



WAMPO TIP (2023-2026) AMENDMENT 8 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
40-540	City of Derby	Rock Road Corridor Improvements	0.0%	\$0	\$6,703,812	\$6,703,812	Increase MPO-STBG share of funding without increasing the overall project cost.	Amendment 8	Decrease 2025 Local Construction funding from \$2,207,517 to \$1,101,763. Decrease 2025 Local Construction Engineering funding from \$142,328 to \$127,000. Increase 2025 MPO-STBG Construction funding from \$2,490,371 to \$3,596,125. Increase 2025 MPO-STBG Construction Engineering funding from \$492,672 to \$508,000. Overall project cost unchanged (\$6,703,812).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Rock Road Corridor Improvements" (I.D. # 40-540, page 7).
40-056	City of Wichita	Wichita Intelligent Transportation System E 21st St N	0.0%	\$0	\$5,500,000	\$5,500,000	Increase MPO-CMAQ share of funding without increasing the overall project cost. Move up portion of AC conversion payback from FFY2026 to FFY2025.	Amendment 8	Decrease 2025 Local Construction funding from \$1,120,688 to \$1,000,000. Decrease 2025 Local Construction Engineering funding from \$56,035 to \$50,000. Increase 2025 MPO-CMAQ Construction funding from \$1,671,648 to \$1,792,571. Increase 2025 MPO-CMAQ Construction Engineering funding from \$193,965 to \$200,000. Decrease 2025 Local Construction spending to be paid back later through MPO-CMAQ Advance Construction arrangement from \$1,947,571 to \$1,947,336. Decrease 2026 MPO-CMAQ AC conversion payback for Construction from \$1,947,571 to \$1,947,336. Overall project cost unchanged (\$5,500,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Wichita Intelligent Transportation System program" (I.D. # 40-056, page 8).
40-510	City of Wichita	17th St N, I-135 to Hillside	0.0%	\$0	\$3,300,000	\$3,300,000	Increase MPO-STBG share of funding without increasing the overall project cost.	Amendment 8	Decrease 2025 Local Construction funding from \$612,413 to \$528,000. Increase 2025 MPO-STBG Construction funding from \$1,904,387 to \$1,988,800. Increase 2025 Local Construction Engineering funding from \$60,000 to \$72,000. Decrease 2025 MPO-STBG Construction Engineering funding from \$283,200 to \$271,200. Overall project cost unchanged (\$3,300,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "17th St N, I-135 to Hillside" (I.D. # 40-510, page 6).
40-522	City of Wichita	Redbud Path from Woodlawn to K-96	96.1%	\$6,950,981	\$7,234,019	\$14,185,000	Updated project scope. Increase in project cost, to be paid with local, MPO-CRP, MPO-CMAQ, and MPO-STBG funds. Change project to Advance Construction. Move back Utility Relocation phase from FFY2024 to FFY2025.	Amendment 8	Change scope from "The scope of the project is improve the existing railroad bed to a path that will consist of one foot rock shoulder, nine foot concrete path, and a four foot rock shoulder. The four foot shoulder allow runners to run on an area that isn't paved. The project will evaluate grade separation options at Rock, Webb, and Greenwich. Mile line roadways that are not grade separated will be improved to provide a safe crossing area. Landscaping and lighting will be evaluated with the project." to "Construct a hybrid 9-foot concrete and 4-foot gravel multi-use path along the Redbud Trail from Woodlawn to K-96. Upgrade the rapid flashing beacon at the Woodlawn crossing to a High-Intensity Activated CrossWalk (HAWK) signal, install new HAWK crossing signals at both Webb and Greenwich Road and an elevated pedestrian bridge crossing at Rock Road eliminating at grade interaction with vehicular traffic. Provide access to the Redbud Multi-Use Path through neighborhood connections where possible. Construct additional parking areas/lots by strategically locating them where space is available." Move back Local Utility Relocation funding from 2024 to 2025 and increase from \$100,000 to \$1,000,000. Decrease 2023 Local Preliminary Engineering funding from \$300,000 to \$215,000. Increase 2024 Local Preliminary Engineering funding from \$400,000 to \$1,185,000. Increase 2024 Local ROW-acquisition funding from \$100,000 to \$150,000. Increase 2025 Local Construction funding from \$1,350,000 to \$2,235,000. Increase 2025 Local Construction Engineering funding from \$750,000 to \$900,000. Add 2027 Local Construction funding in the amount of \$1,396,765. Increase 2025 MPO-CRP Construction funding from \$2,234,019 to \$3,698,560. Add 2025 MPO-CMAQ Construction funding in the amount of \$36,489. Add 2025 Local Construction spending to be paid back later through MPO-STBG Advance Construction arrangement in the amount of \$497. Add 2026 MPO-STBG AC conversion payback for Construction in the amount of \$497. Add 2025 Local Construction spending to be paid back later through MPO-CRP Advance Construction arrangement in the amount of \$1,367,689. Add 2026 MPO-CRP AC conversion payback for Construction in the amount of \$1,367,689. Overall project cost increased from \$7,234,019 to \$14,185,000 (+\$6,950,981/96.1%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Redbud Path, Woodlawn to Rock Rd" (I.D. # 40-522, page 7) and Project "Bicycle/Pedestrian/Trail/Safety Projects" (I.D. # BP-21-00, page 8).
