



KS LTAP Newsletter

The Newsletter for Kansas Local Technical Assistance Program (LTAP)

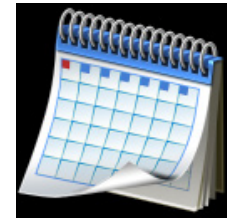
November | December 2018



We've co-developed a Local Public Agency (LPA) Project Manager Certification Program

KDOT in association with FHWA and the Kansas Local Technical Assistance Program (LTAP) have developed the

KDOT "Project Manager Certification Program" that all individuals who are a LPA "Person in Responsible Charge" or Project Manager (PM) must complete prior to serving as a PM for a project with Federal or State funding. [Click here to read the article.](#)



Check out our training schedule online at kutc.ku.educalendar/ltap and don't forget, we offer webinars you can take online anytime.

Guidance for driving on gravel roads

By Norm Bowers

In Kansas there are almost 100,000 miles of unpaved roads. These unpaved roads with a gravel or dirt surface are the predominant road type in rural areas of Kansas and they present their own special road safety challenges. Driving on loose gravel is more difficult than driving on pavement because tires don't have the traction needed to give stable control. Throw speed into the mix and your residents have a formula for trouble. [Click here for a Fact Sheet on the topic.](#)



Photo by Norm Bowers



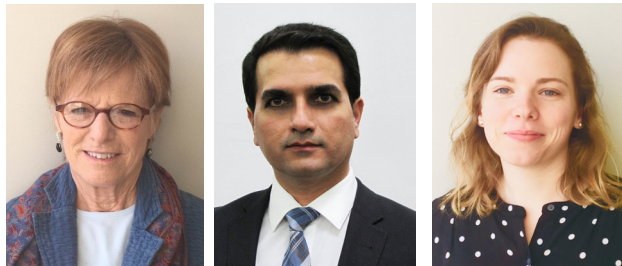
You can attend Tribal Technical Assistance Program (TTAP) classes

Classes are free of charge and available to local agencies. Some (not all) of these classes may be relevant to local agencies as well as tribal agencies.

Registration is done through TTAP. Go to ttap.enrollware.com to learn more and to register.

There are new faces at KUTC

Kansas LTAP is a program of the University of Kansas Transportation Center (KUTC). The staff you know as Kansas LTAP are employed at the KUTC, based in Lawrence at the KU School of Engineering.



Toni Dixon, Hemin Mohammed and Emily Wilder

KUTC has three new staff members we would like to introduce: Toni Dixon, Hemin Mohammed and Emily Wilder. [Click here to read more.](#)



Pavement preservation keeps good roads in good condition



By Jamal Kakrusal

Pavement treatments help maintain the functional condition of roadways. Over the past several decades, pavement preservation tactics have evolved to be more proactive than reactive. Adopting a proactive maintenance approach helps road agencies reduce the probability of costly, time-consuming rehabilitation and

reconstruction projects.

This article describes some common pavement treatments and outlines the advantages of each treatment. It also highlights pavement treatment practices and costs outlined in Sedgwick County's Pavement Preservation Plan for 2018. [Click here for a Fact Sheet.](#)

MINK 2018 Recap

By Lisa Harris

Another successful MINK conference was held September 19-20, 2018, in St. Joseph, MO. Ninety people attended the noon-to-noon conference for local road officials and for DOT and FHWA representatives who work with locals, primarily from the Missouri-Iowa-Nebraska-Kansas (MINK) region.

Topics this year included:

- Local road safety plans
- Infrastructure mapping in Lyon County, KS
- Making sense of a winter weather forecast
- Using rail to deliver rock for local use
- FHWA's competitive highway bridge funding program
- Reducing erosion of Loess soils in Iowa
- FHWA's Every Day Counts program, Round 5, and relevance to locals
- Self-healing concrete
- Kansas Local Bridge Load Rating Program
- Facilitated discussion at dinner

Justin Mader of the Kansas County Highway Association also gave a plug for the 2019 National Association of County Engineers (NACE) conference which will be in our region, in Wichita, KS.

Those of you who could not attend MINK missed some great networking and information-sharing, which many participants say is a highlight of the event. But you can check out the presentations from this year, which are posted at: <https://ltap.unl.edu/mink-conference>

Many thanks to the planning committee for MINK, which is always looking for new members. Drop me an email at lharris@ku.edu if you are interested in helping. The committee will start meeting (by conference call) in May 2019.

Access is now available to the AASHTO online training TC3 library

FHWA and the American Association of State Highway and Transportation Officials (AASHTO) finalized an agreement that provides local and tribal transportation professionