



Technical Advisory Committee (TAC) meeting notice

Monday, November 22, 2021 at 10:00 am:

Location =	271 W. 3rd Street, Ste. 203 (2nd Floor), Wichita, Kansas 67202
Or Online =	https://global.gotomeeting.com/join/318947021

Please call us at 316.779.1321 at least 48 hours in advance if you require special accommodations to participate in this meeting.
We make every effort to meet reasonable requests.

Meeting Agenda

[Note: Meeting agenda is subject to change during the meeting.]

	Page Numbers (in this packet)
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2. Regular Business	
A. Approval of November 22, 2021 Agenda	Page 1
B. Approval of October 25, 2021 Minutes	Pages 2 to 3
C. Director's Report	
i. Overview	
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4. New Business	
A. Action: REIMAGINED MOVE 2040 Amendment #1 Chad Parasa and Nick Flanders, WAMPO	Pages 5 to 10
B. Action: 2021-2024 TIP (Transportation Improvement Program) Amendment #5 Nick Flanders, WAMPO	Pages 11 to 25
C. Action: 2021-2024 TIP (Transportation Improvement Program) Special Amendment #5.5 Nick Flanders, WAMPO	Pages 26 to 40
D. Update: Roadway Functional Classifications Jordan Silvers, WAMPO	Pages 41 to 50
5. Committee Reports/Updates	
A. Safety & Health Committee, Dr. Elizabeth Ablah	
B. Active Transportation Committee, Alan Kailer & Jack Brown	
6. Other Business	
7. Adjournment	
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Chad Parasa, TAC Secretary

November 15, 2021

WAMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Discrimination Complaint Form visit www.wampo.org or call (316) 779-1321. Requests for special accommodation and/or language interpretation should be made to Kathryn Chambers at kathryn.chambers@wampo.org or call (316) 779-1321.



Meeting Summary
Technical Advisory Committee (TAC)
Monday, October 25th, 2021 @ 10:00 AM
Hybrid Meeting

Meeting Duration: 40 minutes

Members in Attendance:

Troy Tabor, TAC Chair
Raven Alexander, Wichita Transit
Mike Armour, Wichita
Jack Brown, Regional Pathways
Annette Graham, Coordinated Transit
District #9 Representative
Jolene Graham, Economist
Representative

Mary Hunt, Urban Land Use Planning
Representative
Gary Janzen, Wichita
Les Mangus, Butler/Sumner Co.
Shawn Mellies, Wichita
Laura Rainwater, REAP
Nina Rasmussen, Air Quality
Representative

Dan Squires, SCAC
Pat Stivers, Maize
Jim Weber, Sedgwick Co.
Kristi Wilson, KDOT
Alt:
Tonja Howard, Wichita Transit

Other Attendees:

Greg Allison, MKEC
Jared Cerullo, Wichita
Kathryn Chambers, WAMPO
Cecelie Cochran, FHWA
Nick Flanders, WAMPO
Alan Kailer, Bike Walk Wichita
Matt Messina, KDOT

ThaiBinh Ninh, MAPD
Ron Nuessen, Alfred Benesch &
Company
Lynn Packer, Sedgwick Co.
Chad Parasa, WAMPO
Brad Shores, JEO
Jordan Silvers, WAMPO

Eva Steinman, FTA
Patty Sykes, WAMPO
Jessica Warren, Sedgwick Co.
James Wagner, Sedgwick Co.
Kristen Zimmerman, PEC

1. Mr. Tabor called the meeting to order at 10:00 AM.

2. Regular Business

A. Approval of October 25th, 2021 Agenda

Discussion: None

Action: Moved to approve agenda as presented. Motion passed (14-0).

Motion: J. Weber

Second: D. Squires

B. Approval of September 27th, 2021 Minutes

Discussion: None

Action: Moved to approve minutes. Motion passed (14-0).

Motion: T. Tabor

Second: P. Stivers

C. Director's Report

i. Overview

Chad Parasa gave an overview of the upcoming presentations. The public comment periods for proposed MTP and TIP amendments have begun and will both be open through November 21st, 2021. WAMPO will be seeking public input on the MTP amendment at an open house on October 29th, 2021.

3. Public Comment Opportunity – None

4. New Business

A. Action: 2022 Unified Planning Work Program (UPWP)

Chad Parasa presented the 2022 Unified Planning Work Program (UPWP), which documents tasks and budgets for WAMPO's planned upcoming activities. Long- and short-range transportation-plan

development is included, as well as potential studies. The public comment period for the 2022 UPWP is open until November 2nd. More details on the UPWP can be found at wampo.org/planning-documents.
Discussion: Update UPWP narrative text to add more detail on potential consult studies and services.
Action: Motion to approve with specific changes. Motion passed (16-0).¹

Motion: D. Squires

Second: J. Weber

B. Update: TIP Project Locations and Funding Amounts

Nick Flanders and Jordan Silvers presented a map of regional projects as of TIP Amendment #4, delineating the difference between projects using WAMPO suballocated funds (Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Program, or Transportation Alternatives Program) and non-suballocated funds.

5. Committee Reports/Updates

A. Safety & Health Committee

The next Safety & Health Committee meeting will be held on November 3rd, 2021 at 9:30 AM.

B. Active Transportation Committee

The next Active Transportation Committee meeting will be held on December 1st, 2021 at 9:30 AM.

6. Other Business

7. Meeting adjourned at 10:40 AM.

The next regular meeting will be held on Monday, November 22nd, 2021 at 10:00 AM.

¹ By the time the vote on Action Item 4A occurred, two more members had joined the online meeting.



Agenda Item 3:
Public Comment Opportunity
Troy Tabor, Technical Advisory Committee (TAC) Chair

Background

The Public Comment Opportunity is an open forum for the general public to provide comments about specific items on this month's agenda, as well as any other issues directly pertaining to WAMPO's policies, programs, or documents.

- Comments are limited to two (2) minutes per individual.



Agenda Item 4A: Action
REIMAGINED MOVE 2040 Amendment #1
 Chad Parasa and Nick Flanders, WAMPO

Background:

REIMAGINED MOVE 2040, WAMPO’s long-range transportation plan, includes procedures for amending the plan in order to address changes in the situation after the plan is adopted. The first proposed amendment to this plan is now in its Public Comment period. The proposed Amendment includes the following projects: “K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane,” “K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders,” and "Stand-Alone Bicycle/Pedestrian Projects not Specifically Identified." In addition, there are administrative adjustments to several phases of the North Junction Project.

Public Review & Comment Schedule:

ACTIVITY	DATE	LOCATION	PURPOSE
PUBLIC REVIEW & COMMENT PERIOD	October 23, 2021 thru November 21, 2021	Electronic Review: www.wampo.org <i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action. Please submit comments to: chad.parasa@wampo.org
Special Public Meeting	Friday, October 29, 2021 2:00-4:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	An open house event on the proposed amendment to the REIMAGINED MOVE 2040 long-range plan.
Technical Advisory Committee (TAC) Meeting	Monday, November 22 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, December 14 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202 Or Online Meeting	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPO’s public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.



Agenda Item 4A: Action
REIMAGINED MOVE 2040 Amendment #1
Chad Parasa and Nick Flanders, WAMPO

Action Options:

- Recommend the TPB approve the amendment, as proposed.
- Recommend the TPB not approve the amendment.
- Recommend the TPB approve the amendment with specific changes.

Recommendation:

- Recommend approval of *REIMAGINED MOVE 2040 Amendment #1*, as proposed, to the Transportation Policy Body.

Next Steps:

- The TAC recommendation will be presented at the Transportation Policy Body meeting on December 14, 2021.

Attachment(s):

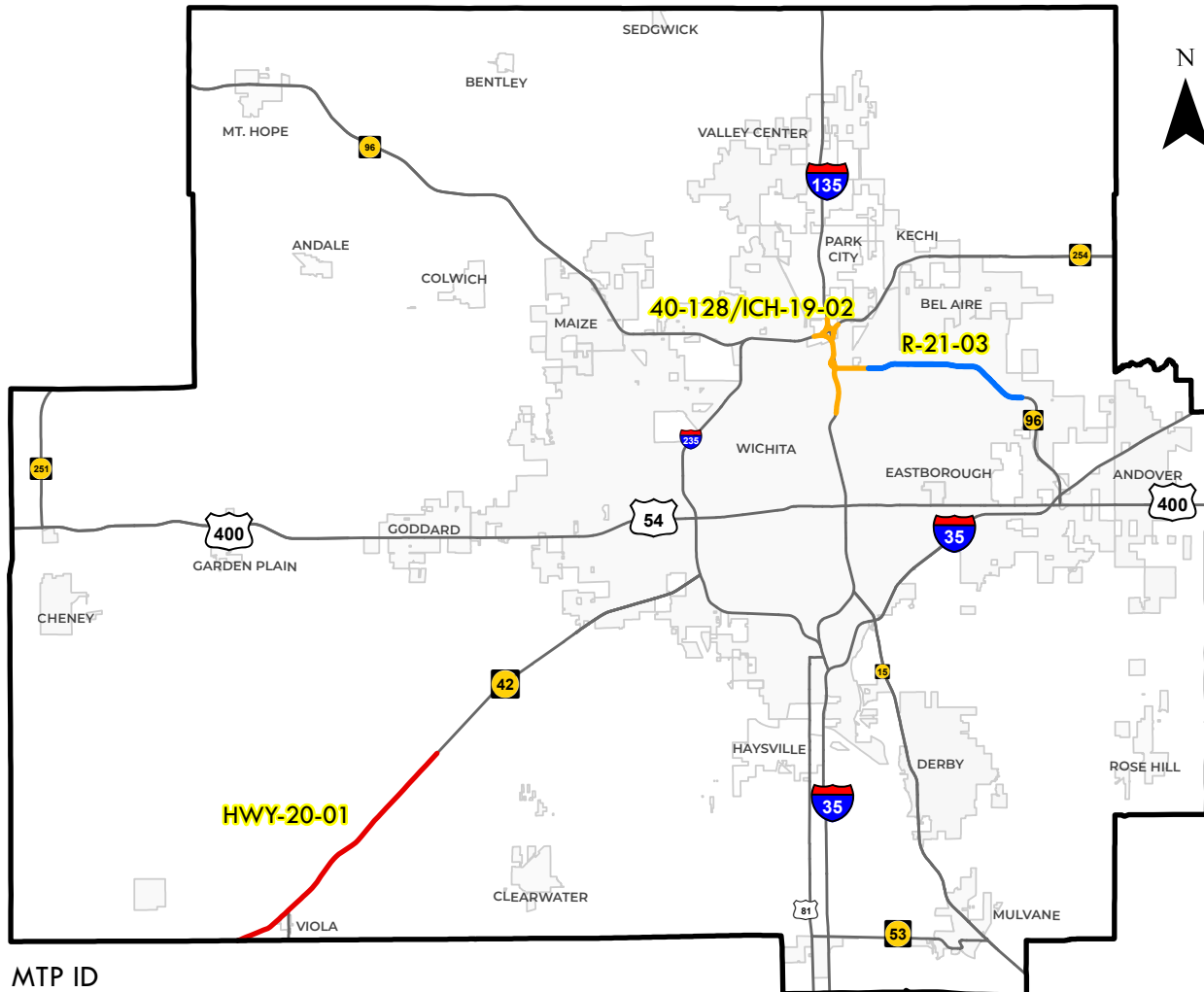
- [Map and List of Affected Projects](#)
- [Request for Amendment to REIMAGINED MOVE 2040](#)

