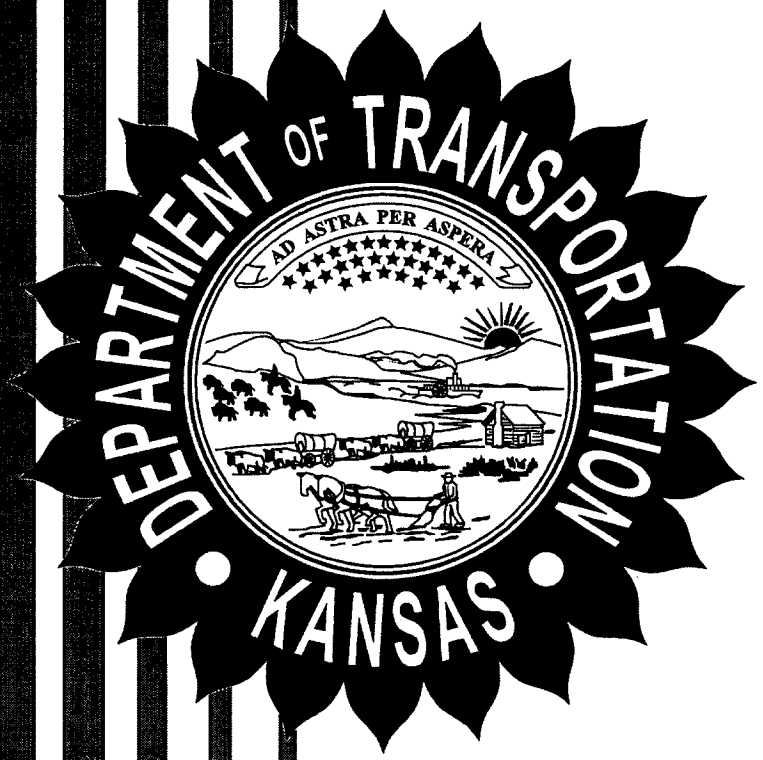
# Selected Statistics




**Kansas Department of Transportation**
**Deb Miller, Secretary**

**2005**

# KANSAS TRANSPORTATION AT A GLANCE
## CY 2004

| | |
|---|---|
| **LAND AREA** (sq. miles) | 81,823 |
| **POPULATION** (2000 Census) | 2,688,418 |
| **ANNUAL HIGHWAY FUEL USE** (1,000s gal.) Est. | |
| GASOLINE | 1,170,707 |
| DIESEL | 414,791 |
| GASOHOL | 39,627 |
| TOTAL | 1,625,125 |
| **REGISTERED VEHICLES** | |
| AUTOS | 1,420,210 |
| PICKUPS & TRUCKS | 701,601 |
| TRAILERS | 119,592 |
| MOTORCYCLES | 56,019 |
| MOTORIZED BIKES | 5,659 |
| MOTORIZED RVs | 13,561 |
| SPECIAL REGISTRATIONS | 171,642 |
| TOTAL | 2,488,284 |
| **LICENSED DRIVERS** | 1,979,746 |
| **ANNUAL VEHICLE MILES OF TRAVEL** (In 1,000s) | 29,523,036 |
| **STATE TAX RATES** (cents/gal.) July 1, 2003 | |
| GASOLINE | 24 |
| DIESEL | 26 |
| GASOHOL | 24 |
| **PUBLIC ROAD MILES** | |
| RURAL | 124,151 |
| URBAN | 10,868 |
| TOTAL | 135,019 |
| **ACCIDENTS AND FATALITIES** | |
| TOTAL ACCIDENTS | 74,102 |
| FATAL ACCIDENTS | 390 |
| FATALITIES | 459 |
| **BRIDGES** | |
| STRUCTURALLY DEFICIENT | 3,144 |
| FUNCTIONALLY OBSOLETE | 2,531 |
| NON-DEFICIENT | 19,714 |
| NOT RATED | 407 |
| TOTAL | 25,796 |
| **AIRPORTS** | |
| PUBLIC USE | 143 |
| COMMERCIAL SERVICE | 9 |
| **TRANSIT** | |
| PROVIDERS | 188 |
| COUNTIES SERVED | 96 |
| **RAIL** | |
| MILES OPERATED | 4,776 |
| COMMODITIES MOVED (tons) | 342,027,043 |
| **WATERWAYS** | |
| TERMINALS | 8 |

## NATIONAL RANKINGS

| | | | |
|---|---|---|---|
| Public Road Miles | 4th | Population | 32nd |
| Bridges | 4th | Vehicle Miles of Travel | 33rd |
| Rail Miles | 6th | Highway Fuel Use | 33rd |
| Public Use Airports | 9th | Registered Vehicles | 30th |
| Land Area | 13th | Licensed Drivers | 31st |

# TABLE OF CONTENTS

KANSAS HIGHWAY IMPROVEMENT PROGRAMS



KANSAS TURNPIKE



HIGHWAY SAFETY

# INTRODUCTION

***2005 SELECTED STATISTICS*** provides a summary of recent transportation-related data collected and reported by the Kansas Department of Transportation (KDOT).

Information regarding the following modes of transportation in the State of Kansas -- highways, public transit, rail, air, and water -- and the use of and finances associated with these modes, is presented in this document. Due to the predominance of highway transportation in the State, the publication is primarily devoted to data concerning federal and state financing of roads and highways; mileage and travel on all roads, the State Highway System and the Kansas Turnpike; the Comprehensive Transportation Program; and highway safety, including accident occurrence data and alcohol-related motor vehicle accidents and fatalities data.

Data in ***SELECTED STATISTICS*** is collected based on three different yearly reporting periods: calendar year (January 1 - December 31); State Fiscal Year (July 1 - June 30); and Federal Fiscal Year (October 1 - September 30). The reporting period for each table/chart is identified for the reader's reference.

More information concerning the data presented in this document is available from KDOT's Division of Planning and Development. You may contact the Kansas Department of Transportation for additional copies:

**Kansas Department of Transportation**
**Division of Planning and Development**
**Phone (785) 296-2252**
**Fax (785) 296-7173**
**Email: planninginfo@ksdot.org**
www.ksdot.org

# HIGHWAY FINANCE

## STATE REVENUES

Kansas has the fourth greatest number of public road miles in the nation. The Kansas Department of Transportation (KDOT) does not maintain the majority of the State's public roads. In fact, only 9,500 miles, or approximately 7 percent of the total number of public road miles, are included in the State Highway System.

The revenues to maintain and improve the **State Highway System** are obtained from several sources. In addition to Federal transportation funds, the major State sources of revenues to the State Highway Fund are motor fuel taxes, motor vehicle registration fees, sales and compensating use tax, and driver's license fees. A 9-year history of State revenues to the State Highway Fund appears on page 5.

## LOCAL FUNDS

The State provides direct funding to cities and counties for highway and road construction and maintenance through the **Special City and County Highway Fund** and the **County Equalization and Adjustment Fund**. The source of this revenue is motor fuel tax receipts and motor carrier property taxes. A graphic depiction of the distribution of motor fuel tax receipts appears on page 6.

Under the Comprehensive Transportation Program (CTP) passed in 1999, annual funding for the Special City and County Highway Fund was increased by 37 percent compared to funding in the previous program. If funding is provided as outlined in the enacting legislation, local units of government will be provided an average of $160 million per year during the ten years of the CTP.

The **Special City and County Highway Fund** is credited with a 10-year average of 35.4 percent of the net motor fuel tax revenue (the State Highway Fund receives 64.6 percent). The Special City and County Highway Fund also receives a semiannual transfer from the State General Fund equal to the revenue from motor carrier property tax receipts. This transfer has been capped by the Legislature in recent years. (See note on page 4.)

$625,000 is transferred quarterly from the Special City and County Highway Fund to the **County Equalization and Adjustment Fund**. Following the transfer each quarter, the remaining receipts are distributed - 57 percent to the counties and 43 percent to the cities - on January 15, April 15, July 15 and October 15 by the State Treasurer.

Each county initially receives $5,000 from the county distribution of the 57 percent of the **Special City and County Highway Fund**. The remainder of the county apportionments are distributed to the counties based on the following factors:

1) Vehicle registration fees (44.06 percent);
2) Average daily vehicle miles traveled (44.06 percent); and
3) Total road miles in each county (11.88 percent).

In 13 Kansas counties the revenue received by the county from the Special City and County Highway Fund is required to be divided between the **County Road and Bridge Fund** and the cities within the county. The required distribution to the cities ranges from 90 percent to 10 percent of the counties' total revenue from the fund. The 13 counties and the distribution rates to their County Road and Bridge Funds are: Wyandotte = 10 percent; Shawnee and Sedgwick = 50 percent; and Lyon, Cowley, Crawford, Montgomery, Butler, Saline, Leavenworth, Riley, Reno and Douglas = 90 percent. The distribution to each city is determined based on the ratio of the city's population to the population of all cities in the county. The remaining 92 counties must deposit their entire revenue from the Special City and County Highway Fund into their County Road and Bridge Fund.

Kansas cities receive their proportional share of the 43 percent of the Special City and County Highway Fund based on their population compared to the total population of all cities in the State (military bases annexed to a city after December 31, 1981 cannot be included in the city's population).

The **County Equalization and Adjustment Fund**, as previously mentioned, receives a transfer of $625,000 per quarter from the Special City and County Highway Fund. On April 15th, the County Equalization and Adjustment Fund's total annual amount of $2.5 million is distributed to the counties. This Fund was established to guarantee that each county would receive no less than the amount received in the base year. In order to "equalize" the distribution, counties are reimbursed the difference of their total Special City and County Highway Fund amount minus their disbursements in the base year. Following the reimbursement for the "shortfall" to each county, any remaining funds are distributed proportionally to the counties based on three factors: motor vehicle registration fees, average daily vehicle miles traveled, and total road miles. The Comprehensive Transportation Program guaranteed that under the County Equalization and Adjustment Fund no county would receive less than it did in FY 1999.

The importance of **motor fuel tax revenues** to the State, counties and cities is obvious -- the distribution of the receipts provides funding for the maintenance and construction of the State's highways and bridges. The history of the State's

tax rates is depicted on page 9. Data on the collection of taxes by source and the distribution of the receipts from motor fuel taxes are presented on page 10.

As noted, other major factors which determine the amount of funds counties and cities receive for transportation purposes are motor vehicle registration fees, total road mileage and average daily vehicle miles traveled. Vehicle registration data by county appears on page 11.

NOTE: The semi-annual transfer of motor carrier property taxes was not made January 15, 2003, July 15, 2003 or January 15, 2004. For fiscal years 2004 thru 2007, the January 15 and April 15 distributions were rescheduled to February 15 and May 15 respectively.

## FEDERAL FUNDS

In addition to State funding sources, Federal highway funds are distributed to the State on an annual basis. Receipts from Federal excise taxes on highway motor fuels deposited into the **Federal Highway Trust Fund** provide the majority of this funding to the states. A table showing the Federal tax rates and the distribution of the tax receipts appears on page 12. A comparison of the State's contributions into the Highway Trust Fund and the funds received from it appears on page 13.

The current Federal transportation authorizing legislation is the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was enacted in July 2005. SAFETEA-LU provides funding for federal fiscal years 2005 – 2009. While FFY 2004 was technically not included in TEA-21, it was funded through an extension of the act, therefore it is included in TEA-21 herein.

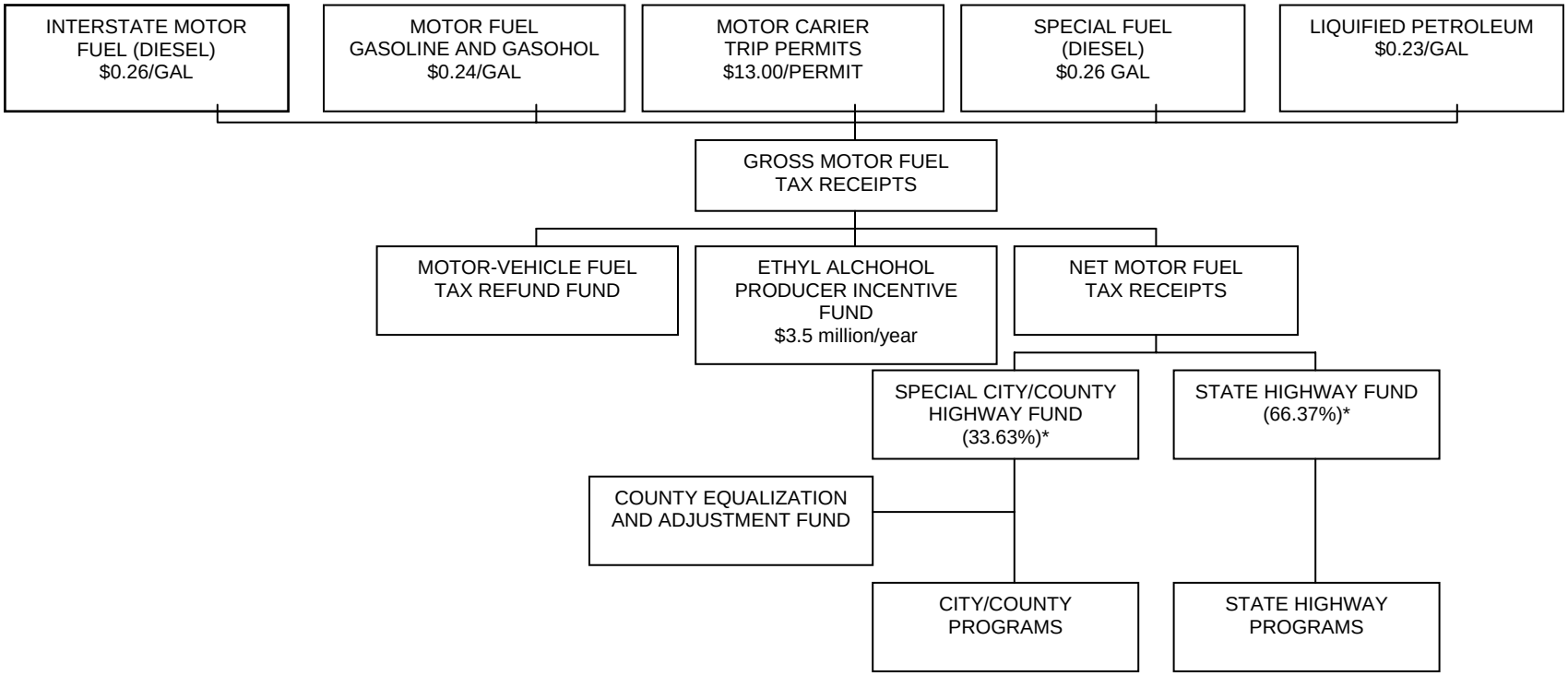
The State’s highway apportionments and obligation limitation from SAFETEA-LU appear on pages 14 and 15. For purposes of comparison, the State's highway apportionments from the previous Federal legislation, the Transportation Equity Act for the 21st Century (TEA-21) are also shown.

# MAJOR STATE REVENUE SOURCES FOR STATE HIGHWAY FUND
# STATE FY 1997 - 2005
## (Amounts in actual dollars)

| SOURCE | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|---|---|---|---|
| **Motor Fuels Tax** | 178,331,204 | 189,134,678 | 191,939,762 | 212,039,185 | 212,235,410 | 228,473,979 | 263,644,575 | 278,987,994 | 280,586,063 |
| **Licenses and Fees:** | | | | | | | | | |
| **Operate Motor Vehicle** | 6,060,732 | 6,733,545 | 7,766,505 | 8,565,442 | 7,875,077 | 7,147,207 | 5,905,421 | 6,993,816 | 9,042,523 |
| **Motor Vehicle Registration** | 119,562,885 | 117,279,991 | 133,595,316 | 134,289,245 | 132,438,517 | 132,968,668 | 146,305,784 | 149,368,859 | 154,108,043 |
| **Sales and Compensating Tax** | 75,251,446 | 82,567,215 | 85,888,922 | 88,598,158 | 89,240,600 | 91,610,588 | 89,368,725 | 90,136,946 | 93,352,994 |
| **Transfer From State General Fund:** | | | | | | | | | |
| **Sales Tax on Vehicles** | 84,362,791 | 85,839,140 | 87,899,279 | 62,240,428 | 51,708,599 | 94,288,021 | 0 | 0 | 0 |

Source: Kansas Department of Transportation, FY 2007 Budget, page 2-12.

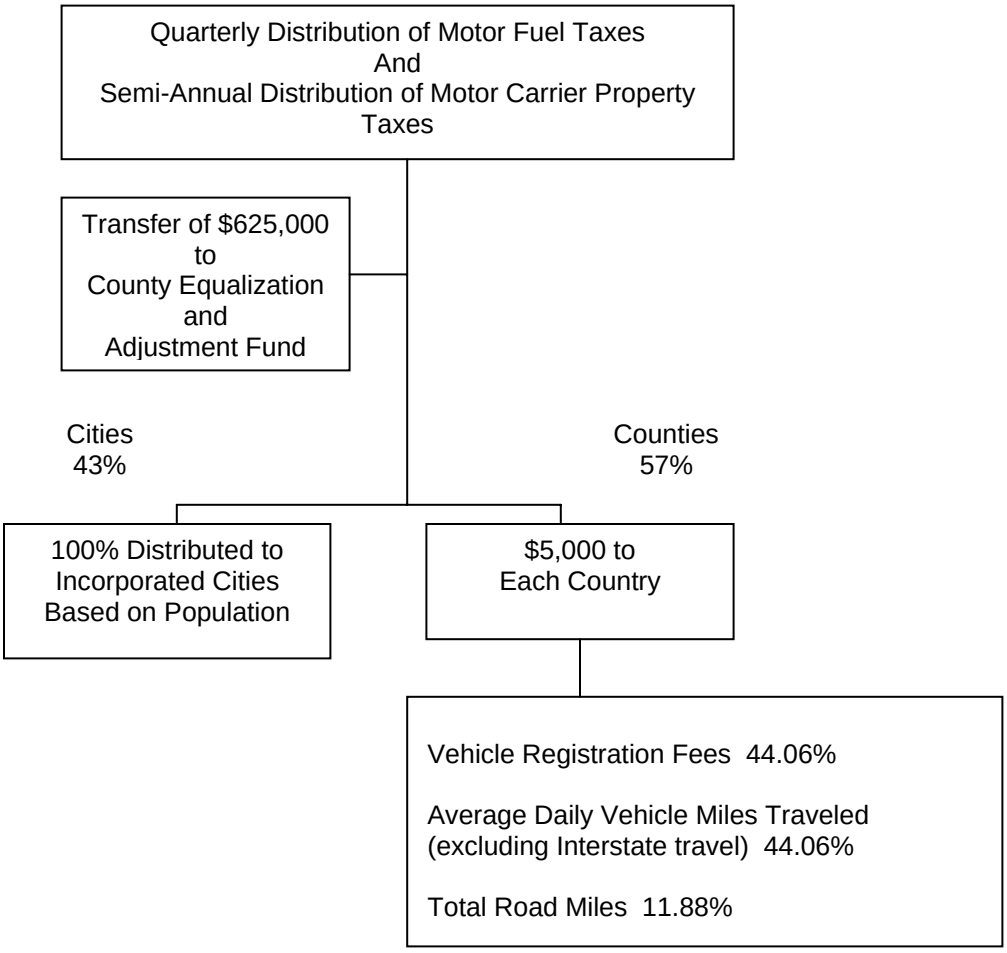
# KANSAS MOTOR FUEL TAX RECEIPTS AND DISTRIBUTIONS
## Effective July 1, 2003




*Represents a 10-year average, State FYs 2000-2009
Source: Kansas Department of Transportation, Office of Management and Budget

# KANSAS SPECIAL CITY AND COUNTY HIGHWAY FUND

**Effective July 1, 2000**




Source: Kansas Department of Transportation, Office of Management and Budget

# SPECIAL CITY & COUNTY HIGHWAY FUND
# Including County Equalization & Adjustment Fund
# Calendar Year 2005

| COUNTY | SCCHF | CEAF | TOTAL |
|---|---|---|---|
| Allen | 568,563 | 16,017 | 584,580 |
| Anderson | 414,561 | 10,721 | 425,282 |
| Atchison | 528,947 | 14,976 | 543,923 |
| Barber | 293,856 | 6,850 | 300,706 |
| Barton | 1,085,245 | 31,635 | 1,116,880 |
| Bourbon | 566,286 | 15,520 | 581,806 |
| Brown | 522,141 | 14,104 | 536,245 |
| Butler | 1,658,997 | 50,249 | 1,709,246 |
| Chase | 239,123 | 5,889 | 245,012 |
| Chautauqua | 217,824 | 4,864 | 222,688 |
| Cherokee | 897,036 | 26,463 | 923,499 |
| Cheyenne | 254,761 | 4,923 | 259,683 |
| Clark | 193,940 | 4,080 | 198,020 |
| Clay | 394,594 | 9,748 | 404,342 |
| Cloud | 506,819 | 13,179 | 519,998 |
| Coffey | 463,678 | 12,113 | 475,791 |
| Comanche | 154,683 | 2,943 | 157,626 |
| Cowley | 1,157,668 | 34,492 | 1,192,160 |
| Crawford | 1,096,992 | 32,845 | 1,129,837 |
| Decatur | 277,348 | 5,574 | 282,923 |
| Dickinson | 729,060 | 19,763 | 748,823 |
| Doniphan | 370,608 | 10,119 | 380,727 |
| Douglas | 1,846,354 | 58,085 | 1,904,439 |
| Edwards | 277,460 | 6,101 | 283,561 |
| Elk | 193,275 | 3,868 | 197,142 |
| Ellis | 891,940 | 25,917 | 917,858 |
| Ellsworth | 361,747 | 8,859 | 370,606 |
| Finney | 1,156,282 | 35,250 | 1,191,533 |
| Ford | 1,083,090 | 31,961 | 1,115,051 |
| Franklin | 833,661 | 24,743 | 858,405 |
| Geary | 689,470 | 20,890 | 710,360 |
| Gove | 240,983 | 4,527 | 245,511 |
| Graham | 246,039 | 4,599 | 250,638 |
| Grant | 391,723 | 10,784 | 402,507 |
| Gray | 445,031 | 11,460 | 456,491 |
| Greeley | 186,180 | 3,308 | 189,488 |
| Greenwood | 481,072 | 11,956 | 493,028 |
| Hamilton | 228,943 | 5,016 | 233,959 |
| Harper | 374,165 | 8,477 | 382,642 |
| Harvey | 1,056,138 | 32,226 | 1,088,364 |
| Haskell | 350,511 | 9,117 | 359,628 |
| Hodgeman | 215,470 | 3,969 | 219,440 |
| Jackson | 609,511 | 17,127 | 626,638 |
| Jefferson | 796,048 | 23,912 | 819,960 |
| Jewell | 327,606 | 6,774 | 334,380 |
| Johnson | 11,591,856 | 378,923 | 11,970,779 |
| Kearny | 291,562 | 7,266 | 298,829 |
| Kingman | 528,626 | 13,541 | 542,168 |
| Kiowa | 292,026 | 7,190 | 299,216 |
| Labette | 778,621 | 22,747 | 801,368 |
| Lane | 175,042 | 3,499 | 178,541 |
| Leavenworth | 1,317,946 | 41,230 | 1,359,176 |
| Lincoln | 239,028 | 4,602 | 243,630 |
| Linn | 491,416 | 13,104 | 504,520 |
| Logan | 238,987 | 5,180 | 244,167 |
| Lyon | 950,380 | 27,423 | 977,804 |
| Marion | 645,274 | 16,710 | 661,984 |
| Marshall | 555,640 | 14,089 | 569,730 |
| McPherson | 1,033,577 | 29,950 | 1,063,528 |
| Meade | 324,299 | 7,644 | 331,943 |
| Miami | 1,309,494 | 40,592 | 1,350,087 |
| Mitchell | 408,964 | 10,009 | 418,972 |
| Montgomery | 1,196,948 | 36,366 | 1,233,314 |
| Morris | 324,943 | 7,612 | 332,555 |
| Morton | 216,994 | 4,843 | 221,837 |
| Nemaha | 464,105 | 11,442 | 475,547 |
| Neosho | 681,241 | 19,176 | 700,417 |
| Ness | 314,897 | 6,575 | 321,472 |
| Norton | 352,390 | 7,948 | 360,338 |
| Osage | 711,241 | 20,127 | 731,368 |
| Osborne | 281,514 | 5,707 | 287,221 |
| Ottawa | 408,143 | 10,062 | 418,205 |
| Pawnee | 388,162 | 8,923 | 397,085 |
| Phillips | 382,664 | 8,620 | 391,284 |
| Pottawatomie | 838,223 | 24,482 | 862,705 |
| Pratt | 542,264 | 14,344 | 556,608 |
| Rawlins | 259,641 | 4,985 | 264,627 |
| Reno | 2,048,832 | 62,283 | 2,111,116 |
| Republic | 391,029 | 9,170 | 400,199 |
| Rice | 501,018 | 13,005 | 514,024 |
| Riley | 1,251,133 | 39,791 | 1,290,924 |
| Rooks | 368,986 | 8,239 | 377,226 |
| Rush | 292,498 | 5,966 | 298,464 |
| Russell | 397,461 | 9,328 | 406,789 |
| Saline | 1,553,483 | 48,486 | 1,601,968 |
| Scott | 319,969 | 8,095 | 328,064 |
| Sedgwick | 11,627,974 | 388,016 | 12,015,989 |
| Seward | 679,870 | 20,265 | 700,135 |
| Shawnee | 3,157,785 | 102,263 | 3,260,048 |
| Sheridan | 280,450 | 5,546 | 285,996 |
| Sherman | 314,336 | 6,784 | 321,119 |
| Smith | 322,930 | 6,478 | 329,407 |
| Stafford | 389,346 | 8,872 | 398,218 |
| Stanton | 216,260 | 4,628 | 220,887 |
| Stevens | 351,726 | 8,592 | 360,318 |
| Sumner | 962,850 | 26,096 | 988,947 |
| Thomas | 469,921 | 11,154 | 481,075 |
| Trego | 261,520 | 5,314 | 266,834 |
| Wabaunsee | 304,235 | 7,039 | 311,275 |
| Wallace | 170,395 | 3,333 | 173,729 |
| Washington | 407,322 | 9,044 | 416,365 |
| Wichita | 225,284 | 4,772 | 230,056 |
| Wilson | 491,617 | 13,300 | 504,917 |
| Woodson | 255,001 | 5,858 | 260,859 |
| Wyandotte | 3,242,810 | 107,378 | 3,350,188 |
| | 85,667,581 | 2,500,000 | 88,167,581 |

# KANSAS MOTOR FUEL TAX RATES
# YEARS IN WHICH CHANGES HAVE OCCURRED
# STATE FISCALYEARS THROUGH 2005

| STATE FISCAL YEAR | Cents per Gallon | | | | Dollars/Permit |
|---|---|---|---|---|---|
| | GASOLINE | GASOHOL | LIQUID PETROLEUM | DIESEL | MOTOR CARRIER TRIP PERMITS |
| 1926 | 2 | | | | |
| 1930 | 3 | | | | |
| 1942 | 3 | | 3 | 3 | |
| 1946 | 4 | | 4 | 4 | |
| 1950 | 5 | | 5 | 5 | |
| 1956 | 5 | | 7 | 7 | |
| 1957 | 5 | | 5 | 7 | |
| 1958 | 5 | | 7 | 7 | |
| 1959 | 5 | | 5 | 7 | |
| 1970 | 7 | | 5 | 8 | |
| 1972 | 7 | | 5 | 8 | 3.00 |
| 1977 | 8 | | 7 | 10 | 3.00 |
| 1978 | 8 | | 7 | 10 | 5.00 |
| 1980 | 8 | 3 | 7 | 10 | 5.00 |
| 1981 | 8 | 4 | 7 | 10 | 5.00 |
| 1982 | 8 | 5 | 7 | 10 | 5.00 |
| 1983 | 8 | 6 | 7 | 10 | 5.00 |
| 1984 | 10/11 | 6/6 | 9/10 | 12/13 | 6.00/6.50 |
| 1985 | 11 | 6 | 10 | 13 | 6.50 |
| 1986 | 11 | 7 | 10 | 13 | 6.50 |
| 1987 | 11 | 8 | 10 | 13 | 6.50 |
| 1988 | 11 | 11 | 10 | 13 | 6.50 |
| 1990 | 15 | 15 | 14 | 17 | 8.50 |
| 1991 | 16 | 16 | 15 | 18 | 9.00 |
| 1992 | 17 | 17 | 16 | 19 | 9.50 |
| 1993 | 18 | 18 | 17 | 20 | 10.00 |
| 2000 | 20 | 20 | 19 | 22 | 11.00 |
| 2002 | 21 | 21 | 20 | 23 | 11.50 |
| 2003 | 23 | 23 | 22 | 25 | 12.50 |
| 2004 | 24 | 24 | 23 | 26 | 13.00 |

Notes: With the following exceptions, changes in the above rates were effective at the beginning of the State's Fiscal Year (July 1st): 1946 and 1972, effective March 1st; 1956 and 1984, effective January 1st. The rates also changed in July in 1984.

Source: Kansas Department of Transportation, Office of Management and Budget

# KANSAS MOTOR FUEL TAX RECEIPTS
## FY 1995-2005
**(Amounts in $1,000s)**

| STATE FISCAL YEAR | GASOLINE | MOTOR CARRIER STATIONS | DIESEL (DEALERS) | INTERSTATE MOTOR FUEL | LIQUID PETROLEUM | MOTOR FUEL RECEIPTS | REFUNDS | ALCOHOL INCENTIVE FUND | NET RECEIPTS TO KDOT |
|---|---|---|---|---|---|---|---|---|---|
| 1995 | 222,374 | 178 | 62,444 | 5,122 | 501 | 290,619 | 5,786 | 2,500 | 282,333 |
| 1996 | 228,100 | 145 | 67,409 | 5,491 | 456 | 301,601 | 6,160 | 2,500 | 292,941 |
| 1997 | 232,818 | 115 | 71,243 | 4,021 | 395 | 308,592 | 6,376 | 2,500 | 299,716 |
| 1998 | 244,415 | 116 | 76,520 | 5,078 | 347 | 326,476 | 6,102 | 2,500 | 317,874 |
| 1999 | 250,034 | 106 | 76,738 | 3,972 | 301 | 331,151 | 6,063 | 2,500 | 322,588 |
| 2000 | 280,349 | 107 | 79,662 | 3,996 | 336 | 364,450 | 5,881 | 2,500 | 356,069 |
| 2001 | 281,199 | 112 | 79,683 | 3,861 | 315 | 365,170 | 6,272 | 2,500 | 356,398 |
| 2002 | 281,730 | 109 | 92,577 | 6,883 | 294 | 381,593 | 6,892 | 3,500 | 371,201 |
| 2003 | 309,681 | 120 | 98,985 | 8,720 | 295 | 417,801 | 6,183 | 3,500 | 408,118 |
| 2004 | 318,831 | 128 | 103,799 | 6,000 | 273 | 429,031 | 5,179 | 3,500 | 420,353 |
| 2005 | 314,583 | 131 | 102,983 | 15,129 | 260 | 433,086 | 6,826 | 3,500 | 422,760 |

# DISTRIBUTION OF KANSAS MOTOR FUEL TAX RECEIPTS
## FY 1995-2005
**(Amounts in $1,000s)**

| STATE FISCAL YEAR | STATE HIGHWAY FUND | AGENCY FUNDS* | | NET RECEIPTS TO KDOT |
|---|---|---|---|---|
| | | SPECIAL CITY & COUNTY HIGHWAY | COUNTY EQUALIZATION & ADJUSTMENTS | |
| 1995 | 167,988 | 111,845 | 2,500 | 282,333 |
| 1996 | 174,300 | 116,141 | 2,500 | 292,941 |
| 1997 | 178,331 | 118,885 | 2,500 | 299,716 |
| 1998 | 189,135 | 126,239 | 2,500 | 317,874 |
| 1999 | 191,940 | 128,148 | 2,500 | 322,588 |
| 2000 | 212,039 | 141,530 | 2,500 | 356,069 |
| 2001 | 212,235 | 141,663 | 2,500 | 356,398 |
| 2002 | 228,474 | 140,227 | 2,500 | 371,201 |
| 2003 | 263,645 | 141,974 | 2,500 | 408,119 |
| 2004 | 278,998 | 138,865 | 2,500 | 420,353 |
| 2005 | 280,586 | 139,674 | 2,500 | 422,760 |

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

Source: Kansas Department of Transportation, "Comprehensive Annual Financial Report," for the Fiscal Year Ended June 30, 2005.

# KANSAS MOTOR VEHICLE REGISTRATION FEES COLLECTED BY COUNTY - CY 2005

| COUNTY | AMOUNT | COUNTY | AMOUNT |
|---|---|---|---|
| Allen | $ 615,771 | Linn | $ 530,797 |
| Anderson | 429,326 | Logan | 193,131 |
| Atchison | 656,820 | Lyon | 1,229,508 |
| Barber | 264,585 | Marion | 639,925 |
| Barton | 1,434,080 | Marshall | 597,589 |
| Bourbon | 539,250 | McPherson | 1,332,651 |
| Brown | 523,998 | Meade | 242,368 |
| Butler | 1,471,461 | Miami | 1,507,403 |
| Chase | 166,523 | Mitchell | 484,201 |
| Chautauqua | 208,154 | Montgomery | 1,294,316 |
| Cherokee | 876,358 | Morris | 315,935 |
| Cheyenne | 193,457 | Morton | 189,371 |
| Clark | 114,253 | Nemaha | 563,613 |
| Clay | 428,530 | Neosho | 826,853 |
| Cloud | 485,989 | Ness | 296,030 |
| Coffey | 494,532 | Norton | 319,681 |
| Comanche | 116,683 | Osage | 808,074 |
| Cowley | 1,361,848 | Osborne | 270,657 |
| Crawford | 1,319,462 | Ottawa | 342,654 |
| Decatur | 231,122 | Pawnee | 352,664 |
| Dickinson | 931,201 | Phillips | 370,847 |
| Doniphan | 409,169 | Pottawatomie | 1,016,737 |
| Douglas | 1,651,311 | Pratt | 535,974 |
| Edwards | 235,366 | Rawlins | 190,595 |
| Elk | 186,412 | Reno | 2,460,210 |
| Ellis | 1,253,712 | Republic | 334,686 |
| Ellsworth | 321,528 | Rice | 524,742 |
| Finney | 1,480,038 | Riley | 1,474,874 |
| Ford | 1,153,756 | Rooks | 365,798 |
| Franklin | 1,089,509 | Rush | 205,147 |
| Geary | 998,082 | Russell | 411,018 |
| Gove | 258,965 | Saline | 2,246,916 |
| Graham | 191,094 | Scott | 293,706 |
| Grant | 441,689 | Sedgwick | 16,092,459 |
| Gray | 367,596 | Seward | 724,329 |
| Greeley | 128,375 | Shawnee | 3,395,326 |
| Greenwood | 398,790 | Sheridan | 244,654 |
| Hamilton | 178,585 | Sherman | 341,268 |
| Harper | 329,120 | Smith | 286,226 |
| Harvey | 1,392,695 | Stafford | 332,302 |
| Haskell | 304,273 | Stanton | 152,565 |
| Hodgeman | 140,037 | Stevens | 318,035 |
| Jackson | 625,806 | Sumner | 1,093,637 |
| Jefferson | 995,084 | Thomas | 526,512 |
| Jewell | 250,302 | Trego | 237,222 |
| Johnson | 16,746,880 | Wabaunsee | 350,396 |
| Kearny | 244,632 | Wallace | 134,906 |
| Kingman | 547,049 | Washington | 379,987 |
| Kiowa | 221,534 | Wichita | 201,549 |
| Labette | 875,745 | Wilson | 526,853 |
| Lane | 142,723 | Woodson | 214,848 |
| Leavenworth | 1,591,644 | Wyandotte | 4,607,934 |
| Lincoln | 207,235 | **TOTAL** | **$ 101,151,816** |

Source: Kansas Department of Revenue Report RVV1851B

# FEDERAL EXCISE TAX ON HIGHWAY MOTOR FUEL
## (Cents per Gallon)

| | | | DISTRIBUTION OF TAX | | | |
|---|---|---|---|---|---|---|
| | | | HIGHWAY TRUST FUND | | OTHER | |
| FUEL TYPE | TAX RATE | EFFECTIVE DATE | Highway Account | Mass Transit Account | Leaking Underground Storage Tank Trust Fund | General Fund |
| Gasoline | 18.4 | 10/01/97 | 15.44 | 2.86 | 0.1 | -- |
| Diesel Fuel | 24.4 | 10/01/97 | 21.44 | 2.86 | 0.1 | -- |
| 10 percent Gasohol made with Ethanol* | 13.2 | 10/01/03 | 10.24 | 2.86 | 0.1 | - |
| Liquefied Petroleum Gas | 13.6 | 10/01/97 | 11.47 | 2.13 | -- | -- |
| Liquefied Natural Gas | 11.9 | 10/01/97 | 10.04 | 1.86 | -- | -- |
| Compressed Natural Gas | 4.3 | 10/01/97 | 3.44 | 0.86 | -- | -- |

Source: Federal Highway Administration, Highway Statistics 2004

*As a result of the American Jobs Creation Act of 2004 (H.R. 4520), the federal tax rate and distribution of tax on gasohol is now the same as gasoline.

## COMPARISON OF FEDERAL HIGHWAY TRUST FUND RECEIPTS ATTRIBUTABLE TO KANSAS AND FEDERAL-AID APPORTIONMENTS RECEIVED FROM THE FUND FEDERAL FISCAL YEARS 1982 - 2004

**(Amounts in $1,000's)**

| | Payments into the Fund | | | | Apportionments from the Fund | | | | Ratio of Apportionments to Payments | |
|---|---|---|---|---|---|---|---|---|---|---|
| FFY | Kansas Payments | % of Total | Cumulated Since 7/1/56 | % of Total | Kansas Apports. | % of Total | Cumulated Since 7/1/56 | % of Total | Ratio for Current FY | Cumulated Since 7/1/56 |
| 1982 | 87,893 | 1.303 | 1,679,002 | 1.359 | 106,162 | 1.317 | 1,821,374 | 1.378 | 1.21 | 1.08 |
| 1983 | 99,429 | 1.278 | 1,778,431 | 1.354 | 164,495 | 1.340 | 2,022,516 | 1.342 | 1.65 | 1.14 |
| 1984 | 130,574 | 1.243 | 1,909,005 | 1.346 | 184,794 | 1.574 | 2,207,973 | 1.360 | 1.42 | 1.16 |
| 1985 | 141,520 | 1.199 | 2,050,525 | 1.334 | 170,009 | 1.117 | 2,377,982 | 1.340 | 1.20 | 1.16 |
| 1986 | 145,807 | 1.190 | 2,196,332 | 1.324 | 212,454 | 1.402 | 2,590,436 | 1.343 | 1.46 | 1.18 |
| 1987 | 138,627 | 1.175 | 2,334,959 | 1.314 | 169,992 | 1.233 | 2,753,434 | 1.333 | 1.23 | 1.18 |
| 1988 | 163,793 | 1.276 | 2,498,752 | 1.311 | 148,364 | 0.990 | 2,908,793 | 1.315 | 0.91 | 1.16 |
| 1989 | 185,002 | 1.288 | 2,683,754 | 1.310 | 145,594 | 1.011 | 3,054,387 | 1.297 | 0.79 | 1.14 |
| 1990 | 153,751 | 1.233 | 2,837,505 | 1.305 | 146,279 | 1.028 | 3,200,666 | 1.282 | 0.95 | 1.13 |
| 1991 | 177,172 | 1.222 | 3,014,677 | 1.300 | 142,020 | 1.003 | 3,342,686 | 1.267 | 0.80 | 1.11 |
| 1992 | 182,503 | 1.165 | 3,197,180 | 1.292 | 242,942 | 1.358 | 3,585,626 | 1.272 | 1.33 | 1.12 |
| 1993 | 177,685 | 1.107 | 3,374,865 | 1.280 | 224,158 | 1.102 | 3,809,784 | 1.261 | 1.26 | 1.13 |
| 1994 | 169,972 | 1.159 | 3,544,837 | 1.274 | 203,033 | 0.962 | 4,012,817 | 1.241 | 1.19 | 1.13 |
| 1995 | 210,203 | 1.116 | 3,772,979 | 1.263 | 222,449 | 1.085 | 4,235,266 | 1.232 | 1.06 | 1.12 |
| 1996 | 253,423 | 1.150 | 4,026,402 | 1.256 | 210,441 | 1.184 | 4,445,707 | 1.230 | 0.83 | 1.10 |
| 1997 | 239,462 | 1.168 | 4,265,864 | 1.250 | 238,505 | 1.089 | 4,684,212 | 1.222 | 1.00 | 1.10 |
| 1998 | 328,458 | 1.165 | 4,594,322 | 1.244 | 268,182 | 1.136 | 4,952,394 | 1.217 | 0.82 | 1.08 |
| 1999 | 328,532 | 1.142 | 4,922,561 | 1.236 | 312,517 | 1.108 | 5,264,911 | 1.210 | 0.95 | 1.07 |
| 2000 | 346,783 | 1.143 | 5,269,344 | 1.230 | 338,426 | 1.128 | 5,603,337 | 1.214 | 0.98 | 1.06 |
| 2001 | 287,634 | 1.069 | 5,556,978 | 1.220 | 381,738 | 1.101 | 5,985,075 | 1.197 | 1.33 | 1.08 |
| 2002 | 276,331 | 0.987 | 5,833,302 | 1.207 | 377,514 | 1.134 | 6,371,512 | 1.192 | 1.37 | 1.09 |
| 2003 | 306,319 | 1.058 | 6,139,621 | 1.198 | 330,706 | 1.102 | 6,702,218 | 1.187 | 1.08 | 1.09 |
| 2004 | 310,844 | 1.044 | 6,450,465 | 1.190 | 386,327 | 1.112 | 7,088,545 | 1.183 | 1.24 | 1.10 |

Source: Federal Highway Administration, Highway Statistics 2004

# KANSAS FEDERAL-AID APPORTIONMENTS AND OBLIGATION LIMITATIONS

## SAFETEA-LU
## Federal Fiscal Years 2005 - 2009

| FFY | TOTAL APPORTIONMENTS | DISCRETIONARY FUNDS | SPECIAL PROJECTS | OTHER | TOTAL FUNDS | OBLIGATION LIMITATION |
|---|---|---|---|---|---|---|
| 2005 | 343,938,342 | 4,823,808 | 37,800,000 | 17,320,213 | 403,882,363 | 284,961,934 |
| 2006 | | | | | | |
| 2007 | | | | | | |
| 2008 | | | | | | |
| 2009 | | | | | | |

## TEA-21
## Federal Fiscal Years 1998 - 2004

| FFY | TOTAL APPORTIONMENTS | DISCRETIONARY FUNDS | HIGH PRIORITY PROJECTS | OTHER | TOTAL FUNDS | OBLIGATION LIMITATION |
|---|---|---|---|---|---|---|
| 1998 | 242,896,135 | (160,962) | 12,236,180 | 13,391,334 | 268,362,687 | 211,385,358 |
| 1999 | 285,449,569 | 0 | 16,685,700 | 13,117,031 | 315,252,300 | 246,428,947 |
| 2000 | 303,398,192 | 2,615,223 | 21,092,453 | 10,534,972 | 337,640,840 | 259,135,337 |
| 2001 | 318,705,513 | 1,754,132 | 21,882,618 | 13,240,708 | 355,582,971 | 276,583,811 |
| 2002 | 325,941,196 | 0 | 21,135,220 | 23,167,026 | 370,243,442 | 297,744,045 |
| 2003 | 280,094,745 | 2,980,500 | 20,997,841 | 20,921,807 | 324,994,893 | 293,629,367 |
| 2004 | 334,717,483 | 1,159,783 | 0 | 14,792,008 | 350,669,274 | 313,827,301 |

NOTES: Total Apportionments includes funding for the core highway programs (shown on the previous page) plus apportionments for all other major funding categories (including High Risk Rural Roads and Safe Routes to School in SAFETEA-LU). Discretionary funds include Interstate and Bridge discretionary funding. Negative amounts reflect withdrawn funds. Special Projects in SAFETEA-LU include High Priority Projects and Transportation Improvement Projects. Other Funds includes amounts for limited or special programs, e.g., Scenic Byways, Pavement Markings, Thin Bonded Overlay. Obligation Limitation is the amount of apportioned funds that can be spent. The amounts reflected here do not include the limitation for special projects which have their own limitation.

Source: Kansas Department of Transportation, Division of Planning and Development

# KANSAS FEDERAL-AID APPORTIONMENTS FOR CORE HIGHWAY PROGRAMS

## SAFETEA-LU
## Federal Fiscal Years 2005 - 2009

| FFY | INTERSTATE MAINTENANCE | NATIONAL HIGHWAY SYSTEM | SURFACE TRANSPORTATION PROGRAM | CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT | BRIDGE REPLACEMENT & REHABILITATION |
|---|---|---|---|---|---|
| 2005 | 61,778,597 | 85,187,439 | 106,139,740 | 8,310,744 | 57,674,595 |
| 2006 | | | | | |
| 2007 | | | | | |
| 2008 | | | | | |
| 2009 | | | | | |

## TEA - 21
## Federal Fiscal Years 1998 - 2004

| FFY | INTERSTATE MAINTENANCE | NATIONAL HIGHWAY SYSTEM | SURFACE TRANSPORTATION PROGRAM | CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT | BRIDGE REPLACEMENT & REHABILITATION |
|---|---|---|---|---|---|
| 1998 | 46,404,255 | 62,260,092 | 73,830,223 | 6,060,677 | 46,141,580 |
| 1999 | 52,646,136 | 71,767,138 | 90,449,933 | 6,833,803 | 58,317,371 |
| 2000 | 57,474,994 | 77,770,510 | 97,091,604 | 7,383,097 | 57,823,248 |
| 2001 | 60,491,616 | 82,542,046 | 103,862,239 | 8,055,349 | 57,772,480 |
| 2002 | 61,407,841 | 83,680,071 | 106,627,425 | 8,125,326 | 60,885,641 |
| 2003 | 52,935,620 | 73,315,251 | 93,170,490 | 7,244,768 | 48,939,493 |
| 2004 | 67,831,869 | 93,946,390 | 115,213,956 | 9,283,469 | 43,608,925 |

Notes: Funds in each category for both SAFETEA-LU and TEA-21 include equity adjustments (Equity Bonus in SAFETEA-LU and Minimum Guarantee in TEA-21).

