

TRANSLINES EXPRESS

Aug. 5, 2020

Secretary Lorenz named Executive Director of the Recovery Office



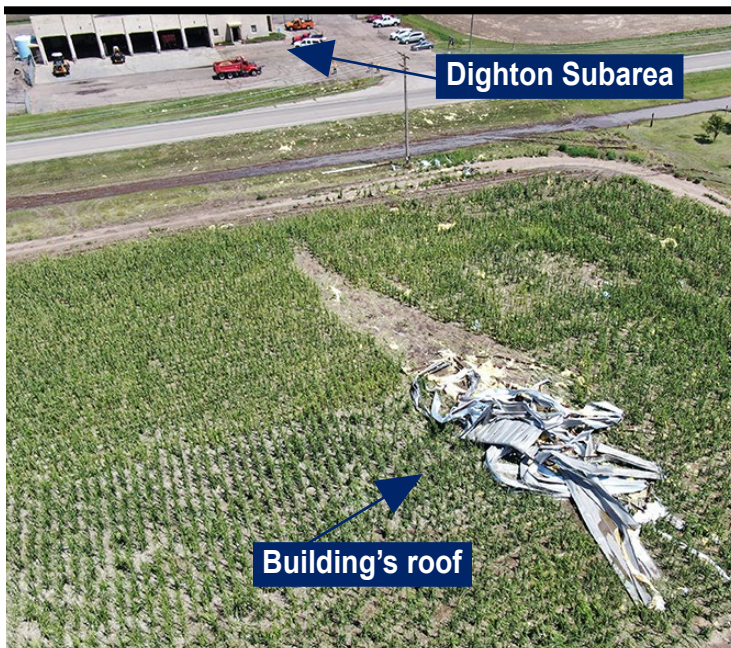
Gov. Laura Kelly selected KDOT Secretary Julie Lorenz to serve as Executive Director of the Recovery Office, in addition to serving as Secretary for KDOT.

The Recovery Office, alongside the Strengthening People and Revitalizing Kansas (SPARK) Taskforce, is charged with the distributing over a billion dollars statewide in federal funds Kansas received under the Coronavirus Aid, Relief and Economic Security (CARES) Act.

In a message to employees, Secretary Lorenz said: "I'm grateful to have the chance to help our state both in this new role and through my continued role as Secretary of Transportation – and I'm especially thankful for the strong leadership team here at KDOT which allows

me to serve Kansas in a broader capacity.

"We're dealing with a truly unprecedented situation – and we need to invest these funds as quickly as we can to respond to the pandemic and build lasting value for Kansas. We have to be flexible and responsive to shifting needs. BUT, just like the IKE program, a flexible approach does not mean that we will short-change our accountability or transparency. We need to have ongoing collaboration with the legislature, the SPARK committees and Kansans. Just as we developed IKE, we will seek input and work together to create and deliver the best ideas we can."



A micro downburst tore the roof off the Dighton Subarea shop on Aug. 1 (top right) and it landed across the road, in a nearby field (above). Insulation was spread around the building (right). Photos by Jason Lawrence, District Six, and Cindy Landgraf, Lane County EMS Director

Reed promoted to Director

By Kim Stich
Headquarters

Calvin Reed has been promoted to Director of Engineering and Design, effective Aug. 3.

Reed received a bachelor's and master's degree at Kansas State University, then served in KDOT's bridge design unit from 2002 until 2015. After nearly four years at Professional Engineering Consultants, he returned to KDOT in August 2019 as the Bureau Chief of Structures and Geotechnical Services.



Calvin Reed

"I came back to KDOT because I loved the challenges, the problem solving and the people," he said. It's a great place to work."

Reed has several short-term goals – to make sure projects are delivered as part of the new IKE transportation program, to get the Program Management Consultant process up and running and to provide training for staff members.

"It's vital to prepare KDOT for the long term and provide that vision of what KDOT is going to look like 10 years from now," Reed said.

