



## Kingman County Commission

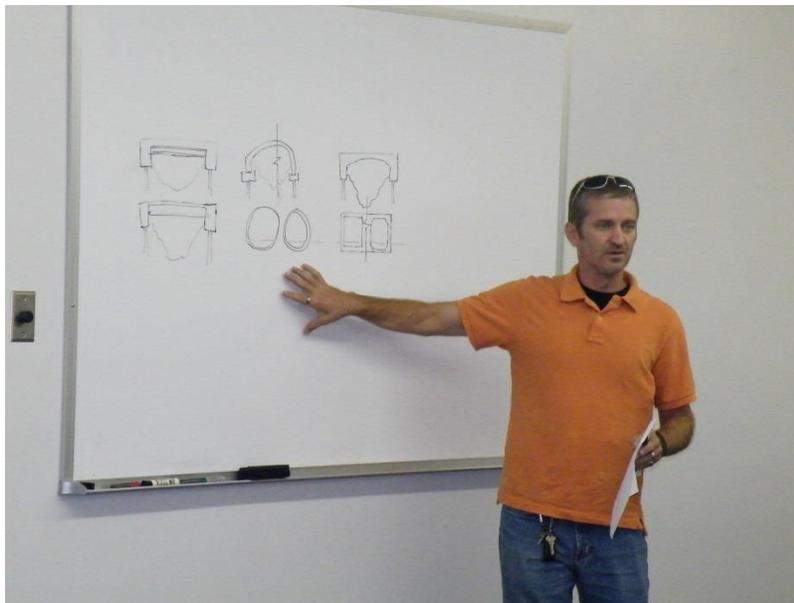
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Kansas Department of Transportation bridge engineer Michael Ingalls discusses super structures that can be used in a new local bridge improvement program. Ingalls was one of two KDOT engineers in Kingman Aug. 19 to lead an informational meeting about the program.

## New KDOT program targets local bridges

The Kansas Department of Transportation has launched a new local bridge improvement program and two KDOT representatives were in Kingman Aug. 19 to share details.

Ron Seitz, KDOT chief of local projects, and Michael Ingalls, KDOT bridge engineer, hosted an information meeting at the Kingman County Activity Center that was attended by 22 people from across the state, including Kingman County Public Works Director Charles Arensdorf and Kingman County Commissioners Fred Foley and John Steffen.

Seitz said the idea for the program first emerged about a year ago during a trip with KDOT Secretary Mike King, who wanted to address the 3,700 deficient bridges in Kansas. That is the goal of the new Kansas Local Bridge Replacement Program. Seitz said there is an allotment of \$10 million for the program, which is being considered a “pilot.” If local jurisdictions respond and use that money, he said there could be additional funding in the future.

The program targets bridges with a span length of 50 feet or less. Such bridges comprise more than half of all deficient bridges in the state. Eligible structures also must be on low volume roads (100 vehicles per day or fewer) and must be classified as structurally deficient or functionally obsolete based on the latest inspection under the National Bridge Inspection Program.

The maximum award for each project is \$120,000. If a local authority agrees to close or remove another bridge on its system, the maximum funding increases to \$160,000. If applications exceed available funds, Seitz said awards will be made on a “worst first” basis, with structurally deficient bridges getting priority.

Ingalls outlined the structural options and requirements for rehabilitation of an existing structure. Replacement options include a new bridge, a low-water crossing or other non-bridge length structure, such as multiple pipe culverts.

Seitz said the new program represents a different approach for KDOT, which will not be actively involved in project development. All projects will be administered by the local jurisdiction, including project letting and inspection. Kingman County plans to submit a project by the Sept. 15 deadline.

The Aug. 19 meeting was one of six conducted across the state by KDOT. Seitz said announcement of project awards is expected in early October. If funds remain, he said there may be a second call for projects in January 2015.

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