Amended Plan, available at wampo.org/mtp:

- [Main Document](#)
- [Planning Factors Appendix](#)
- [Public Engagement Appendix](#)
- [System Performance Appendix](#)
- [Safety Appendix](#)
- [Bicycle and Pedestrian Appendix](#)
- [Transit/Paratransit Appendix](#)
- [Freight Appendix](#)
- [Regional Project List Appendix](#)
- [Travel Demand Model Appendix](#)
- [Finance Appendix](#)
- [Environment Appendix](#)
- [Environmental Justice Appendix](#)
- [Technology Appendix](#)
- [Amendment Procedures](#)



REIMAGINED MOVE 2040 Amendment #1



MTP ID

— 40-128/ICH-19-02 — HWY-20-01 — R-21-03

MTP ID	KDOT ID	Title	Amendment Type	Project Status
R-21-03	KA-6099-01/02	K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane	Amendment	NEW
HWY-20-01	KA-5807-01	K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders	Amendment	NEW
BP-21-00	N/A	Stand-alone Bicycle/Pedestrian Projects Not Specifically Identified	Amendment	NEW (not mappable)
40-128	KA-3232-02	North Junction Gold Project- Reconstruction of the I-235, I-135, K-254 & K-96 Interchange	Administrative Adjustment	Existing
ICH-19-02	KA-3232-03	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	Administrative Adjustment	Existing
40-128	KA-3232-03	Gold Phase 2A -- North Junction- I-235/ I-135/K-254	Administrative Adjustment	Deleted

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

Julie L. Lorenz, Secretary
Michael J. Moriarty, Chief



Phone: 785-296-3841
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kdot#publicinfo@ks.gov
<http://www.ksdot.org>
Laura Kelly, Governor

October 4, 2021

Mr. Chad Parasa
Planning Director
Wichita Area Metro Planning Organization
Wichita, KS 67202

Dear Mr. Parasa,

The Kansas Department of Transportation is requesting an amendment to WAMPO's MOVE 2040 Reimagined Metropolitan Transportation Plan (MTP.) This amendment would add two Kansas Eisenhower Legacy Program (IKE) projects that were awarded from KDOT's first local consultation round. KDOT understands that, in making the requested changes, the financial capacity for them must exist in the plan for the plan to remain fiscally constrained. In accordance with our current practice for the MTP and TIP, when a new project or an increase in project costs requires an amendment to the MTP, the additional funds come attached to the project IKE Program funding provided by the Kansas Legislature will provide the additional capacity needed for the inclusion of the above-mentioned projects.

As part of this amendment, we are also requesting administrative adjustments to several phases of the North Junction Project. These changes include project deletions and description updates. The descriptions, scopes and cost estimates of the projects are shown on the following pages. We appreciate your consideration of including these changes in your MTP.

Sincerely,

Michael J. Moriarty
Chief, Bureau of Transportation Planning

Matthew Messina
Manager, Comprehensive Transportation Planning Unit

Attachment: Project descriptions and estimates

A. IKE Program Project Additions

Pipeline Main	County	Route	Location	Project Description
ANNOUNCED IKE MODERNIZATION/ EXPANSION PROJECTS				
EXPANSION				
KA-3232-02	Sedgwick	I-235	I-235, I-135, K-254 and K-96 Interchange (Gold Project) in northeast Wichita, Kansas	Interchange improvements
KA-6099-01	Sedgwick	K-96	K-96: From N Hillside Street east to N Greenwich Road in Wichita	Discovery Phase for upgrade from 4-Lane to 6-lane freeway section and evaluation of Alternate Delivery Option
KA-6099-02	Sedgwick	K-96	K-96: From N Hillside Street east to N Greenwich Road in Wichita	Upgrade K-96 in Wichita from a 4-Lane to 6-lane freeway
MODERNIZATION				
KA-5807-01	Sedgwick	K-42	K-42: from the Sumner/Sedgwick Co Line approximately 9.0 miles northeast to south of W 71st St at Clonmel	Rehabilitate and add shoulders

KA-6099-01/-02 K-96 - Hillside to Greenwich: Upgrade from 4-Lane to 6-Lane

FFY	Work Phase	NHPP	State	Total
2021	PE*	\$160,000.00	\$40,000.00	\$200,000.00
2022	PE	\$22,800,000.00	\$5,700,000.00	\$28,500,000.00
2023	ROW	\$15,200,000.00	\$3,800,000.00	\$19,000,000.00
2024	Util	\$7,600,000.00	\$1,900,000.00	\$9,500,000.00
2026	CE	\$11,400,000.00	\$2,850,000.00	\$14,250,000.00
2026	Construction	\$152,000,000.00	\$38,000,000.00	\$190,000,000.00
		\$209,160,000.00	\$52,290,000.00	\$261,450,000.00

* KA-6099-01- PE in 2021: Discovery Phase for Eisenhower Legacy Program 2020 selections

KA-5807-01 K-42: from the Sumner/SG Co Line to south of W 71st St at Clonmel: Rehabilitate and add shoulders

FFY	Work Phase	STP	State	Total
2020	PE	\$480,000	\$120,000	\$600,000
2021	ROW		\$90,000	\$90,000
2022	UTIL	\$72,000	\$18,000	\$90,000
2023	CE	\$480,000	\$120,000	\$600,000
2023	Construction	\$4,800,000	\$1,200,000	\$6,000,000
		\$5,832,000	\$1,548,000	\$7,380,000

B. Administrative Adjustments to Project Descriptions

Current North Junction Projects							
WAMPO ID	KDOT ID	Project	Total Cost	MTP: WAMPO Funding Menu Amount	TIP: WAMPO Funding Award Amount	Time Band	Reason for Change
40-128	KA-3232-03	NJ Accelerated Proj Flyover: (Phase 1 of Gold Project)	\$49,353,324			2020-2024	Delete project (duplicate for ICH-19-02)
40-128	KA-3232-02	North Junction Gold Project- Reconstruction of the I-235, I-135, K-254 & K-96 Interchange	\$129,045,055			2020-2024	Clarification of project description
ICH-17-01B	KA-3232-02	I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities	\$25,097,040	\$1,667,040	\$1,667,040	2020-2024	No change
ICH-19-02	KA-3232-03	North Junction Accelerated Project - SB I-135 and WB I-235 Flyover Option #2	\$4,331,160 \$49,932,479			2020-2024	Previous funding incorporated into current funding



Agenda Item 4B: Action
2021 - 2024 Transportation Improvement Program (TIP), Amendment #5
Nick Flanders, GIS Analyst/Transportation Planner

Amendment #5 to the WAMPO 2021 – 2024 Transportation Improvement Program (TIP) is a regularly scheduled amendment. It is the fifth scheduled amendment for this TIP. The 2021 – 2024 TIP took effect on October 1, 2020.

Action Options:

- Recommend the TPB approve the amendment, as proposed.
- Recommend the TPB not approve the amendment.
- Recommend the TPB approve the amendment with specific changes.

Recommendation:

- Recommend approval of 2021 - 2024 Transportation Improvement Program (TIP) Amendment #4, as proposed, to the Transportation Policy Body.

Next Steps:

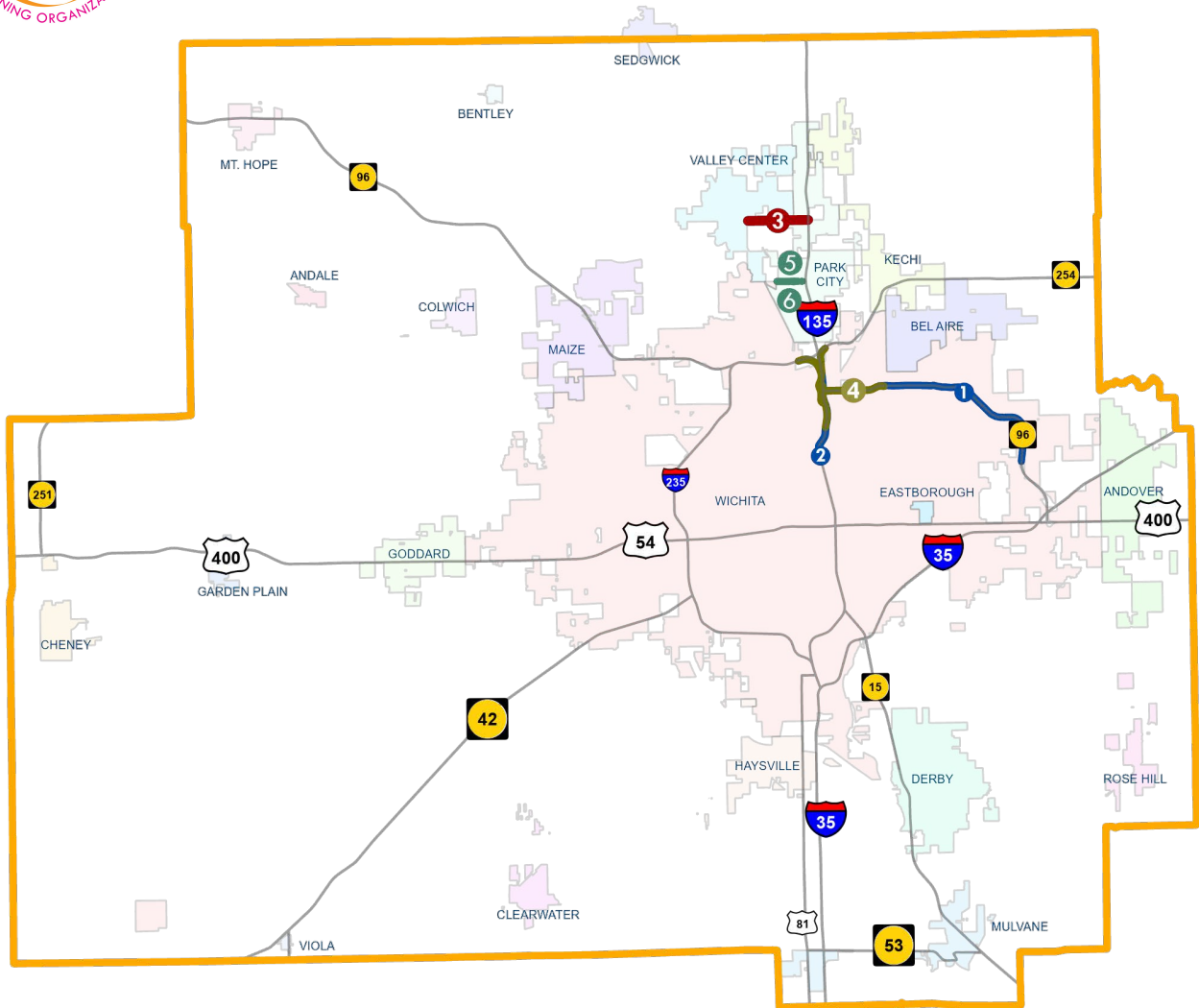
- The TAC recommendation will be presented at the Transportation Policy Body meeting on December 14, 2021.
- The approved amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in January 2021.

