Guard Fence Upgrades
- GSI- General Safety Improvement Projects
- ICT- Innovative Connected Technologies
- IRI- Interstate Roadway Geometric Improvements
- KCC- KCC Railroad Crossing Projects
- LTG- Highway Lighting
- MPR- Miscellaneous for Modernization
- RIM – Non-Interstate Geometric Improvement
- SAF- State Safety Projects
- SBW- Scenic Byways
- SSI- Strategic Safety Improvement

**E- Expansion/Enhancement —**

**Adding Something New**

- AAR- Advanced Acquisition of ROW
- CSP- Cost Share Program
- EDP- Economic Development
- IRC- Interstate Capacity Improvement
- ITS- Intelligent Transportation Systems
- RIC- Non-Interstate Capacity Improvement
- RSL- Local Partnership Railroad Grade Separations
- RSP- New Railroad Grade Separations (State)

**L- Local Construction —**

**Work on Local Roads**

- HAZ- Safety Projects (HSIP, off-system)
  - HES- Safety Projects (HSIP, on-system)
  - K1R- KLINK Surface Preservation
  - K2R- KLINK Pavement Restoration
  - K3R- Geometric Improvements for KLINKs
  - LBT-Local Bridge Transfer Program
  - LOC- Local Construction (Local Administered & Let)
  - RES- Local Construction (KDOT Administered & Let)
  - RRX- Railroad Crossing Protection (HSIP, on-system)
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RXR- Railroad Crossing Protection  
(HSIP, off-system)  
SRT- Safe Routes to Schools (Federal)  
TEX- Transportation Enhancement Program

**O- Operations —\***

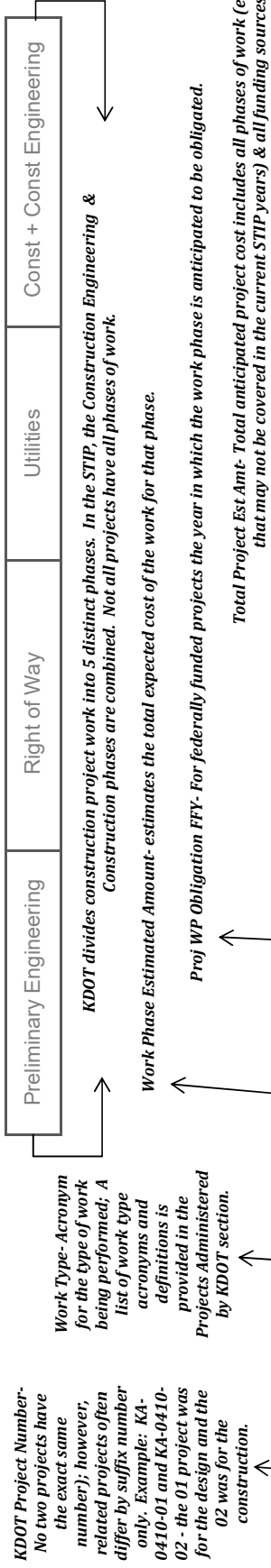
KLM- KDOT DAIX 0403 Funded  
CMT- Contract Maintenance, DAIX 0403  
Funded M Jurisdiction

facing projects. Since the KDOT surfacing projects, which are either funded with state and federal funds or state funds only, are listed in the STIP, their associated stockpile projects are listed as well. The stockpile projects are grouped in the CMT subcategory of the Operations program.

\*The Operations program is not a Core program and is not discussed in the Project Selection Criteria section of this document because, generally, this program of projects are not construction type projects. Typically, the projects in this program are related to research, planning, training, and overhead, and, as such, most are not required to be listed in the STIP document but may be covered by other reports and documents. However, like the Core programs, projects under the Operations program are grouped by similar characteristics into subcategories. Two subcategories of projects from the Operations program are listed in the STIP Appendix A- the Disadvantaged Businesses Enterprises (DBE) Program projects and the Stockpile Contract Maintenance projects. The DBE program of projects is a program with federal funds allocated annually by FHWA from the Federal transportation act and, therefore, is required to be included in the STIP. In KDOT, DBE projects are assigned the subcategory KLM and are grouped in the Operations program because they are training related. The second project type is the 'M' jurisdiction stockpile projects. These projects are for the storage of materials for KDOT's sur-

## HOW TO READ THE STIP PROJECT INDEX- APPENDIX A

The Project Index, Appendix A, lists projects anticipated to have one or more phases or work obligate in the State of Kansas during the four years of the STIP. The index provides all expected obligations- federal, state, local and other. Below is a diagram that identifies the fields provided for the projects listed in Appendix A.



Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rate	WP Est Obligation Amount	WP Fund Pro Rate	WP Est Obligation Amount	WP Fund Pro Rate	WP Est Obligation Amount	WP Fund Pro Rate	WP Fund Pro Rate

**Fund Category- Identifies** how the project is funded- one line per each fund type used on the project. The fund categories used by KDOT are provided in the Projects Administered by KDOT section.

**Federal Agreement Number- Federal identification number used by FHWA to track federal funds on a project.**

**WP Est Obligation Amount- Estimates portion of the total work phase cost attributed to each fund category.**

**WP Fund Pro Rate- Indicates the % each fund category is of the total estimated work phase cost.**

**County** → Identifies county where work is being performed; for projects that cover more than one county- this is the primary county where the work is being performed.

**Route** → Identifies route where work is being done if applicable; for projects that cover more than one route- this is the primary route where the majority of the work is being performed.

**WP Est Obligation Amount- Estimates portion of the total work phase cost attributed to each fund category.**

**Length of project** → Total Length (Miles) of project.

**Lettings are classified by 6 types which are described in the Project Administered by KDOT section.**

**NHS Project** → Indicates whether project is on the National Highway System.

**Program/ Subcategory** → Identifies the Program & Subcategory of a project- a Program/ Subcategory Table is provided in the Projects Administered by KDOT section and a description of each of Program & Subcategory is in the Project Selection Criteria narrative.

**Name Location Scope** → Identifies what the project is, where the project is located, and what work is encompassed by the project.

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# **APPENDIX A**

## **FFY 2025 - 2028 State Transportation Improvement Program**

### **Project Index (as of 07/03/2024)**

#### **In County, Project Number Order**

All Dollar Amounts are in \$1,000's. Some Dollar Amounts and Percentages may be rounded.

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**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Obligation Amount	WP Fund Pro Rata	WP Fund Pro Rata	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Allen County**

C-5293-01	BRRPL	\$784	2025	\$784										\$784
STATE		\$157	20.00%	\$627										
STP	C529301													
County:	Allen	Route:		Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	L-RES			
Name:	Bridge Replacement in Allen County													
Location:	Bridge over Elm Creek on Nebraska Road located 0.5 mile S and 3.2 miles W of Moran													
Scope:	Bridge Replacement													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-5566-01	INTER	\$558	2024	\$1,673	2024	\$167	2024	\$6,412	2025	\$8,809	
CRP	A556601							\$2,000	31.19%		
K		\$558	100.00%	\$1,673	100.00%	\$167	100.00%	\$4,412	68.80%		
<b>County:</b>	Anderson	<b>Route:</b>	U059	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-SAF
<b>Name:</b>	US-59 and US-169 in Anderson County										
<b>Location:</b>	US-59 in Anderson County located at Junction US-59/US-169										
<b>Scope:</b>	Update Roundabout										
KA-6463-01	GDFC	\$15	2022					\$168	2026	\$183	
STATE		\$15	100.00%					\$168	100.00%		
<b>County:</b>	Anderson	<b>Route:</b>	U169	<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-GFU
<b>Name:</b>	Guardrail End Terminal Updates on US-169 in Anderson Co										
<b>Location:</b>	US-169 in Anderson County at one location beginning at NE 2370 Rd.										
<b>Scope:</b>	Upgrade Guardrails										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount			
<b>Atchison County</b>																
C-5214-01	BRRPL													\$917	2025	\$917
C0003	K													\$138	15.00%	\$138
														\$780	85.00%	\$780
<b>County:</b>	Atchison	<b>Route:</b>				<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT			
<b>Name:</b>	Bridge Replacement and Removal in Atchison County															
<b>Location:</b>	Bridge over Deer Creek on 314th Road located 3.5 miles N of Atchison and bridge over Deer Creek on Rawlins Road located 1.0 mile W and 2.4 miles N of Atchison															
<b>Scope:</b>	Bridge Replacement and Bridge Removal															
KA-5769-01	BRRPL													\$7,428	2025	\$8,364
ACNHP	A576901													\$5,942	80.00%	\$5,942
	K													\$1,486	20.00%	\$1,486
<b>County:</b>	Atchison	<b>Route:</b>	U059	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR					
<b>Name:</b>	Replace Bridge #003 & #004 on US-59 in Atchison County															
<b>Location:</b>	Bridge #003 (Stranger Creek Drainage) on US-59 in Atchison County located 3 miles Northeast of K-116. Bridge #004 over 262nd Road (RS1290) located 5.8 miles northeast of K-1															
<b>Scope:</b>	Bridge Replacement															
KA-6915-01	SPECL	\$635	2024	\$953	2028	\$953	2029	\$7,305	2032	\$7,305	2032	\$9,846				
	K	\$635	100.00%	\$953	100.00%	\$953	100.00%	\$7,305	100.00%	\$7,305	100.00%	\$9,846				
<b>County:</b>	Atchison	<b>Route:</b>	K116	<b>Total Length (Miles):</b>	7.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ					
<b>Name:</b>	Safety Improvements on K-116 in Atchison County															
<b>Location:</b>	K-116: from Cheyenne Road east to the west U.S. 159 junction															
<b>Scope:</b>	Clear Zone corridor improvements including structure extensions on bridges #33 and #35															

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY			
U-2497-01	BRRPL													\$1,254	2025	\$1,254
STATE														\$240	19.13%	
STP	U249701													\$960	76.55%	
U0040														\$54	4.30%	
<b>County:</b>	Atchison	<b>Route:</b>		<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES					
<b>Name:</b>	Bridge Replacement in Atchison															
<b>Location:</b>	Bridge over Brewery Creek on Patriot Street located 0.1 mile W of US-73															
<b>Scope:</b>	Bridge Replacement															
U-2503-01	MILOV													\$504	2025	\$504
STATE														\$400	79.34%	
U0040														\$104	20.65%	
<b>County:</b>	Atchison	<b>Route:</b>	U059	<b>Total Length (Miles):</b>	0.8	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	L-K1R					
<b>Name:</b>	Surface Preservation in Atchison															
<b>Location:</b>	Skyway Highway from 4170 feet E of the West City Limits to 800 feet W of S 10th Street															
<b>Scope:</b>	Milling and overlay															



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	
	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
<b>Barber County</b>														
C-5208-01	BRRPL	\$642	2025	\$642	2025	\$642	2025	\$642	2025	\$642	2025	\$642	2025	\$642
K			100.00%		100.00%		100.00%		100.00%		100.00%		100.00%	
<b>County:</b> Barber		<b>Route:</b>		<b>Total Length (Miles):</b> 0.1		<b>Letting Type:</b> LOCAL		<b>NHS Project:</b> N		<b>Program-Sub:</b> L-LBT				
<b>Name:</b> Bridge Replacement in Barber County														
<b>Location:</b> Bridge over Driftwood Creek on Kingfisher Road located 3.1 miles N and 4.5 miles W of Hardtner														
<b>Scope:</b> Bridge Replacement														
KA-7192-01	SHHWP	\$56	2024	\$538	2025	\$538	2025	\$538	2025	\$538	2025	\$538	2025	\$594
K			100.00%		7.06%									
SB	A719201	\$56		\$38		\$342		\$342		\$158		\$158		
U0358														
<b>County:</b> Barber		<b>Route:</b>		<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> M-SBW				
<b>Name:</b> Gypsum Hills Scenic Byway Amenity Improvements														
<b>Location:</b> Medicine Lodge: South of US-160 at Memorial Peace Park														
<b>Scope:</b> Install byway kiosks, trailheads, trail improvements, playground equipment, benches, lighting, roadway, and accessible sidewalk improvements														
KA-7216-01	GDFC	\$214	2024	\$21	2024	\$43	2025	\$2,355	2025	\$2,355	2025	\$2,355	2025	\$2,633
K			100.00%		100.00%		100.00%		100.00%		100.00%		100.00%	
<b>County:</b> Barber		<b>Route:</b> K002		<b>Total Length (Miles):</b> 5.2		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> M-CLZ				
<b>Name:</b> Safety Improvements on K-2 in Barber County														
<b>Location:</b> K-2: At four locations beginning 0.57 miles northeast of Hawkins Road, northeast to 0.09 miles southwest of Catalpa Road														
<b>Scope:</b> Upgrade guardrail														

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	WP Est Amount	WP Est Amount	WP Est Amount	WP Est Amount		Proj WP Obligation FFY	WP Fund Pro Rata
<b>Barton County</b>																
C-5265-01	SG													\$147	2025	\$182
HSIP	C526501													\$147	100.00%	
<b>County:</b>	Barton															<b>Program-Sub:</b> L-RES
<b>Name:</b>	Signing in Barton County															
<b>Location:</b>	Southwest Quadrant of County															
<b>Scope:</b>	Signing															
<b>Barton County</b>																
KA-6022-01	GRSU													\$502	2025	\$25,209
ACNHP	A602201													\$402	80.00%	
K														\$100	20.00%	
<b>County:</b>	Barton															<b>NHS Project:</b> Y
<b>Name:</b>	US-56 Reconstruction in Barton County															<b>Program-Sub:</b> E-RIC
<b>Location:</b>	Great Bend (Kiowa Rd) to K-156															
<b>Scope:</b>	Reconstruct to 4-lane Expressway															
<b>Barton County</b>																
KA-6443-01	PAVRC													\$2,326	2025	\$2,435
ACSTP	A644301													\$1,861	80.00%	
K																
STATE														\$349	14.99%	
U0320														\$116	4.99%	
<b>County:</b>	Barton															<b>NHS Project:</b> N
<b>Name:</b>	Pavement Reconstruction in Hoisington															<b>Program-Sub:</b> L-K2R
<b>Location:</b>	W 9th Street from N Center Street to N Main Street															
<b>Scope:</b>	Pavement reconstruction															

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	
KA-7217-01	GDFC	\$33	2024	2024	\$3	2024	\$7	2025	2025	\$361	2025	2025	\$403	
K		\$33	100.00%	100.00%	\$3	100.00%	\$7	100.00%	100.00%	\$361	100.00%	100.00%		
<b>County:</b>	Barton	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety Improvements on K-4 in Barton County													
<b>Location:</b>	K-4: At one location beginning 0.22 miles east of NE 120 Avenue													
<b>Scope:</b>	Upgrade guardrail													
KA-7254-01	GRSU	\$53	2024	2024	\$1,206	2026	\$965	2026	79.99%	\$1,260	2026	79.99%	\$1,260	
ACSTP	A725401	\$51	95.00%				\$181	14.99%		\$60	5.00%			
K		\$3	5.00%											
STATE														
U0320														
<b>County:</b>	Barton	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R			
<b>Name:</b>	Pavement Reconstruction in Hoisington													
<b>Location:</b>	9th Street from 100 feet W of N Main Street to 20 feet W of Susank Road													
<b>Scope:</b>	Pavement reconstruction, replace curb and gutter, sidewalks, and entrances													
TE-0515-01	LNDBT	\$1,430	2025	2025	\$1,430	2025	\$1,144	80.00%		\$286	20.00%		\$1,430	
TA	T051501													
U0181														
<b>County:</b>	Barton	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-TEX			
<b>Name:</b>	Downtown Streetscape and Pedestrian Accessibility													
<b>Location:</b>	Main Street from Santa Fe Boulevard/US 56 to 2nd Street in the City of Ellinwood													
<b>Scope:</b>	Construct new sidewalks and ramps, install benches, trash receptacle, landscape planters, and handrails													
U-2543-01	GRSU	\$768	2025	2025	\$768	2025	\$231	30.06%		\$537	69.93%		\$768	
C0005														
K														
<b>County:</b>	Barton	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>		<b>Program-Sub:</b>	E-CSP			
<b>Name:</b>	Barton County: Resurfacing and Pedestrian Improvement													
<b>Location:</b>	City of Hoisington: K4 and N Green St north to E 11th Street and K4 and N Vine Street north to E 11th Street													
<b>Scope:</b>	Pavement replacement, curb and gutter, sidewalk improvements and entrance pavements													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Fund Category	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
			WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
<b>Bourbon County</b>											
C-5286-01	BRO	C528601	BRRPL		\$736		2025		\$736		\$736
											100.00%
<b>County:</b>	Bourbon	<b>Route:</b>	Total Length (Miles):		0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>	Bridge Replacement in Bourbon County										
<b>Location:</b>	Bridge over Tributary to Hinton Creek on 60th Street located 5.9 miles S and 1.0 mile W of Uniontown										
<b>Scope:</b>	Bridge Replacement										
KA-5804-01	GRBRS		\$884		2023				\$19,446		\$22,539
											80.00%
											20.00%
<b>County:</b>	Bourbon	<b>Route:</b>	K007	<b>Total Length (Miles):</b>	11.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM
<b>Name:</b>	Bourbon County rehabilitate K-7 & bridge replacement										
<b>Location:</b>	K-7: Beginning at the Crawford/Bourbon county line north to 2,112 feet southwest of U.S. 69 (includes Little Pawnee Creek Drainage Bridge #030)										
<b>Scope:</b>	Rehabilitate roadway, add shoulders and replace bridge										
KA-6898-01	GRSU		\$223		2024				\$3,110		\$3,333
											79.99%
<b>County:</b>	Bourbon	<b>Route:</b>	U054	<b>Total Length (Miles):</b>	0.5	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	L-K3R
<b>Name:</b>	Roadway Reconstruction in Fort Scott										
<b>Location:</b>	E Wall Street from US-69 to Caldwell Street										
<b>Scope:</b>	Reconstruct roadway and curb and gutter, storm sewer improvements, sidewalks, and pavement marking										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt			
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata				
<b>Brown County</b>																	
C-5310-01	GRSU														\$1,278	2025	\$1,278
C0007	K														\$321	25.07%	
															\$958	74.92%	
<b>County:</b>	Brown	<b>Route:</b>	270th Street Rehabilitation			<b>Total Length (Miles):</b>	3.4	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	E-CSP				
<b>Name:</b>	Brown County: 270th Street Rehabilitation																
<b>Location:</b>	270th Street in Brown County: 2100 ft West of Antelope Road and East to Coyote road																
<b>Scope:</b>	Full depth reclamation, cement treating and asphalt overlay																
KA-6914-01	SPECL	\$337	2024	\$674	\$674	2026	2026	\$674	2028	2028	\$5,164	2030	\$5,164	\$6,849			
K		\$337	100.00%	\$674	\$674	100.00%	100.00%	\$674	100.00%	100.00%	\$5,164	100.00%	\$5,164				
<b>County:</b>	Brown	<b>Route:</b>	K246			<b>Total Length (Miles):</b>	5.5	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ				
<b>Name:</b>	Safety Improvements on K-246 in Brown County																
<b>Location:</b>	K-246 in Brown County from the U.S. 75/K-246 junction east and north approximately 5.6 miles to the Morrill west city limits																
<b>Scope:</b>	Clear Zone improvements																
KA-6914-02	CULV	\$147	2024	\$25	\$25	2025	2025	\$59	2026	2026	\$810	2028	\$810	\$1,041			
K		\$147	100.00%	\$25	\$25	100.00%	100.00%	\$59	100.00%	100.00%	\$810	100.00%	\$810				
<b>County:</b>	Brown	<b>Route:</b>	K246			<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PCR				
<b>Name:</b>	Culvert replacement #508 on K-246 in Brown county																
<b>Location:</b>	Culvert #508 (Terrapin Creek drainage) on K-246 in Brown county located 4.2 miles east of U.S. 75																
<b>Scope:</b>	Culvert replacement																
KA-6944-01	BRRPR	\$83	2024												\$913	2025	\$996
K		\$83	100.00%												\$913	100.00%	
<b>County:</b>	Brown	<b>Route:</b>	U073			<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-BSR				
<b>Name:</b>	Repair Bridge #009 on US-73 in Brown County																
<b>Location:</b>	Bridge #009 (Union Pacific Railroad) located 4.0 miles North of the West Junction of US-73 and K-20																
<b>Scope:</b>	Bridge patching and overlay																

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-7036-01	BRRPL	\$223	2024	\$15	2025	\$7	2026	\$1,713	2028	\$1,958	
K		\$223	100.00%	\$15	100.00%	\$7	100.00%	\$1,713	100.00%		
<b>County:</b>	Brown	<b>Route:</b>	K246	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PCR
<b>Name:</b>	Replace culvert #509 on K-246 in Brown County										
<b>Location:</b>	K-246: culvert #509 over Terrapin Creek drainage located 2.20 miles east of US-75										
<b>Scope:</b>	Culvert Replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Est Obligation Amount	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount
<b>Butler County</b>														
KA-5767-02	BRRPL	\$606			2024			\$303			2025			\$27,166
ACNHP	A576702	\$242		\$61	\$606	100.00%	\$61	\$61	20.00%	\$61	\$61		79.99%	
K														
<b>County:</b>	Butler	<b>Route:</b>	U054	<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Bridges #024 and #025 on US-54 in Butler County													
<b>Location:</b>	Bridges #024 (BNSF over US-54) and #025 (Walnut River) located approximately 0.50 mile east of North Junction US-54/US-77 in the City of El Dorado													
<b>Scope:</b>	Bridge Replacement													
KA-6474-01	BRRPL	\$36			2024			\$18			2025			\$4,701
ACSTP	A647401	\$14		\$4	\$36	100.00%	\$4	\$4	20.00%	\$4	\$4		79.99%	
K														
<b>County:</b>	Butler	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Bridge #169 on K-900 in Butler County													
<b>Location:</b>	Bridge #169 (Walnut River) on K-900 in Butler County located at the Eldorado State Park													
<b>Scope:</b>	Bridge Replacement													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	
<b>Chase County</b>														
KA-5677-01	CULV	\$5			2024			\$342			2025			\$393
ACSTP K	A567701	\$5	100.00%	\$5	100.00%				\$274	80.00%	\$68	20.00%		
<b>County:</b>	Chase	<b>Route:</b>	K177	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-BCR			
<b>Name:</b>	Culvert Repair on K-177 in Chase County													
<b>Location:</b>	Culvert #514 on K-177 over Fox Creek Drainage located 5.14 miles north K-177/U.S. 50 junction													
<b>Scope:</b>	Culvert Repair													
KA-5712-01	BRRPL	\$103			2024			\$3,792			2026			\$4,344
ACSTP K	A571201	\$103	100.00%	\$83	80.00%	\$21	19.99%			\$3,034	80.00%	\$758	19.99%	
<b>County:</b>	Chase	<b>Route:</b>	K177	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Bridge replacement in Chase County													
<b>Location:</b>	K-177: Bridge #033 over Rock Creek located 14.10 miles north of the Butler/Chase county line													
<b>Scope:</b>	Bridge replacement													
KA-6984-01	CULV	\$823			2026			\$658			80.00%			\$987
ACSTP K	A698401	\$165	19.99%							\$165	19.99%			
<b>County:</b>	Chase	<b>Route:</b>	K177	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-BCR			
<b>Name:</b>	Extend culvert on K-177 in Chase county													
<b>Location:</b>	Culvert #520 (South Fork Cottonwood River Drainage) on K-177 in Chase county located 11.77 miles north of the Chase/Butler county line													
<b>Scope:</b>	Culvert extension													



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Chautauqua County</b>											
KA-7267-01	GRSU	\$90	2024					\$1,064	2026	\$1,154	
ACSTP K	A726701	\$90	100.00%					\$851	80.00%		
STATE								\$213	20.00%		
<b>County:</b>	Chautauqua	<b>Route:</b>	K099	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R
<b>Name:</b>	Pavement Reconstruction in Sedan										
<b>Location:</b>	K-99/US-166B from S Harrison Street to E Marion Street										
<b>Scope:</b>	Pavement reconstruction, replace curb and gutter, sidewalk, and entrances										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
<b>Cherokee County</b>										
C-5263-01	SG	\$359		2025		\$444				
HSIP C526301		\$359		100.00%						
<b>County:</b> Cherokee	<b>Route:</b>	<b>Total Length (Miles):</b> 90.0		<b>Letting Type:</b> KDOT	<b>NHS Project:</b> N	<b>Program-Sub:</b> L-RES				
<b>Name:</b> Signing in Cherokee County										
<b>Location:</b> Major Collectors West of K-7										
<b>Scope:</b> Signing										
KA-1586-03	SPECL	\$4	2024	\$2	2024	\$2	2024	\$48	2025	\$56
K		\$4	100.00%	\$2	100.00%	\$2	100.00%	\$48	100.00%	
<b>County:</b> Cherokee	<b>Route:</b> K007	<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> KDOT	<b>NHS Project:</b> N	<b>Program-Sub:</b> M-RIM				
<b>Name:</b> Streambank Stabilization Failure; K-7 Cherokee County										
<b>Location:</b> Mitigation Sites located along the east side of K-7 (Site # 1: 0.65 mile north of the K-7/U.S.160 Junction) (Site #2: 7.06 mile north of the K-7/U.S.160 Junction) in Cherokee										
<b>Scope:</b> Repair Streambank Stabilization Failure										
KA-6441-01	GRSU	\$184		2023		\$2,390				
ACSTP A644101		\$175		95.00%		\$1,765		80.00%		
K										
STATE		\$9		5.00%		\$331		14.99%		
U0060						\$110		5.00%		
<b>County:</b> Cherokee	<b>Route:</b> U069A	<b>Total Length (Miles):</b> 0.2		<b>Letting Type:</b> KDOT	<b>NHS Project:</b> N	<b>Program-Sub:</b> L-K2R				
<b>Name:</b> Pavement Reconstruction in the City of Baxter Springs										
<b>Location:</b> Military Avenue/Route 66 from 23rd Street to 20th Street										
<b>Scope:</b> Pavement replacement										
KA-7242-01	GDFC	\$31		2024		\$343		2025		\$374
K		\$31		100.00%		\$343		100.00%		
<b>County:</b> Cherokee	<b>Route:</b> U166	<b>Total Length (Miles):</b> 11.3		<b>Letting Type:</b> KDOT	<b>NHS Project:</b> Y	<b>Program-Sub:</b> M-GFU				
<b>Name:</b> Guardrail End Terminal Updates on US-166 in Cherokee Co										
<b>Location:</b> US-166 in Cherokee County at three locations beginning 0.38 mile east of 107th Terrace, east to 0.19 mile west of 10th Street										
<b>Scope:</b> Upgrade Guardrails										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Cheyenne County**

C-5211-01	BRRPL	\$461	2025	\$461	100.00%
K					
<b>County:</b> Cheyenne	<b>Route:</b> Total Length (Miles): 0.2	<b>Letting Type:</b> LOCAL	<b>NHS Project:</b> N	<b>Program-Sub:</b> L-LBT	
<b>Name:</b> Bridge Replacement and Removal in Cheyenne County					
<b>Location:</b> Bridge over Hackberry Creek on Road 11 located 10.0 miles N and 3.5 miles W of St. Francis and bridge over Little Beaver Creek on Road 27 located 10.0 miles S and 1.5 miles					
<b>Scope:</b> Bridge Replacement and Bridge Removal					

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	
KA-6889-01	GRBRS	\$367	2024	\$490	2026	\$735	2028	\$5,634	2030					\$7,226
K		\$367	100.00%	\$490	100.00%	\$735	100.00%	\$5,634	100.00%					
<b>County:</b>	Clark	<b>Route:</b>	U160	<b>Total Length (Miles):</b>	5.9	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety improvements on US-160 in Clark county													
<b>Location:</b>	US-160 in Clark county from the east city limits of Ashland, east to the K-34/US-160 junction													
<b>Scope:</b>	Corridor clearzone improvements													
KA-6890-01	GRBRS	\$395	2024	\$395	2026	\$592	2028	\$4,541	2030					\$5,924
K		\$395	100.00%	\$395	100.00%	\$592	100.00%	\$4,541	100.00%					
<b>County:</b>	Clark	<b>Route:</b>	K034	<b>Total Length (Miles):</b>	4.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety Improvements on K-34 in Clark County													
<b>Location:</b>	K-34 in Clark County from County Road E to the Ford/Clark County line													
<b>Scope:</b>	Corridor clearzone improvements including structure replacement of Bridge #032													
KA-7228-01	GDFC	\$72	2024	\$7	2026	\$14	2026	\$788	2027					\$881
K		\$72	100.00%	\$7	100.00%	\$14	100.00%	\$788	100.00%					
<b>County:</b>	Clark	<b>Route:</b>	U160	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety Improvements on US-160 in Clark County													
<b>Location:</b>	US-160: At one location beginning 0.57 miles east of County Road 13													
<b>Scope:</b>	Upgrade guardrail													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	
KA-6656-01	SPECL	\$574	2024	2025	\$402	2026	2028	\$1,320	2026	2028	\$6,601	2028	\$8,897	
K		\$574	100.00%	100.00%	\$402	100.00%	100.00%	\$1,320	100.00%	100.00%	\$6,601	100.00%		
<b>County:</b> Clay		<b>Route:</b> K015		<b>Total Length (Miles):</b> 11.9		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> M-CLZ				
<b>Name:</b> Clay County K-15: Safety Improvements														
<b>Location:</b> K-15 in Clay County beginning at the North City Limits of Clay Center, North to the Clay/Washington County Line														
<b>Scope:</b> Clear zone improvements: shoulder widen, grading, structure extensions and pipe replacements														
U-2512-01	MILOV													
STATE														
U0120														
<b>County:</b> Clay	<b>Route:</b> K015	<b>Total Length (Miles):</b> 0.8		<b>Letting Type:</b> LOCAL		<b>NHS Project:</b> N		<b>Program-Sub:</b> L-K1R						
<b>Name:</b> Surface Preservation in Clay Center														
<b>Location:</b> K-15 from South City Limits to Sherman Street and from Garfield Street to Franklin Street														
<b>Scope:</b> Milling and overlay														

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
<b>Fund Category</b>	<b>Federal Agreement Number</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>		
<b>Cloud County</b>											
C-5215-01	BRRPL	\$4,330		\$4,330		\$433	10.00%	\$3,897	90.00%	\$4,330	
C0015	K										
<b>County:</b>	Cloud	<b>Route:</b>	Total Length (Miles): 0.2	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT		
<b>Name:</b>	Bridge Replacement and Removal in Cloud County										
<b>Location:</b>	Bridge over Republican River on 190th Road located 1.7 miles N and 4.4 miles E of Concordia and bridge over Mulberry Creek on 270th Road located 1.1 miles E and 5.2 miles N										
<b>Scope:</b>	Bridge Replacement and Bridge Removal										
C-5314-01	ASPH	\$1,189		\$1,189		\$189	15.88%	\$1,000	84.11%	\$1,189	
C0015	K										
<b>County:</b>	Cloud	<b>Route:</b>	Total Length (Miles): 0.0	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>		<b>Program-Sub:</b>	E-CSP		
<b>Name:</b>	Cloud County: Noble Road Pavement Preservation Project										
<b>Location:</b>	Noble Road, from KS Hwy 9, east to US Hwy 81										
<b>Scope:</b>	Asphalt surfacing, hot mix asphalt										
KA-5748-01	BRRPL	\$30		\$30		\$45	2024	\$36	79.99%	\$3,440	
ACNHP	A574801					\$9	20.00%	\$688	19.99%	\$2,752	
C0015	K										
<b>County:</b>	Cloud	<b>Route:</b>	U024	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Replace Bridge #001 on US-24 in Cloud County										
<b>Location:</b>	Bridge #001 (Lost Creek) on US-24 in Cloud County located 0.53 miles East of Mitchell County line										
<b>Scope:</b>	Bridge Replacement										



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
<p><b>Coffey County</b></p> <p>KA-5701-01 BRRPL \$108 2024 \$54 2024 2025 \$3,974 2025 \$4,498</p> <p>ACSTP A570101 \$43 79.99% 2024 \$3,179 80.00%</p> <p>K \$11 20.00% \$795 19.99%</p> <p><b>County:</b> Coffey <b>Route:</b> K058 <b>Total Length (Miles):</b> 0.0 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> P-PBR</p> <p><b>Name:</b> Bridge replacement on K-58 in Coffey County</p> <p><b>Location:</b> K-58: Bridge #043 over Crooked Creek located 6.68 miles east of the south U.S. 75/K-58 junction</p> <p><b>Scope:</b> Bridge replacement</p>										



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	
KA-6196-01	SPECL	\$785	2023	\$100	2023	\$350	2024	\$6,018	2025	\$7,253				
K		\$785	100.00%	\$100	100.00%	\$350	100.00%	\$6,018	100.00%					
<b>County:</b> Comanche		<b>Route:</b> U160		<b>Total Length (Miles):</b> 5.2		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> M-CLZ				
<b>Name:</b> Safety Improvements on US-160 in Comanche County														
<b>Location:</b> U.S.160: in Comanche County beginning 0.16 mile west of U.S. 160/U.S. 183/K-1 junction north to E 4th Street in Coldwater														
<b>Scope:</b> Shoulder widening, grading and replacement of three structures														
KA-6867-01	GRBRS	\$296	2023	\$422	2024	\$844	2025	\$4,856	2026	\$6,418				
K		\$296	100.00%	\$422	100.00%	\$844	100.00%	\$4,856	100.00%					
<b>County:</b> Comanche		<b>Route:</b> U183		<b>Total Length (Miles):</b> 6.8		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> M-CLZ				
<b>Name:</b> Comanche County U.S. 183: Clear Zone Safety Imp														
<b>Location:</b> U.S. 183 in Comanche County: from the north city limits of Coldwater north 7.6 miles to the Comanche/Kiowa county line. Bridges #11, #12, #13, Culvert #515 (Cavalry Creek D														
<b>Scope:</b> Bridge replacements, culvert and intersection reconstruction														
KA-6876-01	SPECL	\$50	2023	\$71	2024	\$107	2025	\$817	2026	\$1,045				
K		\$50	100.00%	\$71	100.00%	\$107	100.00%	\$817	100.00%					
<b>County:</b> Comanche		<b>Route:</b> U160		<b>Total Length (Miles):</b> 2.3		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> M-CLZ				
<b>Name:</b> Safety Improvements on U.S. 160 in Comanche County														
<b>Location:</b> U.S.160: in Comanche County from 2.8 miles west of U.S. 160/U.S. 183/K-1 junction to a half mile west of the U.S. 160/U.S.183/K-1 junction														
<b>Scope:</b> Clear Zone improvements grading and blunt end rail structure extensions for six structures. Also includes repairs to bridge #016 and culverts #506 and #505.														

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Fund Category	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
			WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
<b>Cowley County</b>												
C-5246-01		RSIMP							\$714	2025	\$714	
C0018	HSIP	C524601							\$71	10.00%	\$71	
									\$642	90.00%	\$642	
<b>County:</b>		Cowley							<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>		Safety Improvements in Cowley County										
<b>Location:</b>		County Road 16 from US-166 to 53rd Road										
<b>Scope:</b>		Addition of safety edge, foreslope flattening, pavement markings										
<b>C-5289-01</b>												
C-5289-01		BRRPL							\$2,253	2025	\$2,253	
C0018	STATE								\$253	11.21%	\$253	
	STP	C528901							\$400	17.75%	\$400	
									\$1,600	71.03%	\$1,600	
<b>County:</b>		Cowley							<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>		Bridge Replacement in Cowley County										
<b>Location:</b>		Bridge over Grouse Creek on 232nd Road located 2.5 miles S and 3.5 miles W of Dexter										
<b>Scope:</b>		Bridge Replacement										
<b>KA-4137-01</b>												
KA-4137-01		GRBRS							\$5,768	2024	\$1,923	
	ACNHP	A413701							\$5,768	100.00%	\$5,768	
	K								\$1,923	100.00%	\$1,923	
	U0640								\$500	0.60%	\$500	
<b>County:</b>		Cowley							<b>Total Length (Miles):</b>	8.6	<b>Letting Type:</b>	KDOT
<b>Name:</b>		Pavement Replacement in Cowley County										
<b>Location:</b>		US-77: From Arkansas City north past the south Winfield city limits to the south edge of wearing surface of the Walnut River Bridges (#009 & #074)										
<b>Scope:</b>		Pavement replacement to include a partial realignment near Strother Field Industrial Park, deck replacement for bridge #007 (BNSF railroad), replace bridge #004, culvert replacement										
<b>KA-4137-01</b>												
KA-4137-01		GRBRS							\$82,669	2025	\$82,669	
	ACNHP	A413701							\$65,735	79.51%	\$65,735	
	K								\$16,434	19.87%	\$16,434	
	U0640								\$500	0.60%	\$500	
<b>County:</b>		Cowley							<b>Total Length (Miles):</b>	8.6	<b>Letting Type:</b>	KDOT
<b>Name:</b>		Pavement Replacement in Cowley County										
<b>Location:</b>		US-77: From Arkansas City north past the south Winfield city limits to the south edge of wearing surface of the Walnut River Bridges (#009 & #074)										
<b>Scope:</b>		Pavement replacement to include a partial realignment near Strother Field Industrial Park, deck replacement for bridge #007 (BNSF railroad), replace bridge #004, culvert replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	
KA-6475-01	BRRPL	\$153	2024	\$76	\$153	2024	\$76	2024	\$17,539	2026	\$18,911	2026	80.00%	
ACSTP K	A647501	\$153	100.00%	\$15	\$153	100.00%	\$15	20.00%	\$14,031	80.00%		\$3,508	19.99%	
County:	Cowley	Route:	U160	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	P-PBR			
Name:	Bridge #024 on US-160 in Cowley County													
Location:	Bridge #024 (Walnut River) on US-160 in Cowley County located 8.3 Miles East of the Sumner/Cowley County Line													
Scope:	Bridge Replacement													
KA-6979-01	CULV	\$199	2023	\$15	\$199	2024	\$15	2024	\$1,093	2026	\$1,307	2026	100.00%	
K		\$199	100.00%	\$15	\$199	100.00%	\$15	100.00%	\$1,093	100.00%		\$1,093	100.00%	
County:	Cowley	Route:	U160	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	P-PCR			
Name:	Replace Culvert #537 on US-160 in Cowley County													
Location:	Culvert #537 (Cedar Creek Drainage) located 7.41 miles West of the Elk County Line													
Scope:	Culvert Replacement													
KA-7244-01	GDFC	\$8	2024	\$89	\$8	2026	\$89	2026	\$89	2026	\$97	2026	100.00%	
K		\$8	100.00%	\$89	\$8	100.00%	\$89	100.00%	\$89	100.00%		\$89	100.00%	
County:	Cowley	Route:	U077	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	M-GFU			
Name:	Guardrail End Terminal Updates on US-77 in Cowley Co													
Location:	US-77 in Cowley County at one location 0.17 mile north of 306th Road													
Scope:	Upgrade Guardrails													
KA-7245-01	GDFC	\$100	2024	\$100	\$100	2026	\$1,098	2026	\$1,098	2026	\$1,198	2026	100.00%	
K		\$100	100.00%	\$100	\$100	100.00%	\$1,098	100.00%	\$1,098	100.00%		\$1,098	100.00%	
County:	Cowley	Route:	K015	Total Length (Miles):	4.3	Letting Type:	KDOT	NHS Project:	Y	Program-Sub:	M-GFU			
Name:	Guardrail End Terminal Updates on K-15 in Cowley Co													
Location:	K-15 in Cowley County at seven locations beginning 0.4 mile east of 31st Road, east to 0.27 mile west of the north K-15/US-77 junction													
Scope:	Upgrade Guardrails													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount			
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata			
<b>Crawford County</b>																
C-5244-01	GRSU													\$689	2025	\$689
C0019	HSIP C524401													\$69	10.00%	
														\$620	90.00%	
<b>County:</b>	Crawford	<b>Route:</b>	Total Length (Miles):			2.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES				
<b>Name:</b>	Safety Improvements in Crawford County															
<b>Location:</b>	S 200th Street from W 4th Street to E 570th Avenue															
<b>Scope:</b>	Construct aggregate edge wedge shoulder															
C-5295-01	BRRPL													\$864	2025	\$864
STATE	STP C529501													\$173	20.00%	
														\$691	79.99%	
<b>County:</b>	Crawford	<b>Route:</b>	Total Length (Miles):			0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES				
<b>Name:</b>	Bridge Replacement in Crawford County															
<b>Location:</b>	Bridge over Tributary to Little Walnut Creek on W 690th Avenue located 1.0 mile N and 0.7 mile E of Walnut															
<b>Scope:</b>	Bridge Replacement															
KA-5803-01	GRBRS													\$18,050	2025	\$24,260
ACSTP K	A580301													\$14,440	80.00%	
														\$3,610	20.00%	
<b>County:</b>	Crawford	<b>Route:</b>	K007	Total Length (Miles):			11.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM			
<b>Name:</b>	Crawford Co. K-7 rehabilitate & replace bridge/culvert															
<b>Location:</b>	K-7: from the north city limits of Girard north to the Crawford/Bourbon county line (includes bridge #016 over Frisco Lake and Culvert #513 over Second Cow Creek Drainage)															
<b>Scope:</b>	Rehabilitate, add shoulders, replace bridge and culvert															

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	
KA-6473-01	BRRL	\$80	2024	\$40	2025	\$3,579								
ACSTP K	A647301	\$80	100.00%	\$8	80.00%									
County:	Crawford	Route:	K146	Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N	Program-Sub:	P-PBR			
Name:	Bridge #043 on K-146 in Crawford County													
Location:	Bridge #043 (Slough Creek) on K-146 in Crawford County located 0.08 Miles East of the Neosho/Crawford County Line													
Scope:	Bridge Replacement													
KA-6788-01	CULV	\$46	2024	\$14	2024	\$508								
ACSTP K	A678801	\$46	100.00%	\$3	80.00%									
County:	Crawford	Route:	K146	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	P-PCR			
Name:	Culvert Replacement on K-146 in Crawford County													
Location:	Culvert on K-146 (East Front Street) in Walnut located 1.1 mile east of the Neosho/Crawford county line													
Scope:	Culvert Replacement													
KA-6985-01	CULV	\$34	2024	\$1,072	2026	\$1,301								
ACSTP K	A698501	\$34	100.00%	\$214	80.00%									
County:	Crawford	Route:	K047	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	P-BCR			
Name:	Culvert extension #514 on K-47 in Crawford county													
Location:	Culvert #514 (Hickory Creek drainage) on K-47 in Crawford county located 3.48 miles east of the Crawford/Neosho county line													
Scope:	Extend culvert													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering		
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata
KA-7250-01	GRSU	\$156	2024				\$1,961	2025				\$2,117	
ACSTP K	A725001	\$148	95.00%				\$1,569	80.00%					
STATE U0260		\$8	5.00%				\$294	14.99%					
							\$98	4.99%					
<b>County:</b>	Crawford	<b>Route:</b>	K007	<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R		
<b>Name:</b>	Pavement Reconstruction in Girard												
<b>Location:</b>	N Summit Street from W Maple Street to W Cedar Street (Crespino Drive) and W Catalpa Street to N Ryan Street												
<b>Scope:</b>	Pavement reconstruction, curb and gutter repair or replacement as needed, and storm sewer improvements												
KA-7275-01	GRSU	\$122	2024				\$1,682	2026				\$1,804	
ACSTP K	A727501	\$110	90.00%				\$1,345	80.00%					
STATE U0570		\$12	10.00%				\$168	10.00%					
							\$168	10.00%					
<b>County:</b>	Crawford	<b>Route:</b>	K126	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K3R		
<b>Name:</b>	Roadway Reconstruction in Pittsburg												
<b>Location:</b>	4th Street at Joplin Street Intersection												
<b>Scope:</b>	Add left turn lanes on N Joplin Street, increase turning radii, pavement replacement, and traffic signal installation												
KA-7374-01	TRSGN	\$100	2024				\$30	2026				\$1,280	
K		\$100	100.00%				\$30	100.00%					
<b>County:</b>	Crawford	<b>Route:</b>	U069	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-SAF		
<b>Name:</b>	Traffic Signals on US-69 in Crawford County												
<b>Location:</b>	US-69: Intersections of US-69 and W Quincy Street, K-126, and W 20th Street on the west side of the City of Pittsburg												
<b>Scope:</b>	Signal Improvements												



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Decatur County**

C-5288-01	BRRPL	\$803	2025	\$803
BRO	C528801	\$803	100.00%	
<b>County:</b> Decatur	<b>Route:</b> Bridge Replacement in Decatur County	<b>Total Length (Miles):</b> 0.2	<b>Letting Type:</b> KDOT	<b>NHS Project:</b> N
<b>Name:</b> Bridge over Prairie Dog Creek on Railroad Avenue located 0.4 mile W of Clayton				<b>Program-Sub:</b> L-RES
<b>Location:</b> Bridge over Prairie Dog Creek on Railroad Avenue located 0.4 mile W of Clayton				
<b>Scope:</b> Bridge Replacement				



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt				
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount					
<b>Dickinson County</b>																		
C-5282-01	BRRPL														\$1,020	2025	\$1,020	
STATE															\$204	20.00%		
STP	C528201														\$816	80.00%		
<b>County:</b>	Dickinson	<b>Route:</b>	Total Length (Miles):		0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES							
<b>Name:</b>	Bridge Replacement in Dickinson County																	
<b>Location:</b>	Bridge over Turkey Creek on 1100 Avenue located 2.6 miles E of K-15																	
<b>Scope:</b>	Bridge Replacement																	
KA-6484-01	BRRPL														\$4,016	2026	\$4,592	
ACSTP	A648401														\$3,213	80.00%		
K															\$803	19.99%		
<b>County:</b>	Dickinson	<b>Route:</b>	K015	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR							
<b>Name:</b>	Replace bridge #062 on K-15 in Dickinson County																	
<b>Location:</b>	K-15: Chapman Creek bridge (#062) located 4.38 miles north of the east K-18/K-15 junction																	
<b>Scope:</b>	Bridge Replacement																	
KA-6561-01	GRBRS														\$10,246	2025	2026	\$11,876
ACSTP	A656101														\$8,197	79.99%		79.99%
K															\$2,049	20.00%		20.00%
<b>County:</b>	Dickinson	<b>Route:</b>	K015	<b>Total Length (Miles):</b>	4.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM							
<b>Name:</b>	K-15: Widen shoulders/replace bridge in Dickinson Co.																	
<b>Location:</b>	K-15 in Dickinson County from the west K-15/K-18 junction east to the east K-15/K-18 junction																	
<b>Scope:</b>	Widen Shoulders and Bridge Replacement																	



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
<b>Doniphan County</b>										
C-5266-01 BRRPL \$710 2025 \$710										
C0022	K	\$639		\$639					10.00%	\$710
									90.00%	
<b>County:</b> Doniphan		<b>Route:</b>		<b>Total Length (Miles):</b>		<b>Letting Type:</b>		<b>NHS Project:</b>		<b>Program-Sub:</b>
		Bridge Replacement and Removal in Doniphan County		0.1		LOCAL		L-LBT		
<b>Location:</b>		Bridge over Cedar Creek on 240th Road located 2.7 miles W and 0.2 mile S of Highland and bridge over Tributary to Missouri River on Oxide Road located 3.6 miles N and 3.0 mi								
<b>Scope:</b>		Bridge Replacement and Bridge Removal								
<b>KA-6973-01 CULV</b>										
ACSTP A697301 \$2,493 2026 \$2,497										
K		\$499		\$499					80.00%	\$1,995
									19.99%	
<b>County:</b> Doniphan		<b>Route:</b>		<b>Total Length (Miles):</b>		<b>Letting Type:</b>		<b>NHS Project:</b>		<b>Program-Sub:</b>
		Redeck Bridge #024 on K-7 in Doniphan County		0.0		KDOT		P-PCR		
<b>Location:</b>		Bridge #024 (Mission Creek) located 8.70 miles Northwest of the West Junction of US-36 and K-7 and Culvert #504 (Wolf River Drainage) located 2.01 miles North of the City of								
<b>Scope:</b>		Bridge redeck (#024) and culvert replacement (#504)								
<b>KA-6983-01 CULV</b>										
ACSTP A698301 \$1,026 2026 \$1,228										
K		\$205		\$205					80.00%	\$821
									20.00%	
<b>County:</b> Doniphan		<b>Route:</b>		<b>Total Length (Miles):</b>		<b>Letting Type:</b>		<b>NHS Project:</b>		<b>Program-Sub:</b>
		Extend culvert on K-20 in Doniphan county		0.0		KDOT		P-BCR		
<b>Location:</b>		Culvert #505 (Independence Creek Drainage) on K-20 in Doniphan county located 5.6 miles northeast of the Brown/Doniphan county line								
<b>Scope:</b>		Culvert extension								

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Edwards County**

C-5207-01	BRRPL	\$395	2025	\$395	100.00%
K					
<b>County:</b> Edwards	<b>Route:</b>	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	LOCAL
<b>Name:</b> Bridge Replacement in Edwards County				<b>NHS Project:</b>	N
<b>Location:</b> Bridge over Tributary to Wild Horse River at 280th Avenue and Q Road located 6.2 miles S and 1.0 mile E of Belpre				<b>Program-Sub:</b>	L-LBT
<b>Scope:</b> Bridge Replacement					

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Elk County**

C-5267-01	BRRPL	\$688	2025	\$688	100.00%	\$688				
K										
County:	Elk	Route:	Total Length (Miles):	0.1	Letting Type:	LOCAL	NHS Project:	N	Program-Sub:	L-LBT
Name:	Bridge Replacement in Elk County									
Location:	Bridge over Tributary to Wildcat Creek on Osage Trail located 0.1 mile S of Moline									
Scope:	Bridge Replacement									

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Ellis County**

C-5261-01	SU	\$575	2025	\$630
HSIP	C526101	\$575	100.00%	
<b>County:</b>	Ellis	<b>Route:</b>	Total Length (Miles):	126.0
<b>Name:</b>	Pavement Markings and Signing in Ellis County			
<b>Location:</b>	Various Paved Major Collectors			
<b>Scope:</b>	Pavement Markings and Signing			
TE-0511-01	PEDBI	\$1,931	2025	\$2,097
CRP	T051101	\$1,415	73.30%	
U0290		\$515	26.69%	
<b>County:</b>	Ellis	<b>Route:</b>	Total Length (Miles):	2.0
<b>Name:</b>	Hays Multi-Use Path Extension			
<b>Location:</b>	41st Street from Hall Street to Skyline Drive and a path parallel and south of I-70 from Vine Street to Sternberg Museum at 3000 Sternberg Drive in the City of Hays			
<b>Scope:</b>	Construct 10 feet wide concrete path			



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt			
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount				
<b>Finney County</b>																	
C-5247-01	GRSU													\$574	2025	\$574	
C0028	HSIP	C524701													\$57	10.00%	
															\$516	90.00%	
<b>County:</b>	Finney	<b>Route:</b>															<b>Program-Sub:</b> L-RES
<b>Name:</b>	Safety Improvements in Finney County																
<b>Location:</b>	W Maple Street from N VFW Road to S Taylor Avenue																
<b>Scope:</b>	Shoulder installation, delineate roadside hazards, pavement markings																
KA-1008-04	GRBRS	\$3,661	2010	\$2,231	2023	\$623	2024	\$55,962	2025	\$62,477							
ACNHP	A100804	\$3,661	100.00%	\$2,231	100.00%	\$498	80.00%	\$44,770	79.99%								
K						\$125	20.00%	\$11,192	20.00%								
<b>County:</b>	Finney	<b>Route:</b>	U083	<b>Total Length (Miles):</b>	12.7	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-RIP						
<b>Name:</b>	2-Lane pavement reconstruct on US-83 in Finney County																
<b>Location:</b>	US-83: From 2.5 miles north of the Haskell/Finney county line, north to the bridge over the Arkansas River																
<b>Scope:</b>	Reconstruct roadway																
KA-6023-01	GRSU													\$44,983	2026	\$48,749	
ACNHP	A602301													\$35,987	80.00%		
K														\$8,997	20.00%		
<b>County:</b>	Finney	<b>Route:</b>	U050	<b>Total Length (Miles):</b>	3.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	E-RIC						
<b>Name:</b>	US-50 Reconstruction in Finney County																
<b>Location:</b>	Aerodrome Road SE of Garden City Airport, East to Finney/Gray County Line																
<b>Scope:</b>	Reconstruct to 4-lane Expressway																
KA-6729-01	BRRPR	\$47	2024	\$556	2025	\$556	100.00%								\$603		
K		\$47	100.00%														
<b>County:</b>	Finney	<b>Route:</b>	K156	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-BSR						
<b>Name:</b>	Bridge Repair #005 on K-156 in Finney County																
<b>Location:</b>	Bridge #005 (Pawnee River) on K-156 in Finney County located 6.33 Miles West of West Junction K-23																
<b>Scope:</b>	Mill, Overlay, Patch and Replace Approach Slabs																



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-6732-01	BRRPR	\$138	2024					\$1,134	2025	\$1,272	
K		\$138	100.00%					\$1,134	100.00%		
<b>County:</b>	Finney	<b>Route:</b>	U083	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-BSR
<b>Name:</b>	Bridge Repair #017 in Finney County on US-83										
<b>Location:</b>	Bridge #017 at US-50/US-83 junction in Finney County										
<b>Scope:</b>	Replace backwall and approach slabs, aggregate drains, and deck patching, silane deck seal, paint girder ends										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata			
<b>Ford County</b>														\$240		
KA-7232-01	GDFC	\$20	2024											\$220	2025	
K		\$20	100.00%											\$220	100.00%	
<b>County:</b>	Ford	<b>Route:</b>	U056	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-GFU					
<b>Name:</b>	Guardrail End Terminal Updates on US-56 in Ford Co															
<b>Location:</b>	US-56 in Ford County at one location approximately 0.05 mile west of the US-56/108 Road junction															
<b>Scope:</b>	Upgrade Guardrails															
TE-0513-01	PEDBI													\$1,421	2025	\$1,421
TA	T051301													\$1,137	80.00%	
U0170														\$284	20.00%	
<b>County:</b>	Ford	<b>Route:</b>	Gunsmoke Trail Comanche Extension	<b>Total Length (Miles):</b>	1.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-TEX					
<b>Name:</b>	Comanche Street from 1st Avenue to Avenue K in the City of Dodge City															
<b>Location:</b>	Comanche Street from 1st Avenue to Avenue K in the City of Dodge City															
<b>Scope:</b>	Construct a 10 foot wide concrete trail and drainage structures, install signage, signals, and pavement markings															
U-2495-01	BRRPL													\$7,917	2025	\$7,917
K														\$6,730	85.00%	
U0170														\$1,188	15.00%	
<b>County:</b>	Ford	<b>Route:</b>	Bridge Replacement in Dodge City	<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT					
<b>Name:</b>	Bridge Replacement in Dodge City															
<b>Location:</b>	Bridge over Arkansas River on 14th Avenue Northbound located 0.5 mile S of Park Street															
<b>Scope:</b>	Bridge Replacement															

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	
<b>Franklin County</b>														
C-5284-01	BRRPL													\$894
BRO	C528401													\$894
<b>County:</b>	Franklin	<b>Route:</b>			<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES		
<b>Name:</b>	Bridge Replacement in Franklin County													
<b>Location:</b>	Bridge over Walnut Creek on Texas Road located 1.0 mile E and 3.4 miles S of Le Loup													
<b>Scope:</b>	Bridge Replacement													
KA-6472-01	GRBRS													\$16,444
ACSTP	A647201													\$13,155
K														\$3,289
<b>County:</b>	Franklin	<b>Route:</b>			<b>Total Length (Miles):</b>	1.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM		
<b>Name:</b>	K-33: Reconstruction & bridge in Franklin County													
<b>Location:</b>	K-33: from Shawnee Road north to 100 feet south of Pendelton Avenue includes Bridge #063 over I-35 located at the K-33/I-35 interchange													
<b>Scope:</b>	Roadway repair, bridge replacement and interchange improvements at K-33/I-35													
KA-6550-02	GRBRS													\$11,209
ACSTP	A655002													\$8,967
K														\$2,242
<b>County:</b>	Franklin	<b>Route:</b>			<b>Total Length (Miles):</b>	1.4	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM		
<b>Name:</b>	K-33 reconstruction in Franklin County													
<b>Location:</b>	K-33: from 50 feet north of 6th Street in Wellsville north to the north to the Franklin/Douglas county line													
<b>Scope:</b>	Reconstruction to 3-lane in the City of Wellsville and 2-lane from Wellsville north city limits to Douglas county line													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Graham County</b>											
C-5255-01	SG	\$275		\$275		\$275		\$275		\$338	
HSIP	C525501									2025 100.00%	
<b>County:</b>	Graham	<b>Route:</b>		<b>Total Length (Miles):</b>	101.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>	Signing in Graham County										
<b>Location:</b>	Major Collectors West of US-283										
<b>Scope:</b>	Signing										
C-5290-01	BRRPL	\$1,126		\$1,126		\$1,126		\$1,126		\$1,126	
STATE											
STP	C529001							\$225		20.00%	
<b>County:</b>	Graham	<b>Route:</b>		<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>	Bridge Replacement in Graham County										
<b>Location:</b>	Bridge over Bow Creek on DD Road located 6.0 miles S and 1.3 miles E of Densmore										
<b>Scope:</b>	Bridge Replacement							\$901		79.99%	

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Grant County**

KA-5986-01	GRSU	\$2,978	2022	\$2,978							
ACSTP	A598601	\$2,382	80.00%								
STATE		\$298	9.99%								
U0555		\$298	9.99%								
<b>County:</b>	Grant	<b>Route:</b>	U160	<b>Total Length (Miles):</b>	0.5	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K3R
<b>Name:</b>	Reconstruction in the City of Ulysses										
<b>Location:</b>	E Oklahoma Avenue from between S Missouri Street and S Comanche Street to S Stubbs Road										
<b>Scope:</b>	Pavement reconstruction including improvements to shoulders, turn lanes, and the intersection of US-160 and Stubbs Road										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
KA-6024-01	GRSU	\$1,582	2024	\$791	2024	\$56,706	2026	\$63,036			
ACNHP K	A602401	\$633	80.00%	\$633	80.00%	\$45,365	80.00%	\$45,365	80.00%		
		\$1,582	100.00%	\$158	19.99%	\$11,341	19.99%	\$11,341	19.99%		
<b>County:</b>	Gray	<b>Route:</b>	U050	<b>Total Length (Miles):</b>	6.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	E-RIC
<b>Name:</b>	US-50 Reconstruction in Gray County										
<b>Location:</b>	Finney/Gray County Line East to 7 Road										
<b>Scope:</b>	Reconstruct to 4-lane Expressway. Replace bridge #003 with bridge #034. Construct new bridge #035. Extend bridges #002 and #004. All bridges are over the Arkansas River Draineg										

**Gray County**

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	
C0037	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
K														
<p><b>Greenwood County</b></p> <p>C-5213-01 BRRPL \$1,147 2025 \$1,147</p> <p>County: Greenwood <b>Route:</b> Total Length (Miles): 0.1 <b>Letting Type:</b> LOCAL <b>NHS Project:</b> N <b>Program-Sub:</b> L-LBT</p> <p><b>Name:</b> Bridge Replacement and Removal in Greenwood County</p> <p><b>Location:</b> Bridge over Indian Creek on U Road located 1.6 miles W of Hamilton and bridge over Fall River on Lake Road located 2.6 miles N and 2.4 miles W of Fall River</p> <p><b>Scope:</b> Bridge Replacement and Bridge Removal</p>														
KA-6457-01	GDFC	\$68	2022	\$68	100.00%	\$751	2025	\$751	100.00%	\$820	2025	\$820	100.00%	
K														
<p>STATE</p> <p>County: Greenwood <b>Route:</b> U054 <b>Total Length (Miles):</b> 14.6 <b>Letting Type:</b> KDOT <b>NHS Project:</b> Y <b>Program-Sub:</b> M-GFU</p> <p><b>Name:</b> Guardrail End Terminal Updates on US-54 in Greenwood Co</p> <p><b>Location:</b> US-54 in Greenwood County at six locations beginning 0.27 miles east of the BU/GW Co. Line, east to 0.67 miles east of Twtnshp Rd 302.</p> <p><b>Scope:</b> Upgrade Guardrails</p>														
KA-6761-01	CULV	\$66	2022	\$7	2023	\$3	2024	\$721	2025	\$797	2025	\$797	100.00%	
K														
<p>County: Greenwood <b>Route:</b> K099 <b>Total Length (Miles):</b> 0.0 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> P-PCR</p> <p><b>Name:</b> Replace Culvert #530 on K-99 in Greenwood County</p> <p><b>Location:</b> Culvert #530 (Homer Creek Drainage) on K-99 in Greenwood County located 2.99 Miles North of East Junction US-54/K-99</p> <p><b>Scope:</b> Culvert Replacement</p>														
KA-6908-01	GRSU	\$78	2024	\$845	79.99%	\$211	20.00%	\$1,057	2025	\$1,134	2025	\$1,134	100.00%	
ACSTP	A690801													
K														
<p>STATE</p> <p>County: Greenwood <b>Route:</b> K058 <b>Total Length (Miles):</b> 0.1 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> L-K3R</p> <p><b>Name:</b> Geometric Improvements in Madison</p> <p><b>Location:</b> W Lincoln Street from S 4th Street to between S 3rd Street and S 2nd Street</p> <p><b>Scope:</b> Pavement reconstruction, storm sewer improvements, sidewalks ramps</p>														





**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount		Proj WP Obligation FFY
<b>Fund Category</b>	<b>Federal Agreement Number</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>		
<b>Harper County</b>															
C-5262-01	SG	\$321			2025			\$384							
HSIP	C526201														
<b>County:</b>	Harper	<b>Route:</b>	<b>Total Length (Miles):</b> 90.0			<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES				
<b>Name:</b>	Signing in Harper County														
<b>Location:</b>	Major Collectors West of K-14														
<b>Scope:</b>	Signing														
C-5268-01	BRRPL	\$573			2025			\$573							
C0039	K														
<b>County:</b>	Harper	<b>Route:</b>	<b>Total Length (Miles):</b> 0.1			<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT				
<b>Name:</b>	Bridge Replacement and Removals in Harper County														
<b>Location:</b>	Bridge over W Branch of Bluff Creek on NW 110 Avenue located 3.7 miles N and 0.5 mile W of Attica, bridge over Sand Creek on NW 160 Road located 2.2 miles W of Duquoin, and														
<b>Scope:</b>	Bridge Replacement and Bridge Removals														
KA-6909-01	GRSU	\$53			2024			\$764			2025			\$818	
ACSTP	A690901														
K	STATE														
<b>County:</b>	Harper	<b>Route:</b>	K044	<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R			
<b>Name:</b>	Pavement reconstruction in Anthony														
<b>Location:</b>	Intersection of Main Street and Anthony Avenue														
<b>Scope:</b>	Pavement reconstruction, replace sidewalks and ramps														



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt			
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata				
<b>Harvey County</b>																	
C-5283-01	BRRPL														\$1,201	2025	\$1,201
C0040	STATE														\$251	20.89%	
STP	C528301														\$190	15.82%	
															\$760	63.28%	
<b>County:</b>	Harvey	<b>Route:</b>				<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES				
<b>Name:</b>	Bridge Replacement in Harvey County																
<b>Location:</b>	Bridge over East Whitewater Creek on SE 60th Street located 2.6 miles E of Annelly																
<b>Scope:</b>	Bridge Replacement																
<b>KA-6976-01 CULV</b>																	
ACNHP	A697601														\$660	2027	\$780
K															\$594	90.00%	
															\$66	9.99%	
<b>County:</b>	Harvey	<b>Route:</b>	U050	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PCR						
<b>Name:</b>	Culvert #532 replacement on US-50 in Harvey County																
<b>Location:</b>	Culvert #532 (Sand Creek drainage) on US-50 in Harvey county located at north junction I-135/US-50																
<b>Scope:</b>	Replace culvert #532																
<b>KA-7070-01 RRIMP</b>																	
K															\$4,060	2026	\$4,060
OTHER															\$3,044	74.98%	
															\$1,015	24.99%	
<b>County:</b>	Harvey	<b>Route:</b>				<b>Total Length (Miles):</b>	1.3	<b>Letting Type:</b>	OTHER	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	E-EDP				
<b>Name:</b>	Construct mainline railroad in the city of Newton																
<b>Location:</b>	1219 S. Hillside Road in the city of Newton in Harvey county																
<b>Scope:</b>	Construct mainline of railroad in the city of Newton																



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
<b>Jackson County</b>										
C-5292-01	BRRPL									\$631
STATE										\$631
STP	C529201									\$126
County:	Jackson									\$505
Name:	Bridge Replacement in Jackson County									20.00%
Location:	Bridge over Tributary to Elk Creek on 246th Road located 1.0 mile S of Circleville									80.00%
Scope:	Bridge Replacement									
County:	Jackson									
Name:	Safety Improvements on K-62 in Jackson County									
Location:	K-62: At two locations beginning 0.26 miles north of Friend Street, north to 0.03 miles north of 278th Road									
Scope:	Upgrade guardrail									
KA-7219-01	GDFC	\$74	2024	\$7	2025	\$15	2025	\$816	2026	\$913
K		\$74	100.00%	\$7	100.00%	\$15	100.00%	\$816	100.00%	
County:	Jackson									
Name:	Safety Improvements on K-62 in Jackson County									
Location:	K-62: At two locations beginning 0.26 miles north of Friend Street, north to 0.03 miles north of 278th Road									
Scope:	Upgrade guardrail									
County:	Jackson									
Name:	Safety Improvements on K-62 in Jackson County									
Location:	K-62: At two locations beginning 0.26 miles north of Friend Street, north to 0.03 miles north of 278th Road									
Scope:	Upgrade guardrail									

**Jackson County**

C-5292-01	BRRPL									\$631
STATE										\$631
STP	C529201									\$126
County:	Jackson									\$505
Name:	Bridge Replacement in Jackson County									20.00%
Location:	Bridge over Tributary to Elk Creek on 246th Road located 1.0 mile S of Circleville									80.00%
Scope:	Bridge Replacement									
County:	Jackson									
Name:	Safety Improvements on K-62 in Jackson County									
Location:	K-62: At two locations beginning 0.26 miles north of Friend Street, north to 0.03 miles north of 278th Road									
Scope:	Upgrade guardrail									
KA-7219-01	GDFC	\$74	2024	\$7	2025	\$15	2025	\$816	2026	\$913
K		\$74	100.00%	\$7	100.00%	\$15	100.00%	\$816	100.00%	
County:	Jackson									
Name:	Safety Improvements on K-62 in Jackson County									
Location:	K-62: At two locations beginning 0.26 miles north of Friend Street, north to 0.03 miles north of 278th Road									
Scope:	Upgrade guardrail									

**Kansas STIP FFY 2025 - 2028 Appendix A**

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering			
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Jefferson County</b>											
C-5297-01	BRRPL							\$1,266	2025	\$1,266	
BRO	C529701							\$1,266	100.00%		
County:	Jefferson	Route:	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	L-RES	
Name:	Bridge Replacement in Jefferson County										
Location:	Bridge over Slough Creek on McCall Drive located 1.9 miles N of Oskaloosa										
Scope:	Bridge Replacement										
KA-6482-01	BRRPL	\$102		2024		\$51		2025		\$4,568	
ACNHP	A648201							\$41	80.00%		
K		\$102		100.00%		\$10		20.00%			
County:	Jefferson	Route:	U024	Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	Y	Program-Sub:	P-PBR
Name:	Replace bridge #010 on U.S. 24 in Jefferson County										
Location:	U.S. 24: Stone House Creek bridge (#10) located 7.71 miles east of K-237										
Scope:	Bridge Replacement										
KA-7220-01	GDFC	\$29		2024		\$6		2025		\$352	
K		\$29		100.00%		\$6		100.00%			
County:	Jefferson	Route:	K092	Total Length (Miles):	0.2	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	M-CLZ
Name:	Safety Improvements on K-92 in Jefferson County										
Location:	K-92: At one location beginning 0.59 miles north of 106th Street										
Scope:	Upgrade guardrail										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Jewell County</b>											
KA-6470-01	BRRPL	\$83	2024	\$42	2025	\$3,182	2025			\$3,722	
ACSTP K	A647001	\$83	100.00%	\$33	79.99%	\$2,546	79.99%	\$8	20.00%	\$636	
County:	Jewell	Route:	K014	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	P-PBR
Name:	Bridge #016 on K-14 in Jewell County										
Location:	Bridge #016 (Middle Buffalo Creek) on K-14 in Jewell County located 1.25 Miles North of K-28										
Scope:	Bridge Replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Kearny County</b>											
C-5258-01	SG	\$192		\$192		2025		2025		\$236	
HSIP	C525801									\$192	
<b>County:</b>	Kearny	<b>Route:</b>	Total Length (Miles):	77.7	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES	
<b>Name:</b>	Signing in Kearny County										
<b>Location:</b>	Major Collectors North of US-50										
<b>Scope:</b>	Signing										
KA-6910-01	GRSU	\$102		\$102		2024		2025		\$2,500	
ACSTP	A691001									\$1,918	
K										\$480	
STATE										20.00%	
<b>County:</b>	Kearny	<b>Route:</b>	K025	<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R
<b>Name:</b>	Pavement reconstruction in Lakin										
<b>Location:</b>	Main Street from Santa Fe Avenue to Washington Avenue										
<b>Scope:</b>	Pavement reconstruction										