R-19-17	City of Wichita	West St., I-235-MacArthur	0.0%	\$0	\$6,192,694	\$6,192,694	Increase MPO-STBG share of funding without increasing the overall project cost. Move up portion of AC conversion payback from FFY2025 to FFY2024.	Amendment 8	Decrease 2024 Local Construction funding from \$1,048,540 to \$968,539. Increase 2024 MPO-STBG Construction funding from \$25,156 to \$2,250,376. Decrease 2024 Local Construction spending to be paid back later through MPO-STBG Advance Construction arrangement from \$2,796,202 to \$650,983. Remove 2024 MPO-STBG AC conversion payback for Construction in the amount of \$1,378,760. Decrease 2025 MPO-STBG AC conversion payback for Construction from \$1,417,442 to \$650,983. Overall project cost unchanged (\$6,192,694).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "West St, I-235 to MacArthur" (I.D. # R-19-17, page 5).
40-537	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	0.0%	\$0	\$13,047,000	\$13,047,000	Increase MPO-STBG share of funding without increasing the overall project cost. Move up portion of AC conversion payback from FFY2026 to FFY2025.	Amendment 8	Decrease 2025 Local Construction funding from \$2,338,203 to \$2,086,400. Decrease 2025 Local Construction Engineering funding from \$280,576 to \$250,360. Add 2025 MPO-STBG Construction funding in the amount of \$1,981,715. Increase 2025 MPO-STBG Construction Engineering funding from \$739,831 to \$973,440. Decrease 2025 Local Construction spending to be paid back later through MPO-STBG Advance Construction arrangement from \$7,573,797 to \$5,843,885. Remove 2025 Local Construction Engineering spending to be paid back later through MPO-STBG Advance Construction arrangement in the amount of \$203,393. Remove 2025 MPO-STBG AC conversion payback for Construction in the amount of \$947,976. Remove 2025 MPO-STBG AC conversion payback for Construction Engineering in the amount of \$203,393. Decrease 2026 MPO-STBG AC conversion payback for Construction from \$6,625,821 to \$5,843,885. Overall project cost unchanged (\$13,047,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "SW Butler Rd Improvements from SW 170th St to SW 155th St" (I.D. # 40-537, page 7).



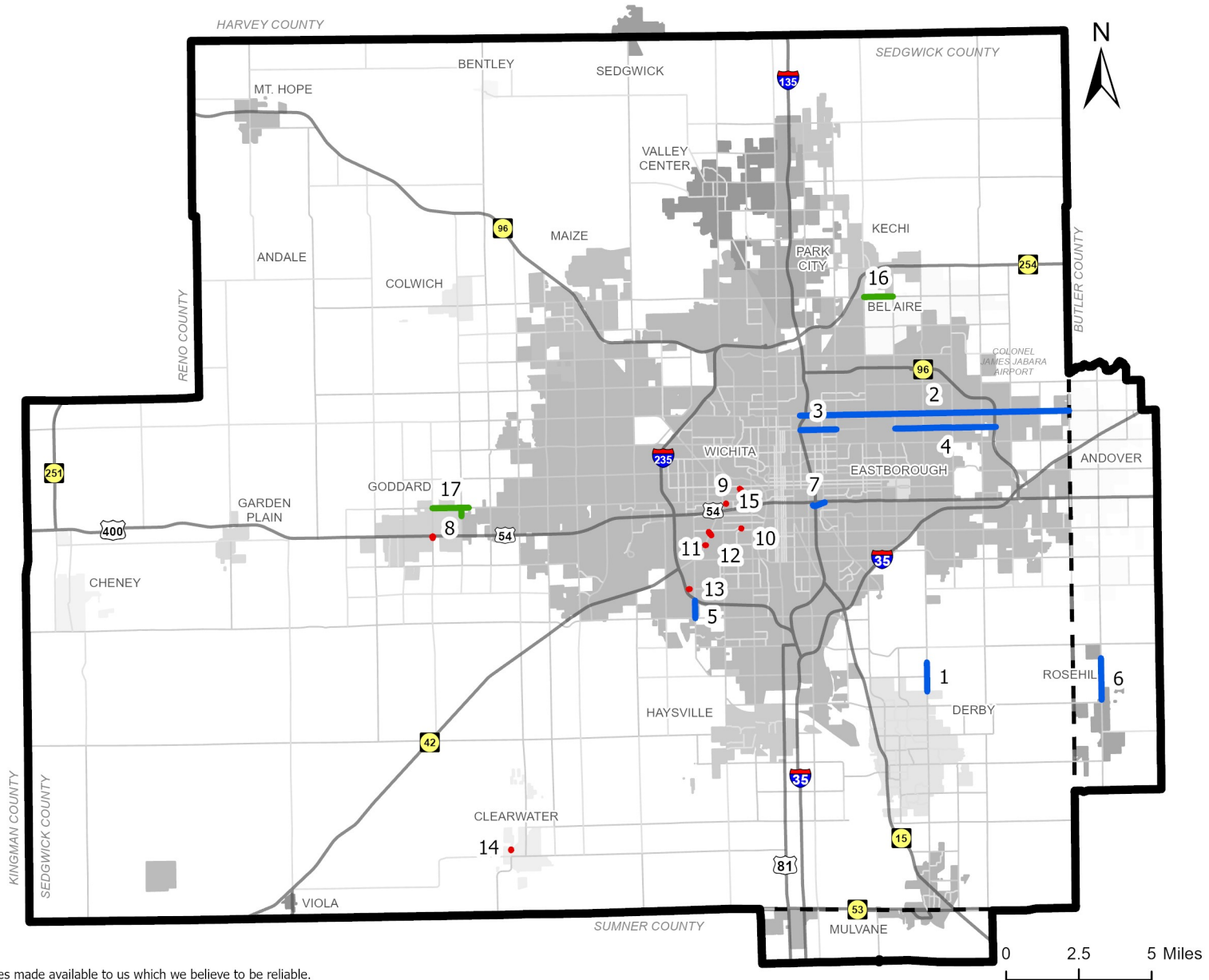