Source: Kansas Department of Transportation, Division of Planning and Development

# HIGHWAYS: MILEAGE AND TRAVEL

This chapter consists of five sections: All Roads; State Highway System; Highway Improvement Programs; Kansas Turnpike; and Highway Safety.

## ALL ROADS

Kansas has the fourth largest number of public roads in the nation. Public roads are functionally classified as Interstate, other principal arterials, minor arterials, collectors or local roads. Data for 2004 regarding the jurisdictional responsibility of the public roads in the State appear on page 18. An explanation and definitions of the functional classification of public roads are presented on page 19. Mileage and travel data are shown on a statewide basis for rural and urban areas on page 20, and by county on pages 21 and 22.

It is not surprising that because of the State's extensive road system Kansas ranks fourth among all states in the total number of bridges. The jurisdictional responsibility for the State's bridges appears on page 23, and a look at the proportion of bridges considered deficient is presented on page 24.

A historical look at the growth of vehicle travel on all roads in the State from 1947 to 2004, appears on page 25, and a chart depicting the growth in travel is on page 26.

## STATE HIGHWAY SYSTEM

The State Highway System comprises approximately 9,500 miles, or 7 percent, of the more than 135,000 miles of public roads in Kansas. However, the State Highway System and its City Connecting Links carry 53 percent of the State's total travel. A map depicting the State Highway System appears on page 27. Page 28 presents information on total mileage and travel on the State Highway System by functional classification.

Maintenance responsibility for the State Highway System and a breakdown of the System by lane class appears on page 29. Data regarding total miles and daily vehicle miles of travel on the State Highway System and the Kansas Turnpike from 1958 to 2004 are presented on page 30. An explanation of the Kansas State Highway Classification System is presented on page 31. Mileage and travel data by system classification is on page 32.

## HIGHWAY IMPROVEMENT PROGRAMS

The Comprehensive Transportation Program (CTP), the largest public works program in the State's history, was passed into law by the Kansas Legislature in 1999. An explanation of this 10-year transportation program and a brief description of previous programs are on page 33. A map of the CTP for FYs 2000 – 2009 is on page 35.

## KANSAS TURNPIKE

The 238-mile Kansas Turnpike was opened to traffic in October 1956. Maps showing the location of the Turnpike in the State and its interchanges are on page 36. Information on total mileage and travel on the Turnpike by functional classification, and historical usage and toll revenue data for selected years appears on page 37.

Travel on the Turnpike in 2004 increased slightly compared to the previous year, with total passenger and commercial travel exceeding 1.4 billion miles. In 2004, the average trip distance on the Turnpike for all vehicles was 43 miles, with 41 miles for passenger vehicles and 61 miles for commercial vehicles. Passenger vehicles comprised 87 percent of the total number of vehicles and 81 percent of the total miles traveled on the Kansas Turnpike during the year.

## HIGHWAY SAFETY

Kansas recorded 912 fewer traffic accidents in 2004 than in the previous year, 74,102 compared to 75,014. Fatal accidents also decreased, from 419 in 2003 to 390 in 2004, and the number of fatalities decreased from 469 to 459.

A historical review of motor vehicle accidents and fatalities, from 1947 to 2004, appears on page 38. Information on accidents and fatalities for 2003 by functional classification of the trafficway on which they occurred is on page 39. Although 64 percent of all accidents in 2004 occurred on urban area highways and streets, 79 percent of all fatalities occurred in accidents on rural highways and roads. A look at differences in time, day and month of occurrence of the accidents and fatalities in 2004 is on page 40. The results were the same as in the previous year with the greatest number of accidents occurring between 5 and 6:00 p.m., on Fridays, and in November.

Data regarding the age of drivers involved in accidents on Kansas trafficways during 2004 appears on page 41. The first table contains information on accidents caused by drivers who were not alcohol-impaired. The second table contains information on accidents in which alcohol contributed to the cause of the accident, as determined by law enforcement agents.

A brief overview of the Child Passenger Safety Act and the Kansas Safety Belt Use Act is found on page 42. Also included on that page is a table showing the observed safety belt/child restraint usage rates for Kansas.

# KANSAS PUBLIC ROAD MILES AND TRAVEL
## BY JURISDICTION
## CY 2004

| SYSTEM | CENTER LINE MILES | PERCENT OF TOTAL MILES | DAILY VEHICLE MILES TRAVELED | PERCENT OF TOTAL TRAVEL |
|---|---|---|---|---|
| State Highway System | 9,529 | 7.1 | 27,055,426 | 33.5 |
| City Connecting Links | 846 | 0.6 | 15,782,721 | 19.6 |
| * County/Township | 110,113 | 81.6 | 12,252,303 | 15.2 |
| ** Municipal | 13,996 | 10.4 | 21,206,725 | 26.3 |
| Turnpike | 238 | 0.2 | 4,189,046 | 5.2 |
| State Park Roads | 297 | 0.2 | 177,813 | 0.2 |
| **TOTAL** | 135,019 | 100.0 % | 80,664,034 | 100.0 % |

Notes: Totals may not add due to rounding
Type A roads are unclassified, unimproved roads which are not eligible for public maintenance. They are not included in this chart.

Source: Kansas Department of Transportation, "Mileage and Travel Tables", published August, 2005, page 1.

* Includes Non-Corporate Rural & Non-Corporate Urban: Collectors, Locals, Type B, Freeways, Expressways & Arterials
** Includes Corporate Rural & Corporate Urban: Everything but City Connecting Links & Turnpike

# FUNCTIONAL CLASSIFICATION OF PUBLIC ROADS

Roads serve two distinct purposes -- they provide access and they move traffic. While the majority of roads serve both functions, the degree to which one predominates determines the classification of the road. Functional classification is the process of grouping roads into systems according to the service they provide.

There are three major categories of routes -- arterial, collector and local. These functional systems are separately established for rural areas (classified as places with less than 5,000 inhabitants) and urban areas. The separate systems are based on the many different characteristics of the rural and urban areas, such as the density of the network of roads and streets, the travel patterns on them, and the types of land use and its density. The hierarchy of the rural and urban functional systems is presented below, followed by short descriptions of the three major functional classes.

| RURAL | URBAN |
|---|---|
| PRINCIPAL ARTERIALS<br>- Interstate System<br>- Other (all non-Interstate) | PRINCIPAL ARTERIALS<br>- Interstate System<br>- Other Freeways & Expressways<br>- Other Principal Arterials |
| MINOR ARTERIAL ROADS | MINOR ARTERIAL STREETS |
| COLLECTOR ROADS<br>- Major Collectors<br>- Minor Collectors | COLLECTOR STREETS |
| LOCAL ROADS | LOCAL STREETS |

Arterials -- Routes which are characterized by high volumes of traffic, long-distance statewide and interstate travel and higher travel speeds. Arterials are typically constructed to higher design standards, particularly those classified as principal arterials, such as the Interstate System. In rural areas arterials provide interstate and intercounty service with minimal interference. In urban areas arterials carry important intraurban traffic and often serve as intercity bus routes.

Collectors -- Routes that generally have shorter travel distances than arterials with more moderate speeds. In rural areas collectors serve as the more important routes for intracounty travel and connect small towns with larger cities and with arterial routes. Collectors in urban areas provide access to residential and commercial areas, and conversely, collect traffic from local streets and connect it with arterial routes.

Locals -- Routes with lower speeds that are usually used for relatively short distances. In rural areas local roads provide access to farms and adjacent land. Local streets in urban areas provide access to residences and businesses.

References:

U.S. Department of Transportation, "Highway Functional Classification: Concepts, Criteria and Procedures," March 1989. Pub. No. FHWA-ED-90-006.

U.S. Department of Transportation, "America On The Move," August 1993. Publication No. FHWA-PL-93-016.

# STATEWIDE MILEAGE AND DAILY VEHICLE MILES TRAVELED BY RURAL AND URBAN FUNCTIONAL CLASSIFICATION

## CY 2004

| FUNCTIONAL CLASSIFICATION | MILES | DAILY VEHICLE MILES TRAVELED |
|---|---|---|
| **RURAL** | | |
| Interstate | 681 | 9,579,848 |
| Other Principal Arterials | 3,118 | 12,608,902 |
| Minor Arterials | 4,302 | 6,435,849 |
| Major Collectors | 22,994 | 8,480,736 |
| Minor Collectors | 9,238 | 778,494 |
| Locals | 83,818 | 4,332,659 |
| **TOTAL RURAL** | 124,151 | 42,216,488 |
| **URBAN** | | |
| Interstate | 193 | 9,357,893 |
| Freeway | 141 | 4,038,102 |
| Other Principal Arterials | 693 | 8,790,323 |
| Minor Arterials | 1,098 | 7,806,002 |
| Collectors | 1,090 | 2,934,260 |
| Locals | 7,654 | 5,520,966 |
| **TOTAL URBAN** | 10,868 | 38,447,546 |
| **GRAND TOTAL** | 135,019 | 80,664,034 |

Note: Primitive roads are not included. The Kansas Turnpike is included.

Source: Kansas Department of Transportation, "Mileage and Travel Tables," published August 2005, page 2.

# TOTAL ROAD, STREET AND HIGHWAY MILES AND TRAVEL
# RURAL AND URBAN - BY COUNTY

## CY 2004

| | TOTAL RURAL | | TOTAL URBAN | | GRAND TOTAL | |
|---|---|---|---|---|---|---|
| **COUNTY** | **Miles** | **DVMT** | **Miles** | **DVMT** | **Miles** | **DVMT** |
| Allen | 1,018.304 | 316,289 | 69.085 | 89,004 | 1,087.389 | 405,293 |
| Anderson | 1,102.165 | 264,837 | 0.000 | 0 | 1,102.165 | 264,837 |
| Atchison | 805.703 | 217,262 | 99.908 | 126,756 | 905.611 | 344,018 |
| Barber | 1,009.099 | 167,093 | 0.000 | 0 | 1,009.099 | 167,093 |
| Barton | 1,743.573 | 479,924 | 131.520 | 198,944 | 1,875.093 | 678,868 |
| Bourbon | 1,127.009 | 294,108 | 80.501 | 133,131 | 1,207.510 | 427,239 |
| Brown | 1,211.618 | 377,425 | 0.000 | 0 | 1,211.618 | 377,425 |
| Butler | 2,347.919 | 1,769,661 | 149.447 | 270,925 | 2,497.366 | 2,040,586 |
| Chase | 631.061 | 443,755 | 0.000 | 0 | 631.061 | 443,755 |
| Chautauqua | 728.567 | 116,617 | 0.000 | 0 | 728.567 | 116,617 |
| Cherokee | 1,274.501 | 760,137 | 0.000 | 0 | 1,274.501 | 760,137 |
| Cheyenne | 1,209.648 | 115,039 | 0.000 | 0 | 1,209.648 | 115,039 |
| Clark | 759.088 | 123,662 | 0.000 | 0 | 759.088 | 123,662 |
| Clay | 1,209.591 | 218,644 | 0.000 | 0 | 1,209.591 | 218,644 |
| Cloud | 1,319.991 | 282,894 | 45.385 | 68,444 | 1,365.376 | 351,338 |
| Coffey | 1,230.943 | 464,686 | 0.000 | 0 | 1,230.943 | 464,686 |
| Comanche | 688.425 | 67,233 | 0.000 | 0 | 688.425 | 67,233 |
| Cowley | 1,553.619 | 517,571 | 251.328 | 308,184 | 1,804.947 | 825,755 |
| Crawford | 1,232.122 | 450,111 | 165.772 | 382,662 | 1,397.894 | 832,773 |
| Decatur | 1,237.048 | 131,953 | 0.000 | 0 | 1,237.048 | 131,953 |
| Dickinson | 1,673.819 | 693,019 | 62.725 | 81,454 | 1,736.544 | 774,473 |
| Doniphan | 698.100 | 226,505 | 19.747 | 25,039 | 717.847 | 251,544 |
| Douglas | 861.255 | 1,106,837 | 359.423 | 1,426,550 | 1,220.678 | 2,533,387 |
| Edwards | 1,018.784 | 157,322 | 0.000 | 0 | 1,018.784 | 157,322 |
| Elk | 787.416 | 88,515 | 0.000 | 0 | 787.416 | 88,515 |
| Ellis | 1,356.440 | 555,557 | 153.410 | 342,209 | 1,509.850 | 897,766 |
| Ellsworth | 1,158.910 | 489,863 | 0.000 | 0 | 1,158.910 | 489,863 |
| Finney | 1,305.320 | 454,655 | 191.062 | 320,697 | 1,496.382 | 775,352 |
| Ford | 1,545.475 | 459,409 | 202.789 | 370,352 | 1,748.264 | 829,761 |
| Franklin | 1,114.838 | 877,643 | 82.443 | 160,114 | 1,197.281 | 1,037,757 |
| Geary | 465.468 | 483,610 | 147.611 | 407,928 | 613.079 | 891,538 |
| Gove | 1,162.668 | 417,131 | 0.000 | 0 | 1,162.668 | 417,131 |
| Graham | 1,240.017 | 112,097 | 0.000 | 0 | 1,240.017 | 112,097 |
| Grant | 768.594 | 177,760 | 38.451 | 38,237 | 807.045 | 215,997 |
| Gray | 1,268.849 | 306,396 | 0.000 | 0 | 1,268.849 | 306,396 |
| Greeley | 677.819 | 73,843 | 0.000 | 0 | 677.819 | 73,843 |
| Greenwood | 1,436.649 | 347,603 | 0.000 | 0 | 1,436.649 | 347,603 |
| Hamilton | 734.443 | 120,613 | 0.000 | 0 | 734.443 | 120,613 |
| Harper | 1,417.399 | 209,193 | 0.000 | 0 | 1,417.399 | 209,193 |
| Harvey | 1,083.306 | 674,472 | 160.218 | 411,251 | 1,243.524 | 1,085,723 |
| Haskell | 830.371 | 247,503 | 0.000 | 0 | 830.371 | 247,503 |
| Hodgeman | 1,067.146 | 110,874 | 0.000 | 0 | 1,067.146 | 110,874 |
| Jackson | 1,222.877 | 446,810 | 0.000 | 0 | 1,222.877 | 446,810 |
| Jefferson | 1,111.004 | 542,976 | 0.000 | 0 | 1,111.004 | 542,976 |
| Jewell | 1,649.371 | 135,456 | 0.000 | 0 | 1,649.371 | 135,456 |
| Johnson | 584.334 | 1,106,891 | 2,341.881 | 12,285,919 | 2,926.215 | 13,392,810 |
| Kearny | 817.866 | 189,211 | 0.000 | 0 | 817.866 | 189,211 |
| Kingman | 1,464.929 | 354,530 | 0.000 | 0 | 1,464.929 | 354,530 |
| Kiowa | 864.226 | 210,347 | 0.000 | 0 | 864.226 | 210,347 |
| Labette | 1,218.327 | 389,006 | 121.561 | 167,947 | 1,339.888 | 556,953 |
| Lane | 720.128 | 77,798 | 0.000 | 0 | 720.128 | 77,798 |
| Leavenworth | 812.484 | 1,080,755 | 191.855 | 490,403 | 1,004.339 | 1,571,158 |
| Lincoln | 1,147.332 | 197,251 | 0.000 | 0 | 1,147.332 | 197,251 |
| Linn | 1,187.169 | 326,620 | 0.000 | 0 | 1,187.169 | 326,620 |
| Logan | 915.788 | 138,258 | 0.000 | 0 | 915.788 | 138,258 |

| | TOTAL RURAL | | TOTAL URBAN | | GRAND TOTAL | |
|---|---|---|---|---|---|---|
| **COUNTY** | **Miles** | **DVMT** | **Miles** | **DVMT** | **Miles** | **DVMT** |
| Lyon | 1,508.604 | 757,053 | 171.781 | 415,187 | 1,680.385 | 1,172,240 |
| Marion | 1,833.230 | 430,074 | 0.000 | 0 | 1,833.230 | 430,074 |
| Marshall | 1,659.869 | 324,644 | 0.000 | 0 | 1,659.869 | 324,644 |
| McPherson | 1,734.882 | 922,962 | 80.584 | 143,409 | 1,815.466 | 1,066,371 |
| Meade | 1,013.700 | 233,649 | 0.000 | 0 | 1,013.700 | 233,649 |
| Miami | 1,148.839 | 1,005,058 | 67.460 | 162,207 | 1,216.299 | 1,167,265 |
| Mitchell | 1,276.051 | 202,899 | 0.000 | 0 | 1,276.051 | 202,899 |
| Montgomery | 1,257.272 | 669,524 | 217.267 | 318,544 | 1,474.539 | 988,068 |
| Morris | 1,098.200 | 186,979 | 0.000 | 0 | 1,098.200 | 186,979 |
| Morton | 691.314 | 110,251 | 0.000 | 0 | 691.314 | 110,251 |
| Nemaha | 1,423.530 | 240,707 | 0.000 | 0 | 1,423.530 | 240,707 |
| Neosho | 1,117.788 | 328,799 | 120.862 | 149,883 | 1,238.650 | 478,682 |
| Ness | 1,385.987 | 141,781 | 0.000 | 0 | 1,385.987 | 141,781 |
| Norton | 1,356.207 | 183,782 | 0.000 | 0 | 1,356.207 | 183,782 |
| Osage | 1,366.394 | 701,222 | 0.000 | 0 | 1,366.394 | 701,222 |
| Osborne | 1,260.393 | 118,042 | 0.000 | 0 | 1,260.393 | 118,042 |
| Ottawa | 1,212.515 | 297,030 | 0.000 | 0 | 1,212.515 | 297,030 |
| Pawnee | 1,405.387 | 232,846 | 0.000 | 0 | 1,405.387 | 232,846 |
| Phillips | 1,486.666 | 195,535 | 0.000 | 0 | 1,486.666 | 195,535 |
| Pottawatomie | 1,332.509 | 546,127 | 4.081 | 37,461 | 1,336.590 | 583,588 |
| Pratt | 1,270.501 | 301,063 | 62.958 | 84,666 | 1,333.459 | 385,729 |
| Rawlins | 1,256.905 | 123,599 | 0.000 | 0 | 1,256.905 | 123,599 |
| Reno | 2,379.842 | 876,358 | 351.835 | 674,471 | 2,731.677 | 1,550,829 |
| Republic | 1,413.233 | 243,389 | 0.000 | 0 | 1,413.233 | 243,389 |
| Rice | 1,397.432 | 309,778 | 0.000 | 0 | 1,397.432 | 309,778 |
| Riley | 719.341 | 447,861 | 198.177 | 686,466 | 917.518 | 1,134,327 |
| Rooks | 1,465.697 | 184,399 | 0.000 | 0 | 1,465.697 | 184,399 |
| Rush | 1,311.787 | 163,026 | 0.000 | 0 | 1,311.787 | 163,026 |
| Russell | 1,425.496 | 541,892 | 0.000 | 0 | 1,425.496 | 541,892 |
| Saline | 1,159.477 | 993,577 | 298.485 | 797,302 | 1,457.962 | 1,790,879 |
| Scott | 804.206 | 203,033 | 0.000 | 0 | 804.206 | 203,033 |
| Sedgwick | 1,897.833 | 2,326,759 | 2,070.793 | 8,778,981 | 3,968.626 | 11,105,740 |
| Seward | 766.865 | 312,359 | 138.182 | 227,845 | 905.047 | 540,204 |
| Shawnee | 1,013.878 | 1,427,695 | 800.122 | 2,925,771 | 1,814.000 | 4,353,466 |
| Sheridan | 1,344.696 | 117,592 | 0.000 | 0 | 1,344.696 | 117,592 |
| Sherman | 1,231.746 | 432,926 | 0.000 | 0 | 1,231.746 | 432,926 |
| Smith | 1,539.882 | 143,026 | 0.000 | 0 | 1,539.882 | 143,026 |
| Stafford | 1,448.323 | 242,264 | 0.000 | 0 | 1,448.323 | 242,264 |
| Stanton | 731.572 | 115,668 | 0.000 | 0 | 731.572 | 115,668 |
| Stevens | 1,064.461 | 218,220 | 0.000 | 0 | 1,064.461 | 218,220 |
| Sumner | 2,289.663 | 1,081,362 | 75.462 | 80,133 | 2,365.125 | 1,161,495 |
| Thomas | 1,414.828 | 513,731 | 57.151 | 80,649 | 1,471.979 | 594,380 |
| Trego | 1,214.601 | 412,213 | 0.000 | 0 | 1,214.601 | 412,213 |
| Wabaunsee | 1,017.993 | 601,706 | 0.000 | 0 | 1,017.993 | 601,706 |
| Wallace | 723.124 | 77,012 | 0.000 | 0 | 723.124 | 77,012 |
| Washington | 1,691.068 | 212,871 | 0.000 | 0 | 1,691.068 | 212,871 |
| Wichita | 825.958 | 108,222 | 0.000 | 0 | 825.958 | 108,222 |
| Wilson | 1,085.360 | 331,889 | 0.000 | 0 | 1,085.360 | 331,889 |
| Woodson | 847.782 | 155,681 | 0.000 | 0 | 847.782 | 155,681 |
| Wyandotte | 0.114 | 3,124 | 1,086.659 | 4,778,421 | 1,086.773 | 4,781,545 |
| **TOTAL** | 124,150.917 | 42,216,488 | 10,867.981 | 38,447,546 | 135,019.897 | 80,664,034 |

Notes: "Urban" is defined as areas with 5,000 or more population. Type A Roads are excluded. Mileage data is rounded to the nearest tenth
Source: Kansas Department of Transportation, "Mileage and Travel Tables," Published August 2005, pages 17 - 23.

# KANSAS BRIDGES BY JURISDICTION
## 1999 - 2004

| JURISDICTION | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | YEAR 2004 PERCENT OF TOTAL |
|---|---|---|---|---|---|---|---|
| **State Highway System** | | | | | | | |
| Total Bridges | 4,934 | 4,919 | 4,913 | 4932 | 4,932 | 4,957 | |
| Structurally Deficient | 170 | 175 | 175 | 166 | 220 | 119 | 2.40% |
| Functionally Obsolete | 519 | 511 | 493 | 473 | 462 | 494 | 9.97% |
| Non-Deficient | 4,203 | 4,192 | 4,205 | 4253 | 4,210 | 4,302 | 86.79% |
| Not Rated* | 42 | 41 | 40 | 40 | 40 | 42 | 0.85% |
| **City** | | | | | | | |
| Total Bridges | 1,012 | 1,037 | 1,084 | 1005 | 1,019 | 1,071 | |
| Structurally Deficient | 92 | 96 | 93 | 84 | 87 | 93 | 8.68% |
| Functionally Obsolete | 138 | 148 | 150 | 129 | 140 | 152 | 14.19% |
| Non-Deficient | 740 | 746 | 751 | 739 | 738 | 770 | 71.90% |
| Not Rated * | 42 | 47 | 90 | 53 | 54 | 56 | 5.23% |
| **County** | | | | | | | |
| Total Bridges | 19,633 | 19,624 | 19,646 | 19702 | 19,611 | 19,426 | |
| Structurally Deficient | 3,231 | 3,154 | 3,150 | 3023 | 2,992 | 2,920 | 15.03% |
| Functionally Obsolete | 2,278 | 2,113 | 2,092 | 1938 | 1,798 | 1,751 | 9.01% |
| Non-Deficient | 13,937 | 14,072 | 14,077 | 14359 | 14,419 | 14,448 | 74.37% |
| Not Rated * | 187 | 285 | 327 | 382 | 402 | 307 | 1.58% |
| **Turnpike** | | | | | | | |
| Total Bridges | 338 | 338 | 340 | 342 | 342 | 342 | |
| Structurally Deficient | 23 | 20 | 16 | 16 | 12 | 12 | 3.51% |
| Functionally Obsolete | 179 | 180 | 177 | 177 | 182 | 134 | 39.18% |
| Non-Deficient | 134 | 136 | 145 | 147 | 146 | 194 | 56.73% |
| Not Rated * | 2 | 2 | 2 | 2 | 2 | 2 | 0.58% |
| **TOTAL** | | | | | | | |
| Total Bridges | 25,917 | 25,918 | 25,983 | 25,981 | 25,904 | 25,796 | |
| Structurally Deficient | 3,516 | 3,445 | 3,434 | 3,289 | 3,311 | 3,144 | 12.19% |
| Functionally Obsolete | 3,114 | 2,952 | 2,912 | 2,717 | 2,582 | 2,531 | 9.81% |
| Non-Deficient | 19,014 | 19,146 | 19,178 | 19,498 | 19,513 | 19,714 | 76.42% |
| Not Rated * | 273 | 375 | 459 | 477 | 498 | 407 | 1.58% |

* Not Rated are structures that do not carry highway traffic (rail, pedestrian, utilities, etc.)

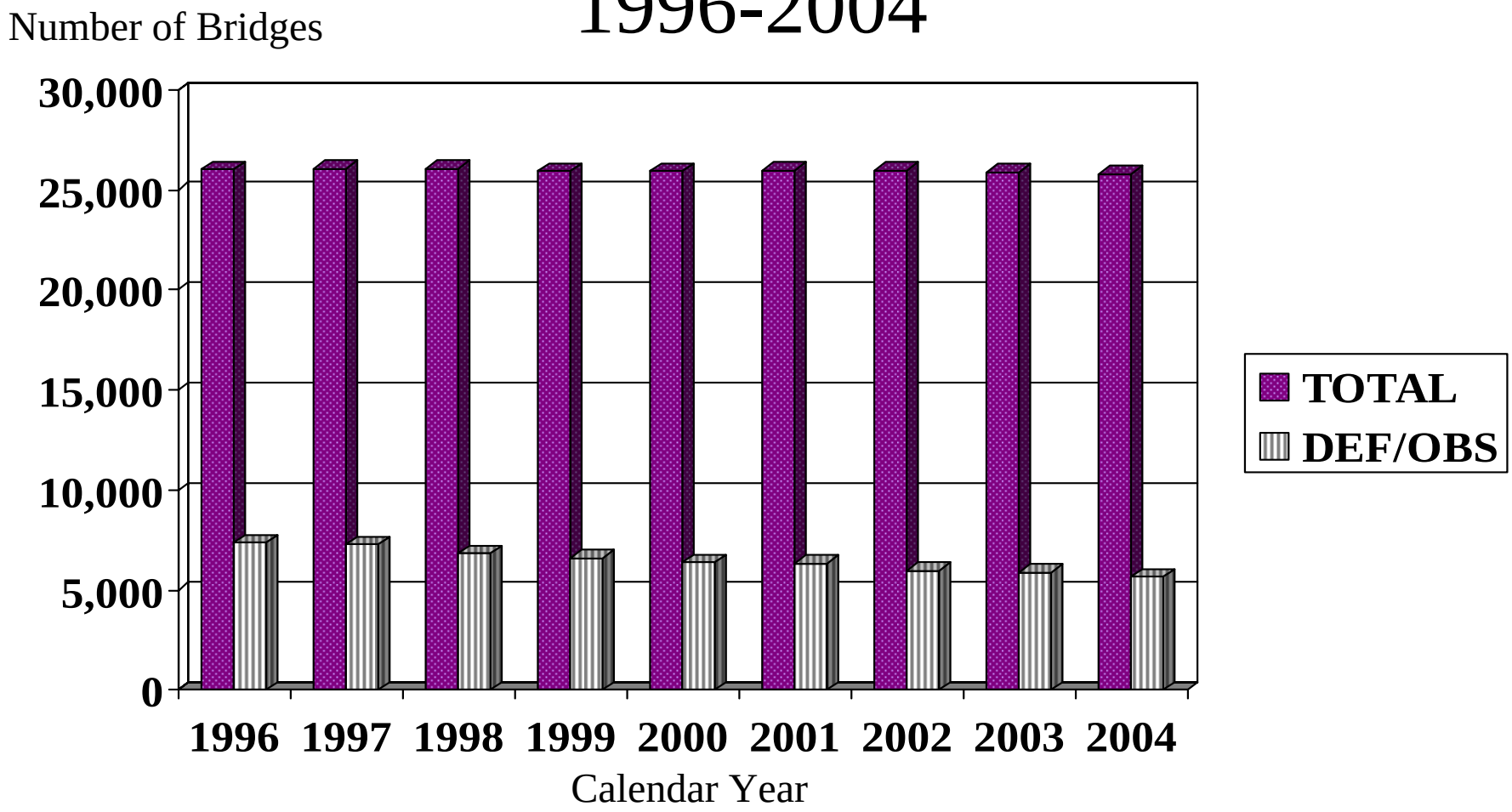
Notes: Structurally deficient bridges can be: 1) posted with a weight limit; 2) in immediate need of rehabilitation to remain open; or 3) closed due to structural inadequacies. Functionally obsolete bridges are considered inadequate to handle the traffic of the road (e.g., the bridge is more narrow than the road, including shoulders), although they are structurally sound. Bridges which are considered both structurally deficient and functionally obsolete are classified as structurally deficient.

Source: Kansas Department of Transportation, Division of Planning and Development, Bureau of Transportation Planning

# KANSAS BRIDGES

## TOTAL VS. DEFICIENT/OBSOLETE

## 1996-2004



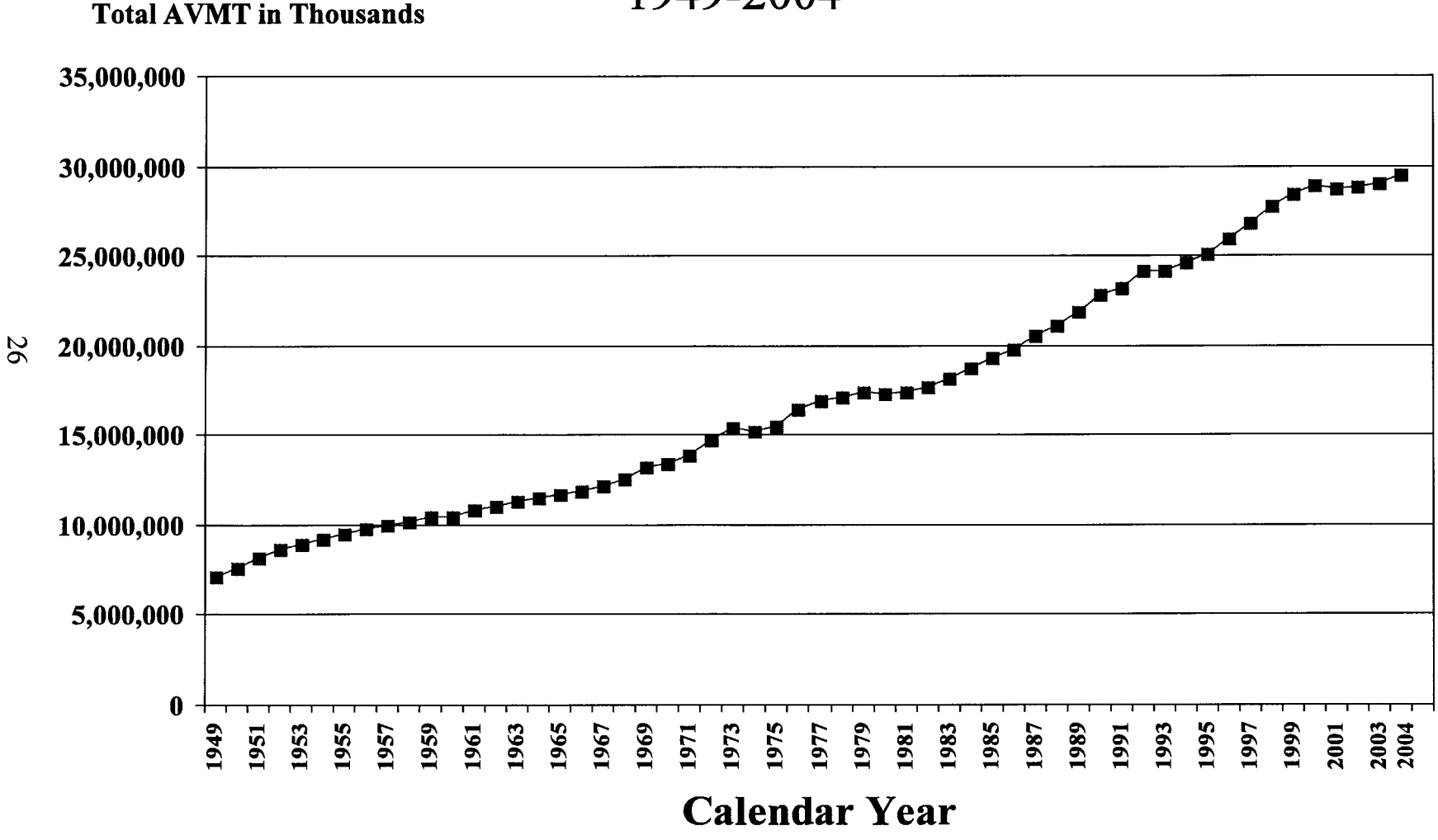
# TOTAL ANNUAL VEHICLE MILES OF TRAVEL IN KANSAS
# 1947 - 2004

| CALENDAR YEAR | VEHICLE MILES (In 1,000s) | PERCENT CHANGE | CALENDAR YEAR | VEHICLE MILES (In 1,000s) | PERCENT CHANGE |
|---|---|---|---|---|---|
| 1947 | 6,299,506 | --- | 1976 | 16,501,000 | 6.56 |
| 1948 | 6,714,242 | 6.58 | 1977 | 16,906,000 | 2.45 |
| 1949 | 7,115,756 | 5.98 | 1978 | 17,072,623 | 1.01 |
| 1950 | 7,580,022 | 6.52 | 1979 | 17,452,219 | 2.22 |
| 1951 | 8,167,387 | 7.75 | 1980 | 17,290,593 | -0.93 |
| 1952 | 8,649,400 | 5.90 | 1981 | 17,425,333 | 0.78 |
| 1953 | 8,975,258 | 3.77 | 1982 | 17,668,740 | 1.40 |
| 1954 | 9,266,790 | 3.25 | 1983 | 18,154,566 | 2.75 |
| 1955 | 9,546,600 | 3.02 | 1984 | 18,717,574 | 3.10 |
| 1956 | 9,821,526 | 2.88 | 1985 | 19,277,213 | 2.99 |
| 1957 | 10,018,360 | 2.00 | 1986 | 19,822,200 | 2.83 |
| 1958 | 10,212,330 | 1.94 | 1987 | 20,563,754 | 3.74 |
| 1959 | 10,437,003 | 2.20 | 1988 | 21,161,597 | 2.91 |
| 1960 | 10,474,000 | 0.35 | 1989 | 21,913,309 | 3.55 |
| 1961 | 10,800,000 | 3.11 | 1990 | 22,850,344 | 4.28 |
| 1962 | 11,000,000 | 1.85 | 1991 | 23,187,043 | 1.47 |
| 1963 | 11,300,000 | 2.73 | 1992 | 24,163,413 | 3.93 |
| 1964 | 11,500,000 | 1.77 | 1993 | 24,114,099 | -0.20 |
| 1965 | 11,700,000 | 1.74 | 1994 | 24,678,943 | 2.34 |
| 1966 | 11,900,000 | 1.71 | 1995 | 25,151,190 | 1.91 |
| 1967 | 12,150,000 | 2.10 | 1996 | 25,942,335 | 3.14 |
| 1968 | 12,578,000 | 3.52 | 1997 | 26,828,201 | 3.41 |
| 1969 | 13,177,000 | 4.76 | 1998 | 27,783,304 | 3.56 |
| 1970 | 13,376,000 | 1.51 | 1999 | 28,422,984 | 2.30 |
| 1971 | 13,861,000 | 3.63 | 2000 | 28,892,024 | 1.65 |
| 1972 | 14,696,000 | 6.02 | 2001 | 28,747,107 | -0.01 |
| 1973 | 15,402,000 | 4.80 | 2002 | 28,823,651 | 0.27 |
| 1974 | 15,203,000 | -0.99 | 2003 | 29,047,140 | 0.77 |
| 1975 | 15,485,000 | 1.85 | 2004 | 29,523,036 | 1.64 |

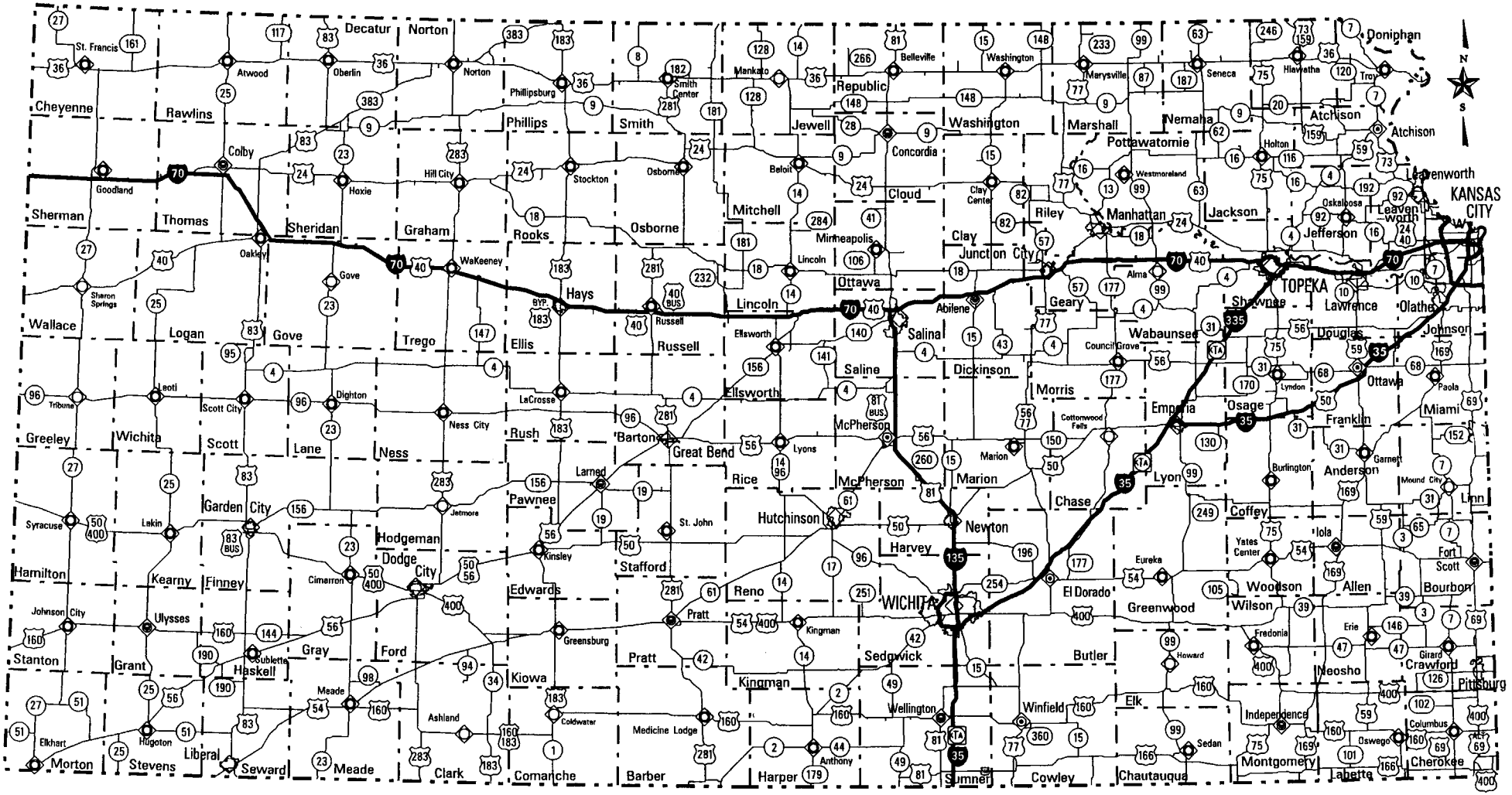
Source: Kansas Department of Transportation, "Mileage and Travel Tables" published August 2005, page 6.

# KANSAS TOTAL ANNUAL VEHICLE MILES OF TRAVEL

1949-2004



# KANSAS STATE HIGHWAY SYSTEM




Kansas Department Of Transportation
Bureau Of Transportation Planning
KAN8x11C004.DGN APRIL 8, 2004

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# STATE HIGHWAY SYSTEM AND CITY CONNECTING LINKS
# TOTAL MILEAGE AND TRAVEL
# BY FUNCTIONAL CLASSIFICATION AND RURAL/CITY
## CY 2004

| FUNCTIONAL CLASSIFICATION | MILES | | | ANNUAL AVERAGE DAILY VEHICLE MILES OF TRAVEL | | |
|---|---|---|---|---|---|---|
| | RURAL | CITY | TOTAL | RURAL | CITY | TOTAL |
| **Rural** | | | | | | |
| Interstate | 484.4 | 7.2 | 491.6 | 6,535,793 | 167,547 | 6,703,340 |
| Principal Arterial | 3,001.5 | 116.1 | 3,117.6 | 11,881,758 | 727,144 | 12,608,902 |
| Minor Arterial | 4,143.4 | 159.1 | 4,302.4 | 5,934,542 | 501,307 | 6,435,849 |
| Major Collector | 1,721.1 | 68.9 | 1,790.0 | 1,088,436 | 97,917 | 1,186,353 |
| Minor Collector | 9.4 | 0.0 | 9.4 | 3,316 | 0 | 3,316 |
| Local | 5.4 | 0.0 | 5.4 | 2,508 | 0 | 2,508 |
| **Rural Total** | 9,365.2 | 351.2 | 9,716.4 | 25,446,353 | 1,493,915 | 26,940,268 |
| **Urban** | | | | | | |
| Interstate | 12.1 | 132.3 | 144.4 | 266,984 | 7,778,371 | 8,045,355 |
| Freeway/Expressway | 35.7 | 88.2 | 124.0 | 694,344 | 3,063,209 | 3,757,553 |
| Principal Arterial | 103.9 | 249.0 | 352.9 | 583,385 | 3,260,787 | 3,844,172 |
| Minor Arterial | 12.2 | 23.7 | 35.9 | 64,323 | 183,377 | 247,700 |
| Collector | 0.0 | 1.8 | 1.9 | 37 | 3,062 | 3,099 |
| **Urban Total** | 164.0 | 495.1 | 659.1 | 1,609,073 | 14,288,806 | 15,897,879 |
| **TOTAL** | **9,529.2** | **846.3** | **10,375.5** | **27,055,426.0** | **15,782,721.0** | **42,838,147.0** |

Notes: Totals may not add due to rounding.
Urban is defined as mileage in urban areas of 5,000 population or more.
Does not include the Kansas Turnpike.

Source: Kansas Department of Transportation, "Mileage and Travel Tables" published August 2005, page 2.

# STATE HIGHWAY SYSTEM AND CITY CONNECTING LINKS
# CENTER LINE AND LANE MILES
## CY 2004

### BY MAINTENANCE RESPONSIBILITY

| | STATE HIGHWAY SYSTEM | CITY CONNECTING LINKS | | | TOTAL | | |
|---|---|---|---|---|---|---|---|
| | KDOT | KDOT | CITIES | TOTAL | KDOT | CITIES | TOTAL |
| Center Line | 9,529.2 | 555.9 | 290.4 | 846.3 | 10,085.1 | 290.4 | 10,375.5 |
| Lane | 20,976.6 | 1,971.5 | 955.6 | 2,927.2 | 22,948.1 | 955.6 | 23,903.8 |



### BY LANE CLASS

| LANE CLASS | STATE HIGHWAY SYSTEM | | CITY CONNECTING LINKS | | TOTAL | |
|---|---|---|---|---|---|---|
| | CENTER LINE MILES | LANE MILES | CENTER LINE MILES | LANE MILES | CENTER LINE MILES | LANE MILES |
| 2-Lane | 8,569.1 | 17,135.7 | 317.4 | 634.4 | 8,886.5 | 17,770.1 |
| 4-Lane | 960.0 | 3,840.1 | 448.9 | 1,795.6 | 1,408.9 | 5,635.7 |
| 6-Lane or > | 0.1 | 0.8 | 80.0 | 497.2 | 80.1 | 498.0 |
| TOTAL | 9,529.2 | 20,976.6 | 846.3 | 2,927.2 | 10,375.5 | 23,903.8 |

Note: Totals may not add due to rounding.
Does not include the Kansas Turnpike.