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	
<b>Kingman County</b>														
KA-5709-01	BRRPL	\$54			2024			\$2,085			2025			\$2,575
ACSTP K	A570901	\$54			100.00%						80.00%			\$1,668
		\$417									20.00%			\$417
<b>County:</b>	Kingman	<b>Route:</b>	K011	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Bridge replacement in Kingman County													
<b>Location:</b>	K-11: Bridge #041 over Smoots Creek located 5.72 miles north of the West U.S. 54 junction													
<b>Scope:</b>	Bridge replacement													
KA-6452-01	GRSU	\$195			2024			\$2,421			2025			\$2,617
ACNHP K	A645201	\$186			95.00%						80.00%			\$1,937
STATE U0400		\$10			5.00%						14.99%			\$363
											5.00%			\$121
<b>County:</b>	Kingman	<b>Route:</b>	U054	<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	L-K2R			
<b>Name:</b>	Pavement Restoration in the City of Kingman													
<b>Location:</b>	D Avenue from Lincoln Street to Main Street													
<b>Scope:</b>	Pavement replacement													
KA-7218-01	GDFC	\$87			2024			\$17			2025			\$961
K		\$87			100.00%			\$17			100.00%			\$961
<b>County:</b>	Kingman	<b>Route:</b>	K014	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety Improvements on K-14 in Kingman County													
<b>Location:</b>	K-14: At one location beginning 0.31 miles south of 120 Street													
<b>Scope:</b>	Upgrade guardrail													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-5763-01	BRRPL			\$19	2024			\$2,221	2025	\$2,723	
ACSTP K	A576301			\$19	100.00%			\$1,776	79.99%		
								\$444	20.00%		
<b>County:</b>	Kiowa	<b>Route:</b>	U183	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Replace Bridge #014 on US-183 in Kiowa County										
<b>Location:</b>	Bridge #014 (East Fork Rattlesnake Creek) on US-183 in Kiowa County located 11.87 miles North of the Comanche County line										
<b>Scope:</b>	Bridge Replacement										
KA-6492-01	SPECL	\$385	2023	\$150	2024	\$870	2025			\$4,353	
K		\$385	100.00%	\$150	100.00%	\$870	100.00%				
<b>County:</b>	Kiowa	<b>Route:</b>	U183	<b>Total Length (Miles):</b>	8.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ
<b>Name:</b>	Clear Zone Safety Improvements on US183 in Kiowa County										
<b>Location:</b>	U.S. 183: from 7.17 miles north of the Comanche/Kiowa county line (north of the R Street/U.S. 183 intersection) north to the U.S. 183 /U.S. 54 junction										
<b>Scope:</b>	Safety improvements to include shoulder widening and site distance improvement at one location										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	
<b>Labette County</b>														
KA-3901-01	BRRPL	\$940	2024	\$94	2024	\$10,530	2025	\$11,611						
ACSTP K	A390101	\$940	100.00%	\$94	100.00%	\$8,424	80.00%	\$2,106	19.99%					
<b>County:</b>	Labette	<b>Route:</b>	U059	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Bridge Replacement in Labette County on U.S. 59													
<b>Location:</b>	Bridge #015 on U.S. 59 located 1.1 miles north of US-400/Main Street													
<b>Scope:</b>	Bridge Replacement													
KA-6442-01	PAVRC	\$90	2024	\$1,003	2025	\$1,093								
ACSTP K	A644201	\$81	90.00%	\$803	80.00%									
STATE U0560		\$9	10.00%			\$100	9.99%	\$100	9.99%					
<b>County:</b>	Labette	<b>Route:</b>	U059	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R			
<b>Name:</b>	Road Improvements in Parsons													
<b>Location:</b>	South 16th Street from 21st Street to Little Labette Creek Bridge													
<b>Scope:</b>	Pavement reconstruction													
KA-6905-01	PAVRC	\$85	2024	\$1,338	2025	\$1,423								
ACSTP K	A690501	\$77	90.00%	\$1,070	79.99%									
STATE U0560		\$9	10.00%			\$134	9.99%	\$134	9.99%					
<b>County:</b>	Labette	<b>Route:</b>	U059	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R			
<b>Name:</b>	Pavement reconstruction in Parsons													
<b>Location:</b>	N 16th Street from the north Walmart entrance to Flynn Drive													
<b>Scope:</b>	Pavement reconstruction													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	
KA-7241-01	GDFC	\$30	2024											\$358
K		\$30	100.00%											\$328
<b>County:</b>	Labette	<b>Route:</b>	U166	<b>Total Length (Miles):</b>	12.7	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-GFU			
<b>Name:</b>	Guardrail End Terminal Updates on US-166 in Labette Co													
<b>Location:</b>	US-166 in Labette County at four locations beginning approximately 0.09 mile east of the Montgomery/Labette county line, east to 0.47 mile west of Ness Road													
<b>Scope:</b>	Upgrade Guardrails													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
KA-6478-01	BRRPL	\$79	2024	\$40	2025	\$2,848	2026			\$3,166	
ACSTP K	A647801	\$79	100.00%	\$32	80.00%	\$2,279	80.00%	\$570	20.00%		
County:	Lane	Route:	K023	Total Length (Miles):	0.0	Letting Type:	NONE	NHS Project:	N	Program-Sub:	P-PBR
Name:	Bridge #001 on K-23 in Lane County										
Location:	Bridge #001 (South Fork Walnut Creek) on K-23 in Lane County located 0.57 Miles South of K-96										
Scope:	Bridge Replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Lincoln County**

C-5270-01	BRRPL	\$983	2025	\$983	100.00%	\$983
K						
<b>County:</b> Lincoln	<b>Route:</b> Total Length (Miles): 0.2	<b>Letting Type:</b> LOCAL	<b>NHS Project:</b> N	<b>Program-Sub:</b> L-LBT		
<b>Name:</b> Bridge Replacement and Removals in Lincoln County						
<b>Location:</b> Bridge over Bullfoot Creek on N 183rd Rd located 1.9 miles S and 0.8 mile W of Lincoln, bridge over Spring Creek on N 290th Rd located 6.3 miles N and 0.3 mile E of Beverly,						
<b>Scope:</b> Bridge Replacement and Bridge Removals						

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata			
<b>Linn County</b>																
C-5245-01	RSIMP													\$409	2025	\$409
C0054	HSIP	C524501												\$41	10.00%	\$41
														\$368	90.00%	\$368
<b>County:</b>	Linn	<b>Route:</b>	Safety Improvements in Linn County			<b>Total Length (Miles):</b>	5.6	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES			
<b>Name:</b>	County Road 1095 from E 1650 Road to K-152															
<b>Location:</b>	County Road 1095 from E 1650 Road to K-152															
<b>Scope:</b>	Reflective pavement markings, rumble strips, hazard markers, clear ditches, update curve signage															
KA-6762-01	CULV		\$365	2023	\$8	2023	\$4	2024	\$954	2025	\$954	2025	\$1,332			
K			\$365	100.00%	\$8	100.00%	\$4	100.00%	\$954	100.00%	\$954	100.00%	\$1,332			
<b>County:</b>	Linn	<b>Route:</b>	K052			<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PCR			
<b>Name:</b>	Replace Culvert #504 on K-52 in Linn County															
<b>Location:</b>	Culvert #504 (Little Sugar Creek Drainage) on K-52 in Linn County located 0.91 Miles West of South Junction K-7/K-52															
<b>Scope:</b>	Culvert Replacement															
KA-7227-01	GDFC		\$34	2024	\$3	2025	\$7	2025	\$377	2026	\$377	2026	\$422			
K			\$34	100.00%	\$3	100.00%	\$7	100.00%	\$377	100.00%	\$377	100.00%	\$422			
<b>County:</b>	Linn	<b>Route:</b>	K052			<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety Improvements on K-52 in Linn County															
<b>Location:</b>	K-52: At one location beginning 0.03 miles northeast of 2nd Street in the City of Mound City															
<b>Scope:</b>	Upgrade guardrail															





**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Fund Category	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
			WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
<p><b>Lyon County</b></p> <p>C-5271-01 BRRPL \$3,276 2025 \$3,276</p> <p>C0056 K \$491 15.00%</p> <p>\$2,785 85.00%</p> <p><b>County:</b> Lyon <b>Route:</b> Bridge Replacement in Lyon County <b>Total Length (Miles):</b> 0.5 <b>Letting Type:</b> LOCAL <b>NHS Project:</b> N <b>Program-Sub:</b> L-LBT</p> <p><b>Name:</b> Bridge Replacement in Lyon County</p> <p><b>Location:</b> Bridge over Cottonwood River on Road P located 7.0 miles W and 0.5 mile S of Neosho Rapids</p> <p><b>Scope:</b> Bridge Replacement</p>											
<p><b>KA-7274-01 GRUSU \$100 2024 \$1,521 2026 \$1,621</b></p> <p>ACSTP A727401 \$90 90.00%</p> <p>K STATE U0190 \$10 10.00%</p> <p><b>County:</b> Lyon <b>Route:</b> K099 <b>Total Length (Miles):</b> 0.6 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> L-K3R</p> <p><b>Name:</b> Roadway Reconstruction in Emporia</p> <p><b>Location:</b> Commercial Street from Soden Bridge to Kansas Avenue</p> <p><b>Scope:</b> Reconstruct shoulders to add two-way center turn lane, storm drainage, entrances, sidewalk, and pavement markings</p>											
<p><b>KA-7312-01 GRUSU \$3,465 2025 \$3,465</b></p> <p>C0056 K \$970 28.00%</p> <p>\$2,495 72.00%</p> <p><b>County:</b> Lyon <b>Route:</b> Reconstruction in City of Emporia <b>Total Length (Miles):</b> 0.5 <b>Letting Type:</b> LOCAL <b>NHS Project:</b> N <b>Program-Sub:</b> E-EDP</p> <p><b>Name:</b> Reconstruction in City of Emporia</p> <p><b>Location:</b> Overlander Road from US-50 to 6th Avenue including intersection</p> <p><b>Scope:</b> Reconstruct 2 lane open ditch rural roadway with three 3 lane curb &amp; gutter, and storm sewer improvements</p>											



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata

**Marion County**

C-5272-01	BRRPL	\$229	2025	\$229	2025	\$229	2025	\$229	2025	\$229	2025	\$229	2025	\$229
C0057	K	\$23	10.00%	\$206	90.00%									
<b>County:</b>	Marion	<b>Route:</b>	Total Length (Miles):	0.2	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT				
<b>Name:</b>	Bridge Replacement and Bridge Removal in Marion County													
<b>Location:</b>	Bridge over Mud Creek on 310th Road located 1.6 miles S and 0.9 mile E of Tampa and bridge over Mud Creek on Old Mill Road located 7.0 miles E and 1.7 miles S of Durham													
<b>Scope:</b>	Bridge Replacement and Bridge Removal													
KA-7384-01	BRRPR	\$44	2024	\$481	2025	\$481	2025	\$481	2025	\$481	2025	\$481	2025	\$524
K		\$44	100.00%											
<b>County:</b>	Marion	<b>Route:</b>	Total Length (Miles):	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-BSR				
<b>Name:</b>	Seal bridge #045 on US-56 in Marion county													
<b>Location:</b>	Bridge #045 in Marion county located 0.83 mile east of K-256													
<b>Scope:</b>	Strip seal replacement													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Marshall County**

C-5273-01	BRRPL	\$475	2025	\$475	2025	\$475	2025	\$475	2025	\$475	
C0058	K	\$48	10.00%	\$428	90.00%						
<b>County:</b>	Marshall	<b>Route:</b>	Total Length (Miles): 0.1	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT		
<b>Name:</b>	Bridge Replacement and Removal in Marshall County										
<b>Location:</b>	Bridge over Tributary to Robidoux Creek on 24th Road located 2.7 miles N and 2.5 miles E of Beattie and bridge over Irish Creek on Zenith Road located 2.0 miles N and 1.7 mi										
<b>Scope:</b>	Bridge Replacement and Bridge Removal										
KA-7229-01	GDFC	\$29	2024	\$3	2025	\$6	2025	\$315	2026	\$352	
K		\$29	100.00%	\$3	100.00%	\$6	100.00%	\$315	100.00%		
<b>County:</b>	Marshall	<b>Route:</b>	U077	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-CLZ
<b>Name:</b>	Safety Improvements on US-77 in Marshall County										
<b>Location:</b>	US-77: At one location beginning 0.10 miles east of Minnesota Avenue in the City of Waterville										
<b>Scope:</b>	Upgrade guardrail										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Fund Category	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt												
			WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata													
<b>McPherson County</b>																											
KA-6755-01	ACNHP K	BRDEC A675501													\$2,368	2025	2025	\$1,894	80.00%	\$474	19.99%				\$2,798		
<b>County:</b>	McPherson	<b>Route:</b>	K061	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PDR																
<b>Name:</b>	Redeck Bridges #100 & #102 on K-61 in McPherson County																										
<b>Location:</b>	K-61 in McPherson County: Bridge #100 (Union Pacific Railroad) located 0.19 Miles East of the K-153Spur. Bridge #102 (US-81Alt) located at Junction US-81Alt/K-61																										
<b>Scope:</b>	Bridge Redeck																										
KA-6896-01	GRSU		\$42	2024											\$707	2025	2025	\$566	80.00%	\$141	20.00%				\$750		
ACSTP K	A689601		\$42	100.00%																							
<b>County:</b>	McPherson	<b>Route:</b>	K260	<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R																
<b>Name:</b>	Pavement Reconstruction in Moundridge																										
<b>Location:</b>	Cole Street from Christian Avenue to Wedel Avenue																										
<b>Scope:</b>	Pavement reconstruction																										
KA-6974-01	BRDEC K		\$436	2023											\$2,400	2026	2026	\$2,400	100.00%							\$2,880	
<b>County:</b>	McPherson	<b>Route:</b>	K061	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PDR																
<b>Name:</b>	Redeck Bridges #101/#103 on K-61 in McPherson County																										
<b>Location:</b>	Bridges #101 (Union Pacific Railroad) located 0.20 mile East of K-153 Spur Northbound and #103 (14th Street and US-81BUS) at the Junction of US-81BUS and K-61																										
<b>Scope:</b>	Bridge redeck																										
KA-7223-01	GDFC K		\$68	2024	\$7	2025	\$14	2026	\$753	2026	\$753	100.00%			\$753	100.00%											\$843
<b>County:</b>	McPherson	<b>Route:</b>	K153	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ																
<b>Name:</b>	Safety Improvements on K-153 in McPherson County																										
<b>Location:</b>	K-153: At one location beginning 0.08 miles south of McKinley Street in the City of McPherson																										
<b>Scope:</b>	Upgrade guardrail																										



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-6888-01	GRBRS	\$443	2024	\$443	2027	\$664	2028	\$5,093	2031	\$6,642	
K		\$443	100.00%	\$443	100.00%	\$664	100.00%	\$5,093	100.00%		
<b>County:</b>	Meade	<b>Route:</b>	K023	<b>Total Length (Miles):</b>	4.7	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ
<b>Name:</b>	Safety Improvements on K-23 in Meade County										
<b>Location:</b>	K-23 in Meade County from S Road to approximately 0.10 mile north of the South City Limits of Meade										
<b>Scope:</b>	Corridor clearzone improvements including guardrail additions to Bridge #019 and structure replacement Bridge #022										
KA-7224-01	GDFC	\$72	2024	\$7	2026	\$14	2026	\$788	2027	\$881	
K		\$72	100.00%	\$7	100.00%	\$14	100.00%	\$788	100.00%		
<b>County:</b>	Meade	<b>Route:</b>	K098	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ
<b>Name:</b>	Safety Improvements on K-98 in Meade County										
<b>Location:</b>	K-98: At one location beginning 0.09 miles west of 20 Road										
<b>Scope:</b>	Upgrade guardrail										
KA-7259-01	GRSU	\$48	2024					\$1,236	2026	\$1,284	
ACSTP	A725901							\$989	79.99%		
K		\$48	100.00%					\$247	20.00%		
STATE											
<b>County:</b>	Meade	<b>Route:</b>	K023	<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R
<b>Name:</b>	Pavement Reconstruction in Meade										
<b>Location:</b>	N Fowler Street from Carthage Street to Grant Street										
<b>Scope:</b>	Pavement reconstruction, replace curb and gutter, sidewalk ramps, and entrances										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Mitchell County</b>											
C-5274-01	BRRPL	\$661	2025	\$661	2025					\$661	
C0062	K	\$33	5.00%	\$628	94.99%						
<b>County:</b>	Mitchell	<b>Route:</b>	Total Length (Miles): 0.1	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT		
<b>Name:</b>	Bridge Replacement and Removals in Mitchell County										
<b>Location:</b>	Bridge over Plum Creek on J Road located 2.4 miles E and 1.5 miles S of Beloit, bridge over Carr Creek on L Road located 1.1 miles E and 5.0 miles N of Tipton, bridge over T										
<b>Scope:</b>	Bridge Replacement and Bridge Removals										
KA-6972-01	BRRPR	\$370	2023	\$2,036	2025					\$2,406	
K		\$370	100.00%								
<b>County:</b>	Mitchell	<b>Route:</b>	K014	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-BSR
<b>Name:</b>	Repair Bridge #029 on K-14 in Mitchell County										
<b>Location:</b>	Bridge #029 Solomon River) located 2.19 miles South of US-24 in Beloit										
<b>Scope:</b>	Bridge steel repair and painting, rail replacement with lighting, and guardrail upgrade										



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata		
<b>Montgomery County</b>															
KA-6958-01	BRRPR	\$380	2024										\$2,088	2025	\$2,467
K		\$380	100.00%										\$2,088	100.00%	
<b>County:</b>	Montgomery	<b>Route:</b>	U160	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-BSR				
<b>Name:</b>	Repair Bridge #066 on U.S. 169 in Montgomery County														
<b>Location:</b>	Bridge #066 (Big Hill Creek) on U.S. 160 in Montgomery county located 1.99 mile east of U.S. 169														
<b>Scope:</b>	Replace guardrail and grind approaches														
KA-7243-01	GDFC	\$50	2024										\$546	2026	\$595
K		\$50	100.00%										\$546	100.00%	
<b>County:</b>	Montgomery	<b>Route:</b>	U075	<b>Total Length (Miles):</b>	7.7	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-GFU				
<b>Name:</b>	Guardrail End Terminal Updates US-75 in Montgomery Co														
<b>Location:</b>	US-75 in Montgomery County at four locations, beginning 0.47 mile southwest of 3200 Road, north to 0.61 mile north of 4200 Road														
<b>Scope:</b>	Upgrade Guardrails														
KA-7283-01	BRDEC	\$351	2024										\$4,420	2027	\$4,770
K		\$351	100.00%										\$4,420	100.00%	
<b>County:</b>	Montgomery	<b>Route:</b>	U169	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PDR				
<b>Name:</b>	Bridge redeck #052 on US-169 in Montgomery county														
<b>Location:</b>	Bridge #052 over Big Hill Creek on US-169 in Montgomery county located 9.54 miles north of the US-166/US-169 east junction														
<b>Scope:</b>	Bridge redeck and upgrade guardrails														

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
<b>Morris County</b>										
C-5260-01	SG	\$324		2025		\$394				
HSIP	C526001									
County:	Morris	Route:	Total Length (Miles):	97.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	L-RES
Name:	Signing in Morris County									
Location:	Various Major and Minor Collectors									
Scope:	Signing									
C-5280-01	BRRPL	\$784		2025		\$784				
C0064	STATE									
STP	C528001									
County:	Morris	Route:	Total Length (Miles):	0.1	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	L-RES
Name:	Bridge Replacement in Morris County									
Location:	Bridge over West Fork Neosho River on K Avenue located 2.2 miles S and 0.6 mile E of White City									
Scope:	Bridge Replacement									
KA-6017-01	GRSU	\$244		2023		\$8,753		2025		
ACSTP	A601701									
K										
County:	Morris	Route:	Total Length (Miles):	3.4	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	M-RIM
Name:	Road Rehab and Replace Bridges on K-177									
Location:	Four Mile Creek Bridge, North to Council Grove									
Scope:	Rehabilitate/reconstruct and add shoulders, 2 Bridge Replacements									

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-6907-01	GRSU	\$77	2024					\$1,254	2025	\$1,330	
ACSTP K STATE	A690701	\$77	100.00%					\$1,003	79.99%		
								\$251	20.00%		
<b>County:</b>	Morris	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R
<b>Name:</b>	Pavement reconstruction in White City										
<b>Location:</b>	Mackenzie Street from Grand Street to Main Street										
<b>Scope:</b>	Pavement reconstruction, replace sidewalks and ramps										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt			
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata				
<b>Nemaha County</b>																	
C-5287-01	BRRPL														\$811	2025	\$811
STATE															\$162	20.00%	
STP	C528701														\$649	80.00%	
<b>County:</b>	Nemaha	<b>Route:</b>	Total Length (Miles):			0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES					
<b>Name:</b>	Bridge Replacement in Nemaha County																
<b>Location:</b>	Bridge over stream on O Road located 0.5 mile S and 1.5 miles E of Kelly																
<b>Scope:</b>	Bridge Replacement																
KA-6886-01	SPECL	\$482	2024	\$724	2028	\$724	2028	\$724	2028	\$5,548	2032	\$5,548	2032	\$7,478			
K		\$482	100.00%	\$724	100.00%	\$724	100.00%	\$724	100.00%	\$5,548	100.00%	\$5,548	100.00%				
<b>County:</b>	Nemaha	<b>Route:</b>	Total Length (Miles):			6.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ					
<b>Name:</b>	Safety Improvements on K-9 in Nemaha County																
<b>Location:</b>	K-9 Nemaha County: from the Nemaha/Marshall County line to approximately 0.12 mile east of the West City Limits of Centralia																
<b>Scope:</b>	Corridor clear zone improvements including guardrail additions to Bridge #010 and end treatments to Culvert #512																
U-2542-01	SU														\$1,034	2025	\$1,034
C0066															\$259	25.07%	
K															\$774	74.92%	
<b>County:</b>	Nemaha	<b>Route:</b>	Total Length (Miles):			0.0	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>		<b>Program-Sub:</b>	E-CSP					
<b>Name:</b>	City of Sabetha: Kansas Road and 14th Street Surfacing																
<b>Location:</b>	Kansas Road from Wetmore Road to Old Highway 75 and 14th Street 0.6 miles from Utah Street to Kansas Road																
<b>Scope:</b>	Roadway resurfacing and cement stabilize the base then chip seal																

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
C0067	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	\$6,825
K		\$1,425	20.88%	\$5,400	79.11%					\$6,825
<p><b>Neosho County</b></p> <p>C-5209-01 BRRPL 2025 2025</p> <p>County: Neosho Route: Total Length (Miles): 0.3 Letting Type: LOCAL NHS Project: N Program-Sub: L-LBT</p> <p>Name: Bridge Replacement in Neosho County</p> <p>Location: Bridge over Neosho River on Elk Road located 2.0 miles N of Chanute</p> <p>Scope: Bridge Replacement</p>										
KA-6510-01	BRRPL	\$145	2024	\$54	2025	\$4,161	2026	\$3,329	79.99%	\$5,119
ACSTP	A651001	\$145	100.00%	\$11	19.99%	\$832	20.00%			
K										
<p>County: Neosho Route: U059 Total Length (Miles): 0.0 Letting Type: KDOT NHS Project: N Program-Sub: P-PBR</p> <p>Name: Replace Bridge #008 on US-59 in Neosho County</p> <p>Location: Bridge #008 (Little Canville Creek) on US-59 in Neosho County located 0.91 Miles South of North Junction US-59/K-39</p> <p>Scope: Bridge Replacement</p>										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount			
<b>Ness County</b>																
C-5200-01	GRSU													\$461	2026	\$527
C0068	HSIP C520001													\$46	9.99%	
														\$415	90.00%	
<b>County:</b>	Ness	<b>Route:</b>	Safety Improvements in Ness County			<b>Total Length (Miles):</b>	11.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES			
<b>Name:</b>	Safety Improvements in Ness County															
<b>Location:</b>	J Road from 20 Road to K-96															
<b>Scope:</b>	Guardrail updates and delineation of roadside hazards															
KA-6447-01	GRSU	\$143	2024										\$2,265	2025	\$2,409	
ACSTP K	A644701	\$143	100.00%										\$1,812	80.00%		
<b>STATE</b>														\$453	19.99%	
<b>County:</b>	Ness	<b>Route:</b>	K096	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R					
<b>Name:</b>	Pavement Reconstruction in Ness City															
<b>Location:</b>	Sycamore Street from Court Street to Kansas Avenue and from Pennsylvania Avenue to School Street															
<b>Scope:</b>	Pavement reconstruction															
KA-6609-02	GDFC	\$312	2024										\$4,476	2025	\$4,788	
K		\$312	100.00%										\$4,476	100.00%		
<b>County:</b>	Ness	<b>Route:</b>	K096	<b>Total Length (Miles):</b>	16.9	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-1RS					
<b>Name:</b>	Guardrail and box extensions on K-96 in Ness county															
<b>Location:</b>	K-96 in Ness county from the east city limits of Ness City, east to the Ness/Rush county line															
<b>Scope:</b>	Guardrail updates and multiple box extensions															
KA-7225-01	GDFC	\$60	2024	\$6	2026	\$12	2026	\$657	2027	\$734						
K		\$60	100.00%	\$6	100.00%	\$12	100.00%	\$657	100.00%							
<b>County:</b>	Ness	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	3.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ					
<b>Name:</b>	Safety Improvements on K-4 in Ness County															
<b>Location:</b>	K-4: At two locations beginning 0.64 miles west of X Road, east to 0.42 miles west of AA Road															
<b>Scope:</b>	Upgrade guardrail															

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-7226-01	GDFC	\$179	2024	\$18	2026	\$36	2026	\$1,968	2027	\$2,200	
K		\$179	100.00%	\$18	100.00%	\$36	100.00%	\$1,968	100.00%		
<b>County:</b>	Ness	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	4.9	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ
<b>Name:</b>	Safety Improvements on K-4 in Ness County										
<b>Location:</b>	K-4: At six locations beginning 0.45 miles east of County Road 565, east to 0.29 miles east of II Road										
<b>Scope:</b>	Upgrade guardrail										

**Kansas STIP FFY 2025 - 2028 Appendix A**

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
<b>Norton County</b>										
C-5285-01	BRRPL							\$886	2025	\$886
BRO	C528501							\$886	100.00%	
<b>County:</b>	Norton	<b>Route:</b>	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>	Bridge Replacement in Norton County									
<b>Location:</b>	Bridge over N Fork Solomon River on Road BB located 1.3 miles E of Lenora									
<b>Scope:</b>	Bridge Replacement									
KA-2371-03	GRSU							\$415	2023	\$22,288
ACSTP	A237103							\$332	79.99%	\$17,830
K								\$83	20.00%	\$4,458
<b>County:</b>	Norton	<b>Route:</b>	<b>Total Length (Miles):</b>	4.5	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM
<b>Name:</b>	K-383 Roadway Reconstruction in Norton County									
<b>Location:</b>	K-383 from Bridge #062 over Prairie Dog Creek (east of Almena) northeast to the Norton/Phillips county line									
<b>Scope:</b>	Two lane reconstruction of roadway									



**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY			
C-5275-01	BRRPL									\$1,339	2025	\$1,339
C0070	K									\$164	12.23%	
										\$1,175	87.76%	
<b>County:</b>	Osage	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT	
<b>Name:</b>	Bridge Replacement and Removals in Osage County											
<b>Location:</b>	Bridge over Salt Creek on S Berryton Rd located 2.0 miles E and 0.2 mile N of Lyndon, bridge over Coal Creek on S Adams Rd located 4.0 miles E and 2.6 miles S of Olivet, bri											
<b>Scope:</b>	Bridge Replacement and Bridge Removals											
KA-6756-01	BRDEC									\$4,846	2025	\$5,728
ACNHP	A675601									\$3,877	79.99%	
	K									\$969	20.00%	
<b>County:</b>	Osage	<b>Route:</b>	U075	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PDR	
<b>Name:</b>	Redeck Bridges #087 & #090 on US-75 in Osage County											
<b>Location:</b>	US-75 in Osage County: Bridge #087 (BNSF Railroad/K-276) located 3.5 Miles North of the Coffey County Line. Bridge #090 (Marais Des Cygnes River) located 6.54 Miles North of											
<b>Scope:</b>	Bridge Redeck											
KA-7126-01	GRBRS	\$253	2024	\$505	2027	\$505	2028	\$3,873	2031	\$3,873	2031	\$5,136
	K	\$253	100.00%	\$505	100.00%	\$505	100.00%	\$3,873	100.00%	\$3,873	100.00%	
<b>County:</b>	Osage	<b>Route:</b>	K170	<b>Total Length (Miles):</b>	7.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ	
<b>Name:</b>	Safety Improvements on K-170 in Osage County											
<b>Location:</b>	K-170 in Osage County from West 301st Street to, North to Bridge #110 (Salt Creek)											
<b>Scope:</b>	Corridor clearzone improvements including guardrail additions to Bridge #110 (Salt Creek)											

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY			
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata			
<b>Ottawa County</b>												
KA-6971-01	BRRPR									\$1,264	2025	\$1,494
ACSTP	A697101									\$1,012	80.00%	
K										\$253	20.00%	
County:	Ottawa	Route:	K018	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	N	Program-Sub:	P-BSR	
Name:	Repair Bridge #016 on K-18 in Ottawa County											
Location:	K-18: Bridge #016 (Antelope Creek) located 4.16 miles East of K-106											
Scope:	Overlay, abutment drains, slope drains, repair berms, rail replacement, guardrail upgrade											
KA-7266-01	LT	\$45	2024							\$330	2025	\$375
K		\$45	100.00%							\$330	100.00%	
County:	Ottawa	Route:	U081	Total Length (Miles):	0.0	Letting Type:	KDOT	NHS Project:	Y	Program-Sub:	M-LTG	
Name:	Lighting at interchange US-81/K-106											
Location:	City of Minneapolis: US-81/K-106 interchange											
Scope:	Lighting											

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Phillips County</b>											
KA-2372-02	GRSU	\$601	2024	\$601	2024	\$601	2024	\$32,328	2026	\$33,551	
ACSTP K	A237202	\$481	79.99%	\$120	20.00%	\$481	79.99%	\$25,863	80.00%		
		\$601	100.00%			\$120	20.00%	\$6,466	20.00%		
<b>County:</b>	Phillips	<b>Route:</b>	K383	<b>Total Length (Miles):</b>	9.5	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM
<b>Name:</b>	K-383 reconstruction in Phillips County										
<b>Location:</b>	K-383 from the Norton/Phillips county line northeast to Bridge #051 (Prairie Dog Creek)										
<b>Scope:</b>	2-lane roadway reconstruction to include addition of shoulders and hill removal										
U-2454-01	PAVRC	\$1,061	2025	\$1,061	2025	\$1,061	2025	\$1,061	2025	\$1,061	
K		\$601	56.62%	\$460	43.37%	\$601	56.62%	\$460	43.37%		
U0323											
<b>County:</b>	Phillips	<b>Route:</b>		<b>Total Length (Miles):</b>	0.7	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	E-CSP
<b>Name:</b>	City of Logan Street Reconstruction										
<b>Location:</b>	W Commercial Street from Mill Street to Douglas Street and Douglas Street from Commercial Street to K-9										
<b>Scope:</b>	Pavement reconstruction										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Obligation Amount	WP Est Amount	WP Est Obligation Amount	WP Est Amount	WP Est Obligation Amount	WP Est Amount	WP Est Obligation Amount	WP Est Amount	WP Est Obligation Amount			
<b>Pottawatomie County</b>																
C-5243-01	GRSU													\$387	2025	\$387
C0075	HSIP C524301													\$39	10.00%	\$39
														\$349	90.00%	\$349
<b>County:</b>	Pottawatomie	<b>Route:</b>	Total Length (Miles):			0.7	<b>Letting Type:</b>	KDOT			<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES		
<b>Name:</b>	Safety Improvements in Pottawatomie County															
<b>Location:</b>	Flush Road from Kanon Ridge Lane to Elizas Road															
<b>Scope:</b>	Shoulder widening and roadway foreslope flattening															
KA-5704-01	BRRPL													\$190	2024	\$13,967
ACSTP K	A570401													\$152	80.00%	\$11,174
														\$38	20.00%	\$2,793
<b>County:</b>	Pottawatomie	<b>Route:</b>	Total Length (Miles):			0.0	<b>Letting Type:</b>	KDOT			<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR		
<b>Name:</b>	Bridge replacements on K-63 in Pottawatomie County															
<b>Location:</b>	K-63: Bridges #041 (over Bartlett Creek) and #042 (over UP Railroad) located 8.28 miles and 8.38 miles respectively north of U.S. 24															
<b>Scope:</b>	Bridge replacements															
U-2545-01	PAVRC													\$3,080	2026	\$3,080
K														\$1,000	32.47%	\$1,000
U0575														\$2,080	67.52%	\$2,080
<b>County:</b>	Pottawatomie	<b>Route:</b>	Total Length (Miles):			0.5	<b>Letting Type:</b>	LOCAL			<b>NHS Project:</b>		<b>Program-Sub:</b>	E-CSP		
<b>Name:</b>	City of Wamego: Kaw Valley Road Project															
<b>Location:</b>	Intersection of US24 and Kaw Valley Road north 0.48 miles to Say Road															
<b>Scope:</b>	Three-lane roadway including a middle turn lane with underground storm sewer, sidewalks on both sides															

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Pratt County**

C-5264-01	PAVMK	\$394	2025	\$428
HSIP	C526401	\$394	100.00%	
<b>County:</b> Pratt	<b>Route:</b>	<b>Total Length (Miles):</b> 71.0	<b>Letting Type:</b> KDOT	<b>NHS Project:</b> N
<b>Name:</b> Pavement Markings in Pratt County				<b>Program-Sub:</b> L-RES
<b>Location:</b> Paved Roads East of US-281				
<b>Scope:</b> Pavement Markings				

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Rawlins County**

C-5256-01	SG	\$480	2025	\$568
HSIP	C525601	\$480	100.00%	
<b>County:</b> Rawlins	<b>Route:</b>	<b>Total Length (Miles):</b> 109.2	<b>Letting Type:</b> KDOT	<b>NHS Project:</b> N
<b>Name:</b> Signing in Rawlins County				<b>Program-Sub:</b> L-RES
<b>Location:</b> Major Collectors West of K-25				
<b>Scope:</b> Signing				

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata		
<b>Republic County</b>											
KA-5743-01	BRRPL	\$33	2024	\$17	2025					\$4,186	
ACNHP K	A574301	\$33	100.00%	\$3	79.99%						
					20.00%						
<b>County:</b>	Republic	<b>Route:</b>	U036	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Replace Bridge #002 on US-36 in Republic County										
<b>Location:</b>	Bridge #002 on US-36 in Republic County located 2.53 miles East of K-266										
<b>Scope:</b>	Bridge Replacement										
KA-6975-01	CULV	\$976	2026							\$1,153	
ACSTP K	A697501	\$781	79.99%								
		\$195	20.00%								
<b>County:</b>	Republic	<b>Route:</b>	K148	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PCR
<b>Name:</b>	Culvert #518 replacement on K-148 in Republic county										
<b>Location:</b>	Culvert #518 (West Fork Elk Creek drainage) on K-148 in Republic county located 5 miles west of the Washington/Republic county line										
<b>Scope:</b>	Replace culvert #518										

**Kansas STIP FFY 2025 - 2028 Appendix A**

		Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		
Project Number	Work Type	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	Total Project Est Amt
<b>Rice County</b>										
C-5257-01	SG							\$203	2025	\$245
HSIP	C525701							\$203	100.00%	
<b>County:</b>	Rice	<b>Route:</b>	<b>Total Length (Miles):</b>	101.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>	Signing in Rice County									
<b>Location:</b>	Major Collectors West of K-14 and South of US-56									
<b>Scope:</b>	Signing									
C-5276-01	BRRPL							\$1,472	2025	\$1,472
C0080	K							\$147	10.00%	
<b>County:</b>	Rice	<b>Route:</b>	<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT
<b>Name:</b>	Bridge Replacement in Rice County									
<b>Location:</b>	Bridge over Cow Creek on 22nd Road located 6.0 miles E and 1.8 miles N of Sterling									
<b>Scope:</b>	Bridge Replacement									
KA-5733-01	BRRPL	020		\$57	2024	\$29	2024	\$2,189	2025	\$2,560
ACNHP	A573301			\$23	80.00%	\$6	20.00%	\$1,751	80.00%	
K				\$57	100.00%			\$438	20.00%	
<b>County:</b>	Rice	<b>Route:</b>	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Replace Bridge #001 on US-56 in Rice County									
<b>Location:</b>	Bridge #001 (Spring Creek Drainage) on US-56 in Rice County located 6.85 miles East of the Barton County line									
<b>Scope:</b>	Bridge Replacement									
KA-5734-01	BRRPL			\$104	2024	\$52	2024	\$3,969	2025	\$4,642
ACSTP	A573401			\$41	80.00%	\$10	20.00%	\$3,175	79.99%	
K				\$104	100.00%			\$794	20.00%	
<b>County:</b>	Rice	<b>Route:</b>	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Replace Bridge #021 on K-4 in Rice County									
<b>Location:</b>	Bridge #021 (Plum Creek) on K-4 in Rice County located 6.26 miles East of the Barton County line									
<b>Scope:</b>	Bridge Replacement									





**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Rooks County**

KA-6451-01	GRSU	\$104	2024	\$2,645	2025	\$2,750					
ACSTP	A645101	\$104	100.00%	\$2,116	80.00%						
	K			\$529	19.99%						
	STATE										
<b>County:</b>	Rooks	<b>Route:</b>	U024	<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R
<b>Name:</b>	Pavement Reconstruction in Stockton										
<b>Location:</b>	Main Street from Elm Street to Pleasant Street										
<b>Scope:</b>	Pavement replacement with pedestrian and curb and gutter improvements										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	
<b>Rush County</b>														\$754
C-5281-01	BRRPL													2025
STATE														\$151
STP	C528101													\$604
<b>County:</b>	Rush	<b>Route:</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES					
<b>Name:</b>	Bridge Replacement in Rush County													
<b>Location:</b>	Bridge over Branch of Walnut Creek on Avenue Q located 0.5 mile S and 1.9 miles E of Nekoma													
<b>Scope:</b>	Bridge Replacement													
<b>Rush County</b>														\$2,232
KA-5735-01	BRRPL													2024
ACSTP	A573501													\$1,785
K														\$446
<b>County:</b>	Rush	<b>Route:</b>	U183	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Replace Bridge #003 on US-183 in Rush County													
<b>Location:</b>	Bridge #003 (Walnut Creek Drainage) on US-183 in Rush County located 0.05 miles North of Cherry Street in the city of Rush Center													
<b>Scope:</b>	Bridge Replacement													
<b>Rush County</b>														\$8,126
KA-5736-01	BRRPL													2024
ACSTP	A573601													\$6,501
K														\$1,625
<b>County:</b>	Rush	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Replace Bridge #020 #021 & #022 on K-4 in Rush County													
<b>Location:</b>	K-4; Bridge #020 (Sand Creek Drainage) located 7.39 miles East of US-183, Bridge #021 (Walnut Creek Drainage) located 9.08 miles East of US-183, Bridge #022 (Local Road) loc													
<b>Scope:</b>	Bridge Replacement													
<b>Rush County</b>														\$361
KA-7215-01	GDFC													2025
K														\$361
<b>County:</b>	Rush	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety Improvements on K-4 in Rush County													
<b>Location:</b>	K-4; At one location beginning at County Road 320													
<b>Scope:</b>	Upgrade guardrail													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
<b>Fund Category</b>	<b>Federal Agreement Number</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	
<b>Russell County</b>										
C-5277-01	BRRPL	\$845		\$845				\$845		\$845
C0084	K	\$42		\$803				\$42	4.99%	
								\$803	95.00%	
<b>County:</b>	Russell	<b>Route:</b>	Total Length (Miles): 0.2		Letting Type:	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-LBT
<b>Name:</b>	Bridge Replacement in Russell County									
<b>Location:</b>	Bridge over Landon Creek on 182nd Street located 11.0 miles S and 2.0 miles W of Russell									
<b>Scope:</b>	Bridge Replacement									
C-5308-01	BRRPR	\$2,402		\$2,402				\$2,402		\$2,402
C0084	K	\$912		\$1,490				\$912	37.96%	
								\$1,490	62.03%	
<b>County:</b>	Russell	<b>Route:</b>	Total Length (Miles): 0.5		Letting Type:	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	E-CSP
<b>Name:</b>	Wilson lake Hell Creek bridge in Russell county									
<b>Location:</b>	Russell County: Hell Creek bridge at Wilson lake									
<b>Scope:</b>	Overlay and repairs									
K-7306-25	PE	\$15		\$15				\$15	100.00%	
K										
<b>County:</b>	Russell	<b>Route:</b>	Total Length (Miles): 14.0		Letting Type:	NONE	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-ISR
<b>Name:</b>	PE to monitor sink hole on I-70 in Russell County									
<b>Location:</b>	I-70: Approx. 4.0 Miles East of the Russell/Ellis County Line (Area of sinkhole)									
<b>Scope:</b>	2022- PE for the Kansas Geological Survey to conduct periodic seismic studies									

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
		WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata			
KA-7260-01	GRSU	\$57	2024											\$1,197	2025	\$1,254
ACSTP K	A726001	\$54	95.00%											\$958	80.00%	
STATE U0590		\$3	5.00%											\$180	15.00%	
														\$60	4.99%	
<b>County:</b> Russell		<b>Route:</b> U281	<b>Total Length (Miles):</b> 0.2	<b>Letting Type:</b> KDOT	<b>NHS Project:</b> N	<b>Program-Sub:</b> L-K2R										
<b>Name:</b> Pavement Reconstruction in Russell																
<b>Location:</b> N Fossil Street from E 13th Street to E 15th Street																
<b>Scope:</b> Pavement reconstruction, replace curb and gutter, sidewalks ramps, entrances, and pavement markings																

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	
<b>Saline County</b>														
KA-3230-02	GRBRS	\$1,603	2021	\$700	2023	\$30,244	2025	\$32,897						
ACSTP K	A323002	\$1,603	100.00%	\$700	100.00%	\$24,195	80.00%	\$6,049	20.00%					
<b>County:</b>	Saline	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	7.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM			
<b>Name:</b>	K-4: Reconstruction/Bridge Redeck/& Culvert Replacement													
<b>Location:</b>	K-4: From approximately 1.23 miles east of S. Ohio Street (from the Smoky Hill River Bridge) east to approximately 1,600 feet east of the K-4/ S. Kipp Road intersection													
<b>Scope:</b>	Reconstruct on offset alignment to include a bridge redeck and culvert replacement													
KA-6792-02	SG	\$65	2024	\$478	2025	\$543								
K		\$65	100.00%	\$478	100.00%	\$478	100.00%							
<b>County:</b>	Saline	<b>Route:</b>	I135	<b>Total Length (Miles):</b>	3.4	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-SLR			
<b>Name:</b>	Replace multiple sign structures in Saline County													
<b>Location:</b>	Saline County: #085S0020, #085S0022, #085S0024, #085S0028, #085S0021 PLEASE SEE PROJECT AUTHORIZATION NOTES for details													
<b>Scope:</b>	Replace multiple sign structures													
KA-7343-01	LT	\$225	2024	\$1,650	2026	\$1,875								
K		\$225	100.00%	\$1,650	100.00%	\$1,650	100.00%							
<b>County:</b>	Saline	<b>Route:</b>	I135	<b>Total Length (Miles):</b>	2.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-SLR			
<b>Name:</b>	Replace lighting on I-135 in Saline County													
<b>Location:</b>	Lighting at I-135 Interchanges in the City of Salina													
<b>Scope:</b>	Upgrade lighting													
KA-7358-01	BRRPR	\$101	2024	\$1,114	2025	\$1,216								
K		\$101	100.00%	\$1,114	100.00%	\$1,114	100.00%							
<b>County:</b>	Saline	<b>Route:</b>	U081	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-BSR			
<b>Name:</b>	Repair Bridge #039 on US-81/I-135 in Saline County													
<b>Location:</b>	Bridge #039 in Saline county located at the southbound US-81/I-70/I-135 junction													
<b>Scope:</b>	Bridge patching and milling and overlay													



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Seward County**

KA-6461-01	GDFC	\$11	2022	\$123	2025	\$135
STATE		\$11	100.00%	\$123	100.00%	
<b>County:</b> Seward	<b>Route:</b> U083	<b>Total Length (Miles):</b> 0.1	<b>Letting Type:</b> KDOT	<b>NHS Project:</b> Y	<b>Program-Sub:</b> M-GFU	
<b>Name:</b> Guardrail End Terminal Updates on US-83 in Seward Co						
<b>Location:</b> US-83 in Seward County at one location beginning 1.06 miles northeast of Satanta Cut Off Rd.						
<b>Scope:</b> Upgrade Guardrails						



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Shawnee County**

KA-7359-01	BRRPR	\$101	2024	\$1,115	2025	\$1,217					
K		\$101	100.00%	\$1,115	100.00%						
<b>County:</b>	Shawnee	<b>Route:</b>	U024	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-BSR
<b>Name:</b>	Repair bridge #248 on US-24 in Shawnee county										
<b>Location:</b>	Bridge #248 over Cross Creek in Shawnee county located 5.1 miles southeast of the Shawnee/Pottawatomie county line										
<b>Scope:</b>	Milling, patching, overlay and replace approach slab										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
<b>Fund Category</b>	<b>Federal Agreement Number</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>	<b>WP Est Obligation Amount</b>	<b>WP Fund Pro Rata</b>		
<b>Sheridan County</b>											
C-5259-01	SG							\$369	2025	\$464	
HSIP	C525901							\$369	100.00%		
<b>County:</b>	Sheridan	<b>Route:</b>		<b>Total Length (Miles):</b>	272.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>	Signing in Sheridan County										
<b>Location:</b>	All Major Collectors, Minor Collectors and Paved Local Roads										
<b>Scope:</b>	Signing										
C-5298-01	BRRPL							\$938	2025	\$938	
BRO	C529801							\$938	100.00%		
<b>County:</b>	Sheridan	<b>Route:</b>		<b>Total Length (Miles):</b>	0.3	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES
<b>Name:</b>	Bridge Replacement in Sheridan County										
<b>Location:</b>	Bridge over Saline River on S Road 125 E located 14.9 miles S and 12.5 miles E of Hoxie										
<b>Scope:</b>	Bridge Replacement										
KA-5756-01	BRRPL							\$33	2024	\$4,138	
ACSTP	A575601							\$2,944	80.00%		
K								\$736	20.00%		
<b>County:</b>	Sheridan	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Replace Bridge #019 on K-23 in Sheridan County										
<b>Location:</b>	Bridge #019 (North Fork Solomon River) on K-23 in Sheridan County located 3.22 miles South of junction K-123/K-23										
<b>Scope:</b>	Bridge Replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Sherman County**

C-5294-01	BRRPL	\$457	2025	\$457
STATE		\$91	20.00%	
STP	C529401	\$366	80.00%	
<b>County:</b>	Sherman	<b>Route:</b>	0.2	<b>Letting Type:</b> KDOT
<b>Name:</b>	Bridge Replacement in Sherman County	<b>Total Length (Miles):</b>	0.2	<b>NHS Project:</b> N
<b>Location:</b>	Bridge over Tributary to S Fork of Sappa Creek on Road 32 located 1.4 miles N and 3.0 miles E of Edson			<b>Program-Sub:</b> L-RES
<b>Scope:</b>	Bridge Replacement			

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
<b>Smith County</b>											
KA-5988-01	GRSU	\$363	2024					\$4,082	2025	\$4,445	
ACSTP K	A598801	\$363	100.00%					\$3,266	80.00%		
STATE								\$816	19.99%		
<b>County:</b>	Smith	<b>Route:</b>	K204	<b>Total Length (Miles):</b>	0.6	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-K2R
<b>Name:</b>	Pavement Reconstruction in the City of Smith Center										
<b>Location:</b>	Armory Road from City Limits to W New York Street and W New York Street from Armory Road to S Main Street										
<b>Scope:</b>	Pavement Reconstruction										
KA-6471-01	BRRPL	\$26	2024	\$13	2025					\$3,272	
ACSTP K	A647101	\$26	100.00%	\$10	79.99%			\$3	20.00%		
<b>County:</b>	Smith	<b>Route:</b>	K00802	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Bridge #031 on K-8 in Smith County										
<b>Location:</b>	Bridge #031 (Middle Beaver Creek) on K-8 in Smith County located 12.120 Miles North of Junction US-36/K-8										
<b>Scope:</b>	Bridge Replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Stafford County**

U-2546-01	PAVRC	\$986	2026	\$986
K		\$788	79.92%	
U0491		\$198	20.07%	

**County:** Stafford      **Route:**      **Total Length (Miles):** 0.0      **Letting Type:** LOCAL      **NHS Project:**      **Program-Sub:** E-CSP  
**Name:** City of St. John: St. John Street Improvements  
**Location:** 5th Ave. from US Hwy 281 west to Prairie St.  
**Scope:** 32ft wide pavement with curb and gutter on both sides. Pavement construction would be 10 inch asphalt over a 5 inch aggregate base for the first 600ft from the highway, followed by :

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	
C0096	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
K														
<p><b>Summer County</b></p> <p>C-5278-01 BRRPL \$1,223 2025 \$1,223</p> <p>County: Summer <b>Route:</b> Total Length (Miles): 0.2 <b>Letting Type:</b> LOCAL <b>NHS Project:</b> N <b>Program-Sub:</b> L-LBT</p> <p>Name: Bridge Replacement and Removal in Sumner County</p> <p>Location: Bridge over Tributary to Cowskin Creek on N Oliver Road located 2.1 miles N of Belle Plaine and bridge over Slate Creek on N Mayfield Road located 1.5 miles S and 1.0 mile W</p> <p>Scope: Bridge Replacement and Bridge Removal</p>														
KA-5806-01	SHLD													
ACSTP A580601														
K														
<p>County: Summer <b>Route:</b> K042 <b>Total Length (Miles):</b> 6.4 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> M-RIM</p> <p>Name: K-42 in Sumner County</p> <p>Location: K-42: from approximately .2 mile east of the K-2/42 junction to the Sumner/Sedgwick county line</p> <p>Scope: Rehabilitate and add 8 foot shoulders</p>														
KA-6906-01	GRSU	\$81	2023	\$136	2024	\$136	2024	\$14,932	2026	\$11,946	80.00%	\$2,986	20.00%	\$16,493
ACSTP A690601														
K														
<p>County: Summer <b>Route:</b> U081 <b>Total Length (Miles):</b> 0.4 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> L-K2R</p> <p>Name: Pavement reconstruction in Wellington</p> <p>Location: North A Street from 16th Street to 21st Street</p> <p>Scope: Pavement reconstruction</p>														
KA-6906-01	GRSU	\$81	2023	\$136	2024	\$136	2024	\$884	2025	\$707	80.00%	\$88	9.99%	\$965
ACSTP A690601														
K														
<p>STATE U0620 <b>Route:</b> U081 <b>Total Length (Miles):</b> 0.4 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> L-K2R</p> <p>County: Summer <b>Route:</b> U081 <b>Total Length (Miles):</b> 0.4 <b>Letting Type:</b> KDOT <b>NHS Project:</b> N <b>Program-Sub:</b> L-K2R</p> <p>Name: Pavement reconstruction in Wellington</p> <p>Location: North A Street from 16th Street to 21st Street</p> <p>Scope: Pavement reconstruction</p>														

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-7179-01	CULV	\$2	2023					\$315	2026	\$317	
K		\$2	100.00%					\$315	100.00%		
<b>County:</b>	Sumner	<b>Route:</b>	U081	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-CMN
<b>Name:</b>	Culvert Replacement on US-81 in Sumner County										
<b>Location:</b>	US-81: Culvert at state mile post 26.85 in Sumner County										
<b>Scope:</b>	Culvert replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	
<b>Thomas County</b>														\$6,544
KA-5746-01	BRRPL	\$54			2024			\$27			\$5,924			2026
ACNHP	A574601	\$54			100.00%			\$24			\$5,332			90.00%
K		\$54			100.00%			\$3			\$592			10.00%
<b>County:</b>	Thomas	<b>Route:</b>	I070	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Replace Bridge #030 on I-70 in Thomas County													
<b>Location:</b>	Bridge #030 (North Fork Saline River) on I-70 in Thomas County located 0.50 miles Southeast of junction US-83/I-70													
<b>Scope:</b>	Bridge Replacement													
KA-5747-01	BRRPL	\$202			2023			\$7,241			\$7,241			2026
ACNHP	A574701	\$202			100.00%			\$6,517			\$6,517			90.00%
K		\$202			100.00%			\$724			\$724			10.00%
<b>County:</b>	Thomas	<b>Route:</b>	I070	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Replace Bridge #032 on I-70 in Thomas County													
<b>Location:</b>	Bridge #032 (South Fork Saline River) on I-70 in Thomas County located 3.74 miles Southeast of junction US-83/I-70													
<b>Scope:</b>	Bridge Replacement													
KA-6021-01	GRBRS	\$696			2023			\$348			\$24,957			2025
ACSTP	A602101	\$696			100.00%			\$279			\$19,965			80.00%
K		\$696			100.00%			\$70			\$4,991			19.99%
<b>County:</b>	Thomas	<b>Route:</b>	K025	<b>Total Length (Miles):</b>	7.7	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-RIM			
<b>Name:</b>	Roadway Reconstruction & Bridge Replacement on K-25													
<b>Location:</b>	County Road I, North to 4 Lane transition South of I-70													
<b>Scope:</b>	Reconstruct and add shoulders, Bridge Replacement													



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Obligation Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Obligation Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Obligation Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Obligation Amount	
KA-6824-01	BRRPL				\$28	2024	\$14	2025	\$3,171	2026			\$3,626	
ACBRF K	A682401				\$28	100.00%	\$1	10.00%	\$2,854	89.99%			\$2,854	
									\$317	10.00%			\$317	
<b>County:</b>	Thomas	<b>Route:</b>	1070	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PBR			
<b>Name:</b>	Replace bridge #027 on I-70 in Thomas County													
<b>Location:</b>	I-70: bridge #027 over South Fork Solomon River located 9.94 miles southeast of the I-70/K-25 junction													
<b>Scope:</b>	Bridge Replacement													
KA-7221-01	GDFC				\$3	2025	\$6	2025	\$315	2026			\$352	
K					\$3	100.00%	\$6	100.00%	\$315	100.00%			\$315	
<b>County:</b>	Thomas	<b>Route:</b>	U024	<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-CLZ			
<b>Name:</b>	Safety improvements on US-24 in Thomas County													
<b>Location:</b>	US-24: At one location beginning 0.24 miles east of County Road 17													
<b>Scope:</b>	Upgrade guardrail													
KA-7334-01	GRSU								\$1,084	2025			\$1,084	
C0097									\$108	9.99%			\$108	
STATE									\$976	90.00%			\$976	
<b>County:</b>	Thomas	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>		<b>Program-Sub:</b>	E-EDP			
<b>Name:</b>	McCarty Dairy Turn Lane Expansion													
<b>Location:</b>	Thomas County: US Hwy 83 at County Road 32													
<b>Scope:</b>	Construction of a right turn lane for westbound traffic and a left turn lane for eastbound traffic													
KA-7334-02	GRSU								\$758	2025			\$758	
STATE									\$758	100.00%			\$758	
<b>County:</b>	Thomas	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	E-EDP			
<b>Name:</b>	Thomas County and McCarty Dairy Expansion													
<b>Location:</b>	Thomas County and City of Rexford: US Hwy 83 at County Road 36													
<b>Scope:</b>	Construction of right turn lanes for both west and eastbound traffic													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Trego County**

C-5291-01	BRRPL	\$812	2025	\$812										\$812
STATE		\$162	20.00%											
STP	C529101	\$650	80.00%											
<b>County:</b>	Trego	<b>Route:</b>		<b>Total Length (Miles):</b>	0.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES			
<b>Name:</b>	Bridge Replacement in Trego County													
<b>Location:</b>	Bridge over Sand Creek on EE Road located 13.0 miles S and 5.6 miles W of Trego Center													
<b>Scope:</b>	Bridge Replacement													
TE-0535-01	LNDBT	\$1,748	2025	\$1,748										\$1,748
TA	T053501	\$1,399	79.99%											
U0567		\$350	20.00%											
<b>County:</b>	Trego	<b>Route:</b>		<b>Total Length (Miles):</b>	0.4	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-TEX			
<b>Name:</b>	WaKeeney Downtown Streetscape													
<b>Location:</b>	Main Street from North Railroad Avenue to Warren Avenue and Russell Avenue from 4th Street to 6th Street in the City of WaKenney													
<b>Scope:</b>	Construct sidewalks and ramps, and install benches, trash receptacles, street lights, landscape planters, and handrails at accessible business entrances													

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
KA-3920-01	BRRPL			\$20	2024			\$637	2025	\$967	
ACSTP K	A392001			\$20	100.00%			\$510	79.99%		
				\$127	20.00%						
<b>County:</b>	Wabaunsee	<b>Route:</b>	K030	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PBR
<b>Name:</b>	Bridge replacement in Wabaunsee County										
<b>Location:</b>	K-30: Bridge located approx. 1 mile north of the I-70/K-30 junction										
<b>Scope:</b>	Bridge replacement										
KA-6763-01	CULV	\$69	2022	\$7	2023	\$3	2024	\$762	2025	\$841	
K		\$69	100.00%	\$7	100.00%	\$3	100.00%	\$762	100.00%		
<b>County:</b>	Wabaunsee	<b>Route:</b>	K004	<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PCR
<b>Name:</b>	Replace Culvert #533 on K-4 in Wabaunsee County										
<b>Location:</b>	Culvert #533 (South Bridge Mission Creek Drainage) on K-4 in Wabaunsee County located 5.07 Miles Northeast of East Junction K-99/K-4										
<b>Scope:</b>	Culvert Replacement										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	
<b>Wallace County</b>										
C-5315-01	CULV	\$951		\$951		\$951		\$951		\$951
K		\$807		\$807		\$807		\$807		84.91%
U0572		\$143		\$143		\$143		\$143		15.08%
<b>County:</b>	Wallace	<b>Route:</b>	Total Length (Miles):		0.0	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	E-CSP	
<b>Name:</b>	Wallace County: Smoky Hill River Crossing Project									
<b>Location:</b>	3 miles N & 3 miles West of Weskan, KS and 2.5 miles N & 4 miles W of Sharon Springs, KS									
<b>Scope:</b>	Construction of two new low water concrete crossings, including two 36" culverts and reconstructed road approaches									

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Fund Category	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt		
			WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY			
<b>Washington County</b>													
C-5296-01	BRRPL										\$1,045	2025	\$1,045
BRO C529601											\$1,000	95.69%	
C0101											\$45	4.30%	
<b>County:</b>	Washington	<b>Route:</b>	Total Length (Miles):		0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	L-RES		
<b>Name:</b>	Bridge Replacement in Washington County												
<b>Location:</b>	Bridge over Little Blue River Tributary on W Washington Street located in Hanover												
<b>Scope:</b>	Bridge Replacement												
KA-6759-01	CULV		\$294	2024	\$20	2024	\$10	2024	\$2,159	2025	\$2,159	100.00%	\$2,483
K			\$294	100.00%	\$20	100.00%	\$10	100.00%	\$2,159	100.00%	\$2,159	100.00%	
<b>County:</b>	Washington	<b>Route:</b>	Total Length (Miles):		0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PCR		
<b>Name:</b>	Replace Culvert #509 & #510 on K-148 in Washington Co												
<b>Location:</b>	Culvert #509 (Parsons Creek) on K-148 in Washington County located 7.95 Miles East of the Republic County Line. Culvert #510 (Parsons Creek) located 8.05 Miles East of the R												
<b>Scope:</b>	Culvert Replacements												
KA-6760-01	CULV		\$185	2024	\$9	2024	\$14	2024	\$1,020	2025	\$1,020	100.00%	\$1,229
K			\$185	100.00%	\$9	100.00%	\$14	100.00%	\$1,020	100.00%	\$1,020	100.00%	
<b>County:</b>	Washington	<b>Route:</b>	Total Length (Miles):		0.0	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PCR		
<b>Name:</b>	Replace Culvert #528 on K-148 in Washington County												
<b>Location:</b>	Culvert #528 (Horseshoe Creek) on K-148 in Washington County located 2.64 Miles North of K-243												
<b>Scope:</b>	Culvert Replacement												
U-2486-01	PAVRC								\$2,021	2025	\$2,021		
K									\$1,495	73.98%			
U0576									\$526	26.01%			
<b>County:</b>	Washington	<b>Route:</b>	Total Length (Miles):		0.3	<b>Letting Type:</b>	LOCAL	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	E-CSP		
<b>Name:</b>	City of Washington: East 2nd Street												
<b>Location:</b>	City of Washington: East 2nd Street from B Street to Pierce Street												
<b>Scope:</b>	Reconstruct roadway												

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Wilson County**

KA-6782-01	BRRPR	\$45	2024	\$22	2024	\$5,170	2022	\$5,912		
ACNHP	A678201	\$45	100.00%	\$22	100.00%	\$4,136	79.99%			
K						\$1,034	20.00%			
<b>County:</b>	Wilson	<b>Route:</b>	U075	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	P-PCR	
<b>Name:</b>	Bridge Repair #034 & #530 on US-75 in Wilson County									
<b>Location:</b>	US-75: Bridge #034 (Verdigris River) located 2.3 Miles North of North Junction US-400/US-75 and Culvert #530 (Verdigris River Drainage) located 2.1 Miles East of US-75/US-40									
<b>Scope:</b>	Patch Deck and Overlay and Replace Culvert									

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
Fund Category	Federal Agreement Number	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	WP Est Obligation Amount	WP Fund Pro Rata	

**Woodson County**

KA-7264-01	GRSU	\$126	2024	\$1,500	2025	\$1,626					
ACSTP K STATE	A726401	\$126	100.00%	\$1,200	79.99%						
<b>County:</b>	Woodson	<b>Route:</b>	U075	<b>Total Length (Miles):</b>	0.1	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	L-K2R
<b>Name:</b>	Pavement Reconstruction in Yates Center										
<b>Location:</b>	S Fry Street from W Holloway Street to 150 feet N of W Chellis Street										
<b>Scope:</b>	Pavement reconstruction to a 3-lane section including replacing curb and gutter, storm sewer improvements, and entrances										

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Fund Category	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt	
			WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY		
<b>Statewide County</b>												
K-8869-25	PE		\$100	2025							\$100	
K			\$100	100.00%								
<b>County:</b>	Statewide	<b>Route:</b>			<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-1RR
<b>Name:</b>	District Wide, District 1											
<b>Location:</b>	District Wide, District 1											
<b>Scope:</b>	PE Activities associated with 1R Project Development											
K-8291-25	PE		\$600	2025							\$600	
K			\$120	20.00%								
STP	K829125		\$480	80.00%								
<b>County:</b>	Statewide	<b>Route:</b>			<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	M-MPR
<b>Name:</b>	KDOT Work Zone Safety Public Awareness Campaign											
<b>Location:</b>	Statewide											
<b>Scope:</b>	KDOT Work Zone Safety Public Awareness Campaign											
K-8939-25	SPECL										\$160	
K											\$160	
<b>County:</b>	Statewide	<b>Route:</b>			<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NEGOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-CMN
<b>Name:</b>	Dist Maintenance Contract For Maintenance Statewide											
<b>Location:</b>	Dist Maintenance Contract For Maintenance Statewide											
<b>Scope:</b>	DISTRICT MAINTENANCE USE OF OUTSIDE SERVICES FOR ROUTINE MAINTENANCE											
KA-0431-25	PAVMK										\$5,375	
HSIP	A043125										\$5,375	
<b>County:</b>	Statewide	<b>Route:</b>			<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-PMR
<b>Name:</b>	Pavement Marking Projects											
<b>Location:</b>	Statewide											
<b>Scope:</b>	Identify pavement marking projects for fiscal year 2025											



**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt
		WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	WP Est Amount	WP Est Amount	
KA-1233-25	PE	\$400	2025											\$400
K		\$400	100.00%											
<b>County:</b>	Statewide	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-ISR			
<b>Name:</b>	Skilled Labor Training Program													
<b>Location:</b>	Statewide													
<b>Scope:</b>	Kansas Contractors Association Skilled Labor Training Program.													
KA-3579-25	PE	\$100	2025											\$100
K		\$100	100.00%											
<b>County:</b>	Statewide	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NONE	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-1RR			
<b>Name:</b>	Review ADA requirements for 1R Projects thru Cities													
<b>Location:</b>	Statewide - Fiscal Year 1R projects through Cities only													
<b>Scope:</b>	Review ADA requirements													
KA-6234-02	SPECL													\$7,578
DPL	A623402													\$2,274
STATE														\$2,274
<b>County:</b>	Statewide	<b>Route:</b>	U083	<b>Total Length (Miles):</b>	131.2	<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	Y	<b>Program-Sub:</b>	M-ICT			
<b>Name:</b>	Install SMART Technology along the US-83 corridor													
<b>Location:</b>	US-83 from the South Finney County Line, North to the North Thomas County Line. Involves Finney, Scott, Logan and Thomas Counties													
<b>Scope:</b>	Install SMART Technology													
KA-6531-25	SPECL													\$1,500
K														\$1,450
<b>County:</b>	Statewide	<b>Route:</b>		<b>Total Length (Miles):</b>	0.0	<b>Letting Type:</b>	NEGOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-CMN			
<b>Name:</b>	Yearly Contract Maintenance for Guardrail Repair													
<b>Location:</b>	Statewide													
<b>Scope:</b>	On call contractor to repair guardrail hits													

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Fund Category	Work Type	Preliminary Engineering		Right of Way		Utilities		Const + Const Engineering		Total Project Est Amt
			WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	WP Est Amount	Proj WP Obligation FFY	
KA-6848-01	SPECL		\$600	2024					\$6,494	2026	\$7,094
K			\$600	100.00%					\$6,494	100.00%	
<b>County:</b> Statewide			<b>Route:</b>		<b>Total Length (Miles):</b> 117.6		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> Y		<b>Program-Sub:</b> M-ICT
<b>Name:</b> Design multi-duct/fiber along US-50/US-400/US-54											
<b>Location:</b> Along US-50/US-400/US-54 from Cimarron, Kansas to Pratt, Kansas. Involves Gray, Ford, Kiowa and Pratt Counties											
<b>Scope:</b> Design multi-duct conduit and micro fiber network											
KA-6887-01	GRBRS		\$465	2024	\$465	2027	\$698	2028	\$5,352	2031	\$6,981
K			\$465	100.00%	\$465	100.00%	\$698	100.00%	\$5,352	100.00%	
<b>County:</b> Statewide			<b>Route:</b> U160		<b>Total Length (Miles):</b> 5.2		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> M-CLZ
<b>Name:</b> Safety improvements on US-160 in Meade/Clark County											
<b>Location:</b> US-160 in Meade and Clark County from 0.2 miles West of the Meade/Clark County line to the Junction of US-160/US-283											
<b>Scope:</b> Corridor clearzone improvements including guardrail additions to Bridge #003 and structure replacement of Culvert #516											
KA-7256-01	SG		\$51	2024					\$608	2025	\$659
K			\$51	100.00%					\$608	100.00%	
<b>County:</b> Statewide			<b>Route:</b>		<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> P-SOS
<b>Name:</b> High Performance Signing Program Project											
<b>Location:</b> Routes: K-4, K-43, K-15 and K-18. Counties: Dickinson, Marion, Saline and Ottawa											
<b>Scope:</b> Signing											
KA-7257-01	SG		\$64	2024					\$764	2025	\$828
K			\$64	100.00%					\$764	100.00%	
<b>County:</b> Statewide			<b>Route:</b>		<b>Total Length (Miles):</b> 0.0		<b>Letting Type:</b> KDOT		<b>NHS Project:</b> N		<b>Program-Sub:</b> P-SOS
<b>Name:</b> High Performance Signing Program Project											
<b>Location:</b> Routes: US-81, K-41, K-18 and K-106. Counties: Ottawa, Dickinson, Cloud, Saline and Lincoln											
<b>Scope:</b> Signing											

**Kansas STIP FFY 2025 - 2028 Appendix A**

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Project Number	Fund Category	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt	
			WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata		
KA-7258-01	SG		\$68	2024											\$881	
K			\$68	100.00%											\$813	
<b>County:</b>	Statewide	<b>Route:</b>	<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-SOS					
<b>Name:</b>	High Performance Signing Program Project															
<b>Location:</b>	Routes: US-75, K-62, K-79, K-16 and K-116. Counties: Jackson, Shawnee, Nemaha, Pottawatomie, Atchison and Jefferson															
<b>Scope:</b>	Signing															
KA-7277-01	SG		\$40	2024											\$515	
K			\$40	100.00%											\$475	
<b>County:</b>	Statewide	<b>Route:</b>	<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-SOS					
<b>Name:</b>	High Performance Signing Program Project															
<b>Location:</b>	Routes: US-50, US-400, US-56, and K-23. Counties: Gray, Ford, Finney, and Meade															
<b>Scope:</b>	Signing															
KA-7278-01	SG		\$94	2024											\$1,218	
K			\$94	100.00%											\$1,124	
<b>County:</b>	Statewide	<b>Route:</b>	<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-SOS					
<b>Name:</b>	High Performance Signing Program Project															
<b>Location:</b>	Routes: US-69, K-152, K-3, K-31, K-7, K-52, and K-239. Counties: Linn, Miami, Anderson, and Bourbon															
<b>Scope:</b>	Signing															
KA-7279-01	SG		\$56	2024											\$733	
K			\$56	100.00%											\$677	
<b>County:</b>	Statewide	<b>Route:</b>	<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b>	KDOT	<b>NHS Project:</b>	N	<b>Program-Sub:</b>	P-SOS					
<b>Name:</b>	High Performance Signing Program Project															
<b>Location:</b>	Routes: K-23, US-24, K-9, K-123, and US-83. Counties: Sheridan, Thomas, Norton, Graham, and Gove															
<b>Scope:</b>	Signing															

**Kansas STIP FFY 2025 - 2028 Appendix A**

Project Number	Fund Category	Work Type	Preliminary Engineering			Right of Way			Utilities			Const + Const Engineering			Total Project Est Amt		
			WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata	WP Est Amount	Proj WP Obligation FFY	WP Fund Pro Rata			
KA-7280-01	K	SG	\$49	2024	100.00%	\$49	2024	100.00%	\$592	2025	\$592	2025	100.00%	\$641			
<b>County:</b> Statewide			<b>Route:</b> High Performance Signing Program Project			<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b> KDOT			<b>NHS Project:</b> N			<b>Program-Sub:</b> P-SOS		
<b>Location:</b> Routes: US-83, US-36, K-383, K123, and K-223. Counties: Decatur, Rawlins, Sheridan, and Norton																	
<b>Scope:</b> Signing																	
KA-7284-01	K	SG	\$59	2024	100.00%	\$59	2024	100.00%	\$711	2025	\$711	2025	100.00%	\$770			
<b>County:</b> Statewide			<b>Route:</b> High Performance Signing Program Project			<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b> KDOT			<b>NHS Project:</b> N			<b>Program-Sub:</b> P-SOS		
<b>Location:</b> Routes: US-83, K-25 and US-40. Counties: Logan and Thomas																	
<b>Scope:</b> Signing																	
KA-7285-01	K	SG	\$52	2024	100.00%	\$52	2024	100.00%	\$622	2025	\$622	2025	100.00%	\$674			
<b>County:</b> Statewide			<b>Route:</b> High Performance Signing Program Project			<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b> KDOT			<b>NHS Project:</b> N			<b>Program-Sub:</b> P-SOS		
<b>Location:</b> Routes: US-281, K-8, K-2 and US-160. Counties: Barber, Pratt, Comanche and Harper																	
<b>Scope:</b> Signing																	
KA-7286-01	K	SG	\$89	2024	100.00%	\$89	2024	100.00%	\$1,067	2025	\$1,067	2025	100.00%	\$1,156			
<b>County:</b> Statewide			<b>Route:</b> High Performance Signing Program Project			<b>Total Length (Miles):</b> 0.0			<b>Letting Type:</b> KDOT			<b>NHS Project:</b> N			<b>Program-Sub:</b> P-SOS		
<b>Location:</b> Routes: US-73, K-20, US-159, US-75, US-36 and K-9. Counties: Brown, Jackson, Doniphan, Nemaha and Atchison																	
<b>Scope:</b> Signing																	



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**APPENDIX B**  
**FFY 2025-2028 State Transportation Improvement Program**  
**Summary of Appendix A Estimated Obligation**  
**(as of 07/03/2024)**

**Estimated Obligation by Year & by Work Phase**

All Dollar Amounts are in \$1,000's. Some Dollar Amounts and Percentages may be rounded.