WAMPO TIP (2023-2026) AMENDMENT 8 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
B-22-02	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	223.7%	\$2,002,600	\$895,100	\$2,897,700	Increase in project cost, to be paid with state and NHPP funds. Add ROW-acquisition and Utility Relocation phases. Update contact information and Project Notes.	Amendment 8	Change Engineering Contact from "Mike Longshaw" to "Nick Squires". Change Engineering Contact Phone # from "316-744-1271" to "620-860-7386". Change Engineering Contact E-Mail from "mike.longshaw@ks.gov" to "nick.squires@ks.gov". Change Project Notes from "Project is authorized for PE Only. The total project cost is estimated to be \$9,361 K and should be used for planning purposes only. The PE phase will utilize AC in the amount of \$ 805.6 K with conversion to NHPP funds in 2029." to "This project is authorized for PE, ROW, and Utilities only. Total project cost is estimated at \$22,042 K and should be used for planning purposes only." Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$805,600 to \$1,896,800. Increase 2022 State Preliminary Engineering funding from \$89,500 to \$210,700. Add 2024 State ROW-acquisition funding in the amount of \$526,800. Add 2025 State Utility Relocation spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$237,100. Add 2025 State Utility Relocation funding in the amount of \$26,300. Increase 2029 NHPP AC conversion payback for Preliminary Engineering from \$805,600 to \$1,896,800. Add 2029 NHPP AC conversion payback for Utility Relocation in the amount of \$237,100. Overall project cost increased from \$895,100 to \$2,897,700 (+\$2,002,600/223.7%)	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Bridge #305 on I-135 in Sedgwick County" (I.D. # 40-576, page 4) and Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
R-24-01	KDOT	City of Goddard: US-54 and 183rd Street	N/A	\$1,010,000	\$0	\$1,010,000	New project.	Amendment 8	New project (\$1,010,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Preservation.
RR-24-01	KDOT	Rail Line Rehabilitation along the K&O Railroad	N/A	\$803,300	\$0	\$803,300	New project.	Amendment 8	New project (\$803,300).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Accessibility and Mobility of People and Freight.