Source: Kansas Department of Transportation, "Mileage and Travel Tables," Published August 2005, page 14

# MILES AND DAILY VEHICLE MILES OF TRAVEL ON STATE HIGHWAYS, CITY CONNECTING LINKS AND THE KANSAS TURNPIKE 1958 - 2004

| CALENDAR YEAR | MILES | DAILY VEHICLE MILES OF TRAVEL | PERCENT CHANGE IN DVMT |
|---|---|---|---|
| 1958 | 10,415 | 15,627,450 | |
| 1959 | 10,447 | 15,886,680 | 1.66 |
| 1960 | 10,420 | 15,858,450 | (0.18) |
| 1961 | 10,494 | 16,502,820 | 4.06 |
| 1962 | 10,527 | 16,656,986 | 0.93 |
| 1963 | 10,537 | 17,133,812 | 2.86 |
| 1964 | 10,614 | 17,698,701 | 3.30 |
| 1965 | 10,603 | 17,860,661 | 0.92 |
| 1966 | 10,638 | 18,416,328 | 3.11 |
| 1967 | 10,595 | 18,547,153 | 0.71 |
| 1968 | 10,651 | 19,236,879 | 3.72 |
| 1969 | 10,689 | 20,541,291 | 6.78 |
| 1970 | 10,687 | 21,314,409 | 3.76 |
| 1971 | 10,692 | 21,993,363 | 3.19 |
| 1972 | 10,712 | 23,139,770 | 5.21 |
| 1973 | 10,703 | 24,452,386 | 5.67 |
| 1974 | 10,711 | 24,019,048 | (1.77) |
| 1975 | 10,717 | 24,266,128 | 1.03 |
| 1976 | 10,715 | 25,286,310 | 4.20 |
| 1977 | 10,713 | 25,507,229 | 0.87 |
| 1978 | 10,696 | 26,217,184 | 2.78 |
| 1979 | 10,676 | 26,599,316 | 1.46 |
| 1980 | 10,683 | 25,878,663 | (2.71) |
| 1981 | 10,679 | 26,137,291 | 1.00 |
| 1982 | 10,680 | 26,823,458 | 2.63 |
| 1983 | 10,683 | 27,471,798 | 2.42 |
| 1984 | 10,692 | 28,473,079 | 3.64 |
| 1985 | 10,698 | 29,580,014 | 3.89 |
| 1986 | 10,697 | 30,351,206 | 2.61 |
| 1987 | 10,674 | 31,387,363 | 3.41 |
| 1988 | 10,675 | 32,749,462 | 4.34 |
| 1989 | 10,675 | 33,509,936 | 2.32 |
| 1990 | 10,680 | 34,481,389 | 2.90 |
| 1991 | 10,670 | 34,586,545 | 0.30 |
| 1992 | 10,669 | 36,085,655 | 4.33 |
| 1993 | 10,669 | 36,521,329 | 1.21 |
| 1994 | 10,680 | 38,020,247 | 4.10 |
| 1995 | 10,680 | 39,258,203 | 3.26 |
| 1996 | 10,658 | 40,612,839 | 3.45 |
| 1997 | 10,646 | 41,632,638 | 2.51 |
| 1998 | 10,623 | 43,439,636 | 4.34 |
| 1999 | 10,623 | 44,744,774 | 3.00 |
| 2000 | 10,621 | 45,588,962 | 1.89 |
| 2001 | 10,618 | 45,615,776 | 0.06 |
| 2002 | 10,617 | 46,141,992 | 1.15 |
| 2003 | 10,615 | 46,644,232 | 1.09 |
| 2004 | 10,613 | 47,027,193 | 0.82 |

SOURCE: Kansas Department of Transportation, Bureau of Transportation Planning, "Mileage and Travel Tables" published August 2005, page 3.

# KANSAS STATE HIGHWAY CLASSIFICATION SYSTEM

In an effort to better manage and address the diversity of the Kansas State Highway System, KDOT has developed a route classification system based on daily traffic, route continuity, access to major cities, trip length and route spacing. The System is divided into five classification levels – A through E routes.

**CLASS A** -- The Interstate System, including the Kansas Turnpike.

**CLASS B** -- Routes that serve as the most important statewide and interstate corridors for travel. The routes serve distinct trip movements since they are widely spaced throughout the State. On major sections of the routes traffic volumes are relatively constant. A significant number of out-of-state vehicles use Class B routes, and trips on the routes are typically very long.

**CLASS C** -- Defined as arterials, these routes are closely integrated with Class A and B routes in service to all parts of the State. Major locations that are not on A or B routes are connected by a C route. Average trip lengths are typically long.

**CLASS D** -- These routes provide access to arterials and serve small urban areas not on a Class A, B, or C route. The routes are important for intercounty movement.

**CLASS E** -- Primarily for local service only, these routes are typified by very short trips. Class E routes are frequently used on a daily basis, sometimes several times a day, to connect rural residents with other routes or to provide access to small towns in the area.

# MILEAGE AND TRAVEL ON THE STATE HIGHWAY SYSTEM
# BY KANSAS STATE HIGHWAY CLASSIFICATION SYSTEM
## CY 2004

| CLASS | CENTER LINE | | DAILY VEHICLE | | DAILY TRUCK | |
|---|---|---|---|---|---|---|
| | MILES | PERCENT | MILES TRAVELED | PERCENT | MILES TRAVELED | PERCENT |
| A | 873.949 | 8.2 | 18,937,788 | 40.3 | 3,308,974 | 43.7 |
| B | 2,180.758 | 20.5 | 11,092,326 | 23.6 | 2,046,152 | 27.0 |
| C | 2,455.524 | 23.1 | 9,395,314 | 20.0 | 1,241,070 | 16.4 |
| D | 3,271.756 | 30.8 | 5,995,502 | 12.7 | 786,168 | 10.4 |
| E | 1,831.450 | 17.3 | 1,606,573 | 3.4 | 183,441 | 2.4 |
| **TOTAL** | **10,613.437** | **100.0** | **47,027,503** | **100.0** | **7,565,805** | **100.0** |

Notes: Includes the Kansas Turnpike and City Connecting Links.
Truck VMT includes travel for heavy commercial trucks only.

# KANSAS HIGHWAY IMPROVEMENT PROGRAMS

## Comprehensive Highway Program FY 1990 – 1997

The eight-year Comprehensive Highway Program (CHP) had its final project lettings in 1997. The CHP consisted of highway project costs of $3.9 billion funded by $2.65 billion in new revenue in addition to existing revenues.

## Interim Plan FY 1998 – 1999

The Interim Plan was designed to serve as KDOT's program until a new multi-year program was enacted by the Kansas Legislature. Due to limited funding, the focus was on preservation without new or enhanced programs.

## Comprehensive Transportation Program FY 2000 - 2009

The Comprehensive Transportation Program (CTP) began on July 1, 1999 (the start of the State's Fiscal Year 2000) and will provide resources and direction through FY 2009. The CTP guarantees that at least $3 million will be spent in each of the State's 105 counties for highway construction improvements. The completion of CTP projects is contingent upon funding being provided as outlined in the enacting legislation, House Bill 2071 and later addressed by legislative action in 2004. The major components of the program are as follows:

| **State Highway Program** | **Local Transportation Program** |
|---|---|
| Substantial Maintenance | Special City and County Highway Fund |
| Major Modification | Local Federal Aid Projects |
| Priority Bridge Program | Local Partnership Program |
| System Enhancement Program | City Connecting Link Payments |
| | Transportation Enhancements |

**Other Modal Programs** (State funds only)
- Aviation
- Public Transit
- Rail

Definitions of the project categories in the State Highway Program follow:

**Substantial Maintenance** --This program provides funding to preserve the "as-built" condition of Kansas's highways to the best possible extent. Substantial Maintenance projects include: pavement and resurfacing; bridge and culvert repairs; bridge painting; safety work including signing, lighting, pavement markings and emergency work. These projects are generally selected one year at a time.

**Major Modifications** -- This program is designed to preserve and improve the service and safety of the existing highway system. Types of projects include: reconstruction and rehabilitation of pavement; widening of traffic lanes; adding or widening shoulders; eliminating steep hills or sharp curves; and widening, replacing and modernizing bridges.

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

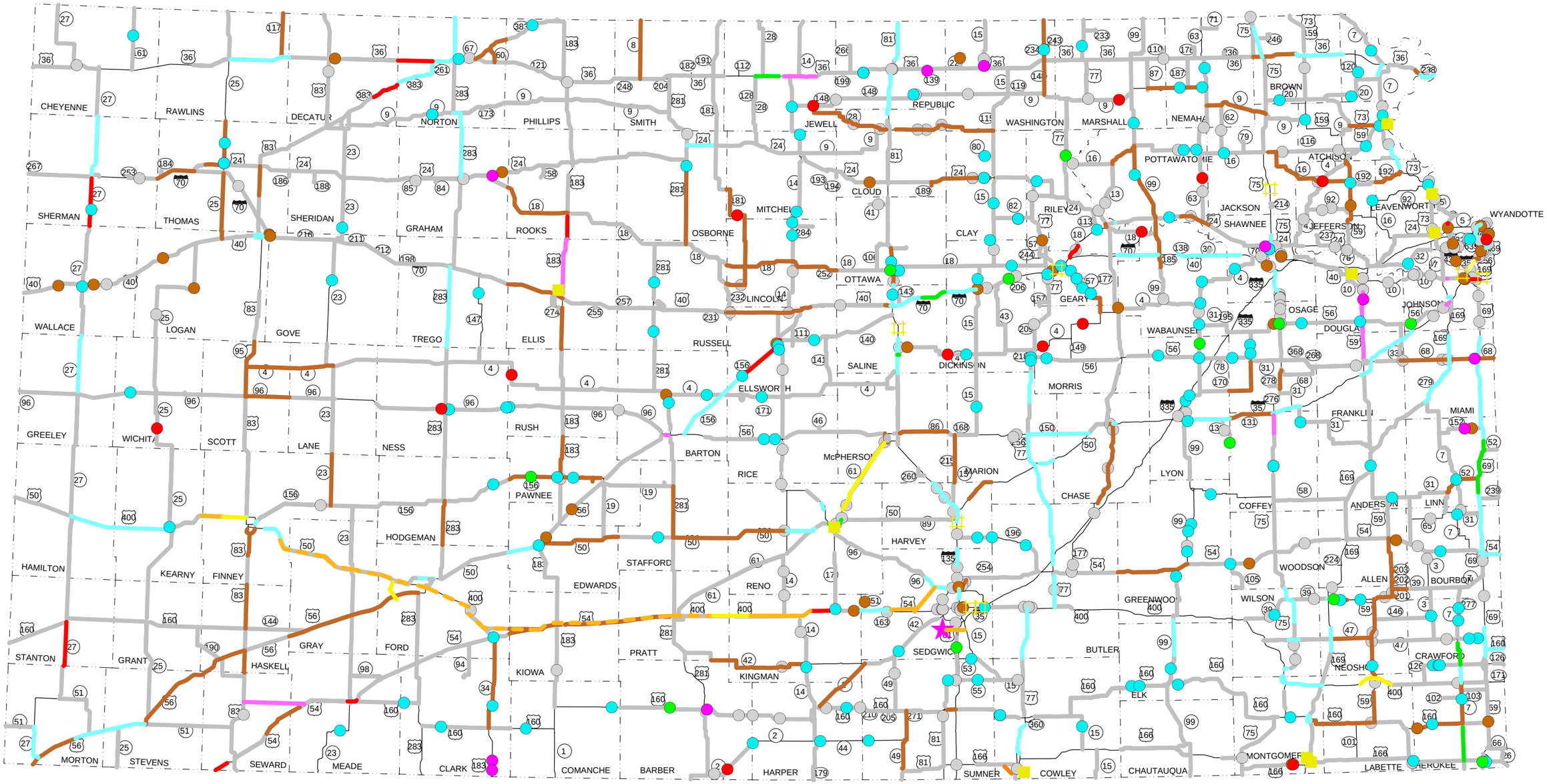
**System Enhancement** -- This program consists of projects that substantially improve safety, relieve congestion, improve access or enhance economic development. Eligible projects are corridors, interchanges and separations, and bypasses.

**CONSTRUCTION COSTS FOR KANSAS HIGHWAY PROJECTS COMPLETED IN FY 2005 AND PROJECTS UNDER CONSTRUCTION ON OCTOBER 31, 2005 (In $1,000s)**

| CATEGORY | Cost of Projects Completed in FY 2005 | Cost of Projects Under Construction 10/31/05 |
|---|---|---|
| **Substantial Maintenance** | 155,198 | 229,584 |
| **Major Modification** | 225,103 | 842,112 |
| **Priority Bridges** | 56,847 | 87,524 |
| **System Enhancements** | 396 | 296,150 |
| **TOTAL** | $437,544 | $1,455,370 |

Source: Kansas Department of Transportation, Annual Report, January 2006, Appendix. www.ksdot.org/PDF_files/AnRep06.pdf

# FY 2000-2009 COMPREHENSIVE TRANSPORTATION PROGRAM *




Major Modification Interstate and Non-Interstate and Priority Bridge

| | 2000-2005 | 2006 | 2007 | 2008-2009 |
|---|---|---|---|---|
| Bridge | ● | ● | ● | ● |
| Roadway | ▬ | ▬ | ▬ | ▬ |

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

Substantial Maintenance

| 2000-2005 | 2006 |
|---|---|
| ▬ | ▬ |

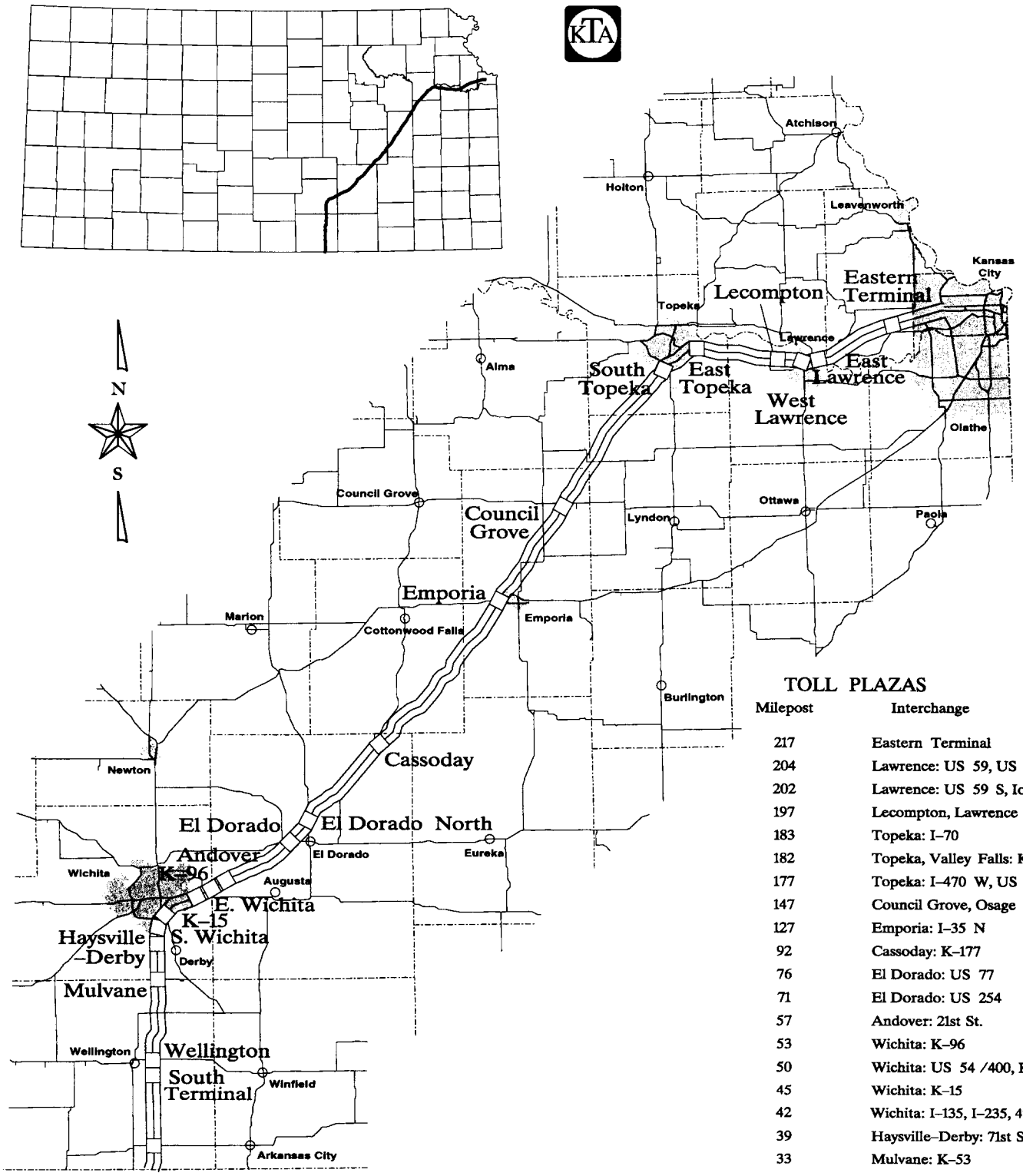
Substantial Maintenance Projects are selected one year at a time, and the remainder of the CTP Substantial Maintenance projects have not been selected.

CTP SE PROJECTS

- Interchanges ■
- Corridors & Bypasses ■ ▬
- Preliminary Engineering and / or Right of Way Only ▬ ▬
- Wichita Rail Project ★


PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
CTP05.GWS DECEMBER 22, 2005
USING CANSYS DATABASE CPMS DATA 12/05

# KANSAS TURNPIKE




## TOLL PLAZAS

| Milepost | Interchange |
|---|---|
| 217 | Eastern Terminal |
| 204 | Lawrence: US 59, US 40 |
| 202 | Lawrence: US 59 S, Iowa St. |
| 197 | Lecompton, Lawrence K-10 |
| 183 | Topeka: I-70 |
| 182 | Topeka, Valley Falls: K-4 /I-70 W |
| 177 | Topeka: I-470 W, US 75, Top. Blvd. |
| 147 | Council Grove, Osage City: US 56 |
| 127 | Emporia: I-35 N |
| 92 | Cassoday: K-177 |
| 76 | El Dorado: US 77 |
| 71 | El Dorado: US 254 |
| 57 | Andover: 21st St. |
| 53 | Wichita: K-96 |
| 50 | Wichita: US 54 /400, Kellogg Ave. |
| 45 | Wichita: K-15 |
| 42 | Wichita: I-135, I-235, 47th St. |
| 39 | Haysville-Derby: 71st St. |
| 33 | Mulvane: K-53 |
| 19.5 | Wellington: US 160 |
| 17 | Southern Terminal |

# KANSAS TURNPIKE

## TOTAL MILEAGE AND TRAVEL
## BY FUNCTIONAL CLASS AND RURAL/CITY
### Calendar Year 2004

| FUNCTIONAL CLASS | MILES | | | ANNUAL AVERAGE DAILY VEHICLE MILES OF TRAVEL | | |
|---|---|---|---|---|---|---|
| | Rural | City | Total | Rural | City | Total |
| Interstate Rural | 188.5 | 0.5 | 189.0 | 2,869,620 | 6,888 | 2,876,508 |
| Interstate Urban | 19.3 | 29.6 | 48.9 | 335,297 | 977,241 | 1,312,538 |
| TOTAL | 207.8 | 30.1 | 237.9 | 3,204,917 | 984,129 | 4,189,046 |

## USAGE TREND
### Selected Calendar Years Through 2004

| | NUMBER OF VEHICLES (in 1,000s) | | | MILES TRAVELED (in 1,000s) | | |
|---|---|---|---|---|---|---|
| YEAR | PASSENGER VEHICLES | COMMERCIAL VEHICLES | TOTAL VEHICLES | PASSENGER VEHICLES | COMMERCIAL VEHICLES | TOTAL MILES |
| 1957 | 3,411 | 202 | 3,613 | 199,688 | 15,789 | 215,477 |
| 1967 | 6,858 | 991 | 7,849 | 334,949 | 60,702 | 395,651 |
| 1977 | 9,467 | 2,237 | 11,704 | 418,095 | 115,334 | 533,429 |
| 1987 | 13,585 | 2,734 | 16,319 | 565,619 | 155,973 | 721,592 |
| 1997 | 23,979 | 3,598 | 27,577 | 947,407 | 215,391 | 1,162,798 |
| 2004 | 28,116 | 4,204 | 32,320 | 1,141,675 | 259,502 | 1,401,177 |

## TOLL REVENUE AND AVERAGE TOLL PER TRIP
### Selected Calendar Years Through 2004

| | TOLL REVENUE (in $1,000s) | | | AVERAGE TOLL/TRIP ($s) | | |
|---|---|---|---|---|---|---|
| YEAR | PASSENGER VEHICLES | COMMERCIAL VEHICLES | ALL VEHICLES | PASSENGER VEHICLES | COMMERCIAL VEHICLES | ALL VEHICLES |
| 1957 | $3,372 | $505 | $3,877 | $0.99 | $2.50 | $1.07 |
| 1967 | 7,588 | 2,392 | 9,980 | 1.09 | 2.41 | 1.27 |
| 1977 | 11,492 | 6,130 | 17,622 | 1.21 | 2.74 | 1.51 |
| 1987 | 18,942 | 13,155 | 32,097 | 1.39 | 4.81 | 1.97 |
| 1997 | 34,541 | 22,616 | 57,157 | 1.44 | 6.29 | 2.07 |
| 2004 | 43,991 | 28,380 | 72,371 | 1.56 | 6.75 | 2.24 |

Sources: Kansas Department of Transportation, "Mileage and Travel Tables", published August 2005, page 2 and the Kansas Turnpike Authority 2004 Annual Report.