NOTE: Work Phases that have obligated prior to the STIP FFY range are not included in the totals.

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## Kansas STIP FFY 2025 - 2028 Appendix B - as of 07-03-2024

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All dollar amounts are in \$1,000's and some dollar amounts may be rounded.

Summary is for Appendix A projects only and does not include projects in TIP areas that are programmed in these federal fiscal years. TIP projects are included in the STIP by reference to their TIPs in the Metropolitan Transportation Improvement Programs narrative section of this STIP.

### Federal Fiscal Year (FFY) 2025

Total Construction & Construction Engineering Work Phases Estimated Obligation- all sources	\$531,712
Total Preliminary Engineering Work Phase Estimated Obligation- all sources	\$1,215
Total Right of Way Work Phase Estimated Obligation- all sources	\$1,703
Total Utilities Work Phase Estimated Obligation- all sources	\$3,949
<b>Total FFY 2025 Estimated Obligation Remaining</b>	<b>\$538,579</b>
<b>Federal Fiscal Year 2025 Advanced Construction Projected Obligations Total</b>	<b>\$295,947</b>

### Federal Fiscal Year (FFY) 2026

Total Construction & Construction Engineering Work Phases Estimated Obligation- all sources	\$294,351
Total Preliminary Engineering Work Phase Estimated Obligation- all sources	\$0
Total Right of Way Work Phase Estimated Obligation- all sources	\$1,597
Total Utilities Work Phase Estimated Obligation- all sources	\$1,898
<b>Total FFY 2026 Estimated Obligation Remaining</b>	<b>\$297,845</b>
<b>Federal Fiscal Year 2026 Advanced Construction Projected Obligations Total</b>	<b>\$210,769</b>

### Federal Fiscal Year (FFY) 2027

Total Construction & Construction Engineering Work Phases Estimated Obligation- all sources	\$29,649
Total Preliminary Engineering Work Phase Estimated Obligation- all sources	\$0
Total Right of Way Work Phase Estimated Obligation- all sources	\$1,413
Total Utilities Work Phase Estimated Obligation- all sources	\$0
<b>Total FFY 2027 Estimated Obligation Remaining</b>	<b>\$31,063</b>
<b>Federal Fiscal Year 2027 Advanced Construction Projected Obligations Total</b>	<b>\$14,048</b>

### Federal Fiscal Year (FFY) 2028

Total Construction & Construction Engineering Work Phases Estimated Obligation- all sources	\$20,332
Total Preliminary Engineering Work Phase Estimated Obligation- all sources	\$0
Total Right of Way Work Phase Estimated Obligation- all sources	\$1,676
Total Utilities Work Phase Estimated Obligation- all sources	\$4,592
<b>Total FFY 2028 Estimated Obligation Remaining</b>	<b>\$26,601</b>
<b>Federal Fiscal Year 2028 Advanced Construction Projected Obligations Total</b>	<b>\$8,967</b>

**Total Estimated Obligations Federal Fiscal Year (FFY) 2025 - 2028- all sources**

**\$894,087**

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**APPENDIX C**  
**FFY 2025-2028 State Transportation Improvement Program**  
**Advance Construction Project Index**  
**(as of 07/03/2024)**  
**In County, project Number Order**

All Dollar Amounts are in \$1,000's. Some Dollar Amounts and Percentages may be rounded.

NOTE: Projects may appear in the Advance Construction (AC) Project Index and Appendix A, the Project Index. This occurs when a project has a work phase(s) with estimated non AC obligation and a work phase(s) with planned AC conversion.

To better display fiscal constraint, all projects including those within MPO areas with planned AC conversions are reported in this appendix.

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# Kansas STIP 2025 - 2028 Appendix C

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U054	Allen	KA-6408-01	Mill & Overlay on US-54 in Allen County (1R Proje	MILOV	\$1,120						\$1,120
U054	Allen	KA-7153-01	US-54 surfacing in Allen county	UBAS					\$1,806		\$1,806
K031	Anderson	KA-5741-01	Replace Bridge #019 on K-31 in Anderson County	BRRPL						\$951	\$951
K031	Anderson	KA-6509-01	Replace Bridge #022 on K-31 in Anderson County	BRRPL						\$100	\$100
U169	Anderson	KA-6560-03	US-169 Anderson County Passing Lanes and Shouldlct	GRBRS						\$1,832	\$1,832
U073	Atchison	KA-3890-01	Bridge removal in Atchison County	BRREM					\$546		\$546
U059	Atchison	KA-5769-01	Replace Bridge #003 & #004 on US-59 in Atchison C	BRRPL						\$6,537	\$6,537
U059	Atchison	KA-5999-01	Guardrail End Terminal Updates on US-59 in Atchis	GDFC	\$1,907						\$1,907
K009	Atchison	KA-7006-01	K-9 Milling and Overlay in Atchison County	MILOV					\$966		\$966
K009	Atchison	KA-7057-01	K-9 recycle and seal in Atchison county	RCYLE					\$246		\$246
K007	Atchison	KA-7132-01	K-7 milling and overlay in Atchison county	MILOV					\$979		\$979
K002	Barber	KA-5706-01	Bridge #030 on K-2 in Barber County	BRRPL	\$2,979						\$2,979
U160	Barber	KA-7429-01	1R overlay on US-160 in Barber county	O-LAY						\$3,519	\$3,519
U281	Barber	KA-7430-01	1R milling and overlay on US-281 in Barber county	MILOV						\$4,623	\$4,623
U056	Barton	KA-6022-01	US-56 Reconstruction in Barton County	GRSU						\$1,179	\$1,179
	Barton	KA-6290-01	US-281 and K-4 in Barton County (1R Project)	MILOV		\$5,552					\$5,552
U281	Barton	KA-6443-01	Pavement Reconstruction in Hoisington	PAVRC					\$1,865		\$1,865
U281	Barton	KA-6476-01	Bridge #018 on US-281 in Barton County	BRRPL						\$168	\$168
U281	Barton	KA-6477-01	Bridge #027 on US-281 in Barton County	BRRPL						\$86	\$86
U281	Barton	KA-6605-01	1R Mill & Overlay on US-281 in Barton County	MILOV				\$2,907			\$2,907
K096	Barton	KA-7183-01	K-96 milling and overlay in Barton county	MILOV					\$2,729		\$2,729
K004	Barton	KA-7254-01	Pavement Reconstruction in Hoisington	GRSU						\$965	\$965
K003	Bourbon	KA-5711-01	Bridge replacement in Bourbon County	BRRPL						\$3,381	\$3,381
K007	Bourbon	KA-5804-01	Bourbon County rehabilitate K-7 & bridge replacem	GRBRS			\$17,324				\$17,324
K003	Bourbon	KA-6303-01	Mill & Overlay on K-3 in Bourbon County (1R Proje	MILOV		\$1,378					\$1,378
U069	Bourbon	KA-6738-01	Overlay on US-69 in Bourbon County	3.OOL						\$10,529	\$10,529
U054	Bourbon	KA-6898-01	Roadway Reconstruction in Fort Scott	GRSU				\$1,228			\$1,228
U054	Bourbon	KA-7026-01	Replace bridge #002 on US-54 in Bourbon County	BRRPL						\$406	\$406
U036	Brown	KA-6450-01	Reconstruction in the City of Fairview	GRSU		\$1,746					\$1,746
U075	Brown	KA-6567-01	1R Mill & Overlay on US-75 in Brown County	MILOV					\$4,682		\$4,682
K020	Brown	KA-6571-01	1R Mill & Overlay on K-20 in Brown County	MILOV		\$1,434					\$1,434
U073	Brown	KA-7009-01	Replace bridge #007 on US-73 in Brown County	BRRPL						\$456	\$456
U054	Butler	KA-5767-01	Discovery Phase for Bridge #025 on US-54 in Butle	BRRPL						\$450	\$450
U054	Butler	KA-5767-02	Bridges #024 and #025 on US-54 in Butler County	BRRPL						\$2,666	\$2,666
	Butler	KA-6474-01	Bridge #169 on K-900 in Butler County	BRRPL						\$3,732	\$3,732
U400	Butler	KA-6512-01	Replace Bridge #148 on US-400 in Butler County	BRRPL						\$166	\$166
U054	Butler	KA-6535-05	US-54 (East Kellogg Ave) in Butler County	GRSU						\$16,000	\$16,000
K177	Butler	KA-6628-01	1R Mill & Overlay on K-177 in Butler County	MILOV				\$2,875			\$2,875
U054	Butler	KA-6640-01	1R Surfacing on US-54 in Butler County	UBAS				\$2,896			\$2,896
U054	Butler	KA-7158-01	US-54 milling and overlay in Butler county	MILOV					\$2,357		\$2,357
U400	Butler	KA-7455-01	US-400 milling and overlay in Butler county	MILOV						\$2,666	\$2,666

# Kansas STIP 2025 - 2028 Appendix C

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
	Butler	N-0756-01	Roadway Improvements in Butler County	GRBRs			\$8,000				\$8,000
K177	Chase	KA-5677-01	Culvert Repair on K-177 in Chase County	CULV	\$274	\$299					\$573
K177	Chase	KA-5712-01	Bridge replacement in Chase County	BRRPL						\$3,392	\$3,392
K177	Chase	KA-6984-01	Extend culvert on K-177 in Chase county	CULV					\$3,196	\$778	\$778
U050	Chase	KA-7166-01	Milling and overlay on US-50 in Chase county	MILOV							\$3,196
K099	Chautauqua	KA-5411-01	Construct Shoulders on K-99 north of Sedan	SHLD	\$7,938						\$7,938
K099	Chautauqua	KA-6317-01	Mill & Overlay on K-99 Chautauqua County (1R Proj	MILOV		\$1,997					\$1,997
U166B	Chautauqua	KA-6596-01	1R Mill & Overlay on US-166B in Chautauqua County	MILOV			\$1,057				\$1,057
K099	Chautauqua	KA-6600-01	1R Mill & Overlay on K-99 in Chautauqua County	MILOV		\$867					\$867
K099	Chautauqua	KA-7267-01	Pavement Reconstruction in Sedan	GRSU						\$851	\$851
U400	Cherokee	KA-2375-10	Passing Lanes on US-400 in Southeast Kansas	GRSU		\$7,671					\$7,671
U069A	Cherokee	KA-6441-01	Pavement Reconstruction in the City of Baxter Spr	GRSU			\$1,765				\$1,765
U069	Cherokee	KA-6619-01	1R Mill & Overlay on US-69 in Cherokee County	MILOV				\$2,906			\$2,906
U160	Cherokee	KA-7125-01	US-160 surfacing in Cherokee county	UBAS				\$3,195			\$3,195
U400	Cherokee	KA-7135-01	US-400 milling and overlay in Cherokee county	MILOV				\$3,622			\$3,622
U166	Cherokee	KA-7453-01	US-166 milling and overlay in Cherokee county	MILOV					\$2,716		\$2,716
U054	Clark	KA-5431-01	Reconstruction in the City of Minneola	INTER	\$917						\$917
K034	Clark	KA-5744-01	Replace Bridge #030 on K-34 in Clark County	BRRPL	\$3,739						\$3,739
U160	Clark	KA-5751-01	Replace Bridge #012 on US-160 in Clark County	BRRPL	\$2,250						\$2,250
U160	Clark	KA-5757-01	Replace Bridge #015 & #016 on US-160 in Clark Cou	BRRPL	\$2,260						\$2,260
U283	Clark	KA-6228-01	Recycle & Seal on US-283 in Clark County (1R Proj	SEAL	\$1,127						\$1,127
U283	Clark	KA-6307-01	Mill & Overlay on US-283 in Clark County	MILOV		\$2,431					\$2,431
U183	Clark	KA-6312-01	Mill & Overlay on US-183 in Clark County (1R Proj	MILOV		\$2,561					\$2,561
U160	Clark	KA-7035-01	Replace bridge #006 on US-160 in Clark County	BRRPL						\$818	\$818
U160	Clark	KA-7095-01	US-160 milling and overlay in Clark county	MILOV				\$973			\$973
K015	Clay	KA-6129-01	Repair Bridge #030 on K-15 in Clay County	BR-OL	\$1,657						\$1,657
U024	Clay	KA-6839-01	Replace multiple bridges on US-24 in Clay County	BRRPL						\$542	\$542
U024	Clay	KA-7011-01	Replace bridge #001 on US-24 in Clay County	BRRPL						\$326	\$326
U024	Cloud	KA-5748-01	Replace Bridge #001 on US-24 in Cloud County	BRRPL						\$3,147	\$3,147
U024	Cloud	KA-5750-01	Replace Bridges #004 and #005 on US-24 in Cloud C	BRRPL						\$547	\$547
U081	Cloud	KA-7130-01	US-81 recycle and seal in Cloud county	RCYLE				\$1,208			\$1,208
K009	Cloud	KA-7150-01	K-9 milling and overlay in Cloud county	MILOV					\$4,657		\$4,657
K028	Cloud	X-3123-01	Kyle Railroad & K-28, east of Jamestown	FLTSG	\$445						\$445
K058	Coffey	KA-5701-01	Bridge replacement on K-58 in Coffey County	BRRPL						\$3,512	\$3,512
I035	Coffey	KA-6402-01	Mill and Overlay on I-35 in Coffey County	MILOV	\$6,775						\$6,775
K031	Coffey	KA-6825-01	Replace bridges #050 and #051 on K-31 in Coffey C	BRRPL						\$105	\$105
U075	Coffey	KA-7090-01	US-75 milling and overlay in Coffey county	MILOV				\$652			\$652
U077	Cowley	KA-4137-01	Pavement Replacement in Cowley County	GRBRs							\$67,673
U160	Cowley	KA-6475-01	Bridge #024 on US-160 in Cowley County	BRRPL						\$15,007	\$15,007
U077	Cowley	KA-6766-01	Bridge Repair #102 on US-77 in Cowley County	BRRPR	\$1,556						\$1,556
U166	Cowley	KA-6774-01	Repair Bridge #089 on US-166 in Cowley County	BRRPR				\$847			\$847

**Kansas STIP 2025 - 2028 Appendix C**

Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U166	Cowley	KA-7092-01	US-166 milling and overlay in Cowley county	MILOV					\$1,654		\$1,654
U160	Cowley	KA-7137-01	US-160 milling and overlay in Cowley county	MILOV					\$1,624		\$1,624
	Cowley	X-3130-01	BNSF & 86th Road 7 miles north of Winfield	FLTSG	\$301						\$301
K007	Crawford	KA-5803-01	Crawford Co. K-7 rehabilitate & replace bridge/cu	GRBRS			\$18,000				\$18,000
K146	Crawford	KA-6473-01	Bridge #043 on K-146 in Crawford County	BRRPL				\$3,010		\$351	\$3,361
K047	Crawford	KA-6624-01	1R Recycle & Overlay on K-47 in Crawford County	RCYLE				\$3,010			\$3,010
K146	Crawford	KA-6788-01	Culvert Replacement on K-146 in Crawford County	CULV				\$488			\$488
K047	Crawford	KA-6985-01	Culvert extension #514 on K-47 in Crawford county	CULV						\$1,014	\$1,014
K126	Crawford	KA-7122-01	K-126 milling and overlay in Crawford county	MILOV					\$3,461		\$3,461
K007	Crawford	KA-7250-01	Pavement Reconstruction in Girard	GRSU						\$1,352	\$1,352
K126	Crawford	KA-7275-01	Roadway Reconstruction in Pittsburg	GRSU						\$1,345	\$1,345
K003	Crawford	KA-7450-01	K-3 milling and overlay in Crawford county	MILOV						\$1,874	\$1,874
K007	Crawford	KA-7451-01	1R mill and overlay on K-7 in Crawford county	3.OOL						\$2,707	\$2,707
K047	Crawford	KA-7452-01	K-47 milling and overlay in Crawford county	MILOV						\$1,275	\$1,275
K009	Decatur	KA-7174-01	K-9 milling and overlay in Decatur county	MILOV					\$1,289		\$1,289
K015	Dickinson	KA-6124-01	Bridge Repair on K-15 in Dickinson County	BR-OL	\$602						\$602
I070	Dickinson	KA-6406-01	Patching & Overlay on I-70 in Dickinson County	4.OOL	\$1,632						\$1,632
K015	Dickinson	KA-6484-01	Replace bridge #062 on K-15 in Dickinson County	BRRPL						\$3,646	\$3,646
K015	Dickinson	KA-6561-01	K-15: Widen shoulders/replace bridge in Dickinson	GRBRS						\$9,128	\$9,128
U056B	Dickinson	KA-6900-01	Roadway Reconstruction in Herington	GRSU				\$870			\$870
K007	Doniphan	KA-5722-01	Bridge replacement in Doniphan County	BRRPL	\$3,622						\$3,622
K120	Doniphan	KA-6337-01	Mill & Overlay on K-120 in Doniphan County (1R Pr	MILOV	\$1,290						\$1,290
U036	Doniphan	KA-6588-01	1R Mill & Overlay on US-36 in Doniphan County	3.OOL		\$6,520					\$6,520
K007	Doniphan	KA-6973-01	Redeck Bridge #024 on K-7 in Doniphan County	CULV					\$2,357		\$2,357
K020	Doniphan	KA-6983-01	Extend culvert on K-20 in Doniphan county	CULV					\$5,857		\$5,857
K007	Doniphan	KA-7119-01	K-7 milling and overlay in Doniphan county	MILOV						\$970	\$970
U040	Douglas	KA-2841-02	US-40/K-10 Interchange Improvement (DDI) Douglas	INTCH		\$14,827					\$14,827
U040	Douglas	KA-3634-03	South Lawrence Trafficway/US-40 and K-10 in Dougl	GRBRS						\$181,383	\$181,383
U056	Douglas	KA-6015-01	Reconstruction on US-56 in Douglas County	GRSU						\$1,864	\$1,864
K033	Douglas	KA-6550-03	K-33 reconstruction in Douglas County	GRBRS						\$1,064	\$1,064
U056	Edwards	KA-6604-01	1R Mill & Overlay on US-56 in Edwards County	MILOV				\$1,778			\$1,778
U056	Edwards	KA-6832-01	Replace bridge #005 on US-56 in Edwards County	BRRPL						\$263	\$263
U050	Edwards	KA-7159-01	US-50 milling and overlay in Edwards county	MILOV					\$4,949		\$4,949
	Edwards	KA-7393-01	Pave local roads in Edwards county	CONC						\$1,843	\$1,843
U160	Elk	KA-6969-01	Repair Bridge #008 on US-160 in Elk County	BRRPR					\$900		\$900
U183Y	Ellis	KA-5608-01	Reconstruction & Replace Brg on US-183Y in Ellis	BRRPL				\$15,690			\$15,690
U183Y	Ellis	KA-6576-01	1R Mill & Overlay on US-183Y in Ellis County	MILOV	\$1,987						\$1,987
U183	Ellis	KA-6577-01	1R Mill & Overlay on US-183 in Ellis County	MILOV	\$4,062						\$4,062
K141	Ellisworth	KA-5723-01	Bridge replacement in Ellisworth County	BRRPL	\$4,880						\$4,880
K232	Ellisworth	KA-5724-01	Bridge replacement in Ellisworth County	BRRPL	\$926						\$926
I070	Ellisworth	KA-5765-01	Replace Bridge #016 & #017 on I-70 in Ellisworth C	BRRPL		\$6,102					\$6,102

# Kansas STIP 2025 - 2028 Appendix C

Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
K014	Ellsworth	KA-6288-01	Mill & Overlay on K-14 in Ellsworth County (1R Pr	MILOV	\$2,730						\$2,730
K014	Ellsworth	KA-7014-01	Replace bridge #040 on K-14 in Ellsworth County	BRRPL						\$152	\$152
K140	Ellsworth	KA-7015-01	Replace bridge #047 on K-140 in Ellsworth County	BRRPL						\$71	\$71
K156	Ellsworth	KA-7103-01	K-156 milling and overlay in Ellsworth county	MILOV					\$3,058		\$3,058
K156	Ellsworth	KA-7273-01	Roadway Reconstruction in Ellsworth	GRSU						\$964	\$964
U083	Finney	KA-1008-04	2-Lane pavement reconstruct on US-83 in Finney Co	GRBRS				\$6,789	\$15,200	\$23,279	\$45,268
U083B	Finney	KA-5707-01	Bridge replacement in Finney County	BRRPL	\$12,916						\$12,916
K156	Finney	KA-5759-01	Replace Bridge #008 on K-156 in Finney County	BRRPL						\$2,819	\$2,819
U050	Finney	KA-6023-01	US-50 Reconstruction in Finney County	GRSU						\$38,665	\$38,665
U083	Finney	KA-6105-02	US-83 Passing Lanes and Intersection Imp: Finney	GRSU						\$960	\$960
K156	Finney	KA-6440-01	Reconstruction in Garden City	GRSU	\$1,890						\$1,890
K156	Finney	KA-6558-01	K-23/K-156:rehabilitate, add shoulder & replace b	GRSU						\$1,200	\$1,200
U083	Finney	KA-7133-01	US-83 surfacing in Finney county	UBAS					\$3,058		\$3,058
U283	Ford	KA-5762-01	Replace Bridge #045 & #046 on US-283 in Ford Coun	BRRPL						\$401	\$401
U050	Ford	KA-7163-01	US-50 milling and overlay in Ford county	MILOV					\$1,742		\$1,742
	Ford	X-3132-01	BNSF Railroad & Garmett Road west of Spearville	FLTSG	\$316						\$316
K068	Franklin	KA-6329-01	Mill & Overlay on K-68 in Franklin County (1R Pro	MILOV		\$3,407					\$3,407
I035	Franklin	KA-6367-01	Overlay on I-35 in Franklin County	3.OOL	\$11,242						\$11,242
K033	Franklin	KA-6472-01	K-33: Reconstruction & bridge in Franklin County	GRBRS						\$14,257	\$14,257
K033	Franklin	KA-6550-02	K-33 reconstruction in Franklin County	GRBRS						\$740	\$740
U059	Franklin	KA-6579-01	Overlay & RCI on US-59 in Franklin County	3.OOL		\$13,100					\$13,100
K068	Franklin	KA-6723-01	Replace bridge #076 on K-68 in Franklin County	BRRPL						\$300	\$300
K177	Geary	KA-2369-01	Grading and Surfacing on K-177 in Geary County	GRBRS	\$18,486						\$18,486
I070	Geary	KA-6018-01	I-70/K-18 Interchange in Geary County	INTCH			\$15,917	\$6,190			\$22,107
I070	Geary	KA-6062-01	Pavement Replacement on I-70 in Geary County	PAVRC						\$28,678	\$28,678
I070	Geary	KA-6483-01	Replace bridge #016 on I-70 in Geary County	BRRPL						\$328	\$328
I070	Geary	KA-6541-02	Geary County: I-70/Taylor Road Interchange	PE						\$1,800	\$1,800
I070	Geary	KA-6837-01	Replace bridge #002 on I-70 in Geary County	BRRPL						\$310	\$310
I070	Geary	KA-6838-01	Replace bridge #017 on I-70 in Geary County	BRRPL						\$413	\$413
I070	Gove	KA-0724-01	Pavement	GRBRS						\$4,197	\$4,197
I070	Gove	KA-0725-01	Pavement and shoulder replacement.	GRBRS						\$3,960	\$3,960
I070	Gove	KA-0727-01	DELAYED: I-70 Improvements in Gove County	GRBRS						\$3,729	\$3,729
K023	Gove	KA-6324-01	Mill and Overlay on K-23 in Gove County (1R Proje	MILOV		\$2,481					\$2,481
I070	Gove	KA-6522-01	Mill and Overlay on I-70 in Gove County	3.5OL			\$21,162				\$21,162
I070	Gove	KA-7024-01	Replace bridges #010/#018/#020 on I-70 in Gove Co	BRRPL						\$991	\$991
U024	Graham	KA-5708-01	Bridge replacement in Graham County	BRRPL						\$355	\$355
U283	Graham	KA-6418-01	Mill & Overlay on US-283 in Graham County (1R Pro	MILOV	\$3,118						\$3,118
U024	Graham	KA-6419-01	Mill & Overlay on US-24 in Graham County (1R Proj	MILOV	\$1,626						\$1,626
U283	Graham	KA-7105-01	US-283 recycling and seal in Graham county	SEAL					\$1,815		\$1,815
U160	Grant	KA-5986-01	Reconstruction in the City of Ulysses	GRSU		\$2,500					\$2,500
U050	Gray	KA-6024-01	US-50 Reconstruction in Gray County	GRSU						\$49,163	\$49,163

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U050	Gray	KA-6025-01	US-50 Reconstruction in Gray County	GRSU						\$3,029	\$3,029
U050	Gray	KA-6026-01	US-50 Reconstruction in Gray County	GRSU						\$3,671	\$3,671
K023	Gray	KA-6302-01	Mill & Overlay on K-23 in Gray County (1R Project	MILOV	\$1,725						\$1,725
U056	Gray	KA-6631-01	Mill/Overlay and add turn lane on U.S.56 in Gray	MILOV		\$3,333					\$3,333
K023	Gray	KA-6634-01	1R Mill & Overlay on K-23 in Gray County	MILOV		\$2,143				\$199	\$2,143
U056	Gray	KA-7031-01	Replace bridge #016 on US-56 in Gray County	BRRPL							\$199
U054	Greenwood	KA-5718-01	Bridge replacement in Greenwood County	BRRPL	\$3,429						\$3,429
U054	Greenwood	KA-5760-01	Replace Bridge #002 on US-54 in Greenwood County	BRRPL		\$1,993					\$1,993
U400	Greenwood	KA-5790-01	Passing Lane on US-400 in Greenwood County	GRSU		\$8,849					\$8,849
U400	Greenwood	KA-6594-01	Overlay on US-400 in Greenwood County	3.OOL		\$11,163					\$11,163
U054	Greenwood	KA-6595-01	1R Overlay on US-54 in Greenwood County	O-LAY		\$3,204					\$3,204
K058	Greenwood	KA-6908-01	Geometric Improvements in Madison	GRSU		\$784					\$784
U400	Greenwood	KA-7154-01	US-400 surfacing in Greenwood county	RCYLE					\$4,339		\$4,339
U050	Hamilton	KA-7029-01	Replace bridge #027 on US-50 in Hamilton County	BRRPL						\$468	\$468
	Hamilton	KA-7391-01	Pave local road in Hamilton county	CONC						\$1,340	\$1,340
K002	Harper	KA-5702-01	Bridge replacement on K-2 in Harper County	BRRPL						\$686	\$686
U160	Harper	KA-5725-01	Bridge replacement in Harper County	BRRPL	\$2,944						\$2,944
K002	Harper	KA-6306-01	Recycle & Seal on K-2 in Harper County (1R Projec	RCYLE		\$1,631					\$1,631
U160	Harper	KA-6827-01	Replace bridge #021 on US-160 in Harper County	BRRPL					\$723		\$723
K044	Harper	KA-6909-01	Pavement reconstruction in Anthony	GRSU							\$723
K002	Harper	KA-7028-01	Replace bridge #025 on K-2 in Harper County	BRRPL						\$259	\$259
K002	Harper	KA-7396-01	K-2 mill and inlay in Harper county (1R Project)	MILOV						\$1,799	\$1,799
I135	Harvey	KA-0052-01	Interchange, I-135/36th St in Harvey County	GRBRS						\$22,462	\$22,462
U050	Harvey	KA-5786-01	Passing Lane on US-50 in Harvey County	GRSU	\$3,874						\$3,874
I135	Harvey	KA-6589-01	Construct ramp on I-135 in Harvey County	GRSU						\$495	\$495
U050	Harvey	KA-6828-01	Replace bridge #071 on US-50 in Harvey County	BRRPL						\$2,002	\$2,002
U050	Harvey	KA-6828-02	US-50 and Cow Palace Road Interchange in Harvey C	INTCH						\$5,009	\$5,009
U050	Harvey	KA-6976-01	Culvert #532 replacement on US-50 in Harvey County	CULV						\$702	\$702
U083	Haskell	KA-1008-02	2-Lane pavement reconstruct on US-83 in Haskell C	GRSU				\$26,470			\$26,470
U160	Haskell	KA-7012-01	US-160 recycle and surfacing in Haskell county	RCYLE					\$2,938		\$2,938
U056	Haskell	KA-7032-01	Replace bridge #001 on US-56 in Haskell County	BRRPL						\$2,441	\$2,441
K156	Hodgeman	KA-5802-01	K-156:4 miles west of Jetmore, east 15 miles to H	SHLD			\$29,617				\$29,617
U075	Jackson	KA-6566-01	1R Mill & Overlay on US-75 in Jackson County	MILOV						\$3,137	\$3,137
K016	Jackson	KA-6570-01	1R Mill & Overlay on K-16 in Jackson County	MILOV		\$2,166					\$2,166
K062	Jackson	KA-7116-01	K-62 milling and overlay in Jackson county	MILOV					\$1,209		\$1,209
K009	Jackson	KA-7118-01	K-9 recycle and seal in Jackson county	RCYLE					\$1,217		\$1,217
U024	Jefferson	KA-3542-01	Roadway reconstruction in Jefferson County	PAVRC		\$16,249					\$16,249
U024	Jefferson	KA-5105-01	JF Co:US-24 Rd Improvements & Replace Delaware I	GRBRS	\$11,194						\$11,194
K004	Jefferson	KA-5931-01	Guardrail End Terminal Updates on K-4 in Jefferso	GDFC	\$178						\$178
K192	Jefferson	KA-6235-01	Mill & Overlay K-192 in Jefferson County (1R Proj	MILOV	\$965						\$965
U024	Jefferson	KA-6482-01	Replace bridge #010 on U.S. 24 in Jefferson Count	BRRPL						\$448	\$448

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
K004	Jefferson	KA-7010-01	Replace bridge #019 on K-4 in Jefferson County	BRRPL						\$522	\$522
K016	Jefferson	KA-7042-01	K-16 milling and overlay in Jefferson county	MILOV			\$1,654				\$1,654
U036	Jewell	KA-5745-01	Replace Bridge #002 on US-36 in Jewell County	BRRPL						\$414	\$414
U036	Jewell	KA-5749-01	Replace Bridge #003 on US-36 in Jewell County	BRRPL						\$418	\$418
K014	Jewell	KA-6470-01	Bridge #016 on K-14 in Jewell County	BRRPL						\$2,911	\$2,911
U036	Jewell	KA-6572-01	1R Mill & Overlay on US-36 in Jewell County	MILOV		\$2,785					\$2,785
U036	Jewell	KA-6587-01	1R Mill & Overlay on US-36 in Jewell County	MILOV		\$2,546					\$2,546
K014	Jewell	KA-6614-01	1R Mill & Overlay on K-14 in Jewell County	MILOV	\$3,027						\$3,027
K028	Jewell	KA-6815-01	Replace bridge #026 on K-236 in Jewell County	BRRPL						\$139	\$139
	Jewell	KA-7072-01	K-128 and US-36 milling and overlay in Jewell cou	MILOV					\$4,190		\$4,190
I435	Johnson	KA-4275-02	Bridge repair in Johnson County	BRDEC					\$9,140		\$9,140
I035	Johnson	KA-5060-01	Bridge #009 over I-35 in Johnson County	BRRPL	\$8,462	\$13,630	\$6,024				\$28,115
U069	Johnson	KA-5700-02	US-69 from 151st St north to 103rd St in Overland	GRBRS		\$16,955	\$16,955				\$33,911
U069	Johnson	KA-5700-03	US-69 in Overland Park in Johnson County	GRBRS	\$92,693	\$128,010	\$128,010	\$98,010	\$38,010		\$484,732
U056	Johnson	KA-6243-01	Mill & Overlay on US-56 in Johnson County (1R Pro	MILOV	\$1,507						\$1,507
U056	Johnson	KA-6246-01	Mill & Overlay on US-56 in Johnson County (1R Pro	MILOV	\$352						\$352
I035	Johnson	KA-6364-02	Johnson Co: I-35 and Santa Fe Interchange Improve	GRSU						\$139,176	\$139,176
I035	Johnson	KA-6479-01	Replace Bridge #011 on I-35 in Johnson County	BRRPL						\$1,044	\$1,044
I035	Johnson	KA-6505-01	Replace Bridge #027 on I-35 in Johnson County	BRRPL						\$1,906	\$1,906
U069	Johnson	KA-6506-01	Replace Bridge #119 on US-69 in Johnson County	BRRPL						\$702	\$702
I035	Johnson	KA-6540-02	Johnson Co: I-35 extend auxiliary lanes	GRSU					\$3,372		\$3,372
K010	Johnson	KA-6651-02	Redeck Bridge #179 on K-10 in Johnson County	BRDEC							\$3,478
K010	Johnson	KA-6651-03	Johnson County: K-10 redeck bridge #178	BRDEC							\$3,789
K007	Johnson	KA-6797-01	Bridge Repair #332 on K-7 in Johnson County	BRRPR		\$590					\$590
K007	Johnson	KA-6923-01	Repair Bridge #242 on K-7 in Johnson County	BRRPR						\$944	\$944
I035	Johnson	KA-7190-01	Patch and overlay on I-35 in Johnson county	4.00L						\$14,513	\$14,513
	Johnson	N-0767-01	Intersection improvements in the City of Lenexa	INTER		\$754					\$754
K025	Kearny	KA-6910-01	Pavement reconstruction in Lakin	GRSU				\$1,918			\$1,918
K011	Kingman	KA-5709-01	Bridge replacement in Kingman County	BRRPL						\$2,016	\$2,016
U054	Kingman	KA-6056-01	Pavement Replacement on US-54 in Kingman County	PAVRC						\$26,983	\$26,983
U054	Kingman	KA-6452-01	Pavement Restoration in the City of Kingman	GRSU		\$2,002					\$2,002
U054	Kingman	KA-6626-01	1R Patching on US-54 in Kingman County	PATCH				\$1,208			\$1,208
U183	Kiowa	KA-5763-01	Replace Bridge #014 on US-183 in Kiowa County	BRRPL						\$1,945	\$1,945
U054	Kiowa	KA-5783-01	Passing Lane on US-54 in Kiowa County	GRSU		\$3,617					\$3,617
U054	Kiowa	KA-5785-01	Passing Lane on US-54 in Kiowa County	GRSU		\$8,707					\$8,707
U400	Kiowa	KA-6511-01	Replace Bridge #009 & #010 on US-400 in Kiowa Cot	BRRPL						\$849	\$849
U054	Kiowa	KA-6636-01	1R Mill & Overlay on US-54 in Kiowa County	MILOV				\$2,798			\$2,798
U183	Kiowa	KA-6945-01	Repair Bridges #018 and #019 on US-183 in Kiowa C	BRRPR						\$1,362	\$1,362
U059	Labette	KA-3901-01	Bridge Replacements in Labette County on U.S. 59	BRRPL		\$8,461					\$8,461
U059	Labette	KA-6442-01	Road Improvements in Parsons	PAVRC		\$803					\$803
U059	Labette	KA-6625-01	1R Mill & Overlay on US-59 in Labette County	MILOV				\$2,384			\$2,384

