



WAMPO TIP (2025-2028) AMENDMENT 4 - 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	61.0%	\$4,091,914	\$6,703,812	\$10,795,726	Increase in project cost, paid for with local funds.	Amendment 4	Increase 2026 Local Construction funding from \$1,101,763 to \$4,770,677. Increase 2026 Local Construction Engineering funding from \$127,000 to \$550,000. Overall project cost increased from \$6,703,812 to \$10,795,726 (+\$4,091,914/61.0%).	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).
PF-25-002	City of Goddard	Goddard Sidewalk Improvements - First and Second Street	N/A	\$383,734	\$0	\$383,734	New project.	Amendment 4	New project (\$383,734).	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 Connectivity; Connectivity Across and Between Modes; Preservation; Safety.
PF-25-003	City of Goddard	Goddard Sidewalk Improvements - Third and Fourth Street from Walnut to Goddard	N/A	\$315,117	\$0	\$315,117	New project.	Amendment 4	New project (\$315,117).	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 Connectivity; Connectivity Across and Between Modes; Preservation; Safety.
PF-25-004	City of Goddard	Goddard Sidewalk Improvements - Walnut Street and Spruce Street	N/A	\$367,058	\$0	\$367,058	New project.	Amendment 4	New project (\$367,058).	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 Connectivity; Connectivity Across and Between Modes; Preservation; Safety.
PF-25-005	City of Goddard	Goddard Sidewalk Improvements - Pine Street and Oak Street	N/A	\$288,996	\$0	\$288,996	New project.	Amendment 4	New project (\$288,996).	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 Connectivity; Connectivity Across and Between Modes; Preservation; Safety.
PF-25-006	City of Goddard	Goddard Sidewalk Improvements - Main Street	N/A	\$207,745	\$0	\$207,745	New project.	Amendment 4	New project (\$207,745).	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 Connectivity; Connectivity Across and Between Modes; Preservation; Safety.
PF-25-007	City of Goddard	Goddard Sidewalk Improvements on Cedar Street and Elm Street	N/A	\$256,658	\$0	\$256,658	New project.	Amendment 4	New project (\$256,658).	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 Connectivity; Connectivity Across and Between Modes; Preservation; Safety.
RN-25-003	City of Goddard	Phase 1 - Crowne Drive Extension from US-54 to Industrial Road	N/A	\$3,929,246	\$0	\$3,929,246	New project.	Amendment 4	New project (\$3,929,246).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Main Document: Consistent with Federal Planning Factors (p. 2 & 27): Economic Vitality; Connectivity.
40-517	City of Wichita	Douglas, Seneca to Meridian	97.5%	\$5,630,000	\$5,775,000	\$11,405,000	Increase in project cost, paid for with local funds.	Amendment 4	Increase 2023 Local Utility Relocation funding from \$350,000 to \$850,000. Increase 2023 Local Preliminary Engineering funding from \$385,000 to \$850,000. Add 2023 Local ROW-acquisition funding in the amount of \$400,000. Increase 2025 Local Construction funding from \$900,000 to \$4,768,000. Increase 2025 Local Construction Engineering funding from \$78,000 to \$475,000. Overall project cost increased from \$5,775,000 to \$11,405,000 (+\$5,630,000/97.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Douglas, Seneca to Meridian" (I.D. # 40-517, page 6).
40-522	City of Wichita	Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96	-100.0%	(\$14,185,000)	\$14,185,000	\$0	Remove project.	Amendment 4	Remove project from TIP (\$14,185,000), because it is being split into new projects MB-25-009 and MB-25-010.	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).
MB-25-009	City of Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	N/A	\$9,228,573	\$0	\$9,228,573	New project.	Amendment 4	New project (\$9,228,573) split from removed project 40-522.	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).



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MB-25-010	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	N/A	\$8,087,454	\$0	\$8,087,454	New project.	Amendment 4	New project (\$8,087,454) split from removed project 40-522.	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).