# MOTOR VEHICLE ACCIDENTS AND FATALITIES IN KANSAS
## ALL ROADS AND STREETS
### 1948 - 2004

| CALENDAR YEAR | TOTAL ACCIDENTS | ACCIDENTS PER MILLION VEHICLE MILES | FATAL ACCIDENTS | FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES | FATALITIES | FATALITIES PER 100 MILLION VEHICLE MILES |
|---|---|---|---|---|---|---|
| 1948 | 11,032 | 1.64 | 409 | 6.09 | 489 | 7.28 |
| 1949 | 12,568 | 1.77 | 416 | 5.85 | 497 | 6.98 |
| 1950 | 13,226 | 1.74 | 436 | 5.75 | 534 | 7.04 |
| 1951 | 18,167 | 2.22 | 510 | 6.24 | 611 | 7.48 |
| 1952 | 19,906 | 2.30 | 479 | 5.54 | 568 | 6.57 |
| 1953 | 21,052 | 2.35 | 476 | 5.30 | 579 | 6.45 |
| 1954 | 21,133 | 2.28 | 530 | 5.72 | 611 | 6.59 |
| 1955 | 24,084 | 2.52 | 477 | 5.00 | 592 | 6.20 |
| 1956 | 25,435 | 2.59 | 566 | 5.76 | 683 | 6.95 |
| 1957 | 26,481 | 2.64 | 472 | 4.71 | 585 | 5.84 |
| 1958 | 45,080 | 4.41 | 438 | 4.29 | 554 | 5.42 |
| 1959 | 46,173 | 4.42 | 457 | 4.38 | 567 | 5.43 |
| 1960 | 38,596 | 3.68 | 413 | 3.94 | 512 | 4.89 |
| 1961 | N/A | N/A | 441 | 4.08 | 548 | 5.07 |
| 1962 | 31,630 | 2.88 | 484 | 4.40 | 596 | 5.42 |
| 1963 | 33,726 | 2.98 | 488 | 4.32 | 609 | 5.39 |
| 1964 | 37,465 | 3.26 | 530 | 4.61 | 669 | 5.82 |
| 1965 | 38,555 | 3.30 | 531 | 4.54 | 666 | 5.69 |
| 1966 | 41,861 | 3.52 | 556 | 4.67 | 733 | 6.16 |
| 1967 | 47,927 | 3.94 | 541 | 4.45 | 664 | 5.47 |
| 1968 | 51,785 | 4.12 | 534 | 4.25 | 649 | 5.16 |
| 1969 | 55,599 | 4.22 | 619 | 4.70 | 780 | 5.92 |
| 1970 | 55,100 | 4.12 | 547 | 4.09 | 657 | 4.91 |
| 1971 | 54,114 | 3.90 | 549 | 3.96 | 678 | 4.89 |
| 1972 | 61,830 | 4.21 | 552 | 3.76 | 666 | 4.53 |
| 1973 | 59,644 | 3.87 | 518 | 3.36 | 623 | 4.04 |
| 1974 | 53,285 | 3.50 | 442 | 2.91 | 519 | 3.41 |
| 1975 | 62,102 | 4.01 | 440 | 2.84 | 517 | 3.34 |
| 1976 | 65,385 | 3.96 | 473 | 2.87 | 563 | 3.41 |
| 1977 | 72,127 | 4.27 | 493 | 2.92 | 562 | 3.32 |
| 1978 | 74,923 | 4.39 | 498 | 2.92 | 572 | 3.35 |
| 1979 | 73,630 | 4.22 | 451 | 2.58 | 520 | 2.98 |
| 1980 | 67,051 | 3.88 | 506 | 2.93 | 595 | 3.44 |
| 1981 | 66,534 | 3.82 | 510 | 2.93 | 578 | 3.32 |
| 1982 | 62,263 | 3.52 | 436 | 2.47 | 498 | 2.82 |
| 1983 | 66,173 | 3.64 | 361 | 1.99 | 411 | 2.26 |
| 1984 | 69,902 | 3.73 | 452 | 2.41 | 510 | 2.72 |
| 1985 | 72,683 | 3.77 | 429 | 2.23 | 486 | 2.52 |
| 1986 | 61,984 | 3.13 | 413 | 2.08 | 500 | 2.52 |
| 1987 | 64,431 | 3.13 | 415 | 2.02 | 491 | 2.39 |
| 1988 | 63,256 | 2.99 | 406 | 1.92 | 483 | 2.28 |
| 1989 | 63,642 | 2.90 | 371 | 1.69 | 428 | 1.95 |
| 1990 | 62,825 | 2.75 | 391 | 1.71 | 444 | 1.94 |
| 1991 | 61,920 | 2.67 | 350 | 1.51 | 409 | 1.76 |
| 1992 | 63,964 | 2.65 | 337 | 1.39 | 387 | 1.60 |
| 1993 | 69,641 | 2.89 | 375 | 1.56 | 428 | 1.77 |
| 1994 | 66,835 | 2.71 | 381 | 1.54 | 442 | 1.83 |
| 1995 | 70,263 | 2.79 | 394 | 1.57 | 442 | 1.76 |
| 1996 | 73,872 | 2.85 | 442 | 1.72 | 490 | 1.91 |
| 1997 | 76,641 | 2.86 | 419 | 1.56 | 481 | 1.79 |
| 1998 | 79,112 | 2.85 | 441 | 1.59 | 493 | 1.77 |
| 1999 | 78,694 | 2.77 | 457 | 1.61 | 540 | 1.90 |
| 2000 | 78,242 | 2.71 | 405 | 1.40 | 461 | 1.60 |
| 2001 | 78,856 | 2.74 | 433 | 1.51 | 494 | 1.72 |
| 2002 | 78,314 | 2.72 | 445 | 1.54 | 507 | 1.76 |
| 2003 | 75,014 | 2.58 | 419 | 1.44 | 469 | 1.61 |
| 2004 | 74,102 | 2.51 | 390 | 1.32 | 459 | 1.55 |

Source: Kansas Department of Transportation, Bureau of Transportation Planning.
The data above is as of 3-3-2006.

# KANSAS MOTOR VEHICLE ACCIDENTS AND FATALITIES
# BY FUNCTIONAL CLASSIFICATION
# CY 2004

| FUNCTIONAL CLASSIFICATION | NUMBER OF ACCIDENTS | PERCENT OF TOTAL | NUMBER OF FATALITIES | PERCENT OF TOTAL |
|---|---|---|---|---|
| **URBAN** | | | | |
| Interstate | 4,571 | 6.2 | 19 | 4.1 |
| Freeway and Expressway | 2,283 | 3.1 | 7 | 1.5 |
| Other Principal Arterial | 14,120 | 19.1 | 30 | 6.5 |
| Minor Arterial | 11,138 | 15.0 | 23 | 5.0 |
| Collector | 3,941 | 5.3 | 6 | 1.3 |
| Local Street | 11,053 | 14.9 | 10 | 2.2 |
| **TOTAL URBAN** | **47,106** | **63.6** | **95** | **20.7** |
| **RURAL** | | | | |
| Interstate | 2,606 | 3.5 | 38 | 8.3 |
| Other Principal Arterial | 5,800 | 7.8 | 128 | 27.9 |
| Minor Arterial | 4,254 | 5.7 | 58 | 12.6 |
| Major Collector | 7,115 | 9.6 | 83 | 18.1 |
| Minor Collector | 704 | 1.0 | 9 | 2.0 |
| Local Road | 6,517 | 8.8 | 48 | 10.5 |
| **TOTAL RURAL** | **26,996** | **36.4** | **364** | **79.3** |
| **GRAND TOTAL** | **74,102** | **100** | **459** | **100** |

Note: Urban is defined as areas of 5,000 population or more

Source: Kansas Department of Transportation, Bureau of Transportation Planning.

The above data is as of 3-3-2006.

# 2004 ACCIDENTS AND FATALITIES ON KANSAS ROADWAYS
# BY MONTH, DAY AND TIME OF OCCURRENCE

| MONTH | TOTAL ACCIDENTS | TOTAL FATALITIES | MONTH | TOTAL ACCIDENTS | TOTAL FATALITIES |
|---|---|---|---|---|---|
| January | 6,295 | 30 | August | 5,973 | 47 |
| February | 5,746 | 16 | September | 6,023 | 50 |
| March | 5,153 | 35 | October | 7,020 | 39 |
| April | 6,043 | 31 | November | 7,660 | 49 |
| May | 6,290 | 51 | December | 5,955 | 28 |
| June | 6,043 | 55 | Unknown | 72 | 0 |
| July | 5,829 | 28 | Total | 74,102 | 459 |

| DAY | TOTAL ACCIDENTS | TOTAL FATALITIES |
|---|---|---|
| Sunday | 8,298 | 78 |
| Monday | 10,546 | 56 |
| Tuesday | 10,498 | 68 |
| Wednesday | 11,032 | 65 |
| Thursday | 11,216 | 49 |
| Friday | 12,482 | 76 |
| Saturday | 9,974 | 67 |
| Unknown | 56 | 0 |
| Total | 74,102 | 459 |

| TIME OF DAY | TOTAL ACCIDENTS | TOTAL FATALITIES | TIME OF DAY | TOTAL ACCIDENTS | TOTAL FATALITIES |
|---|---|---|---|---|---|
| 12 - 1 am | 1,600 | 14 | 1 pm - 2 pm | 3,864 | 26 |
| 1 - 2 am | 1,344 | 17 | 2 pm - 3 pm | 4,027 | 28 |
| 2 - 3 am | 1,339 | 16 | 3 pm - 4 pm | 5,843 | 24 |
| 3 - 4 am | 809 | 7 | 4 pm - 5 pm | 5,560 | 27 |
| 4 - 5 am | 750 | 5 | 5 pm - 6 pm | 6,361 | 36 |
| 5 - 6 am | 1,250 | 7 | 6 pm - 7 pm | 4,719 | 26 |
| 6 - 7 am | 2,325 | 13 | 7 pm - 8 pm | 3,512 | 14 |
| 7 - 8 am | 4,396 | 25 | 8 pm - 9 pm | 2,908 | 28 |
| 8 - 9 am | 3,135 | 21 | 9 pm - 10 pm | 3,227 | 23 |
| 9 - 10 am | 2,561 | 17 | 10 pm - 11 pm | 2,366 | 13 |
| 10 - 11 am | 2,730 | 20 | 11 pm - 12 am | 1,755 | 14 |
| 11 am - 12 pm | 3,461 | 14 | Unknown | 49 | 0 |
| 12 pm - 1 pm | 4,211 | 24 | Total | 74,102 | 459 |

Source: Kansas Department of Transportation, Bureau of Transportation Planning.

The above data is as of 3-3-2006.

## DRIVERS NOT ALCOHOL-IMPAIRED INVOLVED IN TRAFFIC ACCIDENTS ON KANSAS TRAFFICWAYS CY 2004

| AGE OF DRIVER | DRIVERS INVOLVED IN: FATAL ACCIDENTS | INJURY ACCIDENTS | PROPERTY DAMAGE ONLY ACCIDENTS | TOTAL |
|---|---|---|---|---|
| Under 15 | 3 | 88 | 206 | 297 |
| 15-17 | 31 | 2,716 | 7,789 | 10,536 |
| 18-20 | 45 | 3,084 | 9,320 | 12,449 |
| 21-25 | 65 | 3,646 | 11,241 | 14,952 |
| 26-30 | 32 | 2,490 | 8,030 | 10,552 |
| 31-40 | 89 | 4,286 | 13,876 | 18,251 |
| 41-50 | 89 | 4,323 | 14,133 | 18,545 |
| 51-60 | 74 | 2,885 | 9,450 | 12,409 |
| 61-70 | 41 | 1,442 | 4,765 | 6,248 |
| Over 70 | 47 | 1,528 | 4,585 | 6,160 |
| Unknown | - | 589 | 4,827 | 5,416 |
| **TOTAL** | **516** | **27,077** | **88,222** | **115,815** |

## ALCOHOL-IMPAIRED DRIVERS INVOLVED IN TRAFFIC ACCIDENTS ON KANSAS TRAFFICWAYS CY 2004

| AGE OF DRIVER | DRIVERS INVOLVED IN: FATAL ACCIDENTS | INJURY ACCIDENTS | PROPERTY DAMAGE ONLY ACCIDENTS | TOTAL |
|---|---|---|---|---|
| Under 15 | 1 | 1 | 1 | 3 |
| 15-17 | 3 | 64 | 73 | 140 |
| 18-20 | 14 | 220 | 254 | 488 |
| 21-25 | 21 | 345 | 452 | 818 |
| 26-30 | 11 | 161 | 214 | 386 |
| 31-40 | 14 | 267 | 324 | 605 |
| 41-50 | 23 | 251 | 287 | 561 |
| 51-60 | 10 | 95 | 137 | 242 |
| 61-70 | 2 | 24 | 34 | 60 |
| Over 70 | 2 | 11 | 10 | 23 |
| Unknown | 0 | 11 | 56 | 67 |
| **TOTAL** | **101** | **1,450** | **1,842** | **3,393** |

Source: Kansas Department of Transportation, Bureau of Transportation Planning.
The above data is as of 3-3-2006.

# KANSAS OBSERVATIONAL SAFETY BELT AND CHILD SAFETY SEAT USAGE RATES

| Usage Percentage | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
| Safety Belts Front Seat Occupants | 54 | 56 | 59 | 63 | 61 | 60 | 61 | 64 | 68 | 69 |
| Child Safety Seats Age 0 – 4* | 68 | 74 | 80 | 81 | 81 | 92 | ** | See Below | See Below | See Below |
| Children Age 4 – 14* | 50 | 58 | 59 | 57 | 55 | 52 | ** | See Below | See Below | See Below |

*The child seat/safety belt numbers reflect random observations taken during the statewide occupant protection survey.
**Baseline performed. KDOT completed a targeted survey for children ages 0 to 14. This targeted survey included observations at day care centers, elementary schools and middle schools. This approach developed more reliable numbers in terms of occupant protection for children across the State.

| Observational Usage Percentage | | | |
|---|---|---|---|
| | 2003 | 2004 | 2005 |
| Children (Age 0 – 4) | 79 | 81 | 81 |
| Children (Age 5 – 9) | 45 | 51 | 49 |
| Children (Age 10 -14) | 44 | 50 | 47 |

**The Child Passenger Safety Act (KSA 8-1344) enacted July 1982 is a primary law.**
The law requires that all children under the age of 4 must be in a federally-approved child safety seat, and that children age four but under age 14 must be protected by a safety belt.
This law applies to all vehicles designed for carrying 10 passengers or less. Persons under the age of 14 are prohibited from riding in any portion of the vehicle not intended for passengers; this includes riding in the back of pickup trucks.

**Kansas Safety Belt Use Act (KSA 8-2501) went into effect July 1986 and is a secondary law.**
Drivers are cited for this violation only in combination with a separate moving violation. This law applies to vehicles designed for carrying 10 passengers or less, including pickup trucks registered for 12,000 lbs. and farm trucks registered for 16,000 lbs.

Source: Kansas Department of Transportation, Bureau of Traffic Safety

# PUBLIC TRANSIT

Kansas receives Federal-aid for transit services and related programs through the Federal Transit Act which is contained in the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). The principal programs of the Act provide funding for capital and/or operating assistance for transport of persons with disabilities, elderly persons and the general public. A brief description of the major transit funding programs follows.

NOTE: The Federal transit programs are referred to here by their section number in Title 49, U.S.C.

## SECTION 5303 and SECTION 5304*

Funds for public transit metropolitan planning and state planning and research programs are apportioned to the states through Section 5303 for metropolitan planning and Section 5304 for state planning and research programs. By Federal law, each urban area with a population of more than 50,000 must have a Metropolitan Planning Organization (MPO). There are five MPOs in Kansas -- Kansas City, Wichita, Topeka, Lawrence, and Elwood/St. Joseph, Missouri. Section 5303 funds are used for transit planning by MPOs. The funds are apportioned by a statutory formula to the states for allocation by them to MPOs. Section 5304 funds are also apportioned to the states by a statutory formula for statewide transit planning and research.

*Section 5304 replaced Section 5313(b) in SAFETEA-LU.

## SECTION 5307

Funds for public transit operations in urbanized areas are provided through the Section 5307 program. The funds are directly apportioned by statutory formula to Kansas City and Wichita. The State receives the funds for the other urban areas and passes those funds through. Section 5307 funds can be used for capital and operating assistance. In areas without public transit, the funds may be used for planning purposes or they can be transferred to other transit programs.

## SECTION 5309

The funds in this program are for discretionary capital investment grants to public bodies and agencies. Funds from this program are awarded through Congressional earmarks. This assistance is available for the purchase of vehicles and vehicle-related equipment and facility construction or renovation.

## SECTION 5310

The Section 5310 program provides capital assistance to transport the elderly and persons with disabilities. The funds are apportioned by statutory formula to the State and are then programmed to the private non-profit organizations which provide the services.

## SECTION 5311

Capital and operating assistance for transportation services in nonurbanized areas is provided through the Section 5311 program. The funds are apportioned by statutory formula to the states for allocation to local units of government and private, non-profit organizations in rural and small urban areas of less than 50,000 population, which provide transportation services to the general public.

## STATE FUNDING

Funding for the State public transit program is made available through the Comprehensive Transportation Program's (CTP) Coordinated Public Transportation Assistance Fund. Under the CTP, the funding for the program was increased from $1 million per year to $6 million per year. The increased funding was designed to provide transportation in underserved areas of the State, to provide vehicles for medical transportation, and to expand and enhance existing service. The additional funding will also allow KDOT to research future public transit needs in the State.

Federal apportionments for transit programs in Kansas appear on the following page. A detailed look at the Section 5307 apportionments for the Metropolitan Planning Organizations (MPOs), and statistical information on the number of vehicles, providers, ridership and miles traveled for Sections 5309, 5310, 5311, and State programs for Calendar Years 2001 - 2005 is also presented.

## SURFACE TRANSPORTATION PROGRAM (STP)

The STP provides flexible funding that may be used by States for highway, bridge and transit projects. In fiscal years 2000 – 2002, KDOT directed $1 million per year in STP funds to the State's public transportation program. Ninety-one vehicles were purchased with these funds.

## SAFETEA-LU

Also included in SAFETEA-LU are the following new transit programs:

Section 5316 - Job Access and Reverse Commute (JARC)
Section 5317 – New Freedom Program
Section 5340 – Supplements the Section 5307 & 5311 Programs

At this time, guidance regarding these programs is not available from the Federal Transit Administration (FTA). Once it is available, statewide implementation will begin.

## KANSAS TRANSIT PROGRAM APPORTIONMENTS
## FEDERAL FISCAL YEARS 2001-2006
**(Amounts in Actual Dollars)**

**FOR ALL MAJOR PROGRAMS**

| FISCAL YEAR | SEC. 5303 | SEC. 5307* | SEC. 5309* | SEC. 5310 | SEC. 5311 | SEC. 5313(b)/5304 |
|---|---|---|---|---|---|---|
| 2001 | 271,200 | 15,649,687 | 6,245,103 | 838,458 | 3,254,179 | 97,454 |
| 2002 | 288,755 | 17,687,434 | 7,574,325 | 912,819 | 3,585,545 | 70,908 |
| 2003 | 307,218 | 18,621,244 | 8,987,677 | 878,255 | 3,946,984 | 74,435 |
| 2004 | 312,366 | 18,232,115 | 6,073,613 | 880,015 | 3,939,493 | 78,060 |
| 2005 | 308,161 | 18,724,301 | 6,073,613 | 917,676 | 4,123,403 | 74,531 |
| 2006 | 393,451 | 19,224,649 | 7,696,814 | 1,060,513 | 7,808,755 | 95,201 |

## SECTION 5307 PROGRAM FUNDS
## BY METROPOLITAN PLANNING ORGANIZATION
## Federal Fiscal Years 2001-2006
**(Amounts in Actual Dollars)**

| FISCAL YEAR | KANSAS CITY * | WICHITA | TOPEKA | LAWRENCE | ELWOOD |
|---|---|---|---|---|---|
| 2001 | 10,388,125 | 3,133,147 | 1,315,776 | 805,986 | 6,653 |
| 2002 | 11,918,318 | 3,429,095 | 1,442,082 | 883,355 | 7,292 |
| 2003 | 11,773,912 | 4,154,517 | 1,526,681 | 1,166,134 | 9,496 |
| 2004 | 11,319,594 | 4,210,514 | 1,526,509 | 1,166,003 | 9,495 |
| 2005 | 11,690,941 | 4,201,690 | 1,599,763 | 1,221,956 | 9,951 |
| 2006 | 11,986,297 | 4,294,314 | 1,597,755 | 1,334,512 | 11,771 |

## SECTION 5309 PROGRAM FUNDS
## TO KANSAS TRANSIT PROVIDERS
## Federal Fiscal Years 2001 - 2006
**(Amounts in Actual Dollars)**

| Earmark Recipient | FFY 2001 | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 | FFY 2006 |
|---|---|---|---|---|---|---|
| Johnson County | 1,238,223 | 0 | 491,839 | 343,791 | 777,422 | 727,214 |
| Unified Government | 2,228,209 | 0 | 344,288 | 343,791 | 971,779 | 495,000 |
| Topeka Transit | 594,189 | 594,017 | 1,475,518 | 491,130 | 0 | 0 |
| Wichita Transit | 2,970,945 | 898,946 | 1,573,885 | 245,565 | 1,020,367 | 792,000 |
| Statewide - rural | 2,970,945 | 2,970,087 | 2,951,036 | 2,946,779 | 2,915,334 | 3,414,510 |
| Lawrence Transit | 495,157 | 0 | 491,839 | 0 | 388,711 | 0 |
| KCATA | 0 | 1,485,044 | 245,920 | 4,616,621 | 0 | 2,268,090 |
| Fort Scott | 0 | 297,009 | 0 | 0 | 0 | 0 |
| Total | 10,497,668 | 6,245,103 | 7,574,325 | 8,987,677 | 6,073,613 | 7,696,814 |

*Includes funding for Kansas City, Kansas and Missouri
**Section 5304 replaced Section 5313(b) in FY06

Source: Kansas Department of Transportation, Bureau of Transportation Planning, Public Transportation

# KANSAS SPECIALIZED SERVICES
# RURAL PUBLIC TRANSPORTATION
# AND FEDERAL/STATE-FUNDED TRANSIT PROGRAMS
# Calendar Years 2001 - 2005

## NUMBER OF PROVIDERS AND COUNTIES SERVED FOR ALL PROGRAMS

| CALENDAR YEAR | TOTAL PROVIDERS | TOTAL COUNTIES SERVED |
|---|---|---|
| 2001 | 178 | 99 |
| 2002 | 194 | 96 |
| 2003 | 194 | 96 |
| 2004 | 194 | 96 |
| 2005 | 188 | 96 |

| PROGRAM | VEHICLE FLEET | RIDERSHIP | PASSENGER MILES TRAVELED (in millions) |
|---|---|---|---|
| **Section 5309** | | | |
| 2001 | 30 | 75,746 | 0.3 |
| 2002 | 45 | 170,532 | 0.8 |
| 2003 | 46 | 165,077 | 0.9 |
| 2004 | 61 | 182,708 | 0.9 |
| 2005 | 98 | 249,783 | 1.3 |
| **Section 5310** | | | |
| 2001 | 237 | 822,280 | 2.7 |
| 2002 | 259 | 843,630 | 2.7 |
| 2003 | 242 | 777,913 | 2.6 |
| 2004 | 246 | 843,778 | 2.6 |
| 2005 | 250 | 815,597 | 2.6 |
| **Section 5311** | | | |
| 2001 | 160 | 594,073 | 2.5 |
| 2002 | 158 | 517,633 | 2.1 |
| 2003 | 127 | 385,050 | 1.4 |
| 2004 | 107 | 336,449 | 1.3 |
| 2005 | 104 | 286,383 | 1.1 |
| **State Funded** | | | |
| 2001 | 120 | 539,804 | 1.8 |
| 2002 | 171 | 644,385 | 1.9 |
| 2003 | 189 | 751,569 | 2.5 |
| 2004 | 191 | 798,996 | 2.9 |
| 2005 | 192 | 818,714 | 3.0 |
| **STP** | | | |
| 2001 | 29 | 22,235 | 0.2 |
| 2002 | 72 | 149,962 | 0.8 |
| 2003 | 91 | 270,559 | 1.3 |
| 2004 | 91 | 365,464 | 1.6 |
| 2005 | 91 | 391,167 | 1.6 |

Source: Kansas Department of Transportation, Bureau of Transportation Planning, Public Transportation

# RAIL TRANSPORTATION

Kansas had more than 8,500 miles of rail line serving all 105 counties in the early 1900s. However, due to abandonments and mergers the State's line-haul mileage totaled 4,776 miles in 2005. Despite this decrease, Kansas ranks in the top ten in the nation in the total number of rail miles.

The Kansas rail system is currently composed of 21 railroads. The railroads range in size from a short three-mile intrastate carrier to larger railroads extending from Kansas to the Northwest, Gulf of Mexico, California, Canada, Mexico, the East and Southeast. Of the 21 railroads, four are Class I carriers (annual gross revenues of $250 million or more) and 17 are Class III or short line railroads (annual gross revenues of less than $20 million).

A map depicting all the rail companies operating in Kansas in 2005 is on page 49. Page 50 lists the Class I and Class III railroads with their total number of miles owned and operated in 2005. On page 51, a historical depiction of Kansas rail miles operated from 1999 to 2005 in the classifications of Class I, Class III and branchlines is indicated in graph form.

A table of the types and total tons of commodities moved by the Class I carriers from 2002 to 2004 is presented on page 52. The general type of commodities and amounts of originating and terminating car loadings moved by Class I carriers are shown on page 53. In 2004, there were 380,261 carloads originating in the State, and 397,598 carloads were terminated. Kansas ranks second in the nation in the total amount of originated rail-tons of farm products.

Page 54 compares Class I track mileage and tons of commodities moved in Kansas from 1994 to 2004. Although track mileage has decreased, total tonnage has increased.