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U059	Labette	KA-6905-01	Pavement reconstruction in Parsons	PAVRC						\$1,316	\$1,316
K101	Labette	KA-7152-01	US-160 and K-101 milling and overlay in Labette c	MILOV					\$4,650		\$4,650
K004	Lane	KA-6299-01	Overlay on K-4 in Lane County (1R Project)	O-LAY	\$1,826						\$1,826
K023	Lane	KA-6311-01	Mill, inlay and overlay on K-23 in Lane County	O-LAY		\$12,124					\$12,124
K023	Lane	KA-6478-01	Bridge #001 on K-23 in Lane County	BRRPL						\$2,469	\$2,469
K096	Lane	KA-6607-01	1RS Mill & Overlay on K-96 in Lane County	OL-SH			\$4,036				\$4,036
K004	Lane	KA-6612-01	1R Mill & Overlay on K-4 in Lane County	MILOV			\$2,663				\$2,663
K092	Leavenworth	KA-6016-01	Centennial Bridge on K-92 in Leavenworth County	BRRPL						\$11,760	\$11,760
K092	Leavenworth	KA-6060-01	Pavement Replacement on K-92 in Leavenworth Cour	PAVRC		\$726					\$726
K192	Leavenworth	KA-6238-01	Mill & Overlay K-192 in Leavenworth County (1R Pr	MILOV	\$1,221						\$1,221
K018	Lincoln	KA-5713-01	Bridge replacement in Lincoln County	BRRPL						\$1,069	\$1,069
K232	Lincoln	KA-6816-01	Replace bridge #034 on K-232 in Lincoln County	BRRPL						\$535	\$535
K014	Lincoln	KA-7016-01	Replace bridge #007 on K-14 in Lincoln County	BRRPL						\$926	\$926
K018	Lincoln	KA-7017-01	Replace bridge #020 on K-18 in Lincoln County	BRRPL						\$641	\$641
K152	Linn	KA-6318-01	Mill & Overlay on K-152 in Linn County (1R Projec	MILOV		\$2,433					\$2,433
U069	Linn	KA-6791-01	Overlay on US-69 in Linn County	3.OOL					\$9,288		\$9,288
K052	Linn	KA-7021-01	K-52 Milling and Overlay in Linn County	MILOV					\$3,200		\$3,200
U069	Linn	KA-7156-01	US-69 surfacing in Linn county	UBAS					\$2,509		\$2,509
I070	Logan	KA-0723-01	Road Improvements in Logan County	GRBRS						\$99	\$99
U040	Logan	KA-5742-01	Replace Bridge #006 on US-40 in Logan County	BRRPL						\$271	\$271
U040	Logan	KA-6508-01	Replace Bridge #005 on US-40 in Logan County	BRRPL						\$4,440	\$4,440
I070	Logan	KA-6521-01	Mill and Overlay on I-70 in Logan County	3.SOL		\$910					\$910
K025	Logan	KA-6618-01	1R Mill & Overlay on K-25 in Logan County	MILOV				\$4,294			\$4,294
U040	Logan	KA-6638-01	1R Mill & Overlay on US-40 in Logan County	MILOV					\$1,805		\$1,805
I035	Lyon	KA-5714-01	Bridge replacement in Lyon County	BRRPL	\$3,650						\$3,650
U050	Lyon	KA-6398-01	3 Inch Overlay on US-50 in Lyon County	3.OOL	\$2,619						\$2,619
I035	Lyon	KA-6401-01	Overlay on I-35 in Lyon County	1.5OL	\$5,151						\$5,151
K099	Lyon	KA-7274-01	Roadway Reconstruction in Emporia	GRSU						\$1,216	\$1,216
U050	Marion	X-3162-01	BNSF Railway & V Road in Reading	FLTSG	\$501						\$501
U077	Marion	KA-5787-01	Passing Lane on US-50 in Harvey/Marion Counties	GRBRS	\$6,939						\$6,939
U077	Marion	KA-6593-01	1R Mill & Overlay on US-77 in Marion County	MILOV		\$2,702					\$2,702
U077	Marion	KA-7164-01	Milling and overlay on multiple routes in Marion	MILOV					\$7,659		\$7,659
U077	Marshall	KA-3924-01	Bridge replacement in Marshall County	BRRPL				\$2,500			\$2,500
K009	Marshall	KA-5761-01	Replace Bridge #025 on K-9 in Marshall County	BRRPL						\$469	\$469
K099	Marshall	KA-5764-01	Replace Bridge #035 on K-99 in Marshall County	BRRPL		\$3,415					\$3,415
K087	Marshall	KA-6314-01	Overlay on K-87 in Marshall County (1R Project)	O-LAY		\$1,098					\$1,098
K099	Marshall	KA-6417-01	Mill & Overlay K-99 in Marshall County (1R Projec	MILOV	\$1,325						\$1,325
U077	Marshall	KA-6897-01	Pavement Reconstruction in Marysville	GRSU				\$1,236			\$1,236
K009	Marshall	KA-7038-01	K-9 milling and overlay in Marshall county	MILOV					\$985		\$985
U081B	McPherson	KA-3946-01	Bridge Replacement in McPherson County on US-81E	BRRPL	\$904						\$904
I135	McPherson	KA-6063-01	Pavement Replacement on I-135 in McPherson Count	PAVRC	\$19,521						\$19,521

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U056	McPherson	KA-6574-01	1R Mill & Overlay on US-56 in McPherson County	MILOV		\$4,129					\$4,129
I135	McPherson	KA-6754-01	Redeck Bridges #030 & #031 on I-135 in McPherson	BRDEC				\$2,817			\$2,817
K061	McPherson	KA-6755-01	Redeck Bridges #100 & #102 on K-61 in McPherson C	BRDEC				\$2,238			\$2,238
K260	McPherson	KA-6896-01	Pavement Reconstruction in Moundridge	GRSU				\$664			\$664
	McPherson	X-3148-01	KO Railroad & 5th Avenue in Conway	FLTSG	\$501						\$501
U054	Meade	KA-5781-01	Passing Lane on US-54 in Meade County	GRSU	\$3,470						\$3,470
U054	Meade	KA-5782-01	Passing Lane on US-54 in Meade County	GRSU	\$8,094						\$8,094
K023	Meade	KA-6301-01	Mill & Overlay on K-23 in Meade County (1R Projec	MILOV	\$1,971						\$1,971
U054	Meade	KA-6629-01	1R Mill & Overlay on US-54 in Meade County	MILOV		\$5,825					\$5,825
K098	Meade	KA-7033-01	Replace bridges #030/#029 on K-98 in Meade County	BRRPL					\$956		\$956
U160	Meade	KA-7096-01	US-160 milling and overlay in Meade county	MILOV			\$2,390				\$2,390
K023	Meade	KA-7259-01	Pavement Reconstruction in Meade	GRSU					\$989		\$989
K068	Miami	KA-2373-04	Highway Improvements on K-68 in Miami County	GRBRS			\$61,692				\$61,692
I035	Miami	KA-6368-01	Overlay on I-35 in Miami County	3.OOL	\$3,901						\$3,901
U169	Miami	KA-6925-01	Repair Bridge #047 on US-169 in Miami County	BRRPR						\$1,655	\$1,655
U024	Mitchell	KA-6437-01	Reconstruction in the City of Cawker City	GRSU	\$745						\$745
K014	Mitchell	KA-6613-01	1R Mill & Overlay on K-14 in Mitchell County	MILOV		\$4,573					\$4,573
U075	Montgomery	KA-5699-01	Bridge replacement on U.S. 75 in Montgomery County	BRRPL	\$4,284						\$4,284
U160	Montgomery	KA-5703-01	Bridge replacement on U.S. 160 in Montgomery County	BRRPL					\$529		\$529
U169	Montgomery	KA-6412-01	Mill & Overlay US-169 in Montgomery County (1R Pr	MILOV	\$2,191						\$2,191
U075	Montgomery	KA-6448-01	Reconstruction in the City of Independence	GRSU	\$578						\$578
	Montgomery	X-3104-01	SK&O Railroad & 9th Street in Coffeyville	FLTSG	\$204						\$204
	Montgomery	X-3108-01	SK&O Railroad & 21st Street in Independence	FLTSG	\$301						\$301
	Montgomery	X-3151-01	SKO Railroad & 4th Street in Coffeyville	FLTSG	\$501						\$501
K177	Morris	KA-2368-01	Grading and Surfacing on K-177, Morris County	GRBRS	\$6,502						\$6,502
K004	Morris	KA-3944-01	Bridge Replacement in Morris County on K-4	BRRPL	\$1,555						\$1,555
K177	Morris	KA-6017-01	Road Rehab and Replace Bridges on K-177	GRSU			\$7,849				\$7,849
U056	Morris	KA-6507-01	Replace Bridge #030 on US-56 in Morris County	BRRPL					\$247		\$247
U056	Morris	KA-6592-01	1R Mill & Overlay on US-56 in Morris County	MILOV		\$3,694					\$3,694
K004	Morris	KA-6907-01	Pavement reconstruction in White City	GRSU				\$793			\$793
U036	Nemaha	KA-3880-01	Bridge replacement in Nemaha County	BRRPL	\$3,660						\$3,660
K063	Nemaha	KA-5729-01	Replace Bridge #023 on K-63 in Nemaha County	BRRPL					\$5,437		\$5,437
K009	Nemaha	KA-6414-01	Mill & Overlay K-9 in Nemaha County (1R Project)	MILOV	\$2,113						\$2,113
K009	Nemaha	KA-6439-01	Reconstruction in the City of Centralia	GRSU		\$915					\$915
K236	Nemaha	KA-6814-01	Replace bridge #026 on K-236 in Nemaha County	BRRPL						\$137	\$137
K062	Nemaha	KA-7117-01	K-62 milling and overlay in Nemaha county	MILOV			\$994				\$994
U059	Neosho	KA-5727-01	Bridge replacement in Neosho County	BRRPL	\$10,728						\$10,728
U169	Neosho	KA-5788-01	Passing Lane on US-169 in Neosho County	GRSU	\$6,336						\$6,336
U169	Neosho	KA-5789-01	Passing Lane on US-169 in Neosho County	GRSU		\$7,933					\$7,933
U169	Neosho	KA-5789-02	U.S. 169 Replace Pavement from LB/NO Co Ln to Th:	GRSU	\$6,514						\$6,514
U059	Neosho	KA-6510-01	Replace Bridge #008 on US-59 in Neosho County	BRRPL					\$3,980		\$3,980



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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
K039	Neosho	KA-6621-01	1R Mill & Overlay on K-39 in Neosho County	MILOV				\$1,682			\$1,682
U059	Neosho	KA-6622-01	1R Mill & Overlay on US-59 in Neosho County	MILOV				\$2,295			\$2,295
K047	Neosho	KA-6623-01	1R Recycle & Overlay on K-47 in Neosho County	RCCYLE				\$1,511			\$1,511
K096	Ness	KA-5752-01	Replace Bridge #042 on K-96 in Ness County	BRRPL						\$429	\$429
K004	Ness	KA-6300-01	Overlay on K-4 in Ness County (1R Project)	O-LAY	\$2,790	\$2,301					\$2,790
K096	Ness	KA-6447-01	Pavement Reconstruction in Ness City	GRSU							\$2,301
U283	Ness	KA-6608-01	1R Overlay on US-283 in Ness County	O-LAY				\$4,133			\$4,133
K096	Ness	KA-6609-01	1RS Mill & Overlay on K-96 in Ness County	OL-SH				\$6,223			\$6,223
K004	Ness	KA-6610-01	1R Mill & Overlay on K-4 in Ness County	MILOV				\$2,760			\$2,760
K096	Ness	KA-6834-01	Replace bridge #039 on K-96 in Ness County	BRRPL						\$188	\$188
K096	Ness	KA-6834-02	Replace bridge #043 on K-96 in Ness County	BRRPL						\$219	\$219
K096	Ness	KA-7107-01	K-96 milling and overlay in Ness county	MILOV					\$3,545		\$3,545
K383	Norton	KA-2371-01	DELAYED: Reconstruction of K-383 in Norton County	GRSU						\$1,040	\$1,040
K383	Norton	KA-2371-02	Reconstruction of K-383 in Norton County	GRSU	\$13,880						\$13,880
K383	Norton	KA-2371-03	K-383 Roadway Reconstruction in Norton County	GRSU						\$16,718	\$16,718
K009	Norton	KA-6310-01	K-9 Roadway Resurfacing in Norton County	MILOV		\$4,710					\$4,710
U036	Norton	KA-6615-01	1R Mill & Overlay on US-36 in Norton County	MILOV				\$2,610			\$2,610
U036	Norton	KA-6616-01	1R Mill & Overlay on US-36 in Norton County	MILOV				\$2,291			\$2,291
K009	Norton	KA-6818-01	Replace bridge #051 on K-9 in Norton County	BRRPL						\$235	\$235
K383	Norton	KA-7020-01	Replace bridge #025 on K-383 in Norton County	BRRPL						\$394	\$394
U283	Norton	KA-7151-01	US-283 milling and overlay in Norton county	MILOV					\$2,723		\$2,723
K067	Norton	X-3125-01	Kyle Railroad & K-67, east of Norton	FLTSG	\$598						\$598
	Norton	X-3126-01	Kyle Railroad & E2 Road northeast of Norton	FLTSG	\$526						\$526
K031	Osage	KA-6585-01	1R Mill & Overlay on K-31 in Osage County	MILOV		\$1,261					\$1,261
U075	Osage	KA-6756-01	Redeck Bridges #087 & #090 on US-75 in Osage Cou	BRDEC				\$4,582			\$4,582
U075	Osage	KA-6811-01	Replace Bridges #82 and #83 on U.S. 75 in Osage	BRRPL						\$525	\$525
	Osage	X-3138-01	BNSF & 317th Street 3 miles east of Olivet	FLTSG	\$100						\$100
U024	Osborne	KA-5731-01	Replace Bridge #026 on US-24 in Osborne County	BRRPL						\$260	\$260
U281	Osborne	KA-6020-01	Reconstruct Roadway and Bridge Replacements on U	GRBRS				\$23,264			\$23,264
U281	Osborne	KA-6563-01	U.S. 281: reconstruct & replace 1 bridge & 2 cul	GRBRS				\$800			\$800
U024	Osborne	KA-6819-01	Replace bridge #002 on US-24 in Osborne County	BRRPL						\$142	\$142
K181	Osborne	KA-7022-01	Replace bridge #043 on K-181 in Osborne County	BRRPL						\$1,164	\$1,164
U081	Ottawa	KA-6057-01	3 Inch Overlay on US-81 in Ottawa County	3.OOL	\$7,877						\$7,877
U081	Ottawa	KA-6575-01	1R Mill & Overlay on US-81 in Ottawa County	MILOV	\$4,550						\$4,550
K018	Ottawa	KA-6971-01	Repair Bridge #016 on K-18 in Ottawa County	BRRPR					\$1,195		\$1,195
K018	Ottawa	KA-7018-01	Replace bridge #019 on K-18 in Ottawa County	BRRPL						\$441	\$441
U056	Pawnee	KA-5753-01	Replace Bridge #003 on US-56 in Pawnee County	BRRPL						\$235	\$235
K019	Pawnee	KA-7093-01	K-19 and K-19S milling and overlay in Pawnee coun	MILOV					\$1,996		\$1,996
K383	Phillips	KA-2372-01	DELAYED: Roadway reconstruction in Phillips Count	GRSU						\$1,440	\$1,440
K383	Phillips	KA-2372-02	K-383 reconstruction in Phillips County	GRSU						\$27,398	\$27,398
U036	Phillips	KA-6002-01	Guardrail End Terminal Updates on US-36 in Philli	GDFC	\$2,021						\$2,021

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U036	Phillips	KA-6820-01	Replace bridge #004 on US-36 in Phillips County	BRRPL						\$313	\$313
U036	Phillips	KA-6821-01	Replace bridge #015 on US-36 in Phillips County	BRRPL						\$274	\$274
U036	Phillips	KA-7023-01	Replace bridges #001#002 on US-36 in Phillips Co	BRRPL						\$822	\$822
U183	Phillips	KA-7169-01	Milling and overlay on US-183 in Phillips county	MILOV					\$3,696		\$3,696
K069	Pottawatomie	KA-5704-01	Bridge replacements on K-63 in Pottawatomie Count	BRRPL					\$11,326		\$12,342
K099	Pottawatomie	KA-7261-01	Pavement Reconstruction in Wamego	GRSU						\$599	\$599
K042	Pratt	KA-6058-01	Reconstruction on K-42 in Pratt County	PAVRC		\$1,306					\$1,306
K061	Pratt	KA-6581-01	1R Mill & Overlay on K-61 in Pratt County	MILOV			\$4,442				\$4,442
U054	Pratt	KA-6637-01	1R Surfacing on US-54 in Pratt County	UBAS				\$2,225			\$2,225
U281	Pratt	KA-6895-01	Pavement Reconstruction in Pratt	GRSU				\$617			\$617
K025	Rawlins	KA-6737-01	Mill & Overlay on K-25 in Rawlins County	MILOV					\$6,480		\$6,480
U050	Reno	KA-6580-01	1R Mill & Overlay on US-50 in Reno County	MILOV		\$3,972					\$3,972
K061	Reno	KA-6582-01	1R Mill & Overlay on K-61 in Reno County	MILOV			\$4,485				\$4,485
U050	Reno	KA-6830-01	Replace bridge #003 on US-50 in Reno County	BRRPL						\$98	\$98
K011	Reno	KA-6831-01	Replace bridge #027 on K-11 in Reno County	BRRPL						\$274	\$274
K011	Reno	KA-7027-01	Replace bridge #025 on K-11 in Reno County	BRRPL						\$177	\$177
K096	Reno	KA-7120-01	K-96 patching in Reno county	PATCH					\$1,904		\$1,904
K014	Reno	KA-7128-01	K-14 patching in Reno county	PATCH					\$5,448		\$5,448
	Reno	X-3142-01	KO Railroad & Main Street in Hutchinson	FLTSG	\$501						\$501
	Reno	X-3160-01	Union Pacific Railroad & Halstead Street in Hutch	FLTSG	\$501						\$501
	Reno	X-3161-01	Union Pacific Railroad & Halstead Street in Hutch	FLTSG	\$501						\$501
U036	Republic	KA-5743-01	Replace Bridge #002 on US-36 in Republic County	BRRPL						\$334	\$334
K148	Republic	KA-6975-01	Culvert #518 replacement on K-148 in Republic cou	CULV						\$923	\$923
U056	Rice	KA-5733-01	Replace Bridge #001 on US-56 in Rice County	BRRPL						\$2,002	\$2,002
K004	Rice	KA-5734-01	Replace Bridge #021 on K-4 in Rice County	BRRPL						\$3,631	\$3,631
K004	Rice	KA-6514-01	Replace Bridge #019 on K-4 in Rice County	BRRPL						\$245	\$245
K004	Rice	KA-6515-01	Replace Bridge #020 on K-4 in Rice County	BRRPL						\$140	\$140
K004	Rice	KA-6516-01	Replace Bridge #028 on K-4 in Rice County	BRRPL						\$397	\$397
U056	Rice	KA-6537-01	Construct Shoulders on U.S. 56 in Rice County	GRSU					\$14,983		\$14,983
K014	Rice	KA-7041-01	K-14 milling and overlay in Rice county	MILOV					\$1,596		\$1,596
K018	Riley	KA-5469-01	Heavy P preservation on K-18 in Riley Co	PAVRC	\$3,199						\$3,199
U024	Riley	KA-5564-01	Intersection Improvement on US-24 in Riley County	RNDBT		\$5,084					\$5,084
U024	Riley	KA-5565-01	Intersection Improvement on US-24 in Riley County	RNDBT		\$5,084					\$5,084
I070	Riley	KA-6403-01	Concrete Panel Replace on I-70 in Riley County	CONC	\$977						\$977
U024	Rooks	KA-5754-01	Replace Bridge #012 on US-24 in Rooks County	BRRPL	\$1,850						\$1,850
U024	Rooks	KA-6451-01	Pavement Reconstruction in Stockton	GRSU	\$2,116						\$2,116
U183	Rush	KA-5735-01	Replace Bridge #003 on US-183 in Rush County	BRRPL						\$2,041	\$2,041
K004	Rush	KA-5738-01	Replace Bridge #020 #021 & #022 on K-4 in Rush Co	BRRPL						\$7,121	\$7,121
K096	Rush	KA-7108-01	K-96 milling and overlay in Rush county	MILOV					\$3,879		\$3,879
U281	Russell	KA-2370-03	Grading and Surfacing on US-281 Russell County	GRSU		\$32,424					\$32,424
K018	Russell	KA-5737-01	Replace Bridge #056 on K-18 in Russell County	BRRPL	\$1,423						\$1,423

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U281	Russell	KA-6562-01	U.S. 281 Road Reconstruction & Bridge #046 Replac	GRBRS						\$317	\$317
U281	Russell	KA-6639-01	1R Surfacing on US-281 in Russell County	UBAS					\$2,191		\$2,191
U281	Russell	KA-7260-01	Pavement Reconstruction in Russell	GRSU						\$943	\$943
K004	Saline	KA-3230-02	K-4: Reconstruction/Bridge Redeck/ & Culvert Repla	GRBRS						\$24,475	\$24,475
K004	Saline	KA-5719-01	Bridge replacements on K-4 in Saline County	BRRPL	\$3,594						\$3,594
K004	Saline	KA-5721-01	Bridge replacement in Saline County	BRRPL	\$187						\$187
I135	Saline	KA-6946-01	Repair Bridge #032 on I-135 in Saline County	BRRPR						\$515	\$515
I135	Saline	KA-7019-01	Replace bridge #039 on I-135 in Saline County	BRRPL						\$793	\$793
	Saline	X-3149-01	KO Railroad & 12th Street in Salina	FLTSG	\$501						\$501
	Saline	X-3150-01	KO Railroad & North Street in Salina	FLTSG	\$501						\$501
U083	Scott	KA-6105-03	US-83 Passing Lanes and Intersection Imp: Scott C	GRSU						\$676	\$676
K096	Scott	KA-6606-01	1RS Mill & Overlay on K-96 in Scott County	OL-SH			\$4,055				\$4,055
K004	Scott	KA-6611-01	1R Mill & Overlay on K-4 in Scott County	MILOV			\$2,936				\$2,936
K096	Scott	KA-7076-01	K-96 milling and overlay in Scott county	MILOV			\$2,284				\$2,284
U083	Scott	KA-7134-01	US-83 surfacing in Scott county	UBAS						\$2,557	\$2,557
U054	Sedgwick	KA-0161-05	Replace Bridge #132 on US-54 in Sedgwick County	BRRPL						\$697	\$697
K015	Sedgwick	KA-5770-01	Replace Bridge #184 on K-15 in Sedgwick County	BRRPL					\$14,203		\$14,203
K042	Sedgwick	KA-5807-01	K-42 in Sedgwick County	SHLD					\$51,130		\$51,130
K096	Sedgwick	KA-6099-02	K-96 in Sedgwick County: Upgrade from 4-Lane to 6	PAVRC						\$729	\$729
U054	Sedgwick	KA-6233-01	Approach Slabs on US-54 in Sedgwick County (1R Pr	SPECL							
I135	Sedgwick	KA-6517-01	Bridge #305 and #302 in Sedgwick County	BRRPL						\$2,371	\$2,371
I235	Sedgwick	KA-6518-01	Replace Bridge #094 & #095 on I-235 in Sedgwick C	BRRPL						\$592	\$592
U054	Sedgwick	KA-6749-01	Bridge Repair #143 & #317 on US-54 in Sedgwick Co	BRRPR				\$1,267			\$1,267
I235	Sedgwick	KA-6836-01	Replace bridges #065/#066 on I-235 in Sedgwick Co	BRRPL						\$1,840	\$1,840
I235	Sedgwick	KA-6844-01	Patching on I-235 in Sedgwick County	PATCH		\$4,931					\$4,931
	Sedgwick	KA-6935-01	Repair Multiple Bridges on I135/US54 in Sedgwick	BRRPR					\$1,320		\$1,320
K096	Sedgwick	KA-6959-01	Bridge redecls #271 and #272 on K-96 in Sedgwick	BRDEC					\$5,793		\$5,793
I135	Sedgwick	KA-6961-01	Bridge redeck #049 on I-135 in Sedgwick County	BRDEC					\$1,851		\$1,851
I135	Sedgwick	KA-6962-01	Bridge redeck #299 on I-135 in Sedgwick County	BRDEC					\$8,541		\$8,541
I135	Sedgwick	KA-6978-01	Bridge paint and repair of I-135 in Sedgwick coun	BRPNT						\$961	\$961
K096	Sedgwick	KA-7007-01	Replace bridge #279 on K-96 in Sedgwick County	BRRPL						\$810	\$810
I135	Sedgwick	KA-7008-01	Replace bridge #011 on I-135 in Sedgwick County	BRRPL						\$523	\$523
U054	Sedgwick	KA-7160-01	US-54 patching in Sedgwick county	PATCH	\$4,476						\$4,476
	Sedgwick	N-0719-01	Roadway Improvements in Wichita	GRSU		\$2,796					\$2,796
	Sedgwick	N-0759-01	Maple Street Pathway in Sedgwick County	PEDBI			\$892				\$892
	Sedgwick	N-0760-01	Traffic Signal Improvements in Wichita	TRSGN			\$1,948				\$1,948
	Sedgwick	X-3141-01	KO Railroad & Harry Street in Wichita	FLTSG	\$501						\$501
	Sedgwick	X-3143-01	KO Railroad & Southwest Boulevard in Wichita	FLTSG	\$501						\$501
	Sedgwick	X-3144-01	KO Railroad & May Street in Wichita	FLTSG	\$501						\$501
	Sedgwick	X-3145-01	KO Railroad & 31st Street in Wichita	FLTSG	\$501						\$501
	Sedgwick	X-3147-01	KO Railroad & St. Clair Street in Wichita	FLTSG	\$501						\$501

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U083	Seward	KA-2220-01	Roadway improvements in Seward County	MILOV	\$15,044						\$15,044
U083	Seward	KA-3253-01	Surfacing in Seward County	MILOV				\$16,425			\$16,425
U160	Seward	KA-6320-01	Mill & Overlay on US-160 in Seward County (1R Pro	MILOV	\$1,449						\$1,449
U083	Seward	KA-6833-01	Replace bridge #005 on US-83 in Seward County	BRRPL						\$1,437	\$1,437
U054	Seward	KA-7034-01	Replace bridge #001 on US-54 in Seward County	BRRPL	\$11						\$11
I070	Shawnee	KA-1266-02	I-70 Polk/Quincy Viaduct and Approach Roadway	PE					\$10,123		\$10,123
I070	Shawnee	KA-1266-04	I-70 Polk/Quincy Viaduct & Approach Roadway	GRBR			\$105,788	\$83,288	\$83,288		\$272,363
I070	Shawnee	KA-1266-05	I-70 Polk/Quincy Viaduct & Approach Roadway	GRBR						\$7,200	\$7,200
I070	Shawnee	KA-1266-06	I-70 Polk/Quincy Viaduct: ROW/ Building Demolitio	SPECL	\$1,059						\$1,059
U024	Shawnee	KA-3236-01	Roadway reconstruction in Shawnee County	PAVRC		\$42,726					\$42,726
I070	Shawnee	KA-6232-01	Culvert #512: I-70 in Shawnee County (Discovery P	CULV						\$90	\$90
I070	Shawnee	KA-6232-02	Culvert Repair #512 on I-70 in Shawnee County	CULV		\$356					\$356
K004	Shawnee	KA-6244-01	Mill & Overlay on K-4 in Shawnee County (1R Proje	MILOV	\$2,391						\$2,391
U024	Shawnee	KA-6393-01	US-24 and N.W. Rochester Rd- Mill & Overlay in To	MILOV	\$1,486						\$1,486
U024	Shawnee	KA-6480-01	U.S. 24- replace bridges #104 & #105 in Shawnee C	BRRPL						\$317	\$317
U024	Shawnee	KA-6481-01	Replace bridges #076 and #077 on U.S. 24 in Shawn	BRRPL						\$405	\$405
I470	Shawnee	KA-6733-01	Multiple Bridge Repairs on I-470 in Shawnee Count	BRRPR		\$1,709					\$1,709
U075	Shawnee	KA-6740-01	Bridge Repair #154 on US-75 in Shawnee county	BRRPR		\$1,056					\$1,056
I070	Shawnee	KA-6808-01	Replace bridge #039 on I-70 in Shawnee County	BRRPL						\$504	\$504
U075	Shawnee	KA-6930-01	Repair Bridge #162 on US-75 in Shawnee County	BRRPR						\$1,238	\$1,238
U070	Shawnee	KA-6932-01	Repair Bridge #039 on I-70 in Shawnee County	BRRPR						\$494	\$494
K004	Shawnee	KA-6933-01	Repair Bridges #261 and #262 on K-4 in Shawnee Co	BRRPR						\$1,697	\$1,697
I470	Shawnee	KA-7039-01	Multiple bridges on I-470 in Shawnee County	BRRPL	\$4,405						\$4,405
I070	Shawnee	KA-7198-01	Milling and overlay on I-70 in Shawnee county	MILOV				\$2,709			\$2,709
I470	Shawnee	KA-7199-01	Milling and overlay on I-470 in Shawnee county	MILOV				\$3,048			\$3,048
I070	Shawnee	KA-7239-01	Milling and overlay on I-70 in Shawnee county	MILOV				\$2,516			\$2,516
I470	Shawnee	KA-7240-01	Milling and overlay on I-470 in Shawnee county	MILOV				\$968			\$968
	Shawnee	X-3153-01	Union Pacific Railroad & Tyler Street in Topeka	FLTSG	\$501						\$501
	Shawnee	X-3155-01	Union Pacific Railroad & Railroad Street in Topek	FLTSG	\$501						\$501
K023	Sheridan	KA-5756-01	Replace Bridge #019 on K-23 in Sheridan County	BRRPL		\$2,934					\$2,934
K023	Sheridan	KA-6019-01	Replace Bridges & Roadway Reconstruction on K-23	GRBR					\$23,938		\$23,938
K009	Sheridan	KA-7167-01	K-9 milling and overlay in Sheridan county	MILOV					\$1,105		\$1,105
K027	Sherman	KA-6123-01	Bridge #042 on K-27 in Sherman County	BRRPR	\$1,107						\$1,107
I070	Sherman	KA-6777-01	Repair Bridge #027 & #028 on I-70 in Sherman Coun	BRRPR				\$1,347			\$1,347
I070	Sherman	KA-7200-01	Milling and overlay on I-70 in Sherman county	MILOV					\$6,773		\$6,773
U036	Smith	KA-5715-01	Bridge replacement in Smith County	BRRPL						\$372	\$372
K204	Smith	KA-5988-01	Pavement Reconstruction in the City of Smith Cent	GRSU		\$3,173					\$3,173
K181	Smith	KA-6421-01	Mill & Overlay K-181 in Smith County (1R Project)	MILOV	\$2,638						\$2,638
K008023	Smith	KA-6471-01	Bridge #031 on K-8 in Smith County	BRRPL						\$269	\$269
U281	Smith	KA-6822-01	Replace bridge #028 on US-281 in Smith County	BRRPL						\$341	\$341
K009	Smith	KA-6823-01	Replace bridge #034 on K-9 in Smith County	BRRPL						\$268	\$268