Adjusting to different work environments because of COVID-19, especially for new employees, is another concern.

"It's going to be a challenge to train new staff out of college and we also want to provide mentor relationships for engineers," he said. "It's important to make sure everyone has the tools they need to do their job efficiently and effectively."

Reed and his wife, Gretchen, live in rural Lecompton with their four children, ages 8 to 14, "so I stay busy," he said.

Trivia!

80-year anniversary of Pinocchio

1. How many times does Pinocchio's nose grow in the movie?
2. During the song, "When you Wish Upon a Star," what two books can you see?
3. How many fingers does Pinocchio have when he is a puppet?
4. The movie was the first to win this award.
5. What song from "Pinocchio" is featured in the trailer of the movie, "Avengers: Age of Ultron?"
6. What does Pinocchio mean in Italian?
7. What is the one sound that Mel Blanc makes in the movie?

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Butane bypass team recognized for efforts

Congratulations to members of the KDOT District Five Butane Bypass team who stationed at barricades and redirected traffic after a butane pipeline rupture near U.S. 54 west of Pratt earlier this year.

On July 31, they were recognized by Secretary Julie Lorenz and other KDOT officials for the Example of Excellence award for the first quarter of 2020.

For the four-day closure, the team worked 12-hour shifts around the clock in frigid weather. They worked diligently and professionally, their supervisors said.

During the award recognition (held partly remotely), Secretary Lorenz said: "Thank you, Butane Bypass Team, for the outstanding work you did. I know that's a heck of a lot of work."



Team members are shown in the photos at left -

1. From left: Klete Hackney, Norman Unruh, Kenny Cesmat, Mike Yohn and Fabian Grover.



2. From left: Steven Walters, Greg Holmes, Chuck Thimesch, Gene Watts, Lucas Baldwin, Dennis Oller and Tristan Younkman.



3. From left: Eric Barnes, Scott Priddy and Larry Paasch.

Not pictured: Rob Perry, Shawn Ernst, Jim Carson, Chris Hittle, Chris Kerschenske and Jennifer Lee.

Guardrail work is key part of highway improvement

By Tim Potter
District Five

The typical commuter might not pay close attention to guardrails, but KDOT does.

To get an idea of KDOT's program for upgrading highway guardrail, we spoke with Tom Rhoads, the new Alternate Delivery Manager, who is KDOT's primary contact for roadside safety.

KDOT regularly replaces or resets guardrail in its safety enhancement projects as part of the pavement preservation program. Guardrail might be removed and reset or replaced with a newer design, determined by an engineering site evaluation.

Part of the effort is aimed at eventually removing or replacing all blunt-end guardrail terminals on all National Highway System routes in Kansas, at an annual cost of about \$2 million to \$2.5 million.

"The point of guardrail is all about trying to reduce the number of severe-injury and fatality crashes," Rhoads said. Guardrail is designed to help protect vehicles from steeper slopes and roadside obstacles such as sign trusses, bridge rail ends and culverts.

A lot of engineering is involved in guardrail. It includes crash testing in different scenarios and following design criteria for installation.

Guardrail, as a safety enhancement, is part of the "plus" side of KDOT's Preservation Plus program, says Greg Schieber, KDOT's Bureau Chief of Construction and Materials. Preservation Plus involves making additional



Recently installed guardrail on U.S. 59 near Garnett. Photo by Multimedia Support

improvements to go along with pavement projects, Schieber noted.

With roadside safety, Rhoads said, "KDOT does a good job of staying involved nationally."

District Five, for example, has several upcoming guardrail projects: on K-15 in Sumner County, including related grading work and replacement of blunt ends; on different sections along I-135 in Wichita; on southbound U.S. 77 from the Walnut River bridge in El Dorado to the U.S. 54/400 junction, involving grading, shoulder work and new rock; on K-61 from just west of Hutchinson to Arlington,

involving replacement and extensions.