B-20-01	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	448.5%	\$4,508,800	\$1,005,200	\$5,514,000	Increase in project cost, paid for with NHPP and state funds. Add Construction and Construction Engineering phases. Move back ROW acquisition from FFY2024 to FFY2025. Move forward Utility Relocation from FFY2024 to FFY2023. Remove Project Notes.	Amendment 4	Remove Project Notes reading "This project is authorized for PE, ROW, and Util only. The total project cost is estimated to be \$6,143 K and should be used for planning purposes only." Decrease 2020 State Preliminary Engineering funding from \$160,800 to \$144,400. Decrease 2020 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$643,400 to \$577,500. Decrease 2029 NHPP AC conversion payback for Preliminary Engineering from \$643,400 to \$577,500. Move back State ROW-acquisition funding from 2024 to 2025 and decrease from \$134,000 to \$120,300. Move forward State Utility Relocation funding from 2024 to 2023 and decrease from \$13,400 to \$12,000. Decrease 2023 State Utility Relocation spending to be paid back later through NHPP Advance Construction arrangement from \$53,600 to \$48,100. Decrease 2029 NHPP AC conversion payback for Utility Relocation from \$53,600 to \$48,100. Add 2025 State Construction funding in the amount of \$802,000. Add 2025 State Construction spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$3,208,200. Add 2029 NHPP AC conversion payback for Construction in the amount of \$3,208,200. Add 2025 State Construction Engineering funding in the amount of \$120,300. Add 2025 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$481,200. Add 2029 NHPP AC conversion payback for Construction Engineering in the amount of \$481,200. Overall project cost increased from \$1,005,200 to \$5,514,000 (+\$4,508,800/448.5%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "KDOT Preservation Programs" (I.D. # 40-542, page 4).
B-22-01	KDOT	Bridge #132 on US-54 in Sedgwick County	557.6%	\$21,064,500	\$3,777,700	\$24,842,200	Increase in project cost, paid for with NHPP and state funds. Add Construction and Construction Engineering phases. Move back ROW acquisition from FFY2024 to FFY2025. Move back Utility Relocation from FFY2024 to FFY2026. Remove Project Notes.	Amendment 4	Remove Project Notes reading "Currently project is authorized for PE, ROW and Utility work phases ONLY." Decrease 2022 State Preliminary Engineering funding from \$581,200 to \$554,100. Decrease 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$2,324,700 to \$2,216,400. Decrease 2029 NHPP AC conversion payback for Preliminary Engineering from \$2,324,700 to \$2,216,400. Move back State ROW-acquisition funding from 2024 to 2025 and decrease from \$581,200 to \$554,100. Move back State Utility Relocation funding from 2024 to 2026 and decrease from \$58,100 to \$55,400. Move back State Utility Relocation spending to be paid back later through NHPP Advance Construction arrangement from 2024 to 2026 and decrease from \$232,500 to \$221,600. Decrease 2029 NHPP AC conversion payback for Utility Relocation from \$232,500 to \$221,600. Add 2026 State Construction funding in the amount of \$3,694,000. Add 2026 State Construction spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$14,776,100. Add 2029 NHPP AC conversion payback for Construction in the amount of \$14,776,100. Add 2026 State Construction Engineering funding in the amount of \$554,100. Add 2026 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$2,216,400. Add 2029 NHPP AC conversion payback for Construction Engineering in the amount of \$2,216,400. Overall project cost increased from \$3,777,700 to \$24,842,200 (+\$21,064,500/557.6%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "I-235 Expansion (US-54 to Zoo)" (I.D. # 40-125, page 8).