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
U036	Smith	KA-6841-01	Replace bridge #018 on US-36 in Smith County	PE						\$364	\$364
U281	Stafford	KA-6627-01	1R Recycle & Seal on US-281 in Stafford County	RCYLE		\$1,804					\$1,804
U050	Stafford	KA-7037-01	US-50 Milling and Overlay in Stafford county	MILOV					\$4,526		\$4,526
K019	Stafford	KA-7094-01	K-19 milling and overlay in Stafford county	MILOV					\$1,571		\$1,571
K027	Stanton	KA-7030-01	Replace bridge #003 on K-27 in Stanton County	BRRPL						\$468	\$468
U160	Sumner	KA-3888-01	Bridge Replacement in Sumner County on US-160	BRRPL	\$3,069						\$3,069
U081	Sumner	KA-5768-01	Replace Bridge #047 on U.S. 81 in Sumner County	BRRPL		\$1,258					\$1,258
U081	Sumner	KA-5772-01	Replace Bridge #040 on US-81 in Sumner County	BRRPL	\$6,398						\$6,398
U160	Sumner	KA-5805-01	US-160 in Sumner County	SHLD			\$21,578				\$21,578
K042	Sumner	KA-5808-01	K-42 in Sumner County	SHLD					\$13,086		\$13,086
K053	Sumner	KA-6225-01	Mill and Overlay on K-53 in Sumner County (1R Pro	MILOV	\$94						\$94
U177	Sumner	KA-6226-01	Mill & Overlay on US-177 in Sumner County (1R Pro	MILOV	\$558						\$558
U166	Sumner	KA-6430-01	Overlay & shoulder widening on U.S. 166 in Sumner	OL-SH		\$8,502					\$8,502
U081	Sumner	KA-6513-01	Replace Bridge #048 on US-81 in Sumner County	BRRPL						\$233	\$233
K055	Sumner	KA-6835-01	Replace bridges #117 and #118 on K-55 in Sumner C	BRRPL						\$223	\$223
U081	Sumner	KA-6906-01	Pavement reconstruction in Wellington	GRSU		\$707					\$707
U166	Sumner	KA-7091-01	US-166 milling and overlay in Sumner county	MILOV					\$1,550		\$1,550
U160	Sumner	KA-7138-01	US-160 milling and overlay in Sumner county	MILOV					\$5,081		\$5,081
K049	Sumner	KA-7378-01	K-49 milling and inlay in Sumner county (1R Proje	MILOV						\$2,486	\$2,486
K042	Sumner	KA-7394-01	K-42 overlay in Sumner county (1R Project)	O-LAY						\$161	\$161
I070	Thomas	KA-5746-01	Replace Bridge #030 on I-70 in Thomas County	BRRPL				\$6,283			\$6,283
I070	Thomas	KA-5747-01	Replace Bridge #032 on I-70 in Thomas County	BRRPL				\$7,062			\$7,062
K025	Thomas	KA-6021-01	Roadway Reconstruction & Bridge Replacement on K	GRBRS						\$21,637	\$21,637
I070	Thomas	KA-6824-01	Replace bridge #027 on I-70 in Thomas County	BRRPL		\$3,238					\$3,238
K025	Thomas	KA-7053-01	K-25 milling and overlay in Thomas county	MILOV					\$1,673		\$1,673
U024	Thomas	KA-7170-01	Milling and overlay on US-24 in Thomas county	MILOV					\$1,896		\$1,896
U283	Trego	KA-7171-01	Surfacing on US-283 in Trego county	UBAS					\$3,230		\$3,230
K099	Wabaunsee	KA-2603-02	Roadway improvements in Wabaunsee County	GRSU						\$896	\$896
K099	Wabaunsee	KA-2603-03	K-99 roadway improvements in Wabaunsee County	GRSU					\$11,700		\$11,700
K030	Wabaunsee	KA-3920-01	Bridge replacement in Wabaunsee County	BRRPL		\$1,342					\$1,342
K099	Wabaunsee	KA-5728-01	Bridge replacement in Wabaunsee County	BRRPL		\$3,502					\$3,502
K030	Wabaunsee	KA-6245-01	Mill & Overlay on K-30 in Wabaunsee County (1R Pr	MILOV	\$411						\$411
K031	Wabaunsee	KA-6316-01	Mill & Overlay on K-31 in Wabaunsee County (1R Pr	MILOV		\$1,259					\$1,259
K099	Wabaunsee	KA-6397-01	Mill & Overlay on K-99 in Wabaunsee County (1R Pr	MILOV	\$2,963						\$2,963
I070	Wabaunsee	KA-6405-01	Concrete Panel Replace on I-70 in Wabaunsee Count	CONC	\$1,425						\$1,425
K004	Wabaunsee	KA-6586-01	1R Mill & Overlay on K-4 in Wabaunsee County	MILOV			\$3,261				\$3,261
K185	Wabaunsee	KA-6813-01	Replace bridge #010 on K-185 in Wabaunsee County	BRRPL						\$272	\$272
U018	Wabaunsee	KA-7088-01	K-18 milling and overlay in Wabaunsee county	MILOV					\$1,097		\$1,097
U040	Wallace	KA-5738-01	Replace Bridge #008 on US-40 in Wallace County	BRRPL						\$170	\$170
K027	Wallace	KA-5739-01	Replace Bridge #010 on K-27 in Wallace County	BRRPL	\$3,529						\$3,529
K027	Wallace	KA-5740-01	Wallace County K-27: rehabilitation and bridge	GRBRS						\$800	\$800

# Kansas STIP 2025 - 2028 Appendix C

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
K027	Wallace	KA-6778-01	Bridge Repair #017 in Wallace County on K-27	BRRPR				\$2,888			\$2,888
U040	Wallace	KA-7025-01	Replace bridge #005 on US-40 in Wallace County	BRRPL						\$385	\$385
K027	Wallace	KA-7073-01	K-27 milling and overlay in Wallace county	MILOV					\$3,407		\$3,407
K027	Wallace	KA-7419-01	K-27 in Wallace County	PAVRC						\$2,520	\$2,520
K022	Washington	KA-7013-01	Replace bridges #027#028 on K-22 in Washington C	BRRPL						\$1,046	\$1,046
K096	Wichita	KA-3274-01	Surfacing in Wichita County	SU	\$7,065						\$7,065
K025	Wichita	KA-6444-01	Road Improvements in Leoti	PAVRC	\$420						\$420
K096	Wichita	KA-7054-01	K-96 overlay in Wichita county	1.5OL					\$5,560		\$5,560
K096	Wichita	KA-7121-01	K-96 milling and overlay in Wichita county	MILOV					\$2,334		\$2,334
U075	Wilson	KA-6782-01	Bridge Repair #034 & #530 on US-75 in Wilson Coun	BRRPR				\$4,676			\$4,676
K105	Woodson	KA-5726-01	Bridge replacement in Woodson County	BRRPL	\$4,739						\$4,739
U054	Woodson	KA-6407-01	Mill & Overlay on US-54 in Woodson County (1R Pro	MILOV	\$1,728						\$1,728
U075	Woodson	KA-7089-01	US-75 milling and overlay in Woodson county	MILOV				\$2,791			\$2,791
U075	Woodson	KA-7264-01	Pavement Reconstruction in Yates Center	GRSU						\$1,200	\$1,200
I070	Wyandotte	KA-1003-12	Construct I-70 and K-7 Interchange in Wyandotte C	GRBRS						\$1,800	\$1,800
I070	Wyandotte	KA-1003-13	I-70 and K-7 Interchange Improvements	GRBRS						\$675	\$675
I070	Wyandotte	KA-1003-14	Construct I-70 and K-7 Interchange in Wyandotte C	GRSU						\$1,125	\$1,125
I070	Wyandotte	KA-1003-15	Construct I-70 and K-7 Interchange in Wyandotte C	GRSU						\$1,350	\$1,350
I435	Wyandotte	KA-3228-02	I-435/State Avenue interchange in Wyandotte Count	GRBRS						\$526	\$526
U069	Wyandotte	KA-4881-02	Multiple Bridges on US-69 in Kansas City, KS	BRRPL			\$56,705	\$38,250	\$18,320		\$113,275
I635	Wyandotte	KA-5717-01	Bridge replacement in Wyandotte County	BRRPL	\$9,336						\$9,336
I070	Wyandotte	KA-6369-01	I-70: Mill/overlay- multiple locations in Wyandot	MILOV	\$13,150						\$13,150
K032	Wyandotte	KA-6533-01	K-32 Patching in Wyandotte County	PATCH	\$803			\$9,127			\$803
I070	Wyandotte	KA-6800-01	I-70 in Wyandotte County: Patching & Overlay	3.0OL				\$10,720			\$10,720
I035	Wyandotte	KA-6801-01	I-35 in Wyandotte County: Patching & Overlay	3.0OL							
K032	Wyandotte	KA-6812-01	Replace bridge #086 on K-32 in Wyandotte County	BRRPL						\$300	\$300
K005	Wyandotte	KA-6826-01	Re-deck bridge #193 on K-5 in Wyandotte County	BRDEC						\$25,499	\$25,499
I635	Wyandotte	KA-6840-01	Replace bridges #034#035 on I-635 in Wyandotte C	BRRPL						\$598	\$598
I070	Wyandotte	KA-6842-01	Replace multiple bridges on I-70 in Wyandotte Cou	BRRPL						\$720	\$720
I435	Wyandotte	KA-6928-01	Repair Bridge #217 on I-435 in Wyandotte County	BRRPR						\$488	\$488
I635	Wyandotte	KA-7191-01	Patch and overlay on I-635 in Wyandotte county	3.0OL					\$3,870		\$3,870
I435	Wyandotte	KA-7194-01	Milling and overlay on I-435 in Wyandotte county	MILOV					\$2,903		\$2,903
	Wyandotte	X-3152-01	KCT Railway & 5th Street in Kansas City	FLTSG	\$501						\$501
	Wyandotte	X-3154-01	Union Pacific Railroad & Kansas Avenue in Kansas	FLTSG	\$501						\$501
	Wyandotte	X-3158-01	Union Pacific Railroad & Griffin Road in Kansas C	FLTSG	\$501						\$501
	Wyandotte	X-3159-01	Union Pacific Railroad & Griffin Road in Kansas C	FLTSG	\$501						\$501
	Statewide	K-2686-24	Disadvantaged Business Enterprise- Calendar Year	SPECL	\$150						\$150
	Statewide	KA-4130-24	Mentoring Girls in Construction for Calendar Year	TAXW	\$15						\$15
	Statewide	KA-4417-24	2024 Summer Transportation Institute Program	SPECL	\$25						\$25
	Statewide	KA-4549-24	NSTI Camp for Calendar Year 2024	SPECL	\$50						\$50
	Statewide	KA-5583-22	Guard Fence Master Project FFY 2022	GDFC	\$4,700						\$4,700

# Kansas STIP 2025 - 2028 Appendix C

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Route	County	Project Number	Name	Work Type	2024 Planned Conversion	2025 Planned Conversion	2026 Planned Conversion	2027 Planned Conversion	2028 Planned Conversion	Planned Conversion after 2028	Total Planned Conversion
	Statewide	KA-5612-24	NE KS Summer Transportation Program- Calendar Ye	SPECL	\$25						\$25
	Statewide	KA-6254-01	High Performance Signing Program Project	SG	\$1,540						\$1,540
	Statewide	KA-6255-01	High Performance Signing Program Project	SG	\$1,713						\$1,713
	Statewide	KA-6256-01	High Performance Signing Program Project	SG	\$312						\$312
	Statewide	KA-6257-01	High Performance Signing Program Project	SG	\$427						\$427
	Statewide	KA-6258-01	High Performance Signing Program Project	SG	\$1,337						\$1,337
	Statewide	KA-6259-01	High Performance Signing Program Project	SG	\$943						\$943
	Statewide	KA-6260-01	High Performance Signing Program Project	SG	\$962						\$962
	Statewide	KA-6261-01	High Performance Signing Program Project	SG	\$1,742						\$1,742
	Statewide	KA-6262-01	High Performance Signing Program Project	SG	\$2,709						\$2,709
	Statewide	KA-6263-01	High Performance Signing Program Project	SG	\$1,213						\$1,213
	Statewide	KA-6264-01	High Performance Signing Program Project	SG	\$1,162						\$1,162
	Statewide	KA-6265-01	High Performance Signing Program Project	SG	\$255						\$255
	Statewide	KA-6266-01	High Performance Signing Program Project	SG	\$229						\$229
	Statewide	KA-6267-01	High Performance Signing Program Project	SG	\$742						\$742
	Statewide	KA-6268-01	High Performance Signing Program Project	SG	\$744						\$744
U054	Statewide	KA-6535-04	US-54 (E. Kellogg Ave) in Sedgwick/Butler countie	GRBRS						\$310,732	\$310,732
U169	Statewide	KA-6560-02	US-169 Allen County Passing Lanes	GRBRS						\$673	\$673
U169	Statewide	KA-7263-01	Pavement Reconstruction in Westwood	INTER						\$285	\$285
	Statewide	X-3139-24	Yearly project for Managing HSIP Crossing Program	PE				\$300			\$300
<b>Total Planned Conversion</b>					<b>\$478,579</b>	<b>\$455,469</b>	<b>\$502,176</b>	<b>\$470,046</b>	<b>\$498,759</b>	<b>\$1,493,556</b>	<b>\$3,898,584</b>

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# **APPENDIX D**

## **FFY 2025-2028 State Transportation Improvement Program**

### **BIL Discretionary Grant Project Index for Projects Awarded and Administered by Entities Other than KDOT**

**(as of 07/01/2024)**

**In Status Order (Active then Closed) by Award Date (Newest to Oldest)**

Note: Projects Awarded to other entities means that the recipient applied for the grant on their own initiative and are solely responsible for meeting the terms of the grant. KDOT has no participation in the project, provides no oversight for the project and has no stewardship of the grant funds awarded to the grant recipient.

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Appendix D is for projects awarded to an entity other than the Kansas Department of Transportation (KDOT) through a discretionary grant from one of the transportation grant programs of the Bipartisan Infrastructure Law (BIL), also known as the “Infrastructure Investment and Jobs Act. Grant requirements stipulate that the awarded project must be included in the State Transportation Improvement Program (STIP). However, since these projects are not administered by KDOT with no involvement, oversight or stewardship of funds provided by KDOT, the projects are listed here rather than in Appendix A, which is reserved for only projects administered by KDOT.

Within this appendix, awarded projects are arranged by project status in two sections, the “Active Section” and the “Closed Section”. The Active Section lists all discretionary grant projects (that have no KDOT involvement) for which KDOT has been made aware. The responsibility of notifying KDOT to have a recently awarded grant project amended into the current State of Kansas STIP for projects fitting the conditions of this appendix lies with the award recipient. Once notified of an award, KDOT will amend the grant project into the current STIP in the next available amendment. Subsequent to the “Active Section” of this appendix is the “Closed Section” in which currently there are no projects listed. Completed projects will be moved to this section of the appendix as KDOT is made aware by the grant recipient or by other sources with project status knowledge like the Federal Highway Administration (FHWA) that a project has been completed. The reporting of the grant project status in the STIP through and including completion is a requirement of the grant programs of BIL as inferred by FHWA.

Following are the current projects not administered by KDOT and awarded through discretionary grants of BIL to an entity other than KDOT. Projects are arranged by status with active projects listed first followed by closed projects and within each section projects are arranged by award date (newest to oldest).

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## **APPENDIX D**

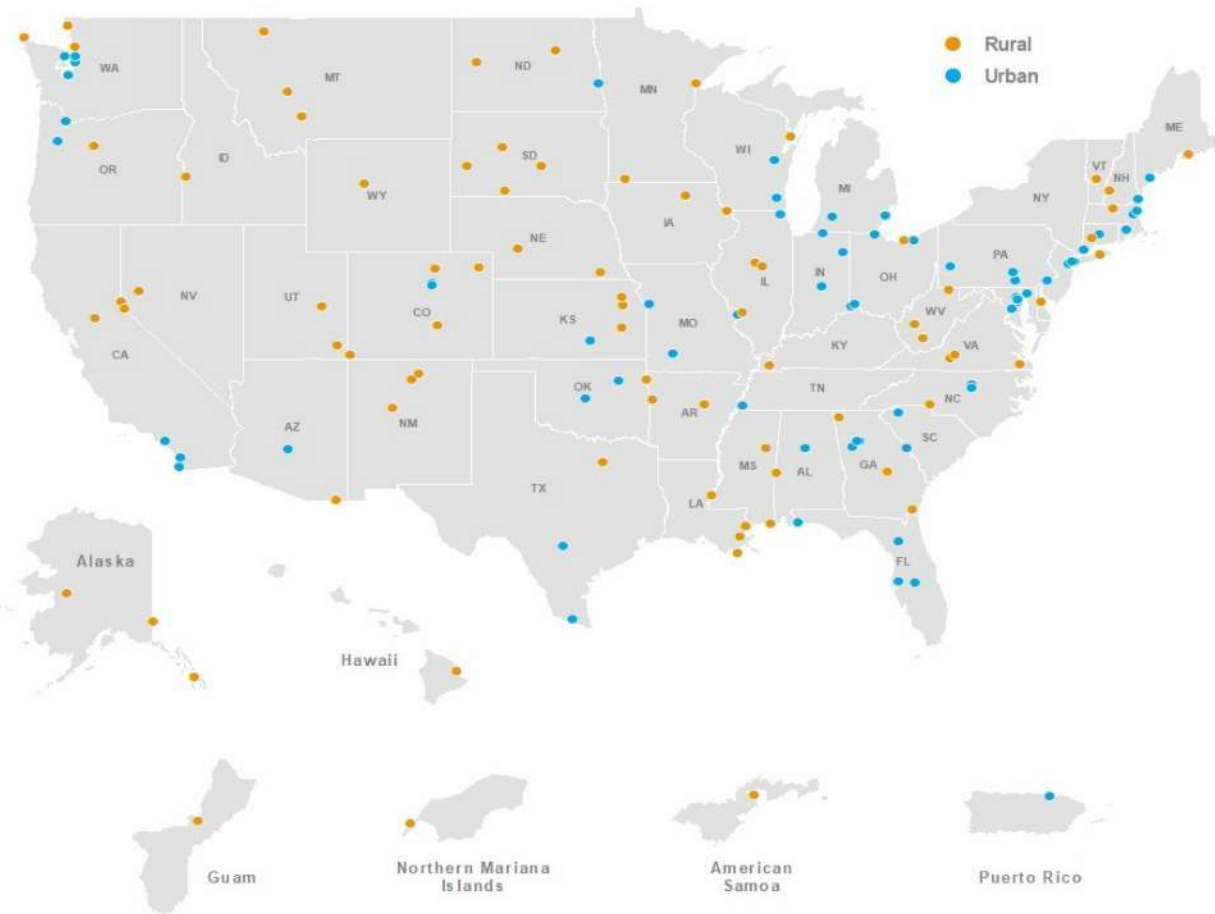
**ACTIVE Status**  
**(55 as of 07/25/2024)**

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# RAISE 2024 Fact Sheets

June 2024

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[transportation.gov/RAISEgrants](https://transportation.gov/RAISEgrants)

## COUNTYWIDE TRAILS PLANNING AND DESIGN

Recipient	Coffey County
Location	Osage and Coffey Counties, KS: Kansas
Project Type	Planning
Urban or Rural	Rural
RAISE Grant Funding	\$2,645,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? No	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will plan and design approximately 47-miles of trail within six communities in Coffey County.

**Project Benefits:** This is a large-scale county-wide effort to connect six communities with an accessible multi-use trail system that can provide a new, safe transportation option for non-motorized and vulnerable users that connects to daily destinations. The project would also result in a recreation-oriented trail system that can provide environmental sustainability, public health benefits, and economic benefits through increased tourism.



## CANAL ROUTE MODERNIZATION STUDY

Recipient	Kansas Department of Transportation
Location	Sedgwick County, KS: Kansas
Project Type	Planning
Urban or Rural	Urban
RAISE Grant Funding	\$1,600,000
Construction Start (estimate)	Not Applicable
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will complete a Planning and Environmental Linkages (PEL) Study to develop options for replacing infrastructure along an approximate 5.5-mile segment of I-135 in Wichita. The study area is comprised of the two largest bridge structures in Kansas, two interchanges, 53 roadway bridges, and four pedestrian bridges.

**Project Benefits:** This study will evaluate ways to bring crash rates well below the statewide average, better serving the underserved communities along the Canal Route. It will utilize the National Roadway Safety Strategy to help identify useful safety counter measures, explore solutions to help increase walkability to amenities, reduce transportation costs and look at utilizing nature-based solutions to address air quality and stormwater runoff.



## ROAD REPAIR AND REHABILITATION PROJECT

Recipient	Prairie Band Potawatomi Nation
Location	Prairie Band Potawatomi Reservation, KS: Kansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$16,021,301
Construction Start (estimate)	March 2025
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

**Project Description:** This project will construct improvements for approximately 14-miles of roadway within the boundaries of the Prairie Band Potawatomi Nation and construct approximately 2.5-miles of walking trails. Road improvements will focus on pavement, drainage, adding shoulders, and signage.

**Project Benefits:** Safety will be improved by addressing road hazards such as potholes and lack of shoulders, and by extending the trail to remove pedestrians and cyclists from the road. The project will also include Rectangular Rapid Flashing Beacons as a safety countermeasure. Extending the trail will connect the community to the Prairie Band Potawatomi Health Center, Tribal Court, and Behavior Health building. Cleaning and regrading ditches and replacing filled culverts will allow for proper water runoff and mitigate risks of road flooding.



## PATHWAYS FOR PROGRESS

Recipient	City of Topeka
Location	City of Topeka, KS: Kansas
Project Type	Capital
Urban or Rural	Rural
RAISE Grant Funding	\$25,000,000
Construction Start (estimate)	June 2026
Area of Persistent Poverty or Historically Disadvantaged Community Designation? Yes	

\* Estimated construction start date provided by Recipient

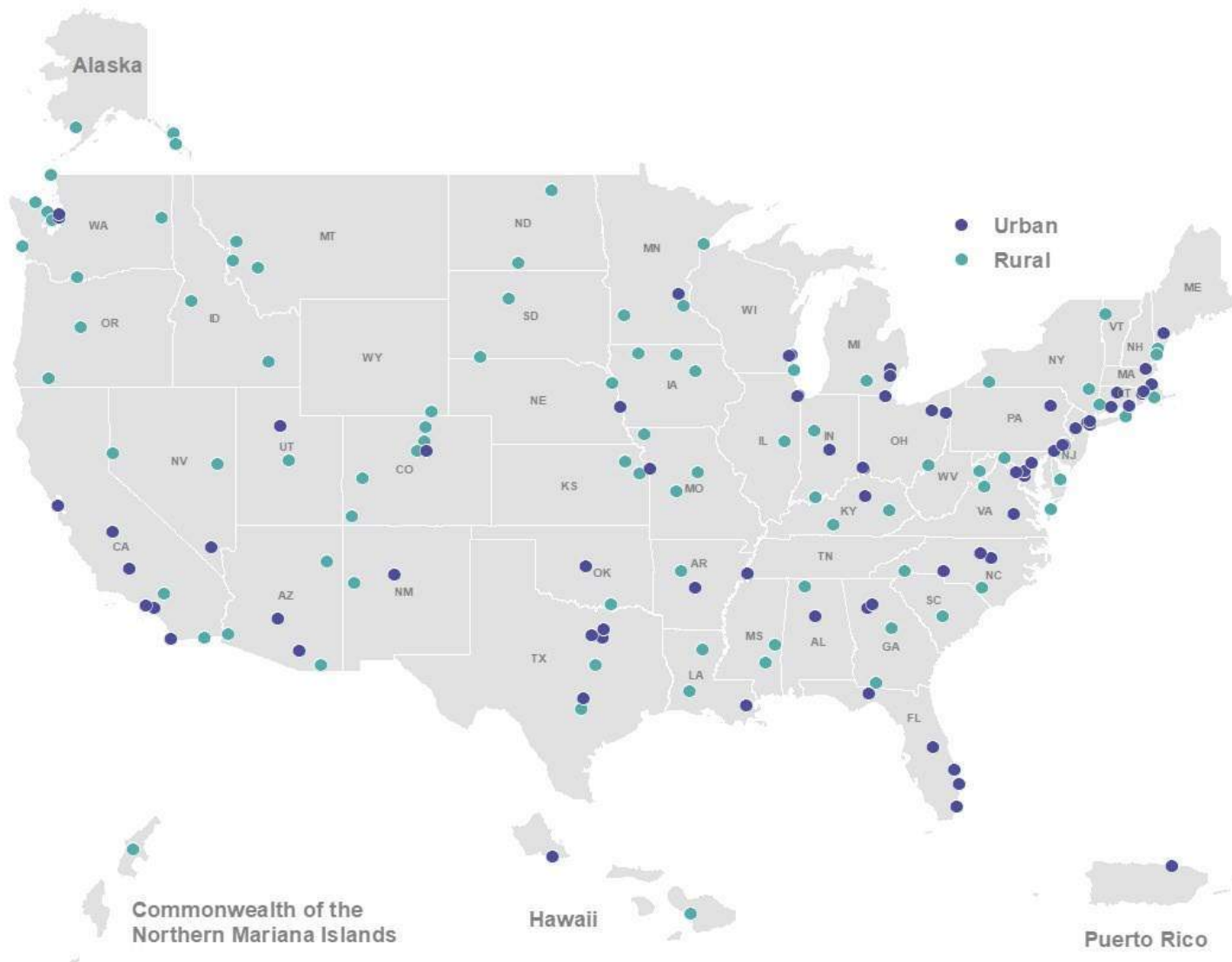
**Project Description:** This project will construct approximately 50-miles of new or improved ADA compliant sidewalk.

**Project Benefits:** The project area includes several road segments with high rates of pedestrian related crashes. Improvements will fill gaps and improve deficiencies in the pedestrian network to ensure pedestrians have safe, equitable access. The project will improve pedestrian access to daily destinations and local bus routes. Improvements will be driven by community participation that will address gaps identified in the existing network, incorporate universal design elements, and implement Complete Street enhancements.





# RAISE 2023 Fact Sheets







## CHURCH STREET COMMUNITY CONNECTIVITY AND MULTIMODAL ENHANCEMENTS PROJECT

CITY OF EUDORA

*CITY OF EUDORA, KS: KANSAS*

**CAPITAL**

**RURAL**

RAISE GRANT FUNDING: \$21,250,660

**Project Description:** The project will fund the reconstruction of approximately one mile of road from 20th Street to 28th Street, converting the existing two-lane road to a three-lane road with a center turn lane, new shared-used paths, realignment of the 20th Street intersection, installation of roundabouts, new stormwater infrastructure and connection to future shared-use improvements.

**Project Benefits:** The project is strong in mobility and community connectivity, quality of life, safety, environmental sustainability, economic competitiveness and opportunity, state of good repair, and partnership. The City of Eudora is currently bisected by the K-10 highway, creating a significant physical barrier between the northern and southern sections of the community. Project improvements would overcome this barrier and increase access to daily destinations, particularly the middle and high schools. The shared use paths and complete streets approach will provide safer access to the schools and other daily destinations, in addition to making ADA improvements. The City plans to utilize the Kansas Department of Commerce Minority Business Directory, with a goal of utilizing 10% Disadvantaged Business Enterprises for this Project.



## PRAIRIE BAND POTAWATOMI NATION ROAD REPAIR AND REHABILITATION PROJECT

PRAIRIE BAND POTAWATOMI NATION

*PRAIRIE BAND POTAWATOMI NATION, KS: KANSAS*

**CAPITAL**

**RURAL**

HISTORICALLY DISADVANTAGED COMMUNITY

RAISE GRANT FUNDING: \$17,104,882

**Project Description:** This project will patch, repair, and overlay approximately 27-miles of roadway pavement within the Prairie Band Potawatomi Nation (PBPN). Road construction activities also include cleaning and regrading ditches, replacing culverts, adding shoulders to existing roads, re-seeding, and adding new signage. The project will also repair approximately 3.1-miles (17,500 linear feet) of existing multi-use paths.

**Project Benefits:** The project demonstrates positive benefits in mostly all the merit criteria areas. The roadway improvements bring the pavement to a state of good repair and will improve safe driving conditions and reduce the opportunity for crashes. These safety improvements will improve accessibility are consistent with DOT's National Roadway Safety Strategy Plan. The repairs to the multi-use paths will encourage a modal shift to nonmotorized travel, which will reduce greenhouse gases emissions and improve air quality, as well as provide health benefits with increased used of active transportation. The pavement improvements will increase the mobility of freight by improving the reliability of the roadway. The Nation demonstrates strong collaboration through the implementation of public hearings to discuss resident concerns with the roadway improvements.





# Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Round 1 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

## Alabama

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Daphne	Comprehensive Safety Action Plan of City Daphne, AL	Develop a new Comprehensive Safety Action Plan	Rural	\$160,000
City of York	Safe Streets in York	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Rural	\$145,200
The University of Alabama	SIM-SAFE: Improving Road Safety Outcomes Through High-Fidelity Driving Simulation	Conduct Demonstration or Other Supplemental Planning Activities (ONLY)	Rural	\$770,304
<b>Alabama Total</b>				<b>\$1,075,504</b>

## Alaska

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Bristol Bay Borough Public Works	Develop a New Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$193,600
<b>Alaska Total</b>				<b>\$193,600</b>

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
University of Florida Board of Trustees	Integrating Road Safety Audits to Enhance Gainesville's Vision Zero Action Plan	Conduct Demonstration or Other Supplemental Planning Activities (ONLY)	Urban	\$791,232
<b>Florida Total</b>				<b>\$4,791,232</b>

## Idaho

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Rexburg	SS4A Planning Grant to develop a comprehensive safety action plan for Rexburg, Idaho.	Develop a new Comprehensive Safety Action Plan	Rural	\$240,000
<b>Idaho Total</b>				<b>\$240,000</b>

## Indiana

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Columbus	City of Columbus Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$240,000
<b>Indiana Total</b>				<b>\$240,000</b>

## Kansas

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Augusta	City of Augusta, KS Transportation Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$160,000
City of Great Bend	City of Great Bend, KS Transportation Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$160,000

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Nortonville	Comprehensive Safety Action Plan and Supplemental Planning Activities for the City of Nortonville	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Rural	\$80,000
City of Topeka	Vision Zero: Focusing On Our Future First	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Rural	\$4,312,000
City of Towanda	City of Towanda, KS Transportation Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$140,000
South Hutchinson	City of South Hutchinson, KS Transportation Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$140,000
<b>Kansas Total</b>				<b>\$4,992,000</b>

## Maine

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Town of Pittsfield	Pittsfield Maine Comprehensive Safety Action Plan	Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities	Rural	\$120,000
<b>Maine Total</b>				<b>\$120,000</b>

## Maryland

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Annapolis	City of Annapolis, MD - Safe Streets for All – FY 24 Planning and Demonstration Grant - AI Technology for Safety Improvements at Traffic Signals	Conduct Demonstration or Other Supplemental Planning Activities (ONLY)	Urban	\$623,054



# Safe Streets and Roads for All FY23 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2023 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

## Alabama

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Chambers County Commission	Safe Streets For All in Central Alabama: A Comprehensive Safety Action Plan for Autauga, Chambers, Elmore, and Perry Counties	Develop New Action Plan (only)	Rural	\$640,000
City of Athens (AL)	Athens 2040 Vision Zero: Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$240,000
City of Fairhope	City of Fairhope Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Gadsden	City of Gadsden Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$325,724
City of Phenix City	Phenix City Safety Action Plan	Develop New Action Plan (only)	Urban	\$200,000
Walker County Commission	Walker County, Alabama Planning and Demonstration SS4A Community Action Plan	Develop New Action Plan (only)	Rural	\$200,200
<b>Alabama Total</b>				<b>\$1,765,924</b>

## Alaska

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City & Borough of Juneau	SS4A Supplemental Planning Grant for Transportation Equity in the Lemon Creek Area of Juneau, Alaska	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$86,000

<b>Lead Applicant</b>	<b>Project Title</b>	<b>Application Type</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
East Central Iowa Council of Governments	Eastern Iowa Tri-Region SS4A Project	Develop New Action Plan (only)	Rural	\$144,000
Metropolitan Planning Organization of Johnson County MPO	Safe Streets for All Planning and Demonstration Grant - Action Plan	Develop New Action Plan (only)	Rural	\$300,000
Omaha-Council Bluffs Metropolitan Area Planning Agency	RPA 13 & 18 Community Comprehensive Safety Action Plan	Develop New Action Plan (only)	Urban	\$100,000
<b>Iowa Total</b>				<b>\$2,095,806</b>

## Kansas

<b>Lead Applicant</b>	<b>Project Title</b>	<b>Application Type</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
Chautauqua County	SS4A Planning & Demonstration Grant for Chautauqua and Elk Counties, Kansas	Develop New Action Plan (only)	Rural	\$360,000
City of El Dorado, KS	City of El Dorado, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Emporia	City of Emporia Transportation Network SS4A Action Plan	Develop New Action Plan (only)	Rural	\$240,000
City of Eudora	12th Street Improvements	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$100,000
City of Eureka, KS	City of Eureka, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$140,000
City of Hutchinson, KS	City of Hutchinson, KS Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Junction City	Junction City Roadway Safety Plan and Audits	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$160,000

<b>Lead Applicant</b>	<b>Project Title</b>	<b>Application Type</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
City of Leawood	City of Leawood Vision Zero Action Plan	Develop New Action Plan (only)	Urban	\$452,000
City of Mission	Mission Transportation Safety Action Plan	Develop New Action Plan (only)	Urban	\$160,000
City of Newton, Kansas	Newton & Harvey County Kansas SS4A Safety Action Plan & Supplemental Planning Development	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$320,000
City of Overland Park	Overland Park Transportation Safety Action Plan	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$500,000
City of Paola	Paola Transportation Safety Action Plan	Develop New Action Plan (only)	Rural	\$120,000
City of Prairie Village	Prairie Village Transportation Safety Action Plan	Develop New Action Plan (only)	Urban	\$80,000
City of Russell	City of Russell's Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$160,000
City of Spring Hill	SS4A Action Plan Grant to the City of Spring Hill in Kansas	Develop New Action Plan (only)	Rural	\$200,000
Finney, County of	SS4A Planning & Demonstration Grant for the Transportation Safety Action Plan in Finney County, Kansas.	Develop New Action Plan (only)	Rural	\$240,000
Geary County	Geary County Road Safety Plan Update	Develop New Action Plan (only)	Rural	\$160,000
Gray County	SS4A Planning & Demonstration Grant for Gray, Ford, Meade, Clark and Hodgeman Counties, Kansas.	Develop New Action Plan (only)	Rural	\$800,000
McPherson County	SS4A Planning and Demonstration Grant for McPherson County including the cities of Lindsborg, McPherson, Moundridge, Inman, Canton, Galva, and Windom in Kansas	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Rural	\$560,000
North Central Regional Planning Commission	Safety First in Rural North Central Kansas	Develop New Action Plan (only)	Rural	\$1,520,000



Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Shawnee County, Kansas	Shawnee County, Kansas Comprehensive Safety Action Plan	Develop New Action Plan (only)	Rural	\$168,000
Unincorporated Johnson County	Action Plan Development for Unincorporated Johnson County Kansas	Develop New Action Plan (only)	Urban	\$240,000
Wichita Area Metropolitan Planning Organization	WAMPO Supplemental Planning and Demonstration Activities	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$940,000
<b>Kansas Total</b>				<b>\$7,940,000</b>

## Kentucky

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
Bluegrass Area Development District	Bluegrass Area Development District Regional Safety Action Plan	Develop New Action Plan (only)	Urban	\$425,344
City of Paducah	City of Paducah Planning and Demonstration Activities	Conduct Demonstration or Other Supplemental Planning Activities (only)	Rural	\$80,000
City of Pikeville	Vision Zero Pikeville Action Plan	Develop New Action Plan (only)	Rural	\$160,000
Covington	Covington, KY Bike & Pedestrian Action Plan	Develop Action Plan as well as Demonstration or Other Supplemental Planning	Urban	\$168,000
Franklin County	SS4A Planning and Demonstration Grant for Franklin County, Kentucky	Develop New Action Plan (only)	Rural	\$200,000
<b>Kentucky Total</b>				<b>\$1,033,344</b>

## Louisiana

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Donaldsonville	City of Donaldsonville Safety Action Plan	Develop New Action Plan (only)	Rural	\$260,000

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Safe Streets and Roads for All  
(SS4A) Grants



U.S. Department  
of Transportation



# SS4A AWARDS

FY 2023 Implementation Grants

Rural

# SS4A Implementation Grant for the SS4A Project in Independence in Kansas

**Applicant: City of Independence**

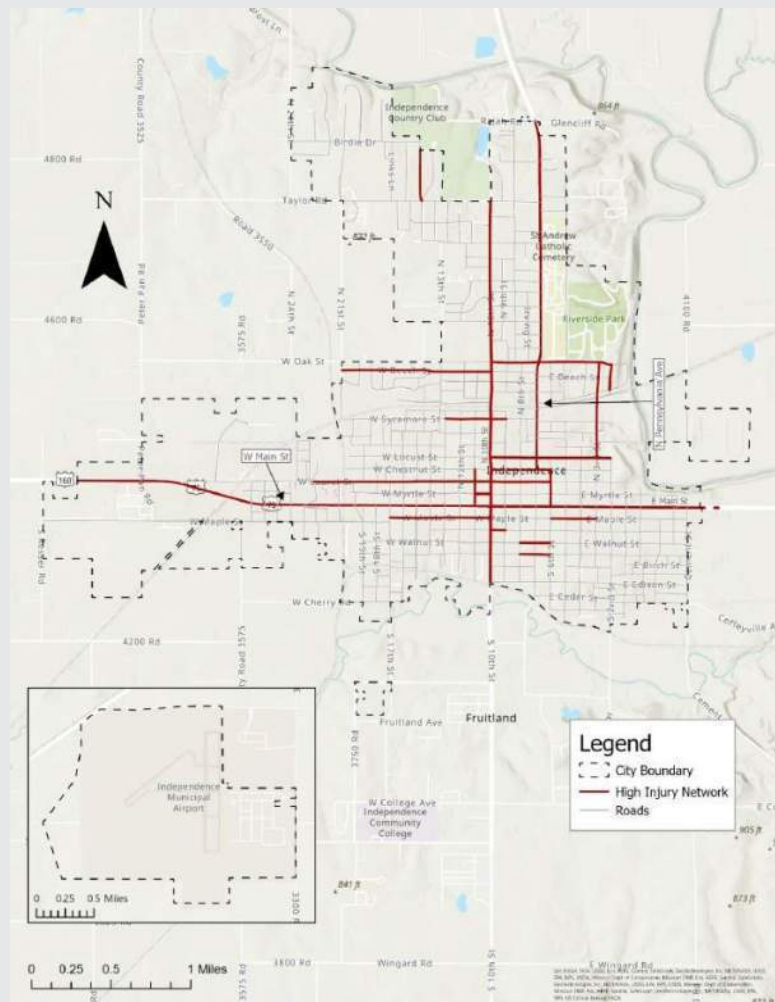
*Independence, Kansas*

**SS4A Award: \$1,284,000**

## Project Description

The City of Independence, Kansas, is awarded funding to implement safety improvements along its high-injury network.