Attachment:

- [WAMPO 2021 - 2024 TIP Amendment 5](#)



Transportation Improvement Program (TIP) Amendment #5



LEGEND

- WAMPO PLANNING BOUNDARY
- New Projects
- Administrative Adjustment
- Removed Projects
- Formal Amendment

Map ID	Project Name
1	K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane (2022, 2023, 2024, 2027) (KDOT)
2	I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita (2019, 2020, 2021, 2022) (KDOT)
3	Ford St Economic Development in Valley Center/Park City (2022) (KDOT)
4	I-135 in Sedgwick County (2018, 2019) (KDOT)
5	Bridge over Chisholm Creek on 61st Street North (2017, 2018, 2019) (City of Park City)
6	61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021) (City of Park City)
Not mapped	Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation (2021) (Sedgwick County Department of Aging)

Transportation Improvement Program (TIP) Amendment #5 2021 – 2024

Staff Contact: Nick Flanders, GIS Analyst/Transportation Planner
nicholas.flanders@wampo.org | 316-779-1318



Public Review & Comment Schedule

Activity	Date	Location	Purpose
Public Review & Comment Period	October 23, 2021 thru	Electronic Review: www.wampo.org	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action.
	November 21, 2021	<i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	
Technical Advisory Committee (TAC) Meeting	Monday, November 22 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, December 14 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPOs public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.

Background

WAMPO’s Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project.

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2021 through 2024; it includes 125 projects, totaling \$859,347,757 in estimated cost. The complete project list and additional project information can be found on WAMPO’s website, at <https://www.wampo.org/transportation-improvement-program>.

Amendment #5 Summary

Regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes* are processed by staff.

Amendment #5 requests for changes were accepted for 7 projects. Of these,

- 4 will require formal action
- 3 were administrative changes*

*Administrative Changes: requested changes include activities like small adjustments in the cost estimate or schedule

Amendment #5 Total Financial Impact: + \$145,068,731

Formal Action Required

Project Name	Change	Type of Formal Action Change
I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita (2019, 2020, 2021, 2022) (KDOT)	Add Construction and Construction Engineering phases (and so update project name from “I-235/I-135/K-254 interchange in north Wichita Gold Project Pre-Construction Activities”); change years of local and NHPP funding and NHPP Advance Construction conversions; update contact information; large increase (368%, \$92,452,960) in the cost estimate, from local, state, NHPP, and federal BUILD grant funds.	Significant modification
Ford St Economic Development in Valley Center/Park City (2022) (KDOT)	Remove project from the TIP, \$5,047,277	Remove project
K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane (2022, 2023, 2024, 2027) (KDOT)	Add new KDOT project to the TIP, \$57,000,000	New project
I-135 in Sedgwick County (2018, 2019) (KDOT)	Add new KDOT project to the TIP, \$663,048	New project

Administrative Changes (do not require formal action)

Project Name	Change
Bridge over Chisholm Creek on 61st Street North (2017, 2018, 2019) (City of Park City)	Updated project status to completed. Updated Engineering contact from Sean Fox to Abdul Hamada.
61st Street North, Broadway to the Wichita Valley Center Floodway Bridge (2020, 2021) (City of Park City)	Updated Engineering contact from Sean Fox to Jacob Borchers.
Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation (2021) (Sedgwick County Department of Aging)	Updated Administrative contact from Michelle Stroot to Dorsha Kirksey.

Partner and Stakeholder Consultation

WAMPO worked extensively with regional planning partners, which include the Kansas Department of Transportation (KDOT) and Wichita Transit, as well as all of our member jurisdictions.

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary project changes. WAMPO conducted an open Call for Changes to project sponsors, and worked closely with representatives of our planning partners and member jurisdictions to review particular projects. WAMPO staff also engaged with the Transportation Policy Body and Technical Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

A 30-day public comment period is planned during October and November 2021.

MTP Consistency

Federal regulations require the TIP to be “consistent with the region’s Metropolitan Transportation Plan, or MTP” meaning that the projects in the TIP must be listed in or otherwise demonstrated as consistent with the MTP.

After accounting for the proposed changes, the TIP is consistent with the REIMAGINED MOVE 2040 MTP.

Fiscal Constraint Analysis

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes, the TIP is fiscally constrained.

2021 - 2024			
Program**	Anticipated Revenues	Programmed Costs	Balance
BUILD	\$21,000,000	\$21,000,000	\$0
EARMARK	\$1,800,000	\$1,800,000	\$0
FTA 5307	\$22,400,000	\$22,400,000	\$0
FTA 5310	\$1,737,204	\$1,737,204	\$0
FTA 5339	\$2,690,200	\$2,690,200	\$0
HSIP	\$11,290,692	\$11,290,692	\$0
KDOT-STP	\$4,277,415	\$4,277,415	\$0
MPO-HIF	\$2,352,636	\$2,352,636	\$0
MPO-CMAQ	\$7,606,606	\$6,771,317	\$835,289
MPO-STP	\$41,223,188	\$39,693,600	\$1,529,588
MPO-TA	\$3,235,483	\$3,996,963	(\$761,480)
NHPP	\$109,125,897	\$109,125,897	\$0
FEDERAL SUBTOTAL	\$228,739,321	\$227,135,924	\$1,603,397
LOCAL SUBTOTAL	\$144,576,495	\$144,576,495	\$0
STATE SUBTOTAL	\$75,921,154	\$75,921,154	\$0
TOTAL	\$449,236,970	\$447,633,573	\$1,603,397

**See Page 5 for program definitions.

Program Definitions

- **BUILD:** Better Utilizing Investments to Leverage Development grant program
- **EARMARK:** Funding provided to a project because it is individually listed in a piece of federal legislation
- **FTA 5307:** Federal Transit Administration Urbanized Area Formula Grants program
- **FTA 5310:** Federal Transit Administration Enhanced Mobility of Seniors & Individuals with Disabilities program
- **FTA 5339:** Federal Transit Administration Grants for Buses and Bus Facilities program
- **HSIP:** Highway Safety Improvement Program
- **KDOT-STP:** Surface Transportation Block Grant Program (awarded by KDOT)
- **MPO-HIF:** Highway Infrastructure Program (awarded by WAMPO)
- **MPO-CMAQ:** Congestion Mitigation and Air Quality Improvement program (awarded by WAMPO)
- **MPO-STP:** Surface Transportation Block Grant Program (awarded by WAMPO)
- **MPO-TA:** Transportation Alternatives program (awarded by WAMPO)
- **NHPP:** National Highway Performance Program



TIP Projects

2021-2024 TIP Amendment 21-05

Amend/Adjust Project

Lead Agency **KDOT**

WAMPO I.D. ICH-17-01B

KDOT Project I.D. 087 KA3232-02

Last TIP Action 21-05

Project Title I-235, I-135, K-254 & K-96 Interchange-Gold Project-Wichita

Project Limits I-235/I-135/K-254 interchange

Project Scope Reconstruction of the I-235, I-135, K-254 and K-96 Interchange in northeast Wichita

Primary Mode Road - Highway

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kristi Wilson

KDOT

(785)368-7091

Kristi.D.Wilson@ks.gov

Engineering Contact

Jeff Sims

KDOT

(785)296-3901

Jeff.Sims@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2019	Federal: NHPP	AC	State	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250,000
2019	State			\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
2020	Federal: MPO-STP			\$0	\$0	\$1,667,040	\$0	\$0	\$0	\$0	\$0	\$1,667,040
2020	Federal: NHPP	ACCP		\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250,000
2020	Local			\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
2020	State			\$0	\$0	\$1,485,000	\$0	\$0	\$0	\$0	\$0	\$1,485,000
2021	Federal: NHPP	AC	State	\$6,075,000	\$0	\$11,697,960	\$0	\$0	\$0	\$0	\$0	\$17,772,960
2021	State			\$675,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$675,000
2022	Federal: BUILD			\$0	\$0	\$0	\$21,000,000	\$0	\$0	\$0	\$0	\$21,000,000
2022	Federal: NHPP			\$0	\$0	\$0	\$10,499,050	\$2,360,950	\$0	\$0	\$0	\$12,860,000
2022	Federal: NHPP	ACCP		\$6,075,000	\$0	\$11,697,960	\$0	\$0	\$0	\$0	\$0	\$17,772,960
2022	Local			\$0	\$0	\$0	\$14,997,543	\$0	\$0	\$0	\$0	\$14,997,543
2022	State			\$0	\$0	\$0	\$39,503,407	\$4,089,050	\$0	\$0	\$0	\$43,592,457
		Total (using AC, not ACCP)		\$6,750,000	\$2,500,000	\$15,850,000	\$86,000,000	\$6,450,000	\$0	\$0	\$0	\$117,550,000
		Total (using ACCP, not AC)		\$6,750,000	\$2,500,000	\$15,850,000	\$86,000,000	\$6,450,000	\$0	\$0	\$0	\$117,550,000

Remove Project from TIP

Lead Agency **KDOT**

WAMPO I.D. R-21-02

KDOT Project I.D. KA-6061-01

Last TIP Action 21-05

Project Title **Ford St Economic Development in Valley Center/Park City**

Project Limits **Ford Street (West 77th Street North) from bridge over the Wichita Valley Center Floodway (WVCFW) east 2.16 miles to the east I-135 / West 77th Street North junction**

Project Scope **Reconstruction with the addition of a roundabout to address offset intersestion at N Seneca Street, improve access, and widen**

Primary Mode **Road - Other Road** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

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Engineering Contact

Michelle Needham
KDOT
(316)744-1271
donald.snyder@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2022	State			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

New Project

Lead Agency **KDOT**

WAMPO I.D. R-21-06

KDOT Project I.D. KA-6099-02

Last TIP Action 21-05

Project Title **K-96 in Sedgwick County: Upgrade from 4-Lane to 6-Lane**

Project Limits **K-96: From North Hillside Street East to 13th Street**

Project Scope **Upgrade from 4-Lane to 6-lane freeway and bridge reconstruction (pavement replacement only from 21st Street to 13th Street).**

Primary Mode **Road - Highway** Bike/ped component? Partially or Fully in: **Butler County** **Sedgwick County** **Sumner County**