Some recent guardrail projects in District Five that have been completed: on ramps from K-96 to I-235, involving replacement with upgraded design; on K-96 in Rush County and on U.S. 50 in Stafford and Reno counties, involving removing posts, regrading and resetting posts.



Highway workers protective gear updated

By Lisa Knoll
District Six

Safety is a top priority at KDOT. As a result, effective July 1, KDOT employees engaged in flagging operations or other activities on the roadway, shoulder or right-of-way are required to wear ANSI Class 3 safety apparel with retro-reflective striping and KDOT approved orange headgear. According to Burt Morey, Deputy Secretary of Transportation, the change to ANSI Class 3 is all about safety for our employees, but it's also a requirement of the 2019 updates to the Manual on Uniform Traffic Control Devices (MUTCD).

"Most importantly it increases the visibility of our employees as they work to keep Kansas moving, giving them an added layer of protection on the highway," Morey said.

Class 2 safety vests must have a minimum of 201

square inches of reflective tape whereas the Class 3 safety vests must have a minimum of 310 square inches of reflective tape. The width of the tape is also at least 62 percent wider on the Class 3 safety vests. KDOT's approved high visibility colors continue to be orange, strong yellow or green or a combination of the two, with no camouflage patterns.

Bib overalls have been added to the \$150 PPE allowance to purchase work jeans. When bib overalls are worn at work, both shoulder straps must be buckled, and overalls must be worn as intended at all times. In addition, an ANSI Class 3 outer garment must be worn over the overalls while working on or near the roadway to insure high visibility.

Jeans and overalls for work must be free from tears, distress or worn areas. The PPE allowance used to purchase jeans and overalls is limited to \$150 and is taxable meaning that taxes will be withheld from the employee's reimbursement.



Jordan Rankin, Equipment Operator in Gardner, shows a Class 2 safety vest on the left, versus the reflectivity in the Class 3 safety vest in the photo at right. Photos by Harold Van Reenen, District One



Danny Melia, Equipment Operator in Cimarron, demonstrates the wrong way and right way to wear overalls at work. Always buckle-up and remember your ANSI Class 3 outer wear with overalls to increase visibility when working on or near the highway. Photos by Scot Addison, District Six



Cedar Bluff bridge project receives distinct honor

By Lisa Mussman
District Three

The Cedar Bluff bridge project on K-147 in Trego County will be among the featured locations on the Kansas Geological Survey's first ever virtual field conference this fall.

Because of the COVID-19 pandemic the event was shifted from onsite visits to a virtual tour that will include stops at nine geosites across the state.

The conference theme this year will focus on sustainability. KGS staff recently visited the project site to gather footage and interview area engineer Kevin Zimmer, who provided information on the bridge's history, construction and impact its closure has had on the area.

Details on the event will be available soon on the KGS website at www.kgs.ku.edu.



Crew members from Wildcat Construction pour the new bridge deck on July 23. The bridge is expected to be reopened to the traveling public in mid-August. Photos by Wildcat Construction and Lisa Mussman, District Three



Above: The new Cedar Bluff bridge will provide expansive views of the reservoir for motorists driving across the dam. The arch trusses from the old bridge can be seen at the left of the picture. **Left:** Blair Schneider of the Kansas Geological Society interviews area engineer Kevin Zimmer for a segment on KDOT's bridge project at Cedar Bluff reservoir for the KGS's virtual field conference planned for this fall.



KC Scout upgrades equipment along Interstates

By Kelly Kultala
District One

A KDOT Intelligent Transportation Systems (ITS) Set-Aside Program project was implemented this summer to further promote ITS in the state by funding studies, research and technology developments and applications.

ITS team member Garry Olson worked alongside members of the KC Scout team, Capital Electric, and Kansas City KDOT offices to update 79 field network cabinets along Kansas' metro interstates - I-35, I-435, I-635 and U.S. 69.

Shari Hilliard, ITS Engineer, stated, "This project is part of an ongoing effort to replace end of the life field equipment such as signs, cameras and communication equipment."