B-22-02	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	660.3%	\$19,134,400	\$2,897,700	\$22,032,100	Increase in project cost, paid for with NHPP and state funds. Add Construction and Construction Engineering phases. Move back ROW acquisition from FFY2024 to FFY2025. Remove Project Notes.	Amendment 4	Remove Project Notes reading "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." Decrease 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$1,896,800 to \$1,895,900. Decrease 2029 NHPP AC conversion payback for Preliminary Engineering from \$1,896,800 to \$1,895,900. Move back State ROW-acquisition funding from 2024 to 2025 and decrease from \$526,800 to \$526,600. Add 2025 State Construction funding in the amount of \$1,755,500. Add 2025 State Construction spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$15,800,000. Add 2029 NHPP AC conversion payback for Construction in the amount of \$15,800,000. Add 2025 State Construction Engineering funding in the amount of \$158,000. Add 2025 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$1,422,000. Add 2029 NHPP AC conversion payback for Construction Engineering in the amount of \$1,422,000. Overall project cost increased from \$2,897,700 to \$22,032,100 (+\$19,134,400/660.3%).	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).



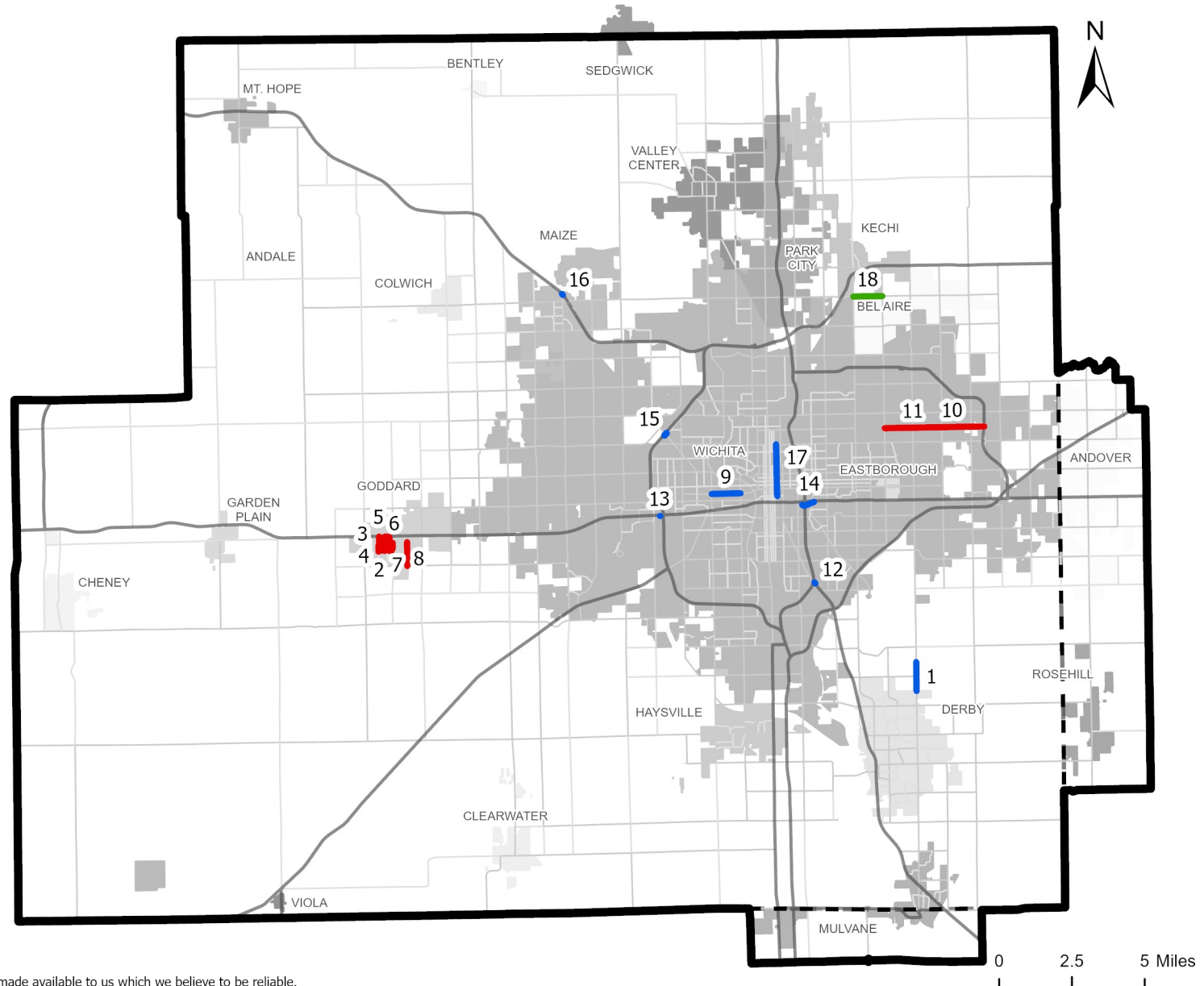
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WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
B-22-03	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	482.6%	\$3,172,309	\$657,391	\$3,829,700	Increase in project cost, paid for with NHPP and state funds. Add Utility Relocation and ROW-acquisition phases. Move back NHPP AC conversion payback from FFY2027 to FFY2029. Remove Project Notes.	Amendment 4	Change Project Notes from "This project is authorized for PE Only. The total project cost is \$6,820 K and should be used for planning purposes only." to "This project is authorized for PE, ROW, and UTIL Only. The total project cost is \$35,600 K and should be used for planning purposes only." Increase 2022 State Preliminary Engineering funding from \$65,739 to \$340,400. Increase 2022 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$591,652 to \$3,063,700. Move back NHPP AC conversion payback for Preliminary Engineering from 2027 to 2029 and increase from \$591,652 to \$3,063,700. Add 2025 State ROW-acquisition funding in the amount of \$283,700. Add 2025 State Utility Relocation funding in the amount of \$14,200. Add 2026 State Utility Relocation spending to be paid back later through NHPP Advance Construction arrangement in the amount of \$127,000. Add 2029 NHPP AC conversion payback for Utility Relocation in the amount of \$127,000. Overall project cost increased from \$657,391 to \$3,829,700 (+\$3,172,309/482.6%).	REIMAGINED MOVE 2040, adopted June 2020 (amended 12/14/2021 & 8/9/2022), Appendix 8: Regional Project List: Consistent with Project "Bridge #094 & #095 on I-235 in Sedgwick County" (I.D. # 40-125, page 8).
B-23-15	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	42.3%	\$1,531,600	\$3,621,000	\$5,152,600	Increase in project cost, paid for with NHPP and state funds. Correction to Administrative Contact Phone #.	Amendment 4	Change Administrative Contact Phone # from "7852960342" to "785-296-0341". Increase 2023 State Preliminary Engineering funding from \$111,000 to \$158,500. Increase 2023 State Preliminary Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$446,000 to \$634,200. Increase 2028 NHPP AC conversion payback for Preliminary Engineering from \$446,000 to \$634,200. Increase 2026 State Construction funding from \$557,000 to \$792,700. Increase 2026 State Construction spending to be paid back later through NHPP Advance Construction arrangement from \$2,228,000 to \$3,170,800. Increase 2028 NHPP AC conversion payback for Construction from \$2,228,000 to \$3,170,800. Increase 2026 State Construction Engineering funding from \$56,000 to \$79,300. Increase 2026 State Construction Engineering spending to be paid back later through NHPP Advance Construction arrangement from \$223,000 to \$317,100. Increase 2028 NHPP AC conversion payback for Construction Engineering from \$223,000 to \$317,100. Overall project cost increased from \$3,621,000 to \$5,152,600 (+\$1,531,600/42.3%).	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-25-001	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	0.0%	\$0	\$200,000	\$200,000	Change local funding to state funding. Update Project Title, Project Limits, Primary Mode, Engineering Contact, and Project Notes.	Amendment 4	Change Project Title from "City of Wichita: Burlington Northern Santa Fe corridor: Overheight Vehicle Warning System Pilot Project" to "City of Wichita: Burlington Northern Santa Fe corridor". Change Project Limits from "City of Wichita: Burlington Northern Santa Fe corridor" to "Burlington Northern Santa Fe corridor". Change Primary Mode from "Technology" to "Rail". Change Engineering Contact from "Nick Squires" to "Matt Stormer". Change Engineering Contact Phone # from "620-860-7386" to "785-296-0937". Change Engineering Contact E-Mail from "nick.squires@ks.gov" to "matt.stormer@ks.gov". Change Project Notes from "Federal:Other is STIC. Local Fund Type is RR (BNSF)" to "Federal: Other is STIC". Remove 2025 Local Preliminary Engineering funding in the amount of \$5,000. Remove 2025 Local Construction funding in the amount of \$50,000. Remove 2025 Local Construction Engineering funding in the amount of \$20,000. Add 2025 State Preliminary Engineering funding in the amount of \$5,000. Add 2025 State Construction funding in the amount of \$50,000. Add 2025 State Construction Engineering funding in the amount of \$20,000. Overall project cost unchanged (\$200,000).	