Administrative Contact

Kristi Wilson

KDOT

785-368-7091

Kristi.D.Wilson@ks.gov

Engineering Contact

Donald Snyder

KDOT

316-744-1271

Donald.Snyder@ks.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: NHPP	AC	State	\$0	\$22,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$22,800,000
2022	State			\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700,000
2023	Federal: NHPP	AC	State	\$0	\$0	\$15,200,000	\$0	\$0	\$0	\$0	\$0	\$15,200,000
2023	State			\$0	\$0	\$3,800,000	\$0	\$0	\$0	\$0	\$0	\$3,800,000
2024	Federal: NHPP	AC	State	\$7,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,600,000
2024	State			\$1,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900,000
2027	Federal: NHPP	ACCP		\$7,600,000	\$22,800,000	\$15,200,000	\$0	\$0	\$0	\$0	\$0	\$45,600,000
			Total (using AC, not ACCP)	\$9,500,000	\$28,500,000	\$19,000,000	\$0	\$0	\$0	\$0	\$0	\$57,000,000
			Total (using ACCP, not AC)	\$9,500,000	\$28,500,000	\$19,000,000	\$0	\$0	\$0	\$0	\$0	\$57,000,000

New Project

Lead Agency **KDOT**

WAMPO I.D. R-21-07

KDOT Project I.D. KA-5130-01

Last TIP Action 21-05

Project Title I-135 in Sedgwick County

Project Limits I-135 from the Viaduct Bridges North to the South End 37th Street Bridges

Project Scope Patching

Primary Mode **Bridge - Highway** Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kristi Wilson

KDOT

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Engineering Contact

Donald Snyder

KDOT

316-744-1274

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FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	State			\$0	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$130
2019	Federal: NHPP			\$0	\$0	\$0	\$523,337	\$69,345	\$0	\$0	\$0	\$592,682
2019	State			\$0	\$0	\$0	\$58,149	\$12,087	\$0	\$0	\$0	\$70,236
Total (using AC, not ACCP)				\$0	\$130	\$0	\$581,486	\$81,432	\$0	\$0	\$0	\$663,048
Total (using ACCP, not AC)				\$0	\$130	\$0	\$581,486	\$81,432	\$0	\$0	\$0	\$663,048



TIP Projects

2021-2024 TIP Administrative Adjustment 21-04.1

Complete Project

Lead Agency City of Park City WAMPO I.D. B-17-02 KDOT Project I.D. 087 N0654-01 Last TIP Action 21-04.1

Project Title Bridge over Chisholm Creek on 61st Street North

Project Limits 555 feet west of the centerline of I-135.

Project Scope Replace a deficient bridge, construct a new 300 foot bridge meeting all current standards. The bridge will have 10 foot sidewalks on both sides of the bridge.

Primary Mode Bridge - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Sean Fox
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Sfox@parkcityks.com

Engineering Contact

Abdul Hamada
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abdul.hamada@wsp.com

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2017	Local			\$0	\$150,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$200,000
2018	Local			\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
2019	Federal: MPO-STP			\$0	\$0	\$0	\$4,000,000	\$600,000	\$0	\$0	\$0	\$4,600,000
2019	Local			\$0	\$0	\$0	\$1,000,000	\$150,000	\$0	\$0	\$0	\$1,150,000
Total (using AC, not ACCP)				\$50,000	\$150,000	\$50,000	\$5,000,000	\$750,000	\$0	\$0	\$0	\$6,000,000
Total (using ACCP, not AC)				\$50,000	\$150,000	\$50,000	\$5,000,000	\$750,000	\$0	\$0	\$0	\$6,000,000

Amend/Adjust Project

Lead Agency City of Park City

WAMPO I.D. R-19-06

KDOT Project I.D. 087 N0691-01

Last TIP Action 21-04.1

Project Title 61st Street North, Broadway to the Wichita Valley Center Floodway Bridge

Project Limits 61st St N, from Prospect Rd to 300' west of Chisholm Creek Bridge. Bikepath and drainage improvements extend west to the WVCF bridge.

Project Scope Reconstruct 61st Street North as an urban three/four lane road with additions of pedestrian and bike pathways, construct a roundabout at the intersection of 61st Street North and Broadway and implement a road diet along Broadway for approximately one half mile north and south of the intersection.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Sean Fox
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sfox@parkcityks.com

Engineering Contact

Jacob Borchers
WSP Engineering
(316)425-8920
jacob.m.borchers@wsp.com

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2020	Local			\$165,000	\$189,962	\$300,000	\$0	\$0	\$0	\$0	\$0	\$654,962
2021	Federal: MPO-STP			\$0	\$0	\$0	\$2,955,818	\$353,760	\$0	\$0	\$0	\$3,309,578
2021	Local			\$0	\$0	\$0	\$1,149,182	\$261,990	\$0	\$0	\$0	\$1,411,172
Total (using AC, not ACCP)				\$165,000	\$189,962	\$300,000	\$4,105,000	\$615,750	\$0	\$0	\$0	\$5,375,712
Total (using ACCP, not AC)				\$165,000	\$189,962	\$300,000	\$4,105,000	\$615,750	\$0	\$0	\$0	\$5,375,712

Amend/Adjust Project

Lead Agency Transit - Sedgwick County Dept. of Aging

WAMPO I.D. 40-544

KDOT Project I.D. 087 N0726-01

Last TIP Action 21-04.1

Project Title Sedgwick County Transportation Comprehensive Operations and Technology Feasibility Study and Implementation

Project Limits Sedgwick County

Project Scope Conduct a comprehensive operations and technology feasibility study and implement recommendations. The proposed study will be comprehensive; including recommendations on improvements to the current service delivery model and operational structure to improve access, quality of service and productivity. As the system grows, the agency needs to determine whether the current mix of in-house and contracted service is the most efficient way to provide service. This project and its funding will be transferred to the Federal Transit Administration.

Primary Mode Transit

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

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Engineering Contact

Dorsha Kirksey

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Dorsha.Kirksey@sedgwick.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Federal: MPO-CMAQ			\$0	\$0	\$0	\$0	\$0	\$178,252	\$0	\$0	\$178,252
2021	Local			\$0	\$0	\$0	\$0	\$0	\$44,563	\$0	\$0	\$44,563
		Total (using AC, not ACCP)		\$0	\$0	\$0	\$0	\$0	\$222,815	\$0	\$0	\$222,815
		Total (using ACCP, not AC)		\$0	\$0	\$0	\$0	\$0	\$222,815	\$0	\$0	\$222,815



Agenda Item 4C: Action
2021 - 2024 Transportation Improvement Program (TIP), Amendment #5.5
Nick Flanders, GIS Analyst/Transportation Planner

Amendment #5.5 to the WAMPO 2021 – 2024 Transportation Improvement Program (TIP) is a Special Amendment that is being considered in addition to the regularly scheduled Amendments. It is the sixth formal amendment to this TIP. The 2021 – 2024 TIP took effect on October 1, 2020.

Action Options:

- Recommend the TPB approve the amendment, as proposed.
- Recommend the TPB not approve the amendment.
- Recommend the TPB approve the amendment with specific changes.

Recommendation:

- Recommend approval of 2021 - 2024 Transportation Improvement Program (TIP) Special Amendment #5.5, as proposed, to the Transportation Policy Body.

Next Steps:

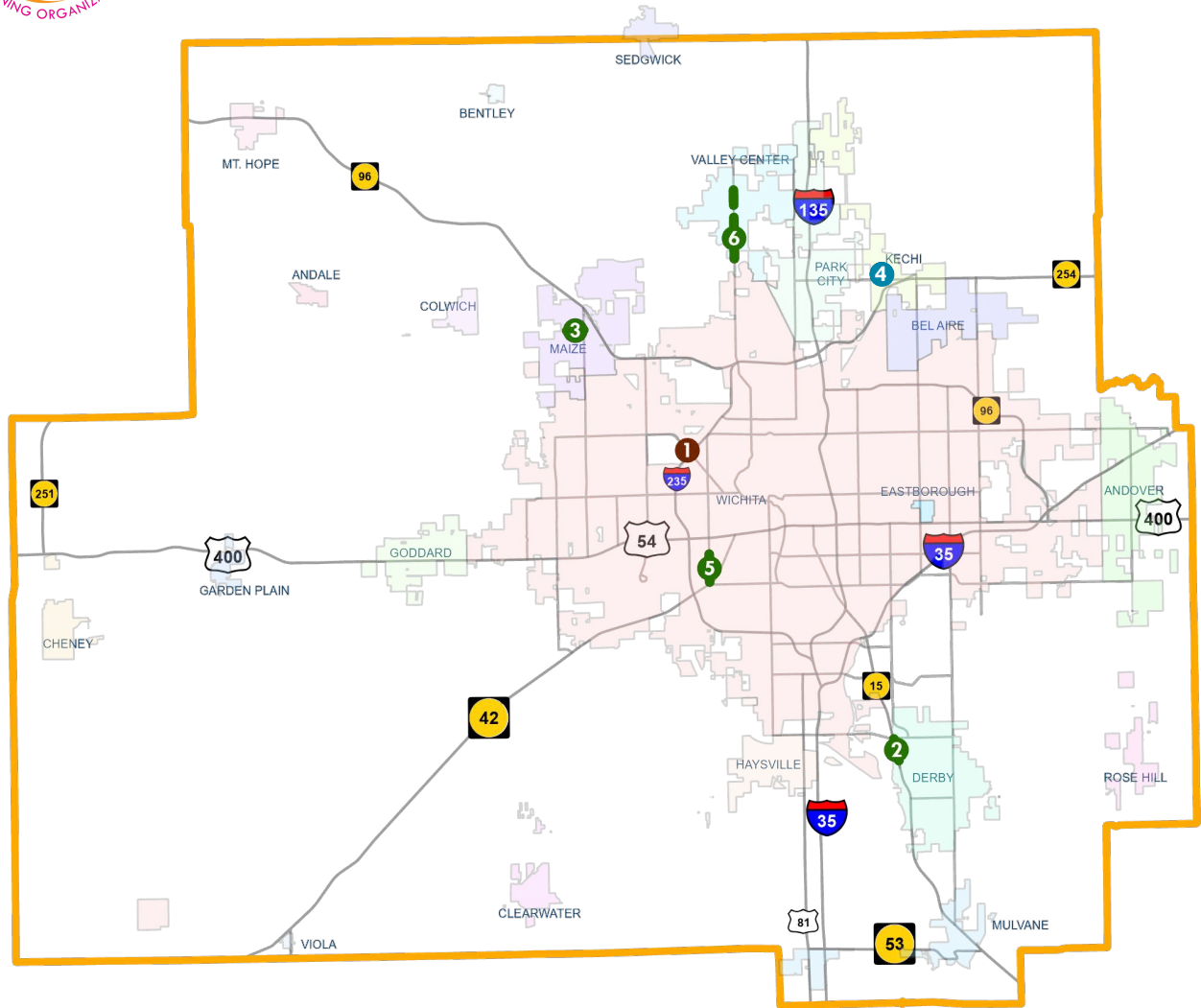
- The TAC recommendation will be presented at the Transportation Policy Body meeting on December 14, 2021.
- The approved amendment will then be sent to the Kansas Department of Transportation (KDOT) to be included in the Statewide Transportation Improvement Program (STIP) for review and consideration by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal approval of the STIP amendment is expected in January 2021.