This project includes several low-cost, high-impact countermeasures to reduce and eventually eliminate injury crashes. The projects are [Proven Safety Countermeasures](#) and include pedestrian enhancements, ADA accessibility improvements, school zone improvements, speed management, and roadway conspicuity treatments.



# FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program Selections: Project Summaries

## **Alabama – Blackbelt and Central Alabama Freight Rail Improvement Project (Up to \$15,870,960)**

*Alabama Department of Transportation*

The proposed project involves final design and construction activities to complete various track-related and bridge improvements on two short-line rail lines within the state, the Eastern Alabama Railway (EARY) and Meridian & Bigbee Railroad (MNBR). The project aligns with the selection criteria by improving system and service performance as it will increase maximum allowable speeds on both rail corridors, enhance storage capacity, and improve safety. EARY and MNBR will contribute funds totaling a 51.1 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

## **Alabama – Reduce Extended Delays; Enhance Safety; and Invest in Growing Neighborhoods (R.E.D.E.S.I.G.N.) Project (Up to \$8,000,000)**

*City of Birmingham, AL*

The proposed project involves project development activities on two segments along Norfolk Southern Railway's rail line for various track, bridge, signal, road re-alignment, and grade crossing improvements (including grade separations and closure of multiple crossings). The project aligns with the selection criteria by improving system and service performance as it will advance efforts to improve community safety and access to schools and residential areas with fewer blocked train encounters, and it will increase the fluidity of freight and Amtrak's Crescent passenger rail operations. A combination of funding from the city of Birmingham, AL, city of Trussville, AL, and Norfolk Southern Railway will contribute a 20 percent non-Federal match.

## **Alabama – Safety, Efficiency, Capacity Improvement and Service Restoration Project (Up to \$3,476,110)**

*Huntsville & Madison County Railroad Authority (HMCR)*

The proposed project involves final design and construction activities to replace the Aldridge Creek railroad bridge and complete various track-related improvements on HMCR's rail line. The project aligns with the selection criteria by enhancing safety, improving service performance, and restoring bridge load carrying capacity to 286,000 pounds to meet existing and anticipated demand. A combination of funding from HMCR, city of Huntsville, AL, and the state of Alabama will contribute a 45 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – Davenport Riverfront Rail Crossing Safety Improvements Project  
(Up to \$2,749,720)**

*City of Davenport, Iowa*

The proposed project involves final design and construction activities for various safety improvements (e.g., signals, gates, crossing signage, etc.) at multiple highway-rail grade crossings, as well as trespassing prevention measures (e.g., barriers and/or fencing), in Davenport, IA. With the proximity of Canadian Pacific Kansas City Railroad's (CPKC) rail line to the city's commercial riverfront district and multi-purpose trails, there are many conflict points along the rail line, creating safety challenges that require the trains to frequently sound the horn for an estimated nine-mile distance. The project aligns with the selection criteria by enhancing safety as it will help improve vehicle and pedestrian safety, especially in an area with anticipated increased freight rail traffic. The city of Davenport, IA and CPKC will provide a 20 percent non-Federal match.

**Kansas – kWat: Electrifying Watco Locomotives Project (Up to \$15,740,943)**

*Kansas Department of Transportation*

The proposed project involves final design and construction activities to convert eight (8) non-regulated or Tier 0 locomotives into fully battery powered units. The locomotives will be deployed across Watco's short line railroads in varying operational and geographic environments. The project aligns with the selection criteria by improving system and service performance and building resilience as it will reduce emissions and maintenance expenses, in addition to allowing Watco to assess additional and varied switching duty cycles and environmental and social impacts. Watco is providing a 20 percent non-Federal match.

**Kansas – Southeast Kansas Short Line Rail Upgrade and Growth Project  
(Up to \$31,225,484)**

*Kansas Department of Transportation*

The proposed project involves construction activities for track-related improvements on the Neodesha Subdivision of the South Kansas & Oklahoma Railroad (SKOL). The project will improve approximately 37 miles of rail resulting in improved operations and capacity. The project aligns with the selection criteria by improving ability to meet existing or anticipated demand as it will allow the SKOL to increase its load carrying capacity to 286,000 pounds and upgrade to FRA Class 2 track standard from Class 1 track, further contributing to SKOL's ability to enhance economic competitiveness and meet customer demand, including a new soybean crushing facility. Kansas Department of Transportation and SKOL will provide a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

# Railroad Crossing Elimination (RCE) Program

## FY 2022 SELECTIONS

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### **Alabama – City of Calera State Road 25 Railway-Highway Grade Separation Project (Up To \$11,742,184)**

#### *City of Calera*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two railroad crossings by realigning State Route 25 to provide a new highway-railway separation over the CSX railway. The realignment and overpass bridge will tie into the existing roadway network while also eliminating the barrier created by the at-grade intersection crossing, thus improving efficiency and operations of the existing transportation network. The City of Calera and CSX Railroad will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.

### **Alabama – Railroad crossing elimination on Shelby County Road 52 (Up To \$41,766,038)**

#### *City of Pelham*

The proposed project will support project development, final design, right-of-way acquisition, and construction activities to eliminate two at-grade crossings on Shelby County Road 52 (CR 52) with a new bridge/roadway overpass over CSX's rail line, resulting in the closure of two crossings and road improvements on CR 52 near U.S. 31 to improve safety. The project will resolve increasing issues with vehicular traffic and emergency responders encountering blocked at-grade crossings on CR 52, a major east- west arterial. The cities of Pelham and Helena, Shelby County, and CSX will contribute funds totaling a 20 percent non-Federal match.

### **Arkansas – Northwest Arkansas Rail Corridor Safety Study (Up To \$576,000)**

#### *City of Fayetteville*

The proposed planning project will help identify feasible safety improvements to eight at- grade crossings along a 14-mile stretch from Fayetteville to Springdale. The study aims to identify whether the crossings, owned by the Arkansas and Missouri Railroad, should be separated or closed, or if other safety improvements should be pursued if closure is not feasible. The cities of Fayetteville and Springdale will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

### **California – Hargrave Grade Separation Planning Project (Up To \$2,800,000)**

#### *City of Banning*

The proposed project will fund project development activities including preliminary engineering, stakeholder engagement, and environmental review, in support of a grade separation and adjacent interchange improvement project. Hargrave Street crosses under the elevated I-10 corridor as well as Union Pacific Railroad tracks. The at-grade crossing presently poses significant safety risks for motor vehicles and pedestrians, and train traffic results in traffic congestion on city streets that extends into I-10. The City of Banning and Western Riverside Council of Governments are providing a 35 percent non- Federal match.

### **California – Grade Separation at Churchill Avenue, Meadow Drive and Charleston Road (Up To \$6,000,000)**

#### *City of Palo Alto*

The proposed project will complete project development activities for rail grade improvements to improve safety and mobility at Churchill Avenue, Meadow Drive, and Charleston Road. As the number of Caltrain trains and their frequency of service increase, traffic congestion will increase at these locations. Additionally, the Churchill Avenue and Charleston Road grade crossings are in the top 10 locations of FRA's predictive accident list. Overall, this project will develop solutions to improve traffic circulation and increase public safety. The City of Palo Alto is providing a 70 percent non-Federal match.

**Indiana – Peru Grade Separation Feasibility Study (Up To \$76,000)***City of Peru*

The proposed planning project will assess the potential impact of traffic flow from six at-grade rail crossings and one grade separation crossing (underpass) on Norfolk Southern right-of-way. Trains are required to stop at the nearby rail yard for crew transfers, which results in frequent crossing blockage. This project assesses the feasibility of eliminating one or more at grade railroad crossings and constructing an additional grade separated crossing. The City of Peru is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Indiana – Kennedy Avenue Railroad Overpass Project (Up To \$8,452,558)***Town of Schererville*

The proposed project will fund final design and construction of a grade separation in the Town of Schererville, Indiana. The project is expected to improve existing capacity challenges, with over 32 trains traversing the crossing a day. The Town of Schererville, Norfolk Southern, and Canadian National Railway will contribute a combined 30 percent non-Federal match.

**Indiana – Wells County Hoosier Highway Crossing Elimination Project (Up To \$1,114,261)***Wells County*

This project will support project development (preliminary engineering only), final design, right-of-way acquisition, and construction activities to close three at-grade rail crossings on Norfolk Southern's rail line by re-aligning Hoosier Highway. The project will result in continuous vehicular travel flow, reduced delay, and reduced conflict points between rail and vehicles/trucks. Wells County, the State of Indiana, and Norfolk Southern will contribute funds totaling an 87 percent non-Federal match. The project also includes \$4,083,137 from Federal Highway Administration funds. This project qualifies for the statutory set-aside for projects in Rural Areas.

**Iowa – South Concord Street Grade Separation (Up To \$7,756,862)***City of Davenport*

The proposed project will support final design and construction to eliminate two highway-rail grade crossings (eliminating one crossing and creating a grade separation at another) to provide better access to critical infrastructure, including the regional wastewater treatment plant. The City of Davenport and Canadian Pacific Railway are contributing funds totaling a 20 percent non-Federal match.

**Kansas – Corridor Improvement Project Involving 15 Street Crossings with BNSF Railroad within City of Emporia (Up To \$601,000)***City of Emporia*

The proposed planning project will conduct a corridor study to evaluate solutions to eliminate 12 at-grade crossings along a two-mile section of BNSF's Emporia Subdivision. This corridor averages 82 daily train crossing events, with trains averaging 8,000 feet in length. BNSF will partner in this study. The City of Emporia and BNSF will contribute a 50 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects.

**Kansas – 119th Street, Woodland to Northgate - BNSF Separation and Crossing Elimination Safety Improvement Project (Up To \$17,987,495)***City of Olathe*

This project will support construction activities to eliminate an at-grade crossing at Woodland Road and Northgate Street and build a road overpass (with pedestrian sidewalk) that will span over BNSF Railway's rail line. The project will provide a safer route to schools and neighborhoods, a direct bike/pedestrian connection to a trail system, and a direct connection to I-35 and KS State Highway 7. The City of Olathe and the Johnson County Assistance Road System fund will contribute a 53 percent non-Federal match.

**Kansas – Grade Crossing Closures and Construction of Grade-Separated Highway Overpass on the BNSF Southern Transcon Main Line (Up To \$8,864,725)***City of Wellington*

The proposed project will fund project development, final design, and construction for the elimination of all six grade crossings along the BNSF Railway in the City of Wellington, Kansas, thus creating a 'sealed corridor' with no train-vehicle interaction or exposure. This busy route carries approximately 96 trains daily, and currently trains occupy crossings approximately 30-40 percent of the day. The project would close six grade crossings and construct a grade-separated highway overpass with pedestrian accommodations. The City of Wellington and BNSF Railway will contribute a 36 percent non-Federal match.

**Maryland – Warner Street Highway-Rail Grade Crossing Project (Up To \$1,534,280)***MDOT - Maryland Transit Administration*

The proposed project will support planning activities and construction of minor safety improvements at an existing at-grade crossing as well as fund a long-term study to grade separate the crossing. The project will encompass grade separation alternatives analysis, feasibility, and concept design study as well as design and construction of short-term crossing improvements on CSX right-of-way. The Maryland Department of Transportation and Baltimore City are providing a 20 percent non-Federal match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects.

**Michigan – West Side Grade Separation Project (Up To \$23,964,400)***City of Monroe*

The proposed project will complete project development activities, right-of-way acquisition, final design, and construction of the Monroe West Side Grade Separation and Traffic Safety Improvement Project to eliminate an existing grade crossing and construct a new grade separation with CSX. The project will improve roadway traffic flow on the west side of Monroe and improve safety response times for emergency vehicles. The City of Monroe and CSX will contribute funds totaling a 20 percent non-Federal match.

**Michigan – Manistee County Safer Southern Rail Route (Up To \$424,000)***Manistee County*

The proposed planning project will support a track relocation study to abandon a northern perimeter track around Lake Manistee for a new southern segment, resulting in the elimination of four at-grade crossings, elimination of three marine bridges, and elimination of a rail car staging area on CSX right-of-way. Manistee County is providing a 20 percent non-Federal match. This project qualifies for the statutory set-aside for Planning projects and the statutory set-aside for projects in Rural Areas.

**Minnesota – TH 27/Mississippi River Bridge Grade Separation (Up To \$3,200,000)***City of Little Falls*

The proposed project will support planning, project development, and final design work for a bridge allowing Minnesota Trunk Highway 27 to cross a BNSF line and the Mississippi River. Forty-six trains per day currently block a river crossing; creating a grade separated crossing will allow for continued safe operation of the BNSF rail line and improved safety. The City of Little Falls will provide a 20 percent match. \$400,000 of this project funding amount qualifies for the statutory set-aside for Planning projects. This project also qualifies for the statutory set-aside for projects in Rural Areas.

**Minnesota – CSAH 55 Highway-Rail Grade Crossing Elimination Project (Up To \$4,824,563)***Kandiyohi County*

The proposed project will support final design and construction of an overpass over a BNSF rail line and includes reconstructing one mile of a rural two-lane highway. This project will eliminate an at-grade crossing, improve regional railroad operations, and also facilitate multimodal freight movement by constructing new rail access to the industrial park. The County is committing a 50 percent non-federal match. This project qualifies for the statutory set-aside for projects in Rural Areas.





## Safe Streets and Roads for All FY22 Action Plan Awards by State

The following tables list all Safe Streets and Roads for All (SS4A) Action Plan awards by State.

### Kansas

Lead Applicant	Project Title	Type of Plan	Urban/ Rural	Funding Award
City of Lawrence	Vision Zero Safety Action Plan for Lawrence, Eudora, and Baldwin City	Action Plan	Rural	\$160,000.00
City of Leavenworth	City of Leavenworth Action Plan	Action Plan	Rural	\$280,000.00
City of Olathe	SS4A Action Plan Grant to the City of Olathe in Kansas	Action Plan	Urban	\$280,000.00
City of Salina	Saline County and City of Salina Safety Action Plan	Action Plan	Rural	\$160,000.00
City of Valley Falls	Safety Action Plan for the City of Valley Falls	Action Plan	Rural	\$40,000.00
Cowley County	Cowley County, KS Action Plan	Action Plan	Rural	\$160,000.00
Dodge City	Dodge City Comprehensive Safety Action Plan	Action Plan	Rural	\$230,434.00
Garden City	SS4A Action Plan Grant for City of Garden City Kansas & Joint Applicants	Action Plan	Rural	\$1,360,000.00
Leavenworth County	Leavenworth County (KS) Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$280,000.00
Prairie Band Potawatomi Nation	PBPN Safe Streets and Roads for All Action Plan	Action Plan	Rural	\$225,600.00

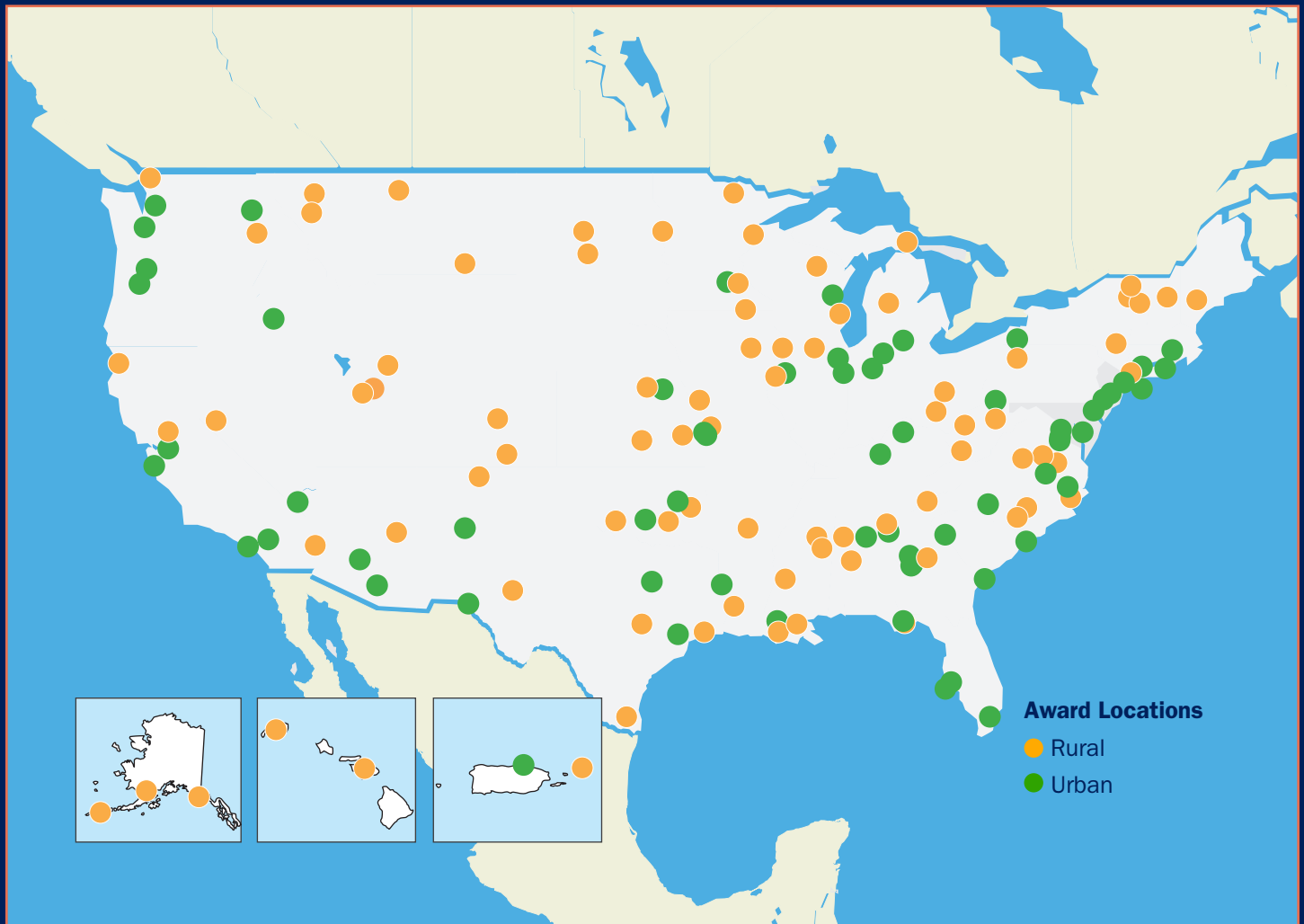
<b>Lead Applicant</b>	<b>Project Title</b>	<b>Type of Plan</b>	<b>Urban/ Rural</b>	<b>Funding Award</b>
Southeast Kansas Regional Planning Commission	Southeast Kansas Regional SS4A Planning Grant Application	Action Plan	Rural	\$800,000.00
Unified Government of Wyandotte County/Kansas City	Wyandotte County Vision Zero Action Plan	Action Plan	Urban	\$1,000,000.00
<b>Total Kansas</b>				<b>\$4,976,034.00</b>

# RAISE Grants

Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department  
of Transportation



## RAISE AWARDS FY 2022

[www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants)

## Rural, Capital

### Old Smoky Hill River Bridge Replacement

#### City of Salina

Kansas

**Grant Funding: \$22,112,620**

**Estimated Total Project Costs: \$33,787,620**

#### Project Description:

This project will replace 7 bridges over the Old Smoky Hill River, construct approximately 3.4 miles of multi-use accessible trails, improve 7 pedestrian crossings, improve 3 railroad-pedestrian crossings, and install trail lighting. In addition, the project will construct a new, multi-modal hub, three pedestrian bridges, 2 new electric vehicle charging stations, a pedestrian underpass, a pedestrian boardwalk, and 5 new recreational boat launches.

#### Project Benefits:

The new bridges will improve mobility, reduce congestion, and reconnect the City of Salinas' underserved, neighborhoods to recreational features. The project also upgrades river channel culverts that are currently prone to flooding.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President's Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

## Rural, Capital

### Flint Hills Trail: Connecting Communities, Cultures, and Landscapes

#### Kansas Department of Wildlife and Parks

Kansas

**Grant Funding: \$24,821,705**

**Estimated Total Project Costs: \$27,208,907**

#### Project Description:

The project will construct approximately 40-miles of the Flint Hills Trail in Kansas, nearly completing this 118-mile linear park “rail-trail”. The project includes drainage improvements, pipes, culverts, bridges, base improvements, limestone surfacing, fences, gates, bollards, safety improvements and signage.

#### Project Benefits:

The trail will offer an alternative to driving as well as provide outdoor recreation opportunities in a rural area that is currently fragmented with very few public outdoor recreational areas. There is also opportunity for the project to boost recreation and nature tourism, as evidenced by establishment of ten new businesses related to the trail in the past three years. Planning efforts have considered inputs from the communities being served through four workshops, and the trail will use inclusive interpretative signage and storytelling strategies that portray history and respect the Kaw Nation.



The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as BUILD and TIGER, Congress has dedicated nearly \$12.3 billion for 14 rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. The President’s Bipartisan Infrastructure Bill will add \$1.5 billion per year to this program.

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## **APPENDIX D**

**CLOSED Status**  
(None as of 07/25/2024)

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None at this time

# Glossary





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## GLOSSARY

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**Advanced Construction (AC):** Authorization of Advanced Construction (AC) is a procedure that allows the State to designate a project as eligible for future federal funds while proceeding with the construction of a project using state funds. The designation of AC on a project(s), reserves the right of the State to use federal funding at some future time when federal apportionment and obligation authority is available. Projects authorized as AC are the financial responsibility of the State until the State has available federal apportionment and obligation authority and has received approval from FHWA to convert the AC project(s) to federal funding. The conversion of a project allows project costs including costs already incurred and paid using State funds to be reimbursed with federal funds. The total amount of projects that may be designated as AC is limited to the State's current unobligated balance of apportionments plus the amount of Federal funds anticipated in the three subsequent fiscal years of an approved STIP.

**Apportionment:** Term used to describe the annual distribution of funds among the states based upon formula as provided in law and authorized by Congress. This distribution of funds is divided into categories that are defined and authorized in the current Federal transportation program.

**At-Grade Crossing:** Intersection of two roadways or a highway and a railroad at the same grade.

**Cash-Flow Worksheet:** quantifies the projected incoming and outgoing cash in the agency for a period time. This tool allows KDOT to monitor and anticipate the timing of cash inflows and outflows. Through this monitoring, the agency ensures that sufficient funds are on hand for daily business and that excess funds are invested to achieve the most return possible. The Cash-Flow allows for a reasonable determination of fiscal constraint by demonstrating that KDOT has sufficient revenue sources to meet the expected expenditures in a given year or years.

**City Connecting Link (KLINK):** A city street that connects two rural portions of state highway. Normally a city is responsible for maintaining the connecting link. KDOT reimburses the city based on a lane-mile rate established by law for maintenance. In small cities, the Secretary may enter into an agreement to maintain the

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City Connecting Link in lieu of payments. KDOT maintains all City Connecting Links, which have full access control, such as the Interstate.

**Condition Rating:** The condition of a bridge element, member, or component is evaluated for its current physical state and compared to the as-built (new) condition. Ratings range from 9 - new condition to 0 - failed condition.

**Connected Vehicle Infrastructure (CVI):** a component of the broader category of Intelligent Transportation Systems (ITS) focusing on communications and connectivity between vehicles.

**Consensus Estimating Group (CEG):** A group of individuals that work jointly to provide estimates for State General Fund receipts. The group is composed of staff from State agencies including the Department of Revenue, Division of Budget, and Legislative Research and several consulting economists.

**Construction Work Phase:** Phase of work for KDOT construction projects where the contractor awarded the project combined with the agency's own forces construct the project in accordance with the plans and specifications developed in the design phase.

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

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

**Emergency Event:** is a natural disaster or catastrophic failure resulting in an emergency to be declared by the by the President or by the Governor of a State where the event has occurred.

**Evacuation Routes:** are transportation routes or system designated by a Federal, State, Tribal or local government to be used to transport the public away from an emergency event or to transport emergency responders and recovery resources to the event.

**Expansion:** Program of projects that add to the existing system (new lanes and interchanges). Expansion projects enhance driving by relieving congestion and improving access, enhance economic development, and substantially improve safety.

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**Expenditures:** the anticipated expenses against available revenues (funding sources) for the agency.

**Expressway:** Generally, a four-lane divided highway with partial access control.

**Federal Fiscal Year (FFY):** an accounting period used by the Federal government that begins on October 1 and ends on September 30. The ending year of the period is designated as the fiscal year; for example, FFY 2023 begins on October 1, 2023, and will end September 30, 2024. The STIP document is prepared and reported on a federal fiscal year basis.

**Federal Lands Highway Program (FLH):** a program designed to provide transportation related services for planning, design, construction and rehabilitation of the roadways and bridges that provide access in federally owned lands.

**Federal Fund Exchange Program:** A voluntary program that allows a local public agency (LPA) to exchange all or a portion of their federal fund allocation in a specific federal fiscal year with the Kansas Department of Transportation (KDOT) for state transportation dollars or with another LPA for the LPA's local funds.

**Fiscal Constraint:** a state where the demand on total available funding for a specified period (e.g., a fiscal year) does not exceed the funding available in that period.

**Freeway:** Generally, a four-lane divided highway with full access control.

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

**Highway Revenue Estimating Group (HREG):** a group of individuals that prepare forecasts for the motor vehicle fees and motor fuels tax anticipated to be collected and prepare growth estimates for long-term revenues in the State. The group is composed of staff from State agencies including Department of Revenue, Legislative Research, Division of the Budget and KDOT.

**Internet of Things (IoT):** is a system of interrelated computing devices, mechanical and digital machines, objects, animals, or people that are provided with unique identifiers (UIDs) and the ability to transfer data over a network without requiring human-to-human or human-to-computer interaction.

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**Let:** Advertise and award of a construction contract to the lowest responsible bidder.

**Level of Service (LOS):** is a qualitative measure used to relate the quality of maintenance of the Kansas highway system- measuring such factors of travelway, shoulders, roadside, drainage, and traffic guidance.

**Local Construction:** Program of projects on county and city roads.

**Local Public Agency (LPA):** term to describe any political subdivision of the State like a county, city, town, township, or other local public agencies with authority to finance, build, operate, or maintain transportation facilities.

**Long Range Transportation Plan (LRTP):** a guide to future transportation development in the state that identifies important transportation-related issues and provides focus for future programs and actions.

**Maintenance Quality Assurance Program (MQA):** a tool that assists management in prioritizing routine maintenance projects, resources (personnel, equipment, materials, and funding) and helps determine funding needs.

**Managing Kansas' Roadsides (MKR):** guidance for mowing activities across the State that provides mowing recommendations based on existing site factors like location -rural versus urbanized area, line of sights and slopes.

**Managing Snow & Ice (MS&I):** provides guidance for the removal of snow and ice on state highways. The guidance divides State roads into three levels of service based upon traffic counts with a specific treatment and plowing recommendation for each level.

**Metropolitan Planning Organization (MPO):** a planning organization that FHWA statutes require for urbanized areas with populations over 50,000. The organization is a transportation policy-making body whose representatives are local government and transportation agencies that are within the metropolitan planning area boundaries.

**Micromobility:** transportation using lightweight vehicles such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service rental program in which people rent vehicles for short-term use within a town or city.

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**Modernization:** Program of projects to improve the safety of the existing highway system. Projects include shoulder improvements, flattening hills, straightening curves, and improving intersections.

**Modes (of transport):** in KDOT terminology all forms of transportation other than road system infrastructure; for KDOT these forms are aviation, public transit, and rail.

**Obligation Limitation (or ceiling):** The total amount of apportioned funds which a state may commit to contract within a given time period (normally a federal fiscal year). This limitation or ceiling on the amount of federal-aid a state can utilize has been used in recent years as a budgetary tool by Congress.

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

**Performance Measurement:** is the process of collecting, analyzing, and reporting information regarding the accomplishments of an organization. This usually involves the review of processes, parameters, and strategies within an organization to determine if outputs are meeting the intended/ planned outcomes.

**Preliminary Engineering Work Phase:** Phase of work for KDOT construction projects where all work necessary to advance a project from the concept stage to award of a construction contract is done. The work includes surveying, scoping, geology, planning studies, developing alternatives, environmental documentation, public involvement, project design and development necessary to produce all project construction plans and contract documents.

**Preservation:** Program of projects designed to protect the investment in the State Highway System by preserving existing roadways and bridges. Work in this program includes road and bridge overlays, bridge rehabilitation, repairs or replacements, bridge painting, roadway conventional seals and crack repairs, pavement marking, and signing and lighting repairs.

**Priority System:** The system of formulas used to rank improvement projects. The formulas, two for roads (one for Interstate and one for non-interstate) and one for

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bridges are comprised of a number of characteristics that measure the relative need for improvement.

**Program:** A broad body of work characterized by similarities in work, purpose, and funding.

**Public Transit:** provides sources of transportation for the transport of persons with disabilities, elderly persons, and the public.

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

**Recreational Trails Program (RTP):** a federal program to provide funds to States for the development and maintenance of trails and trail-related facilities that are for leisure related activities like hiking, biking, snowmobiling etc.

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

**Resilience Improvement:** is the use of materials or structural or nonstructural techniques, including natural infrastructure that allow a project to better anticipate, prepare for, and adapt to changing conditions and to withstand and respond to disruptions from weather or other natural disaster in a way that allows continued functionality for the expected life of the project.

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

**Revenues:** Anticipated sources of funding or cash available for agency use.

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

**Right of Way Work Phase:** Phase of work for KDOT construction projects where the land necessary for an improvement is determined and then acquired.

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**Route Classification System:** A detailed classification system which groups all State Highway routes into five levels as follows:

Class A - The Interstate System.

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

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

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

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

**Routine Maintenance:** is the expenditure on equipment, staff salaries and materials used for usual, repetitive activities like snow and ice removal, mowing and minor roadway repairs.

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

**Set Aside:** At the state level a program of state funds reserved for a specific purpose. At the federal level a portion of an appropriated federal fund program reserved for a specific use.

**State Fiscal Year (SFY) in Kansas:** The State of Kansas fiscal year is designated as the period from July 1 through June 30. The fiscal year is determined by the ending year of the period; for example, SFY 2023 was the period beginning July 1, 2022, and ending June 30, 2023.

**State Transportation Improvement Program (STIP):** A requirement for projects to be eligible for federal funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 that at the minimum provides a program listing of all federally funded transportation projects proposed in a four-year period in the state. The State of Kansas STIP is a program of projects based upon the state's Long-Range Transportation Plan, TAMP and IKE, the state transportation program authorized by the Kansas legislature. All proposed projects currently programmed for the four-year period regardless of funding (state, local and federal) are included. Projects in MPO areas are included by reference with links to the MPO's current TIPs.

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**Subcategory:** Subdivisions within KDOT’s programs that further group projects. These groups are composed of similar projects that share the same or similar work types and under which similar work is being performed.

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

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

**Surface Preservation:** Projects designed to preserve the “as built” condition of roadways. This work can include a variety of actions including overlay, milling, crack repair, patching, edge drains, or mud-jacking.

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

**Traffic Guidance:** as used in the MQA program, all KDOT maintained signs, pavement markings, striping or anything used to regulate, warn, or guide traffic.

**Transportation Asset Management Plan (TAMP):** The Transportation Asset Management Plan (TAMP) is a strategic and systematic process for operation, maintenance and improvement of the physical assets associated with transportation (roads, bridges, runways and rail) with a focus on engineering and economic analysis based upon quality information to identify priorities and sequence maintenance, preservation, repair, rehabilitation and replacement actions that achieve and sustain a state of good repair over the lifecycle of the asset for a minimum practicable cost.

**Transportation Improvement Program (TIP):** a program that documents how a MPO prioritizes their limited transportation resources among the needs in their area. The program includes a list of transportation projects proposed for federal, state, and local funding within the MPO area.

**Transportation Management Area (TMA):** is an urbanized area with a population of 200,000 or more, as defined by the U.S. Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is re-



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quested by the Governor and the MPO and designated by the U.S. Secretary of Transportation. As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the TIP and are responsible for additional planning products.

**Travelway:** as used in the MQA program, is the portion of the roadway for the movement of vehicles.

**Tribal Transportation Program (TTP):** a program designed to provide transportation related services for planning, design, construction and rehabilitation of the roadways and bridges that provide access in Indian reservations, lands, and communities.

**Utility Work Phase:** Phase of work for KDOT construction projects used to coordinate the necessary utility relocations for an improvement and then implemented the changes so the project may be let for construction in a timely manner.

**Vehicle-to-everything (V2X):** is communication of information from a vehicle to any entity that may affect said vehicle and vice versa. For example, communication between a vehicle and another vehicle, communication between a vehicle and the road it is travelling etc.