RR-24-02	KDOT	KO Railroad & Harry Street in Wichita	N/A	\$501,000	\$0	\$501,000	New project.	Amendment 8	New project (\$501,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Safety.
RR-24-03	KDOT	KO Railroad & Southwest Boulevard in Wichita	N/A	\$501,000	\$0	\$501,000	New project.	Amendment 8	New project (\$501,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Safety.
RR-24-04	KDOT	KO Railroad & May Street in Wichita	N/A	\$501,000	\$0	\$501,000	New project.	Amendment 8	New project (\$501,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Safety.
RR-24-05	KDOT	KO Railroad & 31st Street in Wichita	N/A	\$501,000	\$0	\$501,000	New project.	Amendment 8	New project (\$501,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Safety.
RR-24-06	KDOT	KO Railroad & Tracy Avenue in Clearwater	N/A	\$501,000	\$0	\$501,000	New project.	Amendment 8	New project (\$501,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Safety.
RR-24-07	KDOT	KO Railroad & St. Clair Street in Wichita	N/A	\$501,000	\$0	\$501,000	New project.	Amendment 8	New project (\$501,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Safety.
BP-23-02	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	0.0%	\$0	\$404,628	\$404,628	Move back Construction and Construction Engineering phases from FFY2024 to FFY2025.	Administrative Adjustment 7.1	Move back Local Construction funding in the amount of \$66,222 from 2024 to 2025. Move back Local Construction Engineering funding in the amount of \$6,839 from 2024 to 2025. Move back MPO-CRP Construction funding in the amount of \$264,886 from 2024 to 2025. Move back MPO-CRP Construction Engineering funding in the amount of \$27,356 from 2024 to 2025. Overall project cost unchanged (\$404,628).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Bicycle/Pedestrian/Trail/Safety Projects" (I.D. # BP-21-00, page 8).
40-511	Sedgwick County	Maple Street Pathway	0.0%	\$0	\$1,975,000	\$1,975,000	Move up portion of MPO-TA AC conversion payback from FFY2026 to FFY2025. Change portion of funding from MTP-TA to MPO-CRP, without increasing the overall project cost or overall WAMPO-suballocated funding.	Administrative Adjustment 7.1	Increase 2025 MPO-TA Construction funding from \$267,762 to \$445,578. Decrease 2025 Local Construction spending to be paid back later through MPO-TA Advance Construction arrangement from \$892,411 to \$681,746. Decrease 2026 MPO-TA AC conversion payback for Construction from \$892,411 to \$681,746. Add 2025 Local Construction spending to be paid back later through MPO-CRP Advance Construction arrangement in the amount of \$32,849. Add 2026 MPO-CRP AC conversion payback for Construction in the amount of \$32,849. Overall project cost unchanged (\$1,975,000).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Maple Street Pathway" (I.D. # 40-511, page 7).
Total				\$13,772,881	\$45,252,253	\$59,025,134				



2023-2026 Transportation Improvement Program Amendment 8 Projects

- Amendment 8 New Projects
- Amendment 8 Amended Projects
- Administrative Adjustment 7.1 Projects
- County Boundaries
- WAMPO Planning Boundary



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 The information shown on this map is compiled from various sources made available to us which we believe to be reliable.

#	Lead Agency	Project Title	Total Project Cost
1	City of Derby	Rock Road Corridor Improvements	\$6,703,812
2	City of Wichita	Wichita Intelligent Transportation System - E 21st St N	\$5,500,000
3	City of Wichita	17th St N, I-135 to Hillside	\$3,300,000
4	City of Wichita	Redbud Path from Woodlawn to K-96	\$14,185,000
5	City of Wichita	West St., I-235-MacArthur	\$6,192,694
6	Butler County	SW Butler Rd Improvements from SW 170th St to SW 155th St	\$13,047,000
7	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$2,897,700
8	KDOT	City of Goddard: US-54 and 183rd Street	\$1,010,000
9	KDOT	Rail Line Rehabilitation along the K&O Railroad	\$803,300
10	KDOT	KO Railroad & Harry Street in Wichita	\$501,000
11	KDOT	KO Railroad & Southwest Boulevard in Wichita	\$501,000
12	KDOT	KO Railroad & May Street in Wichita	\$501,000
13	KDOT	KO Railroad & 31st Street in Wichita	\$501,000
14	KDOT	KO Railroad & Tracy Avenue in Clearwater	\$501,000
15	KDOT	KO Railroad & St. Clair Street in Wichita	\$501,000
16	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$404,628
17	Sedgwick County	Maple Street Pathway	\$1,975,000