Until the 1980s, the number of rail abandonments in Kansas had been consistently declining since the early decades of the 20$^{th}$ century reflecting a trend of major carriers to sell non-profitable lines to short line carriers rather than to abandon the track. However, during the 1980s and 1990s, the number of abandonments increased over those that occurred in the early part of the century. A total of 1,790 miles were abandoned from 1991 to 2005. Information on the number of abandonments by carrier from 1995 to 2005, and a general history of abandonments in the State since 1921 is presented on page 55.

To help short line railroads rehabilitate poor track conditions and possibly prevent abandonments, KDOT has implemented railroad assistance programs for short line railroads operating in Kansas. The Kansas Legislature gave KDOT the authority to loan Federal Railroad Administration (FRA) funds to short line railroads through the Local

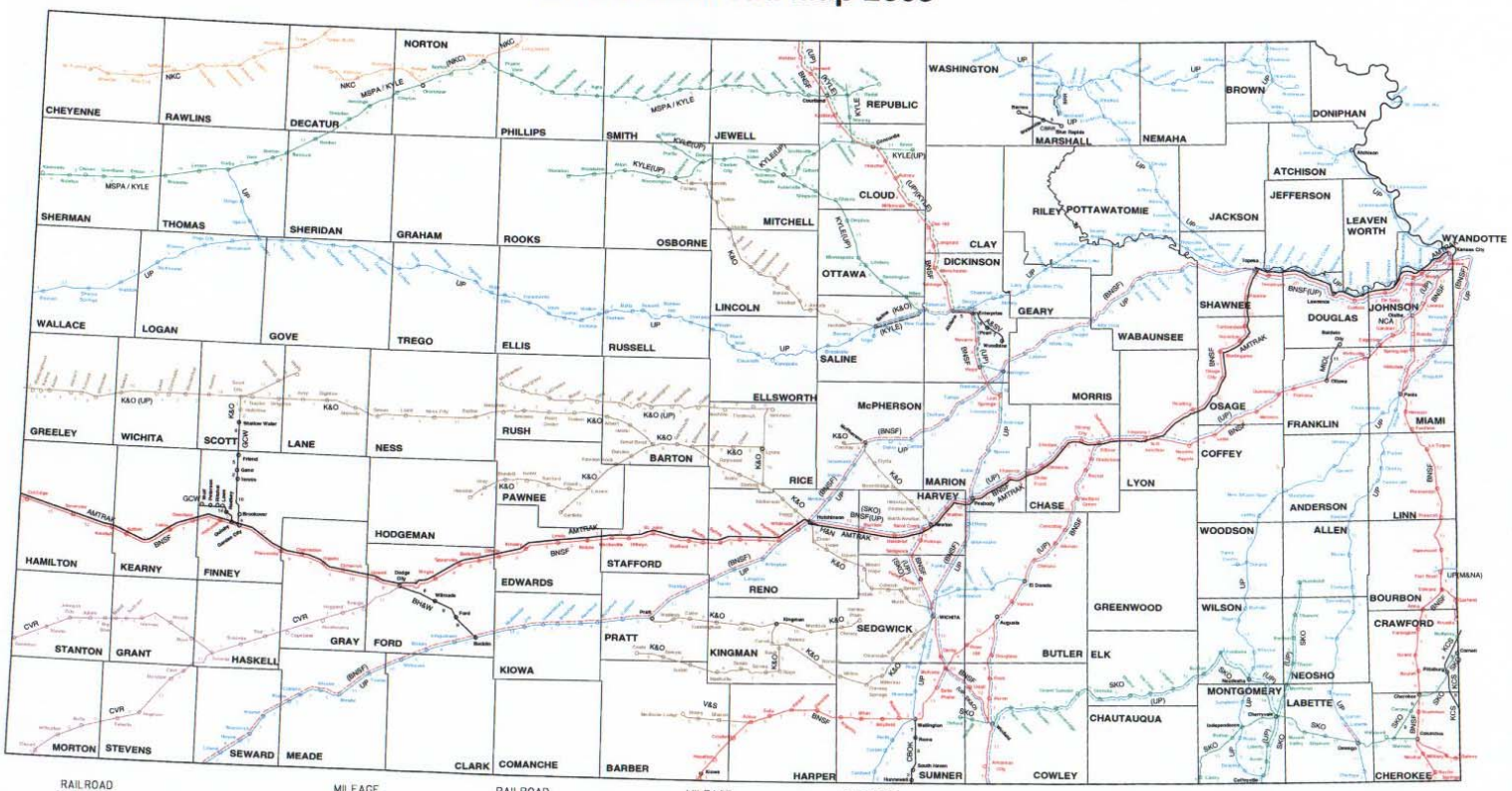
Rail Freight Assistance (LRFA) program. The LRFA program provides low interest rate loans with repayment over 10 years. To date, KDOT has loaned out all of its LRFA funds and is using the repaid principal and interest to generate new loans.

In addition to the LRFA program, the State Comprehensive Transportation Program established the Rail Service Improvement Fund (RSIF) to provide short line railroads with low interest, 10-year loans or grants to be used primarily for track rehabilitation. The state rail improvement program has allocated $3 million per year for eight years (FY2000-FY2007). It is anticipated that at the end of the eight-year period, the RSIF will become self-sustaining, allowing short line railroads on-going opportunities to improve their systems, enhance service to customers, and have a positive impact on the economy of Kansas. Under this program, 70 percent of the rehabilitation cost is provided as a low-interest loan and the short line puts up 30 percent of the total costs. The RSIF program will provide funding to help meet the rehabilitation needs of Kansas' short lines through the low-interest loans and grant funding.

Railroad financing is also available through the federal credit program known as the Railroad Rehabilitation and Improvement Financing (RRIF) program. The Transportation Equity Act for the 21st Century (TEA-21) provided for this program for the purpose of acquisition, improvement and rehabilitation of intermodal, rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops. Additional purposes include refinancing existing debt and the development of new intermodal or railroad facilities. One unique feature of the RRIF program is the payment of a credit risk premium prior to an appropriation of funds. The credit risk premium is a cash payment, determined by the Federal Rail Administration, to be provided by a non-federal entity. The repayment period for RRIF loans is up to 25 years.

Data presented on page 56 shows the total number of active rail-public road grade crossings in the State in 2005 by jurisdiction and by type of warning system. Rail-public road grade crossing collision data for 2004 also appears on page 56. In 2004, 67 vehicle-train collisions were reported in Kansas which resulted in 24 injuries and seven fatalities.

# Kansas Railroad Map 2005




| | RAILROAD | MILEAGE |
|---|---|---|
| A&SV | ABILENE & SMOKY VALLEY RAILROAD | 18 |
| BH&W | BOOTHILL & WESTERN | 26 |
| BNSF | BNSF RAILWAY | 1,231 |
| CBRR | CENTRAL BRANCH RAILROAD | 12 |
| CVR | CIMARRON VALLEY RAILROAD | 182 |
| CBOK | CITY OF BLACKWELL OKLAHOMA | 18 |
| GCW | GARDEN CITY WESTERN | 45 |
| H&N | HUTCHINSON & NORTHERN | 3 |
| K&O | KANSAS & OKLAHOMA RAILWAY | 642 |
| K&O (UP) | KANSAS & OKLAHOMA RAILWAY (LEASED FROM UP) | 18 |

| | RAILROAD | MILEAGE |
|---|---|---|
| KCS | KANSAS CITY SOUTHERN | 18 |
| KCTR | KANSAS CITY TERMINAL RAILWAY | 25 |
| KYLE | KYLE RAILROAD SYSTEM | |
| KYLE | KYLE (OWNED) | 16 |
| MSPA/KYLE | LEASED FROM MSPA | 255 |
| (UP) KYLE | LEASED FROM UP | 176 |
| MIDL | MIDLAND RAILWAY | 11 |
| M&NA | MISSOURI & NORTHERN ARKANSAS | 8 |
| NKC | NEBRASKA KANSAS COLORADO | 27 |
| NCA | NEW CENTURY AIRCENTER RAILROAD | 5 |

| | RAILROAD | MILEAGE |
|---|---|---|
| NS | NORFOLK SOUTHERN RAILWAY (TRACKAGE RIGHTS ONLY) | |
| SK&O | SOUTH KANSAS & OKLAHOMA | 305 |
| UP | UNION PACIFIC SYSTEM (MKT, MP, OKT, UP) | 1535 |
| UP (BRR) | LEASED FROM BLUE RAPIDS RR | 10 |
| V&S | VICTORIA & SOUTHERN RAILWAY | 21 |
| WTA | WICHITA TERMINAL ASSOCIATION | 3 |

Mileage figures are owned main line route miles unless indicated otherwise
KDOT makes no warranties, guarantees, or representations for accuracy of this information and assumes no liability for errors or omissions.

0 5 10 20 30 MILES

KANSAS DEPARTMENT OF TRANSPORTATION
RAIL AFFAIRS UNIT
AND
BUREAU OF TRANSPORTATION PLANNING
RRMAP102805.DGN REVISED 10/28/05

---------- DASHED LINES INDICATE TRACKAGE RIGHTS ONLY

——— AMTRAK

# KANSAS RAIL MILES OPERATED
## 2005

| Class I Carriers | Main Line Owned | Lines Leased to Class III | Miles Operated | Trackage Rights |
|---|---|---|---|---|
| BNSF Railway | 1,237 | | 1,237 | 443 |
| Kansas City Southern | 18 | | 18 | |
| Norfolk Southern | | | | 3 |
| Union Pacific System | 1,830 | -295 | 1,535 | 862 |
| **Class I Total** | **3,085** | **-295** | **2,790** | **1,308** |

| Class III Carriers | Main Line Owned | Lines Leased from Class I | Miles Operated | Trackage Rights |
|---|---|---|---|---|
| Abilene & Smoky Valley | 18 | | 18 | |
| Blue Rapids Railroad | 10 | | 10 | |
| Boothill and Western Railway | 10 | | 10 | 1 |
| Cimarron Valley | 182 | | 182 | 4 |
| City of Blackwell Oklahoma | 18 | | 18 | |
| Garden City Western | 45 | | 45 | |
| Hutchinson & Northern | 3 | | 3 | |
| Kansas City Terminal | 25 | | 25 | |
| Kansas & Oklahoma Railroad | 642 | | 642 | 36 |
| UP System* | | 111 | 111 | |
| Kyle | 16 | | 16 | |
| Port Authority** | 255 | | 255 | |
| UP System* | | 176 | 176 | 13 |
| Midland | 11 | | 11 | 2 |
| Missouri & Northern Arkansas* | | 8 | 8 | |
| Nebraska, Kansas & Colorado | 122 | | 122 | 17 |
| New Century AirCenter Railroad | 5 | | 5 | |
| South Kansas & Oklahoma | 305 | | 305 | 72 |
| V & S Railway | 21 | | 21 | 2 |
| Wichita Terminal Association | 3 | | 3 | |
| **Class III Total** | **1,691** | **295** | **1,986** | **147** |

| | | | | |
|---|---|---|---|---|
| **Grand Total Rail Miles Operated** | **4,776** | **0** | **4,776** | **1,455** |

NOTE: Only common carrier mileage is shown. Not included are privately-owned, not-for-hire miles, business tracks, parallel tracks, etc.

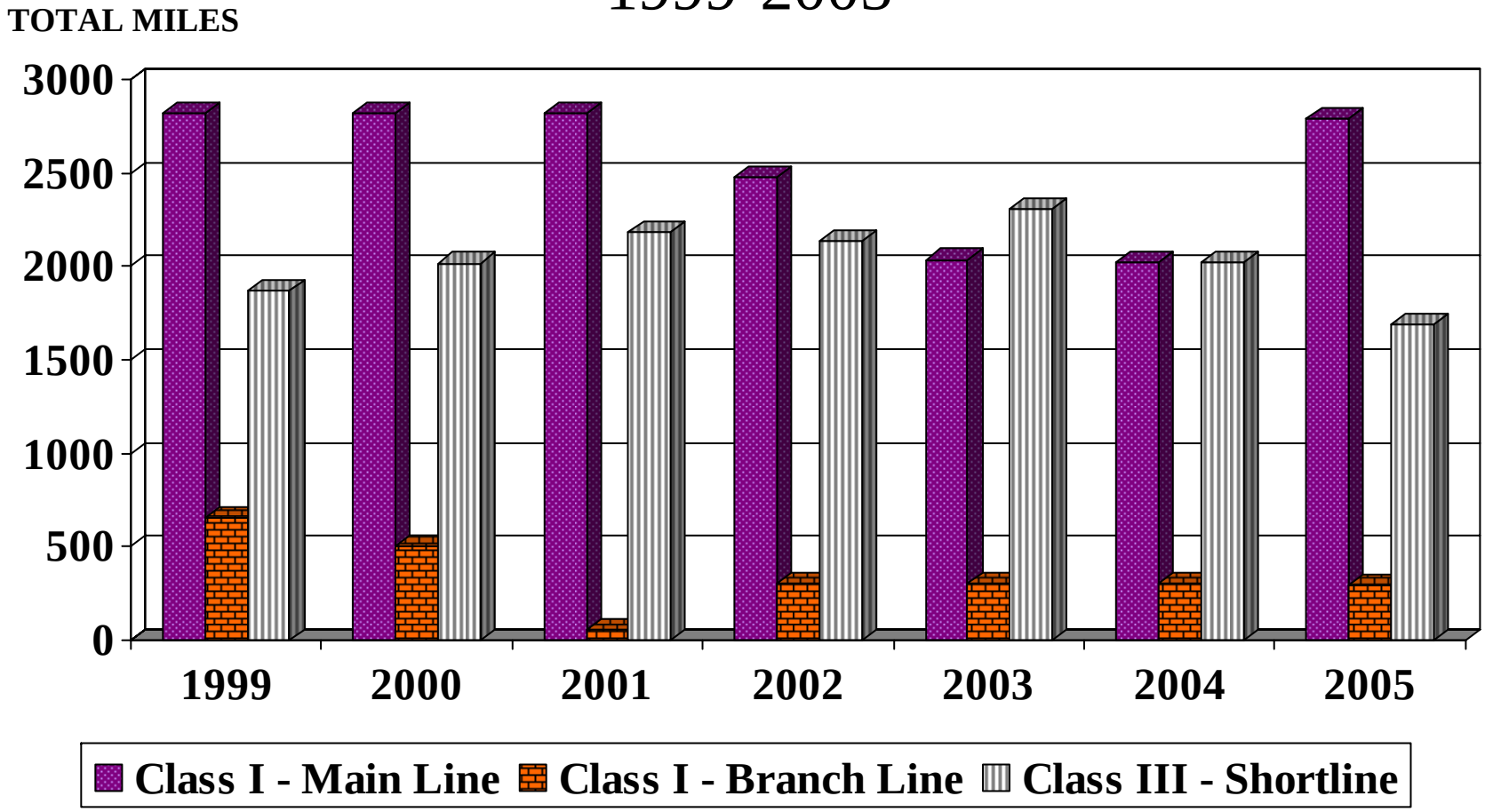
*Branch lines leased from the Union Pacific
**Lease/purchase agreement with the Mid States Port Authority

Source: Kansas Rail Plan 2004 - 2005

# KANSAS RAIL MILES OPERATED

## By Railroad Classification

## 1999-2005




**NOTE: Includes owned or leased miles.**

# COMMODITIES MOVED BY CLASS I RAIL CARRIERS IN KANSAS

## Calendar Years 2002 - 2004

**(Tons)**

| RAIL CARRIERS | YEAR | FARM PRODUCTS | COAL | FOOD & KINDRED PRODUCTS | CHEMICAL & ALLIED PRODUCTS | OTHER * | TOTAL |
|---|---|---|---|---|---|---|---|
| Burlington Northern Santa Fe | 2004 | 17,616,005 | 40,380,680 | 15,338,281 | 12,671,457 | 47,819,413 | 133,825,836 |
| | 2003 | 18,309,237 | 31,115,932 | 11,646,574 | 6,869,361 | 35,025,131 | 102,966,235 |
| | 2002 | 17,324,639 | 28,962,757 | 11,135,909 | 6,011,245 | 31,121,397 | 94,555,947 |
| Kansas City Southern | 2004 | 4,791,101 | 11,186,098 | 1,339,607 | 855,098 | 2,713,024 | 20,884,928 |
| | 2003 | 3,718,244 | 12,006,765 | 1,459,075 | 637,086 | 2,344,003 | 20,165,173 |
| | 2002 | 3,395,972 | 14,217,007 | 1,242,027 | 1,022,015 | 2,330,622 | 22,207,643 |
| Norfolk Southern | 2004 | 96,914 | 13,463 | 635,316 | 36,991 | 652,169 | 1,434,853 |
| | 2003 | 15,455 | 16,361 | 353,750 | 37,279 | 887,865 | 1,310,710 |
| | 2002 | 32,634 | 20,801 | 310,965 | 69,317 | 770,200 | 1,203,917 |
| Union Pacific | 2004 | 15,958,697 | 113,193,802 | 12,823,053 | 11,764,820 | 32,141,054 | 185,881,426 |
| | 2003 | 17,314,917 | 142,389,110 | 11,903,115 | 10,852,775 | 28,881,891 | 211,341,808 |
| | 2002 | 17,821,096 | 143,320,515 | 11,655,576 | 10,455,906 | 28,756,613 | 212,009,706 |
| **Total Tons** | **2004** | **38,462,717** | **164,774,043** | **30,136,257** | **25,328,366** | **83,325,660** | **342,027,043** |
| | **2003** | **39,357,853** | **185,528,168** | **25,362,514** | **18,396,501** | **67,138,890** | **335,783,926** |
| | **2002** | **38,574,341** | **186,521,080** | **24,344,477** | **17,558,483** | **62,978,832** | **329,977,213** |

* Includes products such as automobiles, aircraft engines, machinery, paper, textile materials, sand, gravel, cement, trailers and containers on flat cars.

NOTE: Includes freight originating and terminating in Kansas and all other freight carried within the State.

SOURCE: Kansas Rail Plan 2004-2005

# RAIL COMMODITIES
# MOVED BY CLASS I CARRIERS
# CARLOADS ORIGINATING & TERMINATING IN KANSAS
# 2004

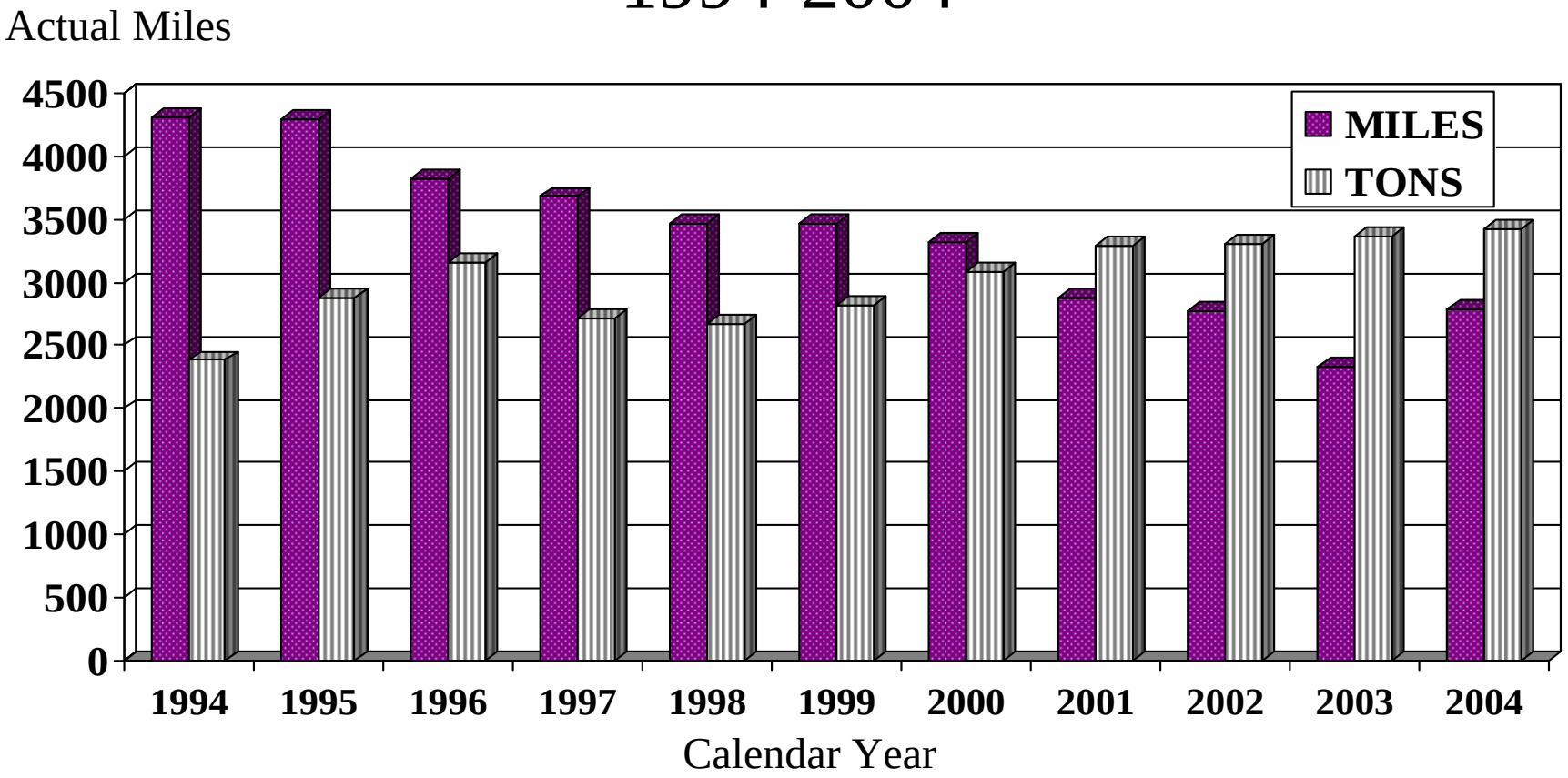
| Commodity | Originating in Kansas | Terminating in Kansas |
|---|---|---|
| Farm Products | 101,219 | 9,272 |
| Forest Products | 0 | 0 |
| Fresh Fish & Other Marine | 0 | 37 |
| Metallic Ores | 78 | 299 |
| Coal | 308 | 122,455 |
| Crude Petro, Natural Gas or Gasoline | 1 | 1 |
| Nonmetallic Minerals Except Fuels | 6,166 | 8,232 |
| Ordnance & Accessories | 4 | 27 |
| Food, Kindred Products | 40,246 | 13,350 |
| Textile Mill Products | 122 | 191 |
| Apparel & Other Finished Textile Prod. | 1,854 | 5,124 |
| Lumber, Wood Products, Except Furniture | 172 | 6,134 |
| Furniture & Fixtures | 92 | 95 |
| Pulp, Paper & Allied Products | 991 | 5,282 |
| Printed Matter | 465 | 35 |
| Chemicals and Allied Products | 28,812 | 23,211 |
| Petroleum & Coal Products | 6,405 | 8,309 |
| Rubber Products | 1,370 | 1,653 |
| Leather Products | 39 | 205 |
| Stone, Clay, Glass & Concrete Products | 15,100 | 16,940 |
| Primary Metal Products | 540 | 8,501 |
| Fab. Metal Products (ex STCC 19,35,37) | 293 | 265 |
| Machinery, Except Electrical | 109 | 19 |
| Electrical Machinery, Equip. & Supplies | 4,094 | 95 |
| Transportation Equipment | 45,211 | 28,963 |
| Instr.,Photo Optical,GD,Watches & Clocks | 1 | 14 |
| Miscellaneous Products of Manufacturing | 52 | 863 |
| Waste and Scrap Materials | 6,080 | 876 |
| Miscellaneous Freight Shipments | 3,182 | 1,772 |
| Containers, Shipping Returned Empty | 19,570 | 5,639 |
| Mail Shipments | 339 | 325 |
| Freight Forwarder Traffic | 9,434 | 8,192 |
| Miscellaneous Mixed Shipments | 83,867 | 116,149 |
| Small Packaged Freight Shipments | 4,030 | 3,968 |
| Hazardous Waste Materials or Substance | 15 | 1105 |
| | 380,261 | 397,598 |

Source: Kansas Rail Plan 2004 - 2005

# CLASS I RAIL OPERATIONS

## Total Miles Of Track and Total Tons Shipped

## 1994-2004




NOTE: Tons are in 100,000s

# RAIL ABANDONMENTS IN KANSAS

### TOTAL MILES ABANDONED
### 1921-2005

| YEARS | MILES | YEARS | MILES |
|---|---|---|---|
| 1921 - 1930 | 17 | 1971 - 1980 | 445 |
| 1931 - 1940 | 767 | 1981 - 1990 | 862 |
| 1941 - 1950 | 135 | 1991 - 2000 | 1,222 |
| 1951 - 1960 | 269 | 2001 - 2005 | 569 |
| 1961 - 1970 | 386 | | |

### TOTAL MILES ABANDONED BY CARRIER
### 1995 - 2005

| CARRIER | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atchison, Topeka and Santa Fe | | | | | | | | | | | | 0.0 |
| Burlington Northern | | 1.0 | | | | | | | | | | 1.0 |
| Burlington Northern Santa Fe | | | | | | | | 12.3 | 16.9 | 42.9 | | 72.1 |
| Butler County | | | | | | | | | | 10.6 | | 10.6 |
| Central Kansas | 9.7 | 65.4 | 56.5 | | 8.0 | | 82.9 | 1.0 | | | | 223.5 |
| K&E | | 1.2 | | | | | | | | | | 1.2 |
| Kansas and Oklahoma | | | | | | | | | 57.5 | | | 57.5 |
| Kansas City Southern | | | | | | | | | | | | 0.0 |
| Kansas Southwestern | | | | | 132.7 | 74.3 | | | | | | 207.0 |
| Kiowa, Hardtner & Pacific | | | | | | | | 9.9 | | | | 9.9 |
| Kyle | 47.7 | | 33.7 | | | | 132.2 | | | | | 213.6 |
| Missouri Pacific* | 95.0 | 1.8 | | | | | | | | | | 96.8 |
| South Kansas and Oklahoma | | | 33.7 | | | 5.0 | 33.5 | 0.4 | | | | 72.6 |
| Southeast Kansas Railroad | | | 37.2 | | 44.5 | | 6.0 | | | | | 87.7 |
| Topeka Lynn Creek & Berryton | | 4.2 | | | | | | | | | | 4.2 |
| Union Pacific | 15.0 | | 100.5 | 44.0 | | 3.9 | 38.9 | 1.0 | 8.0 | 94.8 | | 306.1 |
| Victoria and Southern | | | | | | | | | 20.0 | | | 20.0 |
| **TOTAL** | **167.4** | **73.6** | **261.6** | **44.0** | **185.2** | **83.2** | **293.5** | **24.6** | **102.4** | **148.3** | **0** | **1383.8** |

* Currently part of Union Pacific

Source: Kansas Rail Plan 2004 - 2005

# KANSAS RAIL-PUBLIC ROAD GRADE CROSSINGS 2005

## TOTAL NUMBER OF ACTIVE CROSSINGS BY JURISDICTION

| JURISDICTION | NUMBER |
|---|---|
| KDOT | 276 |
| County | 3,629 |
| City | 1,527 |
| TOTAL | 5,432 |

## TYPE OF WARNING SYSTEM AT ACTIVE CROSSINGS

| WARNING SYSTEM | STATE HIGHWAY SYSTEM ONLY | TOTAL STATEWIDE |
|---|---|---|
| Active Warning System | 220 | 1,719 |
| X-Bucks Only | 54 | 3,354 |
| Stop Signs | 2 | 305 |
| No Warning System | 0 | 54 |
| TOTAL | 276 | 5,432 |

Source: Kansas Department of Transportation, CANSYS Railroad Database.

## COLLISIONS WITH TRAINS AT PUBLIC ROAD GRADE CROSSINGS 2004

| | |
|---|---|
| Incidents | 67 |
| Injuries | 24 |
| Fatalities | 7 |

Source: Kansas Department of Transportation, 2004 Kansas Traffic Accident Facts

# AVIATION

Kansas is the "Air Capital of the World". Two-thirds of all general aviation aircraft, major components for the world's commercial fleet, and a significant portion of all military aircraft are manufactured in Kansas. Advanced aviation electronics manufacturing is also occurring in Kansas. Kansas ranks 9th in the total number of public-use airports (143), 8th in the per capita number of public-use airports per resident (1 per 19,295) and tied for 11th in the per capita number of pilot licenses held by residents (.29%). There are at least 5 airplanes registered in every county and over 6,000 airplanes registered throughout the State. A map depicting public-use airports in the State appears on the following page. All Kansas residents are within 30 minutes of an airport that can accommodate an air ambulance.

Since 2000, the average pavement condition of Kansas public-use airports with all weather surfaces has improved from a 49.5 (Fair) rating to 72.3 (Very Good). The improvement in pavement surface ratings is due primarily to the Kansas Airport Improvement Program (KAIP) and the Federal Airport Improvement Program.

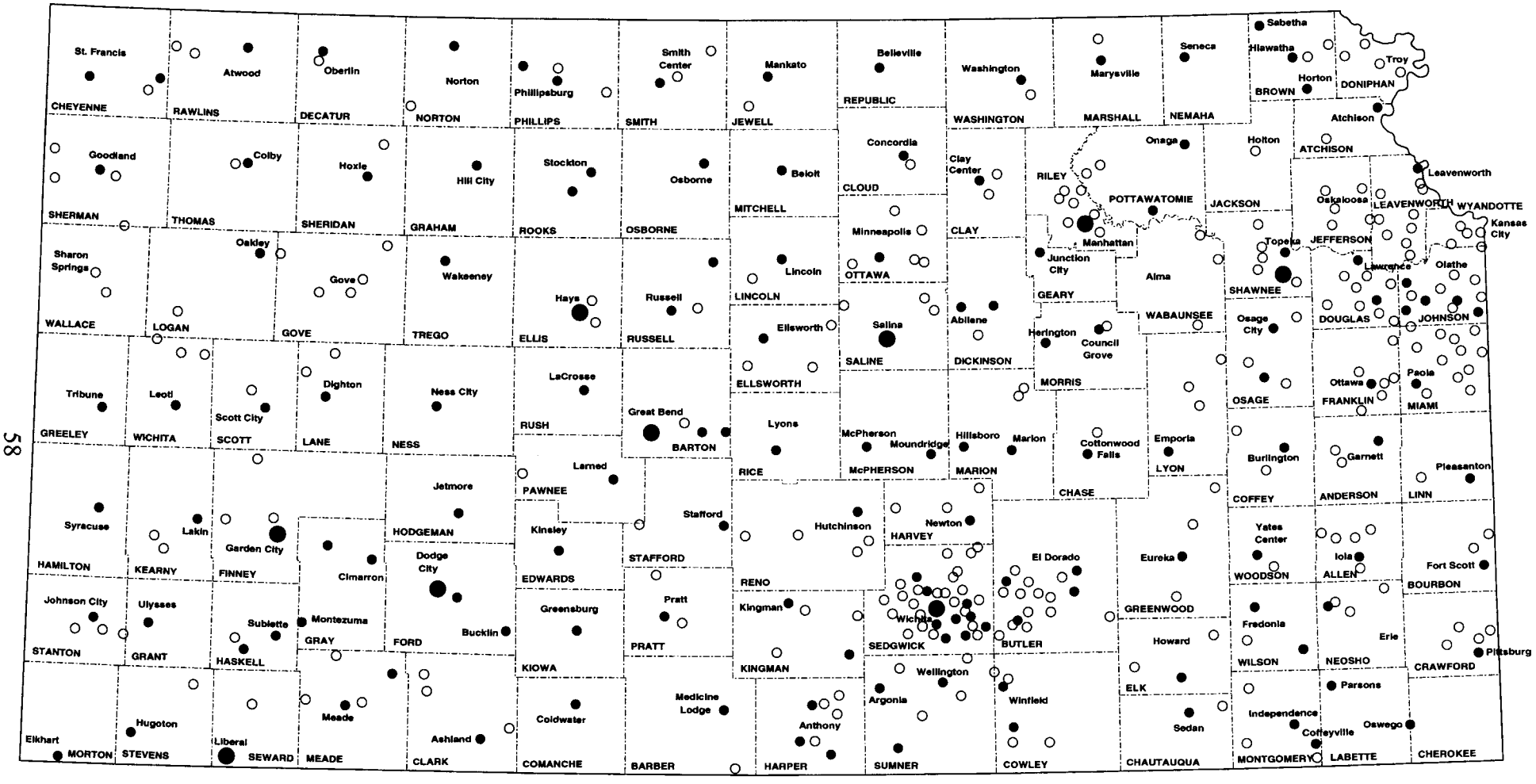
The KAIP, a component of the Comprehensive Transportation Program, will receive $3 million a year for a total of $30 million from 2000-2009. Projects require a local match of 10, 25 or 50 percent, which has resulted in $31 million in total spending from 2000-2006 on 161 projects across the State.

The Federal Airport Improvement Program is carried out under a number of different initiatives. The actual dollars spent in Kansas are detailed on page 60.

Airports are a critical component of the State's transportation system. They provide Kansas cities and towns with an essential link to today's global economy. Existing Kansas companies rely on airports to serve their customers, deliver products and obtain inventory. Firms that may be considering Kansas to take advantage of the State's high quality, reasonably priced work force, look for communities with good airports. Airports are also critical to the delivery of both routine and emergency medical services to rural areas. As bases for aerial applicators, airports play a key role in our agricultural efficiency. Whether used by commercial or private aircraft, good airports provide Kansas with an indispensable connection to the national air transportation system.

There were nine airports in Kansas that received scheduled commercial service in 2006. Wichita Mid-Continent, Forbes Field in Topeka, Manhattan Municipal, Salina Municipal and Garden City airports are all considered primary commercial service airports. The other four airports in the State which had scheduled service: Dodge City, Great Bend, Hays, and Liberal had commuter and air taxi service. Aviation activity at these airports for 2005 is shown on page 59.

# All Airports in Kansas




58

○ Private Use Airports

● Public Use Airports

● Commercial and Public Use Airports

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
AND
DIVISION OF AVIATION
AIRCRISTY06.DGN APRIL 25, 2006

KDOT makes no warranties, guarantees, or representations for accuracy of this information and assumes no liability for errors or omissions.

# AVIATION ACTIVITY AT KANSAS AIRPORTS WITH COMMERCIAL SERVICE
## Calendar Year 2004

| CITY/AIRPORT | TOTAL ENPLANEMENTS* | AIRCRAFT OPERATIONS (LANDINGS & TAKEOFFS) | BASED AIRCRAFT |
|---|---|---|---|
| Dodge City Regional | 4,717 | 23,360 | 32 |
| Garden City Regional | 9,373 | 20,302 | 45 |
| Great Bend | 681 | 18,658 | 32 |
| Hays Municipal | 7,220 | 32,200 | 54 |
| Liberal Municipal | 5,258 | 42,465 | 62 |
| Manhattan Municipal | 13,479 | 43,569 | 54 |
| Salina Municipal | 6,101 | 80,894 | 128 |
| Topeka Forbes Field | 10,009 | 43,480 | 37 |
| Wichita Mid-Continent | 729,051 | 176,089 | 212 |
| **TOTAL** | **785,889** | **481,017** | **656** |

* Includes air carrier and commuter.

Source: Compiled by the Kansas Department of Transportation, Division of Aviation, from Federal Aviation Administration Terminal Area Forecast, FAA Airport Enplanement Activity Report, and FAA Form 5010 Records.

# FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS TO KANSAS AIRPORTS
## FEDERAL FISCAL YEARS 2003 - 2005
**In Actual Dollars**

| AIRPORT | FFY 2003 | FFY 2004 | FFY 2005 |
|---|---|---|---|
| Abilene | 189,360 | 96,486 | |
| Anthony | | | 137,053 |
| Atchison | | 129,560 | 38,200 |
| Atwood | | 100,000 | 1,162,894 |
| Augusta | 150,000 | 216,998 | |
| Belleville | 140,000 | | 635,829 |
| Beloit | 9,000 | | 150,000 |
| Burlington-Coffey Co. | 206,076 | 321,449 | |
| Chanute | 154,615 | 499,327 | |
| Clay Center | 36,080 | | 47,500 |
| Coffeyville | 167,432 | 214,703 | 63,887 |
| Colby | | 367,400 | 270,123 |
| Concordia | | 150,000 | 437,289 |
| Dodge City | 157,500 | 1,022,778 | 161,253 |
| ElDorado Thomas Fld | 90,313 | 434,070 | 165,067 |
| Elkhart | | 102,576 | 114,000 |
| Emporia | 45,000 | | |
| Eureka | | 126,031 | |
| Ft. Scott | 178,074 | | 73,363 |
| Garden City | | 583,840 | 2,566,567 |
| Gardner | | | 216,007 |
| Garnett | | 88,350 | |
| Goodland | 409,510 | | 307,362 |
| Great Bend | | | 450,000 |
| Hays | 1,139,074 | 100,109 | |
| Herington | | 57,000 | 608,073 |
| Hill City | 41,200 | 60,325 | 360,358 |
| Hugoton | 39,771 | 80,163 | |
| Hutchinson | 1,076,502 | | 125,685 |
| Iola | | | 55,446 |
| Independence | 176,223 | 782,527 | |
| Johnson City | 196,635 | 89,309 | |
| Junction City | | 262,147 | |
| Kingman | | 126,347 | 22,145 |
| Larned | | 410,363 | |
| Lawrence | | 1,109,306 | 256,538 |
| Liberal | 360,000 | 2,795,691 | |
| Lyons | 38,400 | 115,047 | |

| AIRPORT | FFY 2003 | FFY 2004 | FFY 2005 |
|---|---|---|---|
| Manhattan | 115,000 | 293,202 | 1,983,371 |
| Marysville | | 626,214 | |
| McPherson | | 150,000 | 503,138 |
| Meade | | 71,250 | |
| Medicine Lodge | | | 93,812 |
| Ness City | | 83,073 | |
| Newton | 150,000 | 1,141,962 | 1,210,254 |
| Oakley | 217,269 | | |
| Oberlin | 132,784 | | |
| Olathe- Executive | 169,043 | 441,500 | |
| Olathe-New Century | 185,899 | 1,983,036 | 2,145,160 |
| Osage City | 128,925 | 31,350 | |
| Oswego | | | 69,304 |
| Ottawa | 984,640 | | 103,630 |
| Paola | | 265,295 | |
| Parsons | | 191,900 | |
| Phillipsburg | 134,367 | 56,948 | 41,160 |
| Pittsburg | 450,000 | 500,000 | 898,354 |
| Pratt | 184,336 | 337,264 | 2,457,042 |
| Russell | 57,082 | 864,809 | 1,240,410 |
| Salina | 4,851,645 | 828,616 | 4,039,731 |
| Scott City | | 52,250 | |
| Smith Center | 36,000 | 31,350 | |
| St. Francis | | 49,400 | 65,075 |
| Stockton | | 93,813 | |
| Syracuse | | 160,390 | 202,544 |
| Topeka-Billard | 981,720 | | 1,312,195 |
| Topeka-Forbes | 835,151 | 1,000,376 | 724,846 |
| Tribune | | 367,322 | |
| Ulysses | | 573,294 | |
| Wellington | 2,195,344 | 1,353,839 | 61,750 |
| Wichita-Jabara | 345,094 | | |
| Wichita-Mid Continent | 10,118,170 | 6,326,422 | 5,944,578 |
| Winfield | 453,600 | | 218,177 |
| KDOT Div. of Aviation | 52,800 | | |
| **TOTAL** | 27,779,634 | 28,316,777 | 31,739,170 |



Source:Kansas Department of Transportation, Division of Aviation

# WATER FREIGHT TRANSPORTATION

The only significant water freight movement in Kansas occurs on the Missouri River. The Missouri originates in Montana, flows south and east through several states and then reaches the northeastern corner of Kansas. The Missouri River ends where it meets the Mississippi River near St. Louis, Missouri, approximately 2,315 miles from its source.

Five Kansas communities have a total of eight commercial terminals on the Missouri River that receive and/or send freight. A listing of the terminals, their respective location and the type of facility at each terminal is on the following page. A map depicting the terminals' locations appears on page 63.

According to the U.S. Corps of Engineers, which is responsible for the operation and maintenance of the river, the commercial navigation season on the Missouri typically runs from late March to early December. Although the length of the water transportation season does vary by year, low water levels and ice blockages often prohibit year-round navigation. During navigation season terminals can be closed due to flooding.

Products typically moved by water freight in Kansas include grain (primarily wheat), fertilizer, molasses, vegetable oils, sand and gravel. Barges come up the river from New Orleans, via St. Louis, and down the river from Omaha to the Kansas terminals. Products unloaded are sent on to other locations by rail or by truck. Some terminals reload barges with other products and ship them up or down stream to terminals in other states.

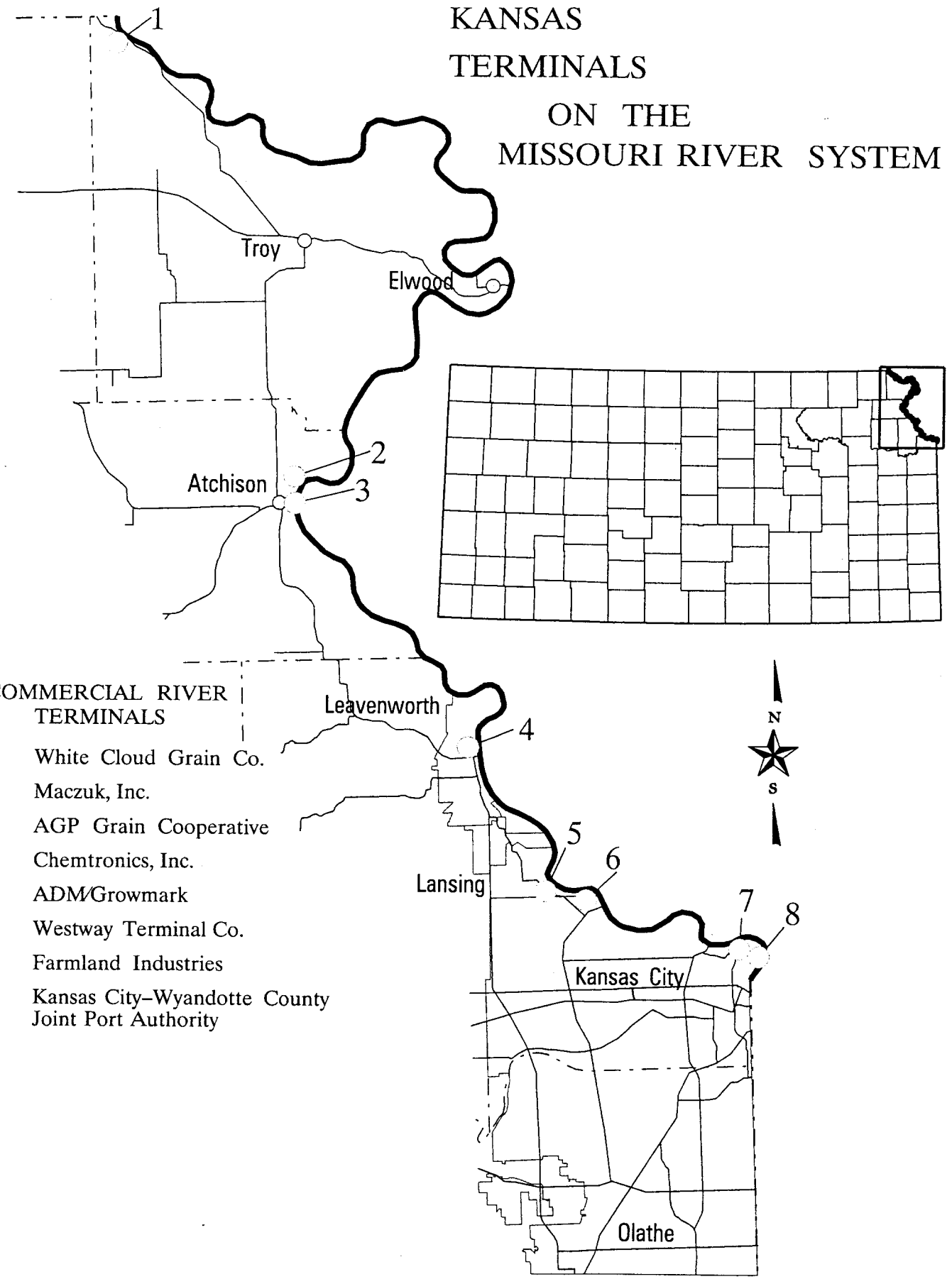
During 2004, the U.S. Army Corps of Engineers' Navigation Data Center reported 1.6 million tons of waterborne traffic passed through Kansas ports on the Missouri River.

# KANSAS TERMINALS ON THE MISSOURI RIVER SYSTEM

| TERMINAL | FACILITY | LOCATION |
|---|---|---|
| White Cloud Grain Co., Inc. | Shipment of Grain; Receipt of Dry Bulk and Liquid Fertilizer | White Cloud |
| Maczuk Industries, Inc. | Receipt of Liquid Fertilizer | Atchison |
| AGP Grain Cooperative | Shipment of Grain | Atchison |
| Chemtronics, Inc. | Receipt of Liquid Fertilizer | Leavenworth |
| ADM/Growmark | Shipment of Grain | Wolcott |
| Westway Terminal Co. | Receipt of Calcium Chloride and Asphalt | Wolcott |
| Farmland Industries | Shipment of Grain | Kansas City |
| Kansas City-Wyandotte County Joint Port Authority | Shipment of Grain | Kansas City |

Source: U.S. Army Corps of Engineers, Institute for Water Resources, Navigation Data Center

# KANSAS TERMINALS ON THE MISSOURI RIVER SYSTEM




COMMERCIAL RIVER TERMINALS

1 White Cloud Grain Co.
2 Maczuk, Inc.
3 AGP Grain Cooperative
4 Chemtronics, Inc.
5 ADM/Growmark
6 Westway Terminal Co.
7 Farmland Industries
8 Kansas City–Wyandotte County Joint Port Authority

**Kansas Department of Transportation**
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