



WAMPO TIP (2027-2030) ADMINISTRATIVE ADJUSTMENT 0.1 - SUMMARY OF CHANGES

WAMPO ID	LEAD AGENCY	PROJECT TITLE	% CHANGE	COST CHANGE	COST BEFORE	COST AFTER	CHANGE REASON	ACTION	NARRATIVE DESCRIPTION	MTP CONSISTENCY
40-540	City of Derby	Rock Road Corridor Improvements	0.0%	\$0	\$12,439,758	\$12,439,758	Update contact information.	Administrative Adjustment 0.1	Change Administrative Contact E-mail from "alexlane@derbyweb.com" to "alexlane@derbyks.gov". Change Engineering Contact E-mail from "alexlane@derbyweb.com" to "alexlane@derbyks.gov". Overall project cost unchanged (\$12,439,758).	MTP 2050, adopted 5/13/2025 (amended 8/12/2025), Chapter 7: Project Selection & List: Consistent with Project "Rock Road Corridor Improvements" (I.D. # 40-540, page 177).
40-541	City of Derby	Nelson Drive Realignment	0.0%	\$0	\$9,453,618	\$9,453,618	Update contact information.	Administrative Adjustment 0.1	Change Administrative Contact E-mail from "alexlane@derbyweb.com" to "alexlane@derbyks.gov". Change Engineering Contact E-mail from "alexlane@derbyweb.com" to "alexlane@derbyks.gov". Overall project cost unchanged (\$9,453,618).	MTP 2050, adopted 5/13/2025 (amended 8/12/2025), Chapter 7: Project Selection & List: Consistent with Project "Traffic Flow/Safety Improvements: 2025-2028" (I.D. # RM-25-000, page 177).
RM-25-043	Sedgwick County	R381: MacArthur from 215th St West to K-42	0.7%	\$14,120	\$2,060,000	\$2,074,120	Slight increase in project cost, paid for with local funds. Change federal funding from HRRR to HSIP. Add Construction Engineering phase.	Administrative Adjustment 0.1	Remove 2026 HRRR Construction funding in the amount of \$1,600,000. Add 2026 HSIP Construction Engineering funding in the amount of \$56,480. Add 2026 HSIP Construction funding in the amount of \$1,543,520. Add 2026 Local: Match Construction Engineering funding in the amount of \$14,120. Overall project cost increased from \$2,060,000 to \$2,074,120 (+\$14,120/0.7%).	MTP 2050, adopted 5/13/2025 (amended 8/12/2025), Chapter 7: Project Selection & List: Consistent with Project "R381: MacArthur from 215th St West to K-42" (I.D. # RM-25-043, page 177).
B-23-06	KDOT	Bridges #065 and #066 on I-235 in Sedgwick County	-14.6%	(\$844,600)	\$5,794,600	\$4,950,000	Reduction in project cost. Move back ROW-acquisition phase from 2025 to 2026. Move back Utility Relocation phase from 2026 to 2028.	Administrative Adjustment 0.1	Decrease 2023 State Preliminary Engineering funding from \$526,800 to \$450,000. Remove 2025 State ROW-acquisition funding in the amount of \$351,200. Add 2026 State ROW-acquisition funding in the amount of \$300,000. Remove 2026 State Utility Relocation funding in the amount of \$17,600. Add 2028 State Utility Relocation funding in the amount of \$15,000. Decrease 2023 State Preliminary Engineering spending to be paid back later through BRF Advance Construction arrangement from \$4,741,000 to \$4,050,000. Remove 2026 State Utility Relocation spending to be paid back later through BRF Advance Construction arrangement in the amount of \$158,000. Add 2028 State Utility Relocation spending to be paid back later through BRF Advance Construction arrangement in the amount of \$135,000. Decrease 2030 BRF AC conversion payback for Preliminary Engineering from \$4,741,000 to \$4,050,000. Decrease 2030 BRF AC conversion payback for Utility Relocation from \$158,000 to \$135,000. Overall project cost decreased from \$5,794,600 to \$4,950,000 (-\$844,600/-14.6%).	MTP 2050, adopted May 2025 (amended 8/12/2025), Chapter 1: Plan Purpose & Development: Consistent with MTP 2050 Goals (pages 23-25): "Safe" and "Reliable."