Attachment:

- [WAMPO 2021 - 2024 TIP Amendment 5.5](#)



Transportation Improvement Program (TIP) Special Amendment #5.5



LEGEND

— BRIDGE - OTHER ROAD
 — INTERSECTION
 — ROAD - OTHER ROAD
 WAMPO PLANNING BOUNDARY

Map ID	Project Name
1	Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway (2021, 2023, 2024) (Sedgwick County)
2	Nelson Drive Realignment (2023, 2024) (City of Derby)
3	Academy Avenue Improvements from Maize Road to Maize City Park (2022) (City of Maize)
4	Oliver and Kechi Rd. Intersection (2021, 2023, 2024) (City of Kechi)
5	West St., Harry to Pawnee (2018, 2021, 2022, 2023, 2024, 2025) (City of Wichita)
6	Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.) (2022, 2023) (City of Valley Center)
Not mapped	WAMPO Travel Demand Model Update (2022) (WAMPO)

Transportation Improvement Program (TIP) Special Amendment #5.5

Staff Contact: Nick Flanders, GIS Analyst/Transportation Planner
nicholas.flanders@wampo.org | 316-779-1318



Public Review & Comment Schedule

Activity	Date	Location	Purpose
Public Review & Comment Period	November 13, 2021 thru December 13, 2021	Electronic Review: www.wampo.org <i>Hard copy documents are available upon request.</i> 271 W. Third - 2 nd Floor, Wichita, KS 67202	The general public, partners, and stakeholders will have an opportunity to review and comment on the proposed amendments. Comments will be accepted in person, via phone, or in writing. A summary of the comments received will be provided to the TPB prior to final action. Please submit comments to: chad.parasa@wampo.org
Technical Advisory Committee (TAC) Meeting	Monday, November 22 10:00 AM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TAC is scheduled to make a formal recommendation on the proposed amendment at this meeting.
Transportation Policy Body (TPB) Meeting	Tuesday, December 14 3:00 PM	271 W. Third - 2 nd Floor, Wichita, KS 67202	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPB is scheduled to take formal action on the proposed amendment at this meeting.

WAMPOs public participation process also satisfies Wichita Transit’s public participation requirements for their Program of Projects.

Background

WAMPO’s Transportation Improvement Program (TIP) is an on-going program that assigns funding to specific highway, road, bridge, transit, bicycle, pedestrian, and other transportation projects in the region. Inclusion in the TIP is federally required before any federal funds can be made available for use on a project.

The current TIP covers projects that are expected to be active during Federal Fiscal Years (FFYs) 2021 through 2024; it includes 125 projects, totaling \$859,347,757 in estimated cost. The complete project list and additional project information can be found on WAMPO’s website, at <https://www.wampo.org/transportation-improvement-program>.

Amendment #5.5 Summary

Regular opportunities are provided to project sponsors to request changes during the project development process. Requests for new projects or requests for significant changes to scope or cost are considered as formal Amendments and require formal approval by the WAMPO Transportation Policy Body (TPB). Smaller, administrative changes* are processed by staff.

Amendment #5.5 is a “Special Amendment” that is being processed in addition to the regularly scheduled Amendments.

Amendment #5.5 requests for changes were accepted for 7 projects. Of these,

- 7 will require formal action
- 0 were administrative changes*

*Administrative Changes: requested changes include activities like small adjustments in the cost estimate or schedule

Amendment #5.5 Total Financial Impact: + \$7,211,201

Formal Action Required

Project Name	Change	Type of Formal Action Change
Nelson Drive Realignment (2023, 2024) (City of Derby)	Increase (31.6%, \$2,269,819) in the cost estimate; update contact information	Significant modification
Oliver and Kechi Rd. Intersection (2021, 2023, 2024) (City of Kechi)	Increase (13.2%, \$506,372) in the cost estimate; correct MPO-STP funds downward from \$2,028,756 to \$1,524,224 (the amount allowed for the project in the MTP)	Modification
Academy Avenue Improvements from Maize Road to Maize City Park (2022) (City of Maize)	Increase (61.4%, \$2,379,227) in the cost estimate; increase MPO-CMAQ funds by \$1,446,892; add \$148,757 in MPO-STP funds; add KDOT Project I.D.	Significant modification
Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.) (2022, 2023) (City of Valley Center)	Increase (18.2%, \$1,537,466) in the cost estimate; add \$556,717 in Highway Improvement Program (HIP) funds from the FFY2021 distribution of HIP funds; increase MPO-STP funds by \$336,680; update contact information	Significant modification
West St., Harry to Pawnee (2018, 2021, 2022, 2023, 2024, 2025) (City of Wichita)	Increase (1.0%, \$185,000) in the cost estimate; add \$3,089,097 in Coronavirus Response and Relief Supplemental	Significant modification

	Appropriations Act (CRRSAA) federal funds, reduce MPO-STP funds by \$401,584	
Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway (2021, 2023, 2024) (Sedgwick County)	Increase (77.6%, \$1,337,192) in the cost estimate; add \$683,064 in Highway Improvement Program (HIP) funds from the FFY2020 distribution of HIP funds; increase MPO-STP funds by \$64,904; update contact information; add KDOT Project I.D.	Significant modification
WAMPO Travel Demand Model Update (2022) (WAMPO)	Decrease (-58.9%, -\$1,003,875) in the cost estimate; MPO-CMAQ and local funding sources replaced entirely by Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) federal funds (\$700,000)	Significant modification

Partner and Stakeholder Consultation

WAMPO worked extensively with regional planning partners, which include the Kansas Department of Transportation (KDOT) and Wichita Transit, as well as all of our member jurisdictions.

In advance of this amendment, WAMPO coordinated with several KDOT bureaus and alerted project sponsors to necessary project changes. WAMPO conducted an open Call for Changes to project sponsors, and worked closely with representatives of our planning partners and member jurisdictions to review particular projects. WAMPO staff also engaged with the Transportation Policy Body and Technical Advisory Committee (which includes representatives of public transportation and the freight community) on this amendment.

Public Comments

A 30-day public comment period is planned during November and December 2021.

MTP Consistency

Federal regulations require the TIP to be “consistent with the region’s Metropolitan Transportation Plan, or MTP” meaning that the projects in the TIP must be listed in or otherwise demonstrated as consistent with the MTP.

After accounting for the proposed changes, the TIP is consistent with the REIMAGINED MOVE 2040 MTP.

Fiscal Constraint Analysis

Federal regulations require that the TIP be “fiscally constrained,” meaning that there are enough projected revenues to cover the costs of the projects listed in the TIP. After accounting for the proposed changes, the TIP is fiscally constrained.

2021 - 2024			
Program**	Anticipated Revenues	Programmed Costs	Balance
BUILD	\$21,000,000	\$21,000,000	\$0
CRRSAA	\$3,789,097	\$3,789,097	\$0
EARMARK	\$1,800,000	\$1,800,000	\$0
FTA 5307	\$22,400,000	\$22,400,000	\$0
FTA 5310	\$1,737,204	\$1,737,204	\$0
FTA 5339	\$2,690,200	\$2,690,200	\$0
HSIP	\$11,290,692	\$11,290,692	\$0
KDOT-STP	\$4,277,415	\$4,277,415	\$0
MPO-HIF	\$3,592,417	\$3,592,417	\$0
MPO-CMAQ	\$7,606,606	\$6,855,109	\$751,497
MPO-STP	\$41,223,188	\$39,417,825	\$1,805,363
MPO-TA	\$3,235,483	\$3,996,963	(\$761,480)
NHPP	\$109,125,897	\$109,125,897	\$0
FEDERAL SUBTOTAL	\$233,768,199	\$231,972,819	\$1,795,380
LOCAL SUBTOTAL	\$146,950,801	\$146,950,801	\$0
STATE SUBTOTAL	\$75,921,154	\$75,921,154	\$0
TOTAL	\$456,640,154	\$454,844,774	\$1,795,380

**See Page 5 for program definitions.

Program Definitions

- **BUILD:** Better Utilizing Investments to Leverage Development grant program
- **CRRSAA:** Coronavirus Response and Relief Supplemental Appropriations Act
- **EARMARK:** Funding provided to a project because it is individually listed in a piece of federal legislation
- **FTA 5307:** Federal Transit Administration Urbanized Area Formula Grants program
- **FTA 5310:** Federal Transit Administration Enhanced Mobility of Seniors & Individuals with Disabilities program
- **FTA 5339:** Federal Transit Administration Grants for Buses and Bus Facilities program
- **HSIP:** Highway Safety Improvement Program
- **KDOT-STP:** Surface Transportation Block Grant Program (awarded by KDOT)
- **MPO-HIF:** Highway Infrastructure Program (awarded by WAMPO)
- **MPO-CMAQ:** Congestion Mitigation and Air Quality Improvement program (awarded by WAMPO)
- **MPO-STP:** Surface Transportation Block Grant Program (awarded by WAMPO)
- **MPO-TA:** Transportation Alternatives program (awarded by WAMPO)
- **NHPP:** National Highway Performance Program



TIP Projects

2021-2024 TIP Special Amendment 21-05.5

Amend/Adjust Project

Lead Agency City of Derby

WAMPO I.D. 40-541

KDOT Project I.D.

Last TIP Action 21-05.5

Project Title Nelson Drive Realignment

Project Limits Nelson Drive, between Patriot and just south of Red Powell

Project Scope Realignment of Nelson Drive and associated circulation improvements to address multiple safety issues due to a lack of access management. improve multimodal access to a redeveloping mixed-use area, and establish the K-15 area as a gateway to the City of Derby. Includes a new signalized access from K-15 to Nelson Dr.

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Alex Lane
City of Derby
(316)788-6632
alexlane@derbyweb.com

Engineering Contact

Alex Lane
City of Derby
(316)788-6632
alexlane@derbyweb.com

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2023	Local			\$190,000	\$335,000	\$429,704	\$0	\$0	\$0	\$0	\$0	\$954,704
2024	Federal: MPO-STP			\$0	\$0	\$0	\$4,679,276	\$360,000	\$0	\$0	\$0	\$5,039,276
2024	Local			\$0	\$0	\$0	\$3,369,638	\$90,000	\$0	\$0	\$0	\$3,459,638
Total (using AC, not ACCP)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618
Total (using ACCP, not AC)				\$190,000	\$335,000	\$429,704	\$8,048,914	\$450,000	\$0	\$0	\$0	\$9,453,618

Amend/Adjust Project

Lead Agency City of Kechi

WAMPO I.D. INT-19-01

KDOT Project I.D. 087 N0693-01

Last TIP Action 21-05.5

Project Title Oliver and Kechi Rd. Intersection

Project Limits Oliver and Kechi Road Intersection

Project Scope Reconstruction of the intersection of Oliver and Kechi Road to current standards with improved geometry, dedicated turn lanes, traffic signals, curb and gutter, and storm sewer. Project includes a 10-foot wide multi-use path along the north side of Kechi Road and the west side of Oliver. It includes 6-foot wide sidewalk on the south side of Kechi Road and the east side of Oliver. It includes design, right-of-way acquisition, utility relocation, construction, and construction engineering.