According to KC Scout Manager Randy Johnson, KC Scout's primary goal is to maintain reliability on the roads. KC Scout uses communication functions to



KC Scout technicians install new communication equipment in the cabinet. Photos provided by KC Scout

intervene and help drivers navigate through unmitigated circumstances on the road.

These network cabinets are essential to KC Scout's communication. They take the information and interpret it between the traffic management center and the devices in the field. Examples of these devices are cameras and dynamic message signs. As part of the project, Capital Electric is also upgrading 55 old analog cameras to new digital cameras along I-70, I-635, I-435, I-35, U.S. 69 and K-7.

The communications improvements will provide better night vision with the new cameras and more hardened telecommunications equipment that is less sensitive to extreme temperatures that are experienced along the interstates.



KC Scout members coordinate installation for the day.

Trivia answers

1. One time.
2. "Peter Pan" and "Alice in Wonderland."
3. As a puppet, he has three-fingered gloves.
4. First animated movie to win competitive Academy

- Award – Best Original Song and Best Original Score.
5. "I've Got No Strings."
 6. Pinecone.
 7. A single hiccup.

Bridge is lifted as crews repair I-135

By Tracy Crockett
District Five

Crews are currently repairing the bridge on northbound I-135 east of South Hydraulic and Pawnee, otherwise known as the Canal Route in Wichita. But to replace the bearings, the bridge had to be lifted one-fourth inch, all while traffic was still using the bridge.

First, a steel falsework was built to hold the bridge in place. Then hydraulic jacks lifted the bridge while shims were put in. Lastly, the bearings were replaced.

“It’s really pretty crazy when you’re up there, because the bridge is shifting. Even though we have all this rigid strong material it still has a lot of movement to it because if it was so stable the vibrations from the cars and everything else would fatigue it and destroy the bridge.

That’s the math and science part of it that I love,” said Tina Powell, Engineering Associate II

The weather plays a huge role in the operation. “It’s such a strong rigid material, but it moves. You have to allow for inches of movement,” Powell said. There is a table the crews use to tell them how wide the expansion joints need to be depending on the temperature that day. The expansion and contraction differ in the elements.

Other work during the project includes repairing concrete. Powell said there are several ways to determine bad concrete. The first is by looking at it. If concrete has brown or orange lines it means the rebar is exposed and oxidized causing it to rust. You can also tell concrete is bad by simply seeing it chipping or breaking off. Another method used to determine if the concrete is bad is called sounding. This technique uses



Steel falsework holds up the box bridge on I-135. The bridge was lifted one-fourth inch while new bearings are installed. Photo by Tracy Crockett

a chain or a metal hammer to bang on the concrete. If it makes a hollow sound it means the concrete is bad.

The Canal Route on I-135 in Wichita was touted as one of the most significant Kansas Interstate projects of the 20th century. Construction began in 1970 and was completed eight years later. When it was constructed, a 2.2-mile portion of the project was the costliest and most technically challenging part on the Kansas Interstate system with a cost of \$32 million. Named for the drainage canal it straddles, which drains into the Arkansas River, it carries an average of 92,500 vehicles a day through the core of the city. The six-lane highway has three interchanges, a crossover bridge and four pedestrian bridges.

The repair work on the northbound I-135 bridge is expected to be complete in November.

KDOT UAS take flight over bridge inspections

By Mallory Goeke
Headquarters

When it comes to improving safety and saving time, the use of Unmanned Aircraft Systems (UAS) at KDOT are already making a difference.

During the past couple weeks, for the first time ever, the Bureau of Local Projects piloted a UAS to perform quality assurance checks of a consultant performing a Fracture Critical Member (FCM) inspection of a locally owned bridge. Fracture critical means that if certain parts fail, the entire structure could collapse without warning, so these inspections can save lives.

Recently, KDOT employees used the devices to observe the inspection of the Kansas River Bridge in De Soto and at Hell Creek Bridge at Wilson Lake.

Karlton Place, Area Engineer in Ellsworth, is one of the recent UAS pilot graduates who received their licenses to fly earlier this year and was on the scene at the Hell Creek inspection. Place has worked at KDOT for 12 years and said that the use of the UAS are beneficial to the agency.

“The drones allow you to get very detailed images without having to physically get to whatever you’re trying to look at,” Place said. “This has the potential to save time, money and increase safety.”

Place said he became interested in flying UAS for two main reasons.



Observation of the inspection work on Hell Creek Bridge over Wilson Lake took place recently with Lynn Berges, Local Bridge Engineer, serving as UAS pilot and Karlton Place as visual observer. Photo by Lynn Berges, Headquarters

“The primary reason was the opportunity to learn something new,” Place said. “The second is that I thought it might be fun, which it definitely has been.”

Place said that we are at the very beginning of what UAS are capable of but KDOT pilots across the state are there to help.

“There are so many things that we know drones can help with, and many that I’m sure we’ve not even thought of yet,” Place said. “If anyone in the agency thinks they would benefit from aerial images or video, please contact one of the drone pilots near you – I’m sure they would love to go fly. There are some pre-flight requirements we have to do and we are fair weather pilots only, so as with everything, try to plan ahead.”

KTA projects continue

Paving in the northeast part of the state on I-70/ KTA continues throughout the upcoming month, as seen in the photo below.

At right, box extensions were constructed and concrete placed for drainage improvement near MM 151 I-335/KTA.

More information about these and other projects can be found in the KTA monthly construction report [here](#).



Employees reminded to update voice mail

By Kim Stich
Headquarters

KDOT employees are encouraged to update their individual and office voice mail messages in addition to automatic email responses as work environments continue to be affected by the coronavirus.

Voice mails were changed in March to alert the public that employees and offices were following Gov. Laura Kelly's directive to stay home. Employees should update their responses to what reflects their work situation so people know how best to contact them.

Example voice mail - "This is (name) and I am continuing to work remotely. Please call my work cell phone at (###). I will contact you as soon as possible."

If you do not have a work cell phone, providing a work email in the voice mail response is an alternate option.

Headquarters and Districts with updated (Cisco) phone systems can do this remotely by calling the Fiscal Unity Connection Messaging System at 785-296-2100. When the automated voice begins, push the star button (*). Then it will say, "Enter your ID, followed by pound." Then it will say, "Enter your pin, followed by pound." Then you are into your voice mail like normal and have options such as - listen to messages (5), send a message (6) or set up options (4). If you push (4), you can change your greeting as well as other options.

Automated email responses referencing the directive also should be removed.

For more information, contact the Help Desk or your District IT Technician.



A dramatic shelf cloud looms over the roundabout construction site the morning of July 16. The harbinger of an oncoming storm system, the shelf cloud attracted considerable interest and awe as it made its way from south central to southeast Kansas. Photo by Priscilla Petersen, District Four

Thank you for your service

The following employee retired from KDOT on Aug. 1.
District Six
Sandra Jenkins, Equipment Operator Senior, Ashland

The following employee will retire on Sept. 1.
District Four
Susan Zentner, Administrative Assistant, Garnett

In Memory

Condolences to the family and friends of retiree Deloyn W. Huffman, who passed away on May 29 in Wellsville. Huffman began at KDOT in 1963 and was the Highway Maintenance Supervisor in Olathe. He served for more than 31 years, retiring in 1995.

Condolences to friends and family of retiree Dwaine Pruitt who passed away on July 10 in Ellsworth. Pruitt began at KDOT in 1952. He worked in Ellsworth and was the Highway Maintenance Supervisor when he retired in 1996.

Condolences to the family and friends of retiree Duane Snyder who passed away on July 1 in Salina. Snyder started in 1955 and served for nearly 39 years. He retired in 1994 as the Equipment Shop Superintendent in Salina.

If you know of a KDOT retiree who has passed away, please contact Kim Stich at Kim.stich@ks.gov or your District Public Affairs Manager. This is the only way we receive notifications - thanks for your help.

KDOT employees kayak on Kansas River

By Kim Stich
Headquarters

Weigh in Motion and Videolog Engineer Bill Hughes and Inventory Accountant Steve Garrett participated in the KAW 173 from July 17 to 26. The event was a 173-mile kayak trip along the Kansas River from Junction City to Kaw Point in Kansas City organized by the Friends of the Kaw, a group dedicated to protecting and preserving the Kansas River.

“There are a lot of things if you look around that you wouldn’t normally see if you weren’t on the river,” Garrett said. “We saw around 60 eagles, numerous other species of birds and lots of beavers. The sand bars are an awesome place to explore. We want to encourage people to get out on the river to enjoy it and respect it.”

The Kansas River is one of the world’s longest prairie rivers and was designated as a water trail in 2012 by the National Park Service and Kansas Department of Wildlife, Parks and Tourism.

The event was originally scheduled in 2019 but had to be postponed due to flooding. Hughes and Garrett were two of six people who participated in the entire trip this year, and others joined in at various sections. Hughes has been active with the group for 11 years and



Above: Bill Hughes kayaks on the Kansas River during the KAW 173. **Bottom left:** Steve Garrett and Hughes take a break. Photos by Multimedia Support



volunteers on clean-up and education trips along the river.

“It’s nice getting out on the river and seeing the world from a different perspective,” Hughes said. “If folks are interested they can do a public paddle to learn more and get exposed to the river with experienced people.”

With work taking place to make the river more accessible, boat ramps are located about every 10 miles with many of them having convenient access to communities. And to improve safety, life jacket stations are being installed so a person can borrow a jacket at one ramp, then return it at the next.

For more information, go to the Friends of the Kaw website at <http://kansasriver.org>.



Garrett took this photo of an eagle while kayaking.



In mid-July, concrete was placed on the driving lane of the roundabout at the west U.S. 59/U.S. 160 junction. Laforge & Budd Construction of Parsons is the primary contractor on the \$3.1 million roundabout project, which started in September 2019 but was shut down over the winter months. Traffic is using temporary roads around the project. Brian Kierath's road squad designed the project. Photo by Priscilla Petersen, District Four



KDA asks public to report receiving unsolicited packages of seeds

According to the Kansas Department of Agriculture, several Kansas residents have received unsolicited packages containing seeds that appear to have originated from China. The types of seeds in the packages are unknown at this time.

The packages were sent by mail and some are labeled as jewelry. They also may have Chinese writing on them.

If you receive a package of this type, do NOT open the sealed package or plant the seeds. Instead, contact KDA's plant protection and weed control program at 785-564-6698, or email KDA.PPWC@ks.gov.

Unsolicited seeds could be invasive species, could introduce diseases to local plants, or could be harmful to livestock. Invasive species wreak havoc on the



Anyone who receives a package should not to plant the seeds, and notify the Kansas Department of Agriculture.

environment, displace or destroy native plants and insects and severely damage crops.

Major U.S. 281 modernization projects underway

It has been a busy summer for crews working on the U.S. 281 modernization project in Russell County. Crews have spent most of the summer doing dirt work on the 2 miles that will be realigned around a geological slide area that has previously caused issues on the current highway. Work will span across two construction seasons with much of this year's activities taking place on the shoulders. Construction in 2021 will require the closure of the roadway with a state route detour in effect. Greg Gonzales' road squad and Paul Kulseth's bridge squad designed the project.



Above: Grading work takes place on U.S. 281. **At left:** Crews work on cutting in to nearly 50 feet of rock to form the backslope in the west ditch on the northern end of the realignment piece. Note the difference in color between the rock at the top and bottom of the formation. Regional Geologist Neil Croxton explained that both are the same kind of rock, except the light colored has been exposed to the elements while the dark portion has been buried in the earth. Photos by Neil Croxton

Kudos

Just wanted to say that we've traveled in your state going to Denver and back to Georgia using I-70W, I-135S, K96E, and US 54E. We also stayed overnight in Salina. The roads were in good repair and we appreciated your rest stop areas with the advance signage that indicated the distance to upcoming rest stops. We even had a picnic dinner at the one in Colby. I enjoyed the historic info on the maps and markers. Made for a more pleasant journey.

Thank you to your hospitality to travelers!
Dave and Debbie Boyd



Workers make preparations for the Avenue A bridge to be demolished. Photo by Joe Palic, District Two

One bridge comes down, another is on its way up

By Ashley Perez
District Two

Projects are underway and work is progressing on new construction of the Avenue A bridge over I-135 in north central Kansas. Once the Avenue A bridge was demolished on July 17 in McPherson County, construction quickly began for the new bridge.

Construction started with grading and building up the bridge approaches and for the new center pier, which

will be used to support the new bridge. The new center pier will replace three piers used on the old bridge, reducing the amount of guardrail needed under the new bridge. This improves road safety by minimizing the number of obstructions along the roadway.

The new bridge is expected to be completed in January 2021. Dondlinger and Sons Construction Company Inc., of Wichita is the primary contractor on the \$2.3 million project.

Brian Kierath's road squad and Paul Kulseth's bridge squad designed the project.



Grading work and building the bridge approaches have begun, as seen in the photos above and at right. Photos by Ashley Perez, District Two





KDOT's Neil Croxton took this sunset photo recently in Wallace County.

U.S. 50 T-WORKS project in Lyon County underway

Gov. Laura Kelly and Secretary Julie Lorenz broke ground on a U.S. 50 expansion project on July 20.

This project, announced under the previous T-WORKS transportation program, was delayed due to transfers from the State Highway Fund.

“From day one, my administration committed to rebuilding our infrastructure and putting an end to using critical transportation dollars to cover the state’s unpaid debts,” Gov. Kelly said.

The project, which spans from Road E5 to half mile east of Road F in Lyon County, will widen the highway to 4-lanes for one mile. This stretch of highway carries the most truck traffic of any 2-lane highway in the state.

Koss Construction Co. of Topeka is the primary contractor on the \$7.8 million project. Steve Rockers’ road squad designed the project.



Secretary Julie Lorenz speaks about the benefits of improving highways at the U.S. 50 groundbreaking ceremony. Photo by Multimedia Support

Governor announces Cost Share Program projects

Gov. Laura Kelly and Secretary Julie Lorenz announced on July 9 the 24 projects totalling more than \$20 million in transportation investments statewide that have been selected as part of KDOT's Cost Share Program. This is the second round of projects to be chosen.

The Cost Share Program provides funding to local entities for transportation projects that improve safety, support job retention and growth, improve access or mobility, relieve congestion and help areas across the state improve the transportation system.

"From day one of my administration, I committed to rebuilding our infrastructure and putting an end to using critical transportation dollars to cover the state's unpaid debts," Gov. Kelly said. "Projects like infrastructure cost share are a perfect example of how government can make smart, economic innovations that will make our economy more dynamic and competitive."

There were 136 projects totaling \$228 million in requested funds for the Spring 2020 round. These numbers highlight the pent-up demand for transportation projects across the state.

Projects were awarded in every region of the state with some beginning construction this fall. There was added emphasis on selecting projects that would create a steady influx of construction jobs over the next year.

"Our economic recovery won't wait on the red tape, KDOT is committed to doing all we can to cut through it to provide timely transportation investments," Secretary Julie Lorenz said.

To see more information and a list of projects, click [here](#).



Gov. Laura Kelly announced the Cost Share Program recipients during the July 9 online webinar news conference in Newton while Secretary Julie Lorenz, pictured below, participated in the event in Eudora. Photos by Denise Petet and Jeanny Sharp, Headquarters