HWY-20-01	KDOT	K-42 in Sedgwick County	-14.2%	(\$3,411,100)	\$24,053,100	\$20,642,000	Reduction in project cost. Move forward Utility Relocation phase from 2023 to 2022. Move back ROW-acquisition phase from 2025 to 2026.	Administrative Adjustment 0.1	Decrease 2020 State Preliminary Engineering funding from \$391,100 to \$334,900. Add 2022 State Utility Relocation funding in the amount of \$50,200. Remove 2023 State Utility Relocation funding in the amount of \$58,700. Remove 2025 State ROW-acquisition funding in the amount of \$293,200. Add 2026 State ROW-acquisition funding in the amount of \$293,200. Decrease 2028 State Construction Engineering funding from \$391,100 to \$334,900. Decrease 2028 State Construction funding from \$3,911,100 to \$3,349,600. Decrease 2020 State Preliminary Engineering spending to be paid back later through KDOT-STBG Advance Construction arrangement from \$1,564,400 to \$1,339,900. Add 2022 State Utility Relocation spending to be paid back later through KDOT-STBG Advance Construction arrangement in the amount of \$200,900. Remove 2023 State Utility Relocation spending to be paid back later through KDOT-STBG Advance Construction arrangement in the amount of \$234,700. Decrease 2028 State Construction Engineering spending to be paid back later through KDOT-STBG Advance Construction arrangement from \$1,564,400 to \$1,339,900. Decrease 2028 State Construction spending to be paid back later through KDOT-STBG Advance Construction arrangement from \$15,644,400 to \$13,398,500. Decrease 2028 KDOT-STBG AC conversion payback for Construction Engineering from \$1,564,400 to \$1,339,900. Decrease 2028 KDOT-STBG AC conversion payback for Construction from \$15,644,400 to \$13,398,500. Decrease 2028 KDOT-STBG AC conversion payback for Preliminary Engineering from \$1,564,400 to \$1,339,900. Decrease 2028 KDOT-STBG AC conversion payback for Utility Relocation from \$234,700 to \$200,900. Overall project cost decreased from \$24,053,100 to \$20,642,000 (-\$3,411,100/-14.2%).	MTP 2050, adopted 5/13/2025 (amended 8/12/2025), Chapter 1: Plan Purpose & Development: Consistent with MTP 2050 Goals (pages 23-25): "Safe" and "Reliable."
RM-26-001	KDOT	I-235: ramps located at the I-235/K-96 junction	0.0%	\$0	\$19,513,700	\$19,513,700	Move back AC conversion payback from 2030 to 2031.	Administrative Adjustment 0.1	Remove 2030 NHPP AC conversion payback for Construction Engineering in the amount of \$1,078,400. Remove 2030 NHPP AC conversion payback for Construction in the amount of \$15,405,700. Remove 2030 NHPP AC conversion payback for Preliminary Engineering in the amount of \$958,500. Add 2031 NHPP AC conversion payback for Construction Engineering in the amount of \$1,078,400. Add 2031 NHPP AC conversion payback for Construction in the amount of \$15,405,700. Add 2031 NHPP AC conversion payback for Preliminary Engineering in the amount of \$958,500. Overall project cost unchanged (\$19,513,700).	MTP 2050, adopted 5/13/2025 (amended 8/12/2025), Chapter 1: Plan Purpose & Development: Consistent with MTP 2050 Goals (pages 23-25): "Safe" and "Reliable."
Total				(\$4,241,580)	\$73,314,776	\$69,073,196				

Key to Mapped Projects (Next Page)

#	Lead Agency	Project Title	Total Project Cost
1	City of Derby	Rock Road Corridor Improvements	\$12,439,758
2	City of Derby	Nelson Drive Realignment	\$9,453,618
3	Sedgwick County	R381: MacArthur from 215th St West to K-42	\$2,074,120
4	KDOT	Bridges #065 and #066 on I-235 in Sedgwick County	\$4,950,000
5	KDOT	K-42 in Sedgwick County	\$20,642,000
6	KDOT	I-235: ramps located at the I-235/K-96 junction	\$19,513,700



2027-2030 Transportation Improvement Program Administrative Adjustment 0.1 Projects

-  Administrative Adjustment 0.1 Projects
-  WAMPO Planning Boundary
-  County Boundaries