Primary Mode Intersection

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Kamme Sroufe

City of Kechi

(316)744-9287

ksroufe@kechiks.gov

Engineering Contact

Ben Mabry

PEC

(316)262-2691

ben.mabry@pec1.com

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$207,400	\$0	\$0	\$0	\$0	\$0	\$0	\$207,400
2023	Local			\$1,040,000	\$0	\$65,500	\$0	\$0	\$0	\$0	\$0	\$1,105,500
2024	Federal: MPO-STP			\$0	\$0	\$0	\$1,324,224	\$200,000	\$0	\$0	\$0	\$1,524,224
2024	Local			\$0	\$0	\$0	\$1,352,346	\$165,747	\$0	\$0	\$0	\$1,518,093
Total (using AC, not ACCP)				\$1,040,000	\$207,400	\$65,500	\$2,676,570	\$365,747	\$0	\$0	\$0	\$4,355,217
Total (using ACCP, not AC)				\$1,040,000	\$207,400	\$65,500	\$2,676,570	\$365,747	\$0	\$0	\$0	\$4,355,217

Amend/Adjust Project

Lead Agency City of Maize

WAMPO I.D. 40-548

KDOT Project I.D. 087 N-0717-01

Last TIP Action 21-05.5

Project Title Academy Avenue Improvements from Maize Road to Maize City Park

Project Limits Academy Avenue, from Maize Road to Maize City Park

Project Scope Implement the paving, stormwater, sidewalk, shared-use path, and streetscape elements from the Academy Arts District Plan from Maize Rd to the west border of Maize City Park (Cathey St). Specific project elements are construction of the eastern gateway and various plaza spaces, Academy Ave residential segment, MOXI Crossing, City Park, reconstruction of Khedive St from Academy Ave south to the school parking lot, reconstruction of Park Ave from Academy Ave north approximately ½ block, added parking along Khedive St and Park Ave, and retaining wall extension south along King St.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

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Engineering Contact

Steve Anderson
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FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: MPO-CMAQ			\$0	\$0	\$0	\$3,586,892	\$360,000	\$0	\$0	\$0	\$3,946,892
2022	Federal: MPO-STP			\$0	\$0	\$0	\$148,757	\$0	\$0	\$0	\$0	\$148,757
2022	Local			\$260,000	\$575,000	\$100,000	\$1,133,578	\$90,000	\$0	\$0	\$0	\$2,158,578
		Total (using AC, not ACCP)		\$260,000	\$575,000	\$100,000	\$4,869,227	\$450,000	\$0	\$0	\$0	\$6,254,227
		Total (using ACCP, not AC)		\$260,000	\$575,000	\$100,000	\$4,869,227	\$450,000	\$0	\$0	\$0	\$6,254,227

Amend/Adjust Project

Lead Agency City of Valley Center

WAMPO I.D. R-19-07

KDOT Project I.D. 087 N0711-01

Last TIP Action 21-05.5

Project Title Meridian, from Ford (77th St. N.) to Seward (69th St. N.) and Main to 5th (85th St. N.)

Project Limits Meridian, from 0.25-mi south of Seward (69th St N) to the railroad crossing north of Ford Street (77th St N). and from Main to 5th (85th St. N.)

Project Scope Reconstruct and pave Meridian from 0.25-mi. south of 69th Street to RR Tracks, just North of Ford Street. Project has a 10' sidewalk, which connects as part of City's bike / ped plan. Storm sewer inlet adjustment as necessary with spot curb and gutter replacement in areas that have settled. Existing lane configuration will be maintained. Reconstruct Meridian Avenue from Main Street to 5th Street North to address deteriorating pavement conditions, tra

Primary Mode Road - Other Road

Bike/ped component?

Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Engineering Contact

Brent Clark

Josh Golka

City of Valley Center

PEC

(316)755-7310

(316)262-2691

Bclark@valleycenterks.org

Josh.Golka@pec1.com

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Local			\$50,000	\$603,136	\$100,000	\$0	\$0	\$0	\$0	\$0	\$753,136
2023	Federal: MPO-HIF			\$0	\$0	\$0	\$556,717	\$0	\$0	\$0	\$0	\$556,717
2023	Federal: MPO-STP			\$0	\$0	\$0	\$5,951,530	\$535,012	\$0	\$0	\$0	\$6,486,542
2023	Local			\$0	\$0	\$0	\$2,047,782	\$133,753	\$0	\$0	\$0	\$2,181,535
		Total (using AC, not ACCP)		\$50,000	\$603,136	\$100,000	\$8,556,029	\$668,765	\$0	\$0	\$0	\$9,977,930
		Total (using ACCP, not AC)		\$50,000	\$603,136	\$100,000	\$8,556,029	\$668,765	\$0	\$0	\$0	\$9,977,930

Amend/Adjust Project

Lead Agency City of Wichita

WAMPO I.D. R-19-16

KDOT Project I.D.

Last TIP Action 21-05.5

Project Title West St., Harry to Pawnee

Project Limits West Street from Harry to Pawnee

Project Scope Construct 5 lane roadway with pedestrian, signal upgrades, and drainage improvements. West/Pawnee/Southwest Boulevard intersection will be partially realigned.

Primary Mode Road - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

Engineering Contact

Shawn Mellies
City of Wichita
(316)268-4632
smellies@wichita.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2018	Local			\$0	\$265,000	\$0	\$0	\$0	\$0	\$0	\$0	\$265,000
2021	Local			\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
2022	Local			\$0	\$485,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,485,000
2023	Federal: CRRSAA			\$0	\$0	\$0	\$3,089,097	\$0	\$0	\$0	\$0	\$3,089,097
2023	Federal: MPO-STP			\$0	\$0	\$0	\$1,282,821	\$350,000	\$0	\$0	\$0	\$1,632,821
2023	Federal: MPO-STP	AC	Local	\$0	\$0	\$0	\$5,829,634	\$0	\$0	\$0	\$0	\$5,829,634
2023	Local			\$500,000	\$0	\$0	\$4,747,487	\$350,000	\$0	\$0	\$0	\$5,597,487
2024	Federal: MPO-STP	ACCP		\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
2025	Federal: MPO-STP	ACCP		\$0	\$0	\$0	\$4,829,634	\$0	\$0	\$0	\$0	\$4,829,634
		Total (using AC, not ACCP)		\$500,000	\$1,250,000	\$1,000,000	\$14,949,039	\$700,000	\$0	\$0	\$0	\$18,399,039
		Total (using ACCP, not AC)		\$500,000	\$1,250,000	\$1,000,000	\$14,949,039	\$700,000	\$0	\$0	\$0	\$18,399,039

Amend/Adjust Project

Lead Agency County of Sedgwick - Public Works

WAMPO I.D. 40-508

KDOT Project I.D. 87 N-0738-01

Last TIP Action 21-05.5

Project Title Zoo Boulevard Bridge over M.S. Mitch Mitchell Floodway

Project Limits Bridge over M.S. Mitchell Floodway, on Zoo Blvd

Project Scope The project rehabilitates the bridge on Zoo Boulevard crossing the M.S. Mitch Mitchell Floodway. The project would repair pier caps and abutment bearing devises, diaphragms, expansion devices, the deck and other features to improve overall bridge condition and extend the life of the existing infrastructure.

Primary Mode Bridge - Other Road Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Lynn Packer
Sedgwick County
(316) 660-1766
lynn.packer@sedgwick.gov

Engineering Contact

Lynn Packer
Sedgwick County
(316) 660-1766
lynn.packer@sedgwick.gov

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2021	Local			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
2023	Federal: MPO-HIF			\$0	\$0	\$0	\$683,064	\$0	\$0	\$0	\$0	\$683,064
2023	Federal: MPO-STP			\$0	\$0	\$0	\$964,904	\$80,000	\$0	\$0	\$0	\$1,044,904
2023	Federal: MPO-STP	AC	Local	\$0	\$0	\$0	\$358,246	\$0	\$0	\$0	\$0	\$358,246
2023	Local			\$0	\$0	\$0	\$853,786	\$20,000	\$0	\$0	\$0	\$873,786
2024	Federal: MPO-STP	ACCP		\$0	\$0	\$0	\$358,246	\$0	\$0	\$0	\$0	\$358,246
		Total (using AC, not ACCP)		\$0	\$100,000	\$0	\$2,860,000	\$100,000	\$0	\$0	\$0	\$3,060,000
		Total (using ACCP, not AC)		\$0	\$100,000	\$0	\$2,860,000	\$100,000	\$0	\$0	\$0	\$3,060,000

Amend/Adjust Project

Lead Agency WAMPO

WAMPO I.D. 40-514

KDOT Project I.D.

Last TIP Action 21-05.5

Project Title WAMPO Travel Demand Model Update

Project Limits WAMPO region

Project Scope Update WAMPO Travel Demand Model, with complete model calibration and validation.

Primary Mode Planning & Outreach Bike/ped component? Partially or Fully in: Butler County Sedgwick County Sumner County

Administrative Contact

Nick Flanders
WAMPO
(316)779-1318
nicholas.flanders@wampo.org

Engineering Contact

Nick Flanders
WAMPO
(316)779-1318
nicholas.flanders@wampo.org

FFY	Fund Type	AC/ACCP	AC Fund Source	UT	PE	ROW	CON	CE	IMP	CAP	OP	Total
2022	Federal: CRRSAA			\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000
			Total (using AC, not ACCP)	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000
			Total (using ACCP, not AC)	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$0	\$700,000



Background:

Functional classification is the system used to organize streets and highways according to how they move vehicles across our transportation network. This designation is based on criteria established by the Federal Highway Administration (FHWA), such as roadway volume, speed limit, etc. Functional classification is used in transportation planning, roadway design, and is one of the factors in determining if a roadway project is eligible to receive federal funds.

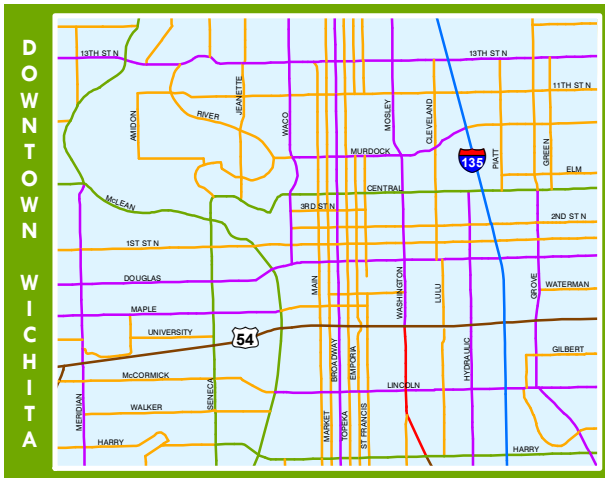
As the Metropolitan Planning Organization for the Wichita Metropolitan Area, WAMPO is responsible for developing and maintaining the functional classification system of roadways within its planning boundaries in coordination with local cities, counties, and the Kansas Department of Transportation.

Next Steps:

WAMPO staff will check with cities/jurisdictions on whether any roads within their boundaries require a functional classification update.

Attachment(s):

- [Federal Roadway Functional Classification Map \(2019\)](#)
- [Functional Classification Report \(2021 Update\)](#)



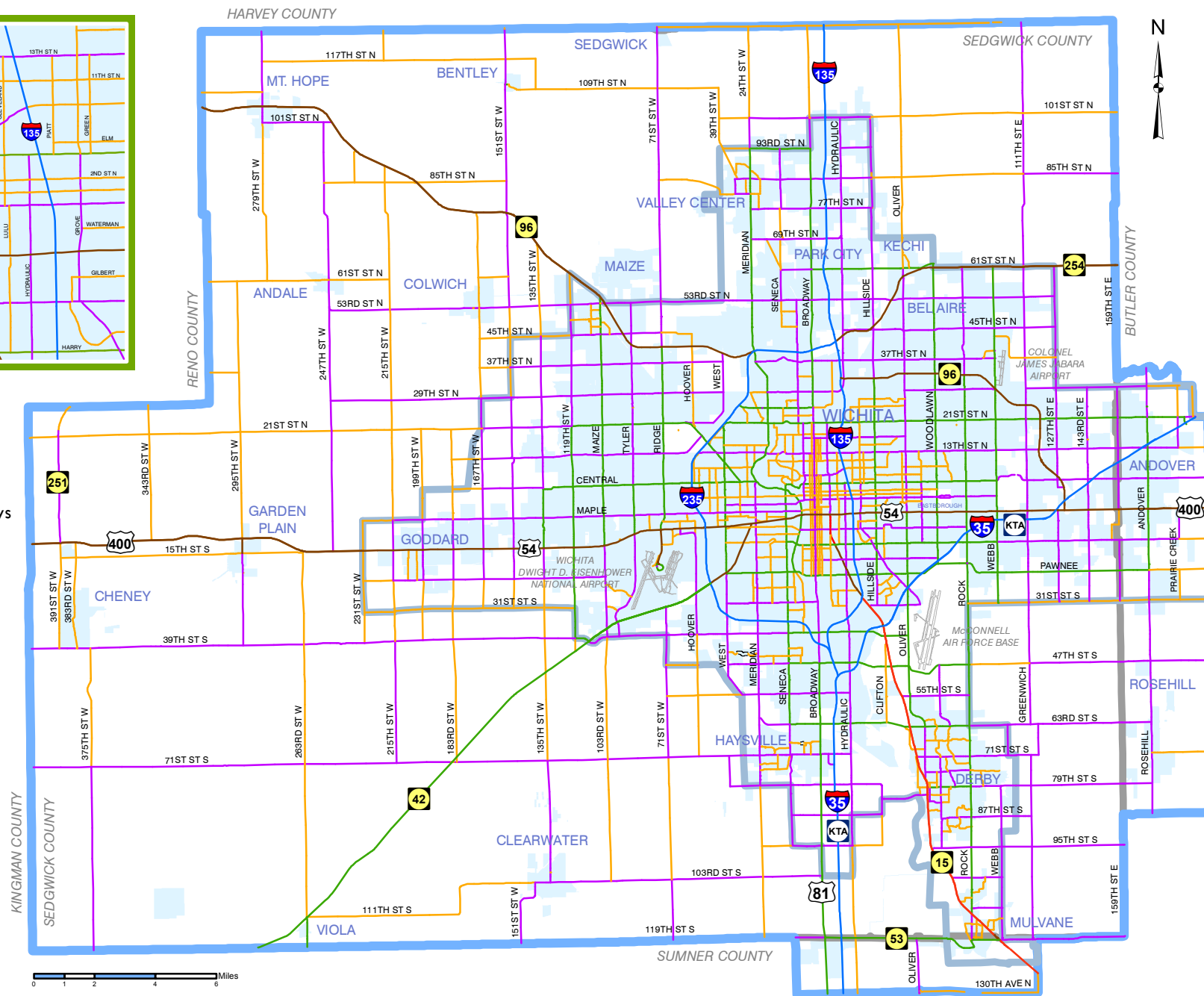
Functional Classification

- Interstates
- Other Urban Freeways/Expressways
- Other Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors

Plan Boundaries

- WAMPO Planning Area
- County Boundaries
- Cities Boundaries
- Urbanized Area Boundary

Approved by WAMPO
TPB on May 14, 2019



What is Functional Classification?

Functional Classification is the process by which roadways are classified by the service they provide. The two services they provide are access and mobility. The amount of each service that the specific roadway provides determines how it is classified.

Functional Classification Systems

Arterial System

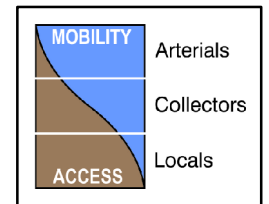
The arterial system is comprised of the Principal Arterial System and the Minor Arterial System. The Principal Arterial System, which includes interstates, other freeways and expressways, and other principal arterials, is a network designated for the highest traffic volumes, the longest trips, serves major centers of activity, and/or connects major urban areas. The Minor Arterial System should interconnect with the Principal Arterial System and provide service to trips of moderate length at somewhat of a lower level of travel mobility than principal arterials.

Collector System

The collector system provides land access and traffic circulation within residential neighborhoods, commercial and industrial areas.

Local System (Not shown on this map.)

The local system is comprised of all roadways not on one of the higher systems. The purpose of this system is to provide access to land and the higher order systems.



Federal Roadway Functional Classification Map



Functional Classification Report

November 2021

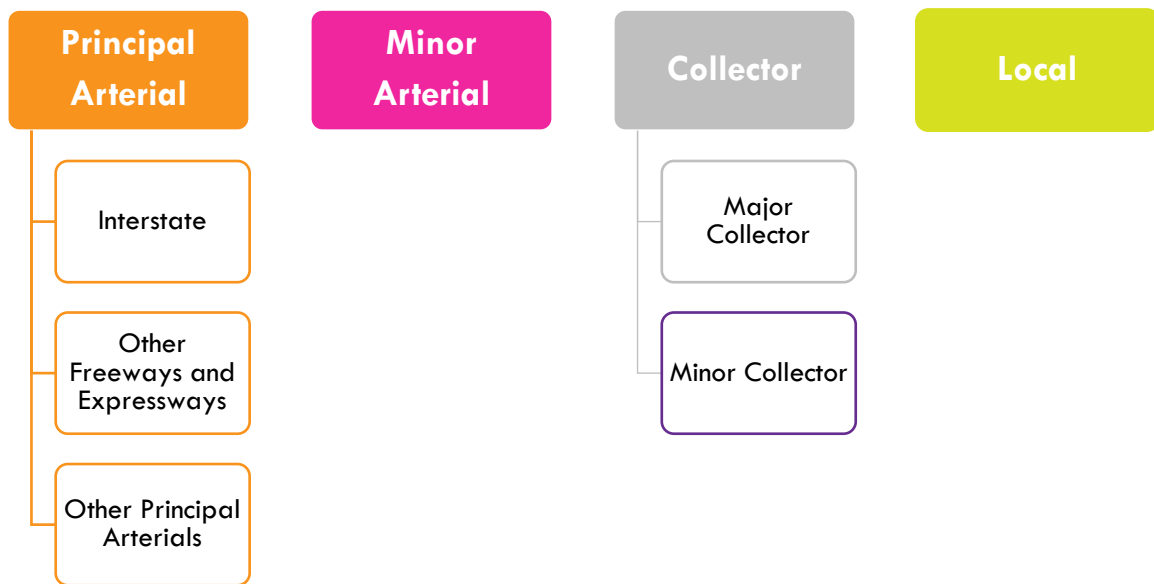


Introduction

Functional classification is the system used to organize streets and highways according to how they move vehicles across our transportation network. This designation is based on criteria established by the Federal Highway Administration, such as roadway volume, speed limit, etc. Functional classification is used in transportation planning, roadway design, and is one of the factors in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Wichita Area, WAMPO is responsible for developing and maintaining the functional classification system of roadways within its planning boundaries in coordination with local cities, counties, and the Kansas Department of Transportation.

Functional classification consists of four categories, with two of those categories having sub-categories. The four main categories are Principal Arterial, Minor Arterial, Collector, and Local. The sub-categories are within Principal Arterial with Interstate, Freeways and Expressways, and Others, and Collector with Major and Minor Collectors.



Concepts

There are two primary concepts for transportation functions of roadways, namely mobility and access. These primary concepts, alongside other factors, help determine the proper category that a particular roadway belongs to, such as trip length, speed limit, volume, and vehicle mix.

Roadway mobility is described as a roadway that provides few opportunities for entry and exit and therefore low travel friction from vehicle access/egress.

Roadway accessibility is described as a roadway that provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress.

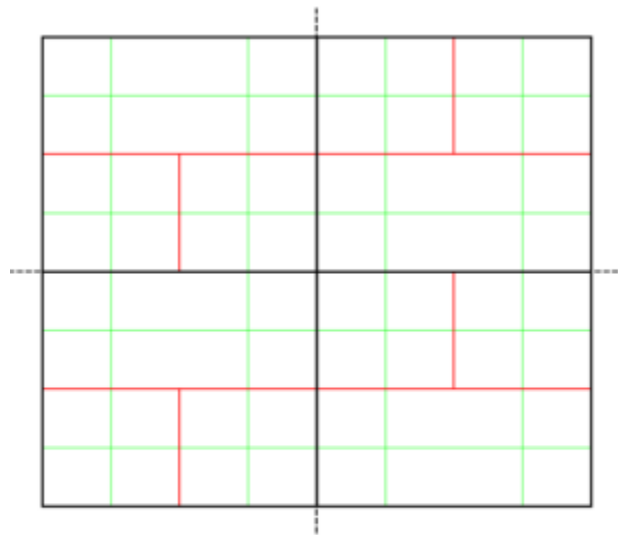


The two concepts can be most easily understood by using extreme examples. First, consider the Eisenhower Tunnel, which is one of the longest tunnels in the United States. The tunnel provides complete service to mobility, since there is no way for vehicles to enter or exit the tunnel. On the other hand, consider a residential street that has a multitude of entryways and exits for vehicles to be able to go home. These streets provide service to access as there are many vehicles entering and exiting. There are other travel characteristics that are taken into consideration as well, such as distance served, number of access points, speed limit, distance between routes, usage, significance, and number of travel lanes, as shown in the table below.

Functional Classification	Distance Served	Access Points	Speed Limit	Distance Between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Source: Federal Highway Association. (2013). Highway Functional Classification Concepts, Criteria and Procedures.

System continuity is also an important aspect of roadway systems, as the systems are an interconnecting network of facilities channeling traffic across the functional classifications. The basic principle of the functional classification network is continuity, and that a roadway with a higher classification should not connect to a single roadway with a lower classification. The example below shows how an example set of roads should be classified, such that the arterials only connect to other arterials and the collectors connect to other collectors or arterials (which have a higher classification).



Source: Federal Highway Association. (2013). Highway Functional Classification Concepts, Criteria and Procedures.

- Arterials
- Collectors
- Locals



Criteria and Definitions

Principal Arterial

Interstates

Interstates are a sub-classification of arterials and of the highest classification in the system. Interstates are the least subjective of all the functional classifications, as there is no ambiguity. Interstates are officially designated by the Secretary of Transportation and all routes that comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways belong to the Interstate functional classification.

Other Freeways and Expressways

Roadways in this classification are similar to those in the Interstate classification. These roads often have directional travel lanes that are separated by some type of physical barrier and have limited access/egress points. Similar to interstates, these roads are designed and constructed to maximize mobility over accessibility.

Other Principal Arterials

Other Principal Arterials is the final sub-classification for Principal Arterials. These roadways serve major center of metropolitan areas, and provide a high degree of mobility, including through rural areas. Unlike the other Principal Arterials, abutting land uses can be served directly with these roadways. A detailed explanation on these roadways can also be found in the table below.

Urban	Rural
<ul style="list-style-type: none">• Serve major activity centers, highest traffic volume corridors and longest trip demands• Carry high proportion of total urban travel on minimum of mileage• Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area• Serve demand for intra-area travel between the central business district and outlying residential areas	<ul style="list-style-type: none">• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel• Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters with 25,000+ population• Provide an integrated network of continuous routes without dead ends

Source: Federal Highway Association. (2013). Highway Functional Classification Concepts, Criteria and Procedures.

Minor Arterials

Minor Arterials provide service for moderate length trips and serve geographical areas that are smaller than their higher Arterial counterparts along with offering connectivity to higher Arterial systems. In an urban context, these roadways interconnect higher Arterial systems and provide intra-community continuity and may carry local bus routes. In the rural setting, Minor Arterials are identified and spaced at intervals that are consistent with population density so all developed areas are within a reasonable distance to a higher Arterial. A detailed explanation can be found in the following table.



Urban	Rural
<ul style="list-style-type: none"> • Interconnect and augment the higher-level Arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials • Distribute traffic to smaller geographic areas than those served by higher-level Arterials • Provide more land access than Principal Arterials without penetrating identifiable neighborhoods • Provide urban connections for Rural Collectors 	<ul style="list-style-type: none"> • Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service • Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway • Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement

Source: Federal Highway Association. (2013). Highway Functional Classification Concepts, Criteria and Procedures.

Collectors

Collectors serve an important role in gathering traffic from Local Roads and funneling them to the Arterial network. Collectors are broken down into two sub classifications, Major and Minor. The distinction between the two is often subtle. Generally, Major Collectors have longer route lengths, spaced at greater intervals, have higher annual average traffic volumes, and have more travel lanes than their Minor counterparts. Overall, Major Collectors typically have a lower total mileage compared to Minor Collectors, while the total Collector mileage is typically a third of the Local roadway network.

Major Collectors

Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in <u>higher</u> density residential and commercial/industrial areas • Penetrate residential neighborhoods, often for <u>significant</u> distances • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>greater than</u> ¾ of a mile • Operating characteristics include higher speeds and more signalized intersections 	<ul style="list-style-type: none"> • Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas • Link these places with nearby larger towns and cities or with Arterial routes • Serve the most important intra-county travel corridors

Source: Federal Highway Association. (2013). Highway Functional Classification Concepts, Criteria and Procedures.



Minor Collectors

Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in lower density residential and commercial/industrial areas • Penetrate residential neighborhoods, often only for a <u>short</u> distance • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>less than</u> $\frac{3}{4}$ of a mile • Operating characteristics include lower speeds and fewer signalized intersections 	<ul style="list-style-type: none"> • Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands

Source: Federal Highway Association. (2013). Highway Functional Classification Concepts, Criteria and Procedures.

Local

Local roads account for the largest amount of total mileage of all the classifications. These roads are not intended for long distance travel because of their provision of direct access to abutting land. They are often designed to discourage through traffic and generally do not contain local bus routes. Local Roads are often classified by default. An explanation on Local Roads can be found in the table below.

Urban	Rural
<ul style="list-style-type: none"> • Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement • Constitute the mileage not classified as part of the Arterial and Collector systems 	<ul style="list-style-type: none"> • Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the Arterial and Collector systems

Source: Federal Highway Association. (2013). Highway Functional Classification Concepts, Criteria and Procedures.

Final Considerations

Classification of roadways are sometimes straightforward, such as with Interstates and Local Roads, but can also be complicated. However, there is flexibility when deciding adjacent classifications. To assist in this process of classifications, there is a guideline from the FHWA that helps in determining functional classification of roadways based on several factors such as Average Annual Daily Traffic (AADT), Vehicle Miles Traveled (VMT), and more. These tables can be found on the following pages.



VMT and Mileage Guidelines by Functional Classifications - Arterials

	Arterials			
	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
Typical Characteristics				
Land Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT¹ (Rural)	12,000 - 34,000	4,000 - 18,500 ²	2,000 - 8,500 ²	1,500 - 6,000
AADT¹ (Urban)	35,000 - 129,000	13,000 - 55,000 ²	7,000 - 27,000 ²	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Full Controlled	Partially/Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)¹				
Rural System				
Mileage Extent for Rural States²	1% - 3%	0% - 2%	2% - 6%	2% - 6%
Mileage Extent for Urban States	1% - 2%	0% - 2%	2% - 5%	3% - 7%
Mileage Extent for All States	1% - 2%	0% - 2%	2% - 6%	3% - 7%
VMT Extent for Rural States²	18% - 38%	0% - 7%	15% - 31%	9% - 20%
VMT Extent for Urban States	18% - 34%	0% - 8%	12% - 29%	12% - 19%
VMT Extent for All States	20% - 38%	0% - 8%	14% - 30%	11% - 20%
Urban System				
Mileage Extent for Rural States²	1% - 3%	0% - 2%	4% - 9%	7% - 14%
Mileage Extent for Urban States	1% - 2%	0% - 2%	4% - 5%	7% - 12%
Mileage Extent for All States	1% - 3%	0% - 2%	4% - 5%	7% - 14%
VMT Extent for Rural States²	17% - 31%	0% - 12%	16% - 33%	14% - 27%
VMT Extent for Urban States	17% - 30%	3% - 18%	17% - 29%	15% - 22%
VMT Extent for All States	17% - 31%	0% - 17%	16% - 31%	14% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none"> • Serve major activity centers, highest traffic volume corridors, and longest trip demands • Carry high proportion of total urban travel on minimum of mileage • Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area • Serve demand for intra-area travel between the central business district and outlying residential areas 		<ul style="list-style-type: none"> • Interconnect with and augment the principal arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials • Distribute traffic to smaller geographic areas than those served by principal arterials • Provide more land access than principal arterials without penetrating identifiable neighborhoods • Provide urban connections for rural collectors 	
Qualitative Description (Rural)	<ul style="list-style-type: none"> • Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel • Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population • Provide an integrated network of continuous routes without stub connections (dead ends) 		<ul style="list-style-type: none"> • Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service • Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway • Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement 	

VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

	Collectors		Local
	Major Collector ²	Minor Collector ²	
Typical Characteristics			
Land Width	10 feet - 12 feet	10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet	0 feet	0 feet
Outside Shoulder Width	1 feet - 6 feet	1 feet - 4 feet	0 feet - 2 feet
AADT ¹ (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT ¹ (Urban)	1,100 - 6,300 ²		80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)¹			
Rural System			
Mileage Extent for Rural States ³	8% - 19%	3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%	5% - 13%	66% - 74%
Mileage Extent for All States	9% - 19%	4% - 15%	64% - 75%
VMT Extent for Rural States ³	10% - 23%	1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%	3% - 10%	7% - 20%
VMT Extent for All States	12% - 23%	2% - 9%	8% - 23%
Urban System			
Mileage Extent for Rural States ³	3% - 16%	3% - 16% ²	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13% ²	67% - 76%
Mileage Extent for All States	7% - 15%	7% - 15% ²	63% - 75%
VMT Extent for Rural States ³	2% - 13%	2% - 12% ²	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13% ²	6% - 24%
VMT Extent for All States	5% - 13%	5% - 13% ²	6% - 25%
Qualitative Description (Urban)	<ul style="list-style-type: none"> • Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile 	<ul style="list-style-type: none"> • Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile 	<ul style="list-style-type: none"> • Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement
Qualitative Description (Rural)	<ul style="list-style-type: none"> • Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas • Link these places with nearby larger towns and cities or with arterial routes • Serve the most important intra-county travel corridors 	<ul style="list-style-type: none"> • Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands 	<ul style="list-style-type: none"> • Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the arterial and collectors systems



WAMPO Transportation Acronym Glossary

Terms	Definition	Terms	Definition
AADT	Annual Average Daily Traffic	MPA	Metropolitan Planning Area
ADA	Americans with Disabilities Act	MPO	Metropolitan Planning Organization
ALOP	Annual List of Obligated Projects	MTP	Metropolitan Transportation Plan
AMPO	Association of Metropolitan Planning Organizations	NHS	National Highway System
ATC	Active Transportation Committee	PPP	Public Participation Plan
CMAQ	Congestion Mitigation and Air Quality	PSC	Project Selection Committee
CPG	Consolidated Planning Grant	REAP	Regional Economic Area Partnership
CPM	Congestion Management Program	RFP	Request for Proposals
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	RPSP	Regional Pathways System Plan
CUFC	Critical Urban Freight Corridors	SCAC	Sedgwick County Association of Cities
DOT	Department of Transportation	STBG	Surface Transportation Block Grant
EJ	Environmental Justice	STIP	State Transportation Improvement Program
EPA	Environmental Protection Agency	STP	Surface Transportation Program
FC	Functional Classification	TA	Transportation Alternatives
FFY	Federal Fiscal Year	TAB	Transit Advisory Board
FHWA	Federal Highway Administration	TAC	Technical Advisory Committee
FTA	Federal Transit Administration	TDM	Travel Demand Model
GIS	Geographic Information System	TIP	Transportation Improvement Program
HIP	Highway Infrastructure Program	TMA	Transportation Management Area
HSIP	Highway Safety Improvement Program	TPB	Transportation Policy Body
IKE	Kansas Eisenhower Legacy Program	TRB	Transportation Research Board
ITS	Intelligent Transportation System	UPWP	Unified Planning Work Program
KDOT	Kansas Department of Transportation	WAMPO	Wichita Area Metropolitan Planning Organization
MAPC	Wichita-Sedgwick County Metropolitan Area Planning Commission	WSCAAB	Wichita-Sedgwick County Access Advisory Board
MAPD	Wichita-Sedgwick County Metropolitan Area Planning Department	UAB	Urbanized Area Boundary