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TESTIMONY IN SUPPORT OF NAMING A FUTURE INTERCHANGE AFTER KRIS NORTON
AS PROPOSED IN HOUSE BILL NO. 2263

SUBMITTED TO THE KANSAS SENATE COMMITTEE ON TRANSPORTATION
BY JORDAN K. HERBERT, PE

Chairperson Sen. Petersen, Vice Chair Sen. Kloos, Ranking Minority Member Sen. Corson, and esteemed members of the Kansas Senate Committee on Transportation,

I am providing written proponent testimony about House Bill 2263.

I am a life-long Kansan, born and raised in the northeast part of the state. I attended the University of Kansas (KU) where I earned my Bachelor of Science in Civil Engineering. I met my future wife at KU. We are now married and have two beautiful little girls (6 and 4) and reside in Johnson County. I am a licensed professional engineer in the state of Kansas. I work for a consulting firm, HNTB Corporation, and have focused my nearly 15-year career serving the Kansas Department of Transportation (KDOT), Kansas Turnpike Authority (KTA), and municipalities throughout the state on transportation infrastructure projects. I also serve as the design consultant project manager for KDOT's South Lawrence Trafficway (SLT) Project in Lawrence and Douglas County, KS. And this is why I am providing written proponent testimony about House Bill 2263.

Kris Norton was the project manager or lead KDOT representative for the SLT Project. As the design consultant project manager, I worked closely with Kris in advancing the project. I got to know Kris both professionally and personally and like to think we were not only colleagues but friends. It was a privilege working with Kris in advancing the SLT Project. His professionalism, intimate knowledge of the corridor, passion for advancing the project, interaction with the public, were all truly admirable. The SLT Project has been ongoing for decades but during Kris's leadership on the project, the much-needed improvements have come to fruition and construction is in process.

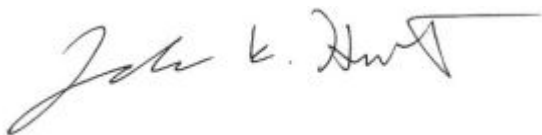
In Kris's 33 years with KDOT, he led or contributed to over 270 projects across the state. He touched so much of Kansas' infrastructure. Not only will his impact to the physical infrastructure last decades, but

Kris mentored a generation of KDOT leaders and designers. He ALWAYS took the time to mentor others in the right way of project development – most notably his attentiveness and collaboration with those most impacted by the projects. Through my time on the SLT Project, Kris represented all of KDOT's best qualities in his technical knowledge and passion for transportation. But what will always stick with me is his commitment to engagement with the public, especially those most impacted by the projects he managed. He would spend hours across kitchen tables, on the phone, responding to emails, etc. to understand concerns and try to address those concerns to the best of the team's abilities.

SLT was no different and perhaps even more of an interest to Kris for most of the people impacted, Kris called neighbors, as he lived within the project study area, played and took his children to the nearby sports complexes, and his children attended the elementary and middle schools where many of the public meetings were held given its proximity to the project. Kris had a tremendous impact on the design of the K-10 and Wakarusa interchange. Kris personally experienced the challenges of the existing intersection and was committed to the urgent need for a safer interchange. Recognizing the original interchange design's potential impact on nearby residents, Kris took the initiative to advocate for a more community-friendly approach. His leadership and dedication were instrumental in ensuring the interchange's final design met the needs and concerns of the public. Throughout the SLT Project's history, there were many KDOT project managers, but Kris's influence on the project improvements is unmatched. He single-handedly addressed a primary public concern regarding the interchange's design.

As you will likely glean from both written and verbal testimony, Kris's impact to transportation in Kansas is admirable. And fittingly, as we recently celebrated the national recognition of engineers during E-Week, the week of February 16th, I support legislation dedicating the future K-10 and Wakarusa interchange because of Kris's direct impact to the improvements at the K-10 and Wakarusa interchange and his unmatched commitment and dedication to serving the public's interest on his work throughout the state.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jordan K. Herbert". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jordan K. Herbert, P.E.