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	15.0%	\$60,646	\$404,628	\$465,274	Slight increase in project cost, paid for with local funds. Move back Utility Relocation, Preliminary Engineering, and ROW-acquisition phases from FFY2024 to FFY2025.	Administrative Adjustment 3.2	Move back Local Utility Relocation funding in the amount of \$6,555 from 2024 to 2025. Move back Local Preliminary Engineering funding in the amount of \$26,215 from 2024 to 2025. Move back Local ROW-acquisition funding in the amount of \$6,555 from 2024 to 2025. Increase 2025 Local Construction funding from \$66,222 to \$122,340. Increase 2025 Local Construction Engineering funding from \$6,839 to \$11,367. Overall project cost increased from \$404,628 to \$465,274 (+\$60,646/15.0%).	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).
Total				\$68,073,750	\$39,227,431	\$107,301,181				



2025-2028 Transportation Improvement Program Amendment 4 Projects

- Amendment 4 New Projects
- Amendment 4 Amended Projects
- Administrative
- Adjustment 3.2 Project
- WAMPO Planning Boundary
- County Boundaries



#	Lead Agency	Project Title	Total Project Cost
1	City of Derby	Rock Road Corridor Improvements	\$10,795,726
2	City of Goddard	Goddard Sidewalk Improvements - First and Second Street	\$383,734
3	City of Goddard	Goddard Sidewalk Improvements - Third and Fourth Street from Walnut to Goddard	\$315,117
4	City of Goddard	Goddard Sidewalk Improvements - Walnut Street and Spruce Street	\$367,058
5	City of Goddard	Goddard Sidewalk Improvements - Pine Street and Oak Street	\$288,996
6	City of Goddard	Goddard Sidewalk Improvements - Main Street	\$207,745
7	City of Goddard	Goddard Sidewalk Improvements on Cedar Street and Elm Street	\$256,658
8	City of Goddard	Phase 1 - Crowne Drive Extension from US-54 to Industrial Road	\$3,929,246
9	City of Wichita	Douglas, Seneca to Meridian	\$11,405,000
10	City of Wichita	Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1	\$9,228,573
11	City of Wichita	Redbud Multi-Use Path near Rock Road Phase 2	\$8,087,454
12	KDOT	Replace Bridge #184 on K-15 in Sedgwick County	\$5,514,000
13	KDOT	Bridge #132 on US-54 in Sedgwick County	\$24,842,200
14	KDOT	Bridge #305 on I-135 and Bridge #302 on US-54 ramp in Sedgwick County	\$22,032,100
15	KDOT	Bridge #094 & #095 on I-235 in Sedgwick County	\$3,829,700
16	KDOT	K-96: Bridge #271 and #272 (Maize Road) located 15.5 miles east of the Reno/Sedgwick county line	\$5,152,600
17	KDOT	City of Wichita: Burlington Northern Santa Fe corridor	\$200,000
18	City of Bel Aire	53rd Street, Oliver to Woodlawn Multi-Use Path	\$465,274
N/A	City of Wichita	Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 [Removed Project*]	\$14,185,000

*The City of Wichita project "Redbud Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96" is removed and replaced by the new projects "Redbud Multi-Use Path from Woodlawn Blvd., near 17th St., 3.5 miles east to K-96 Phase 1" and "Redbud Multi-Use Path near Rock Road Phase 2", between which the scope and funding of the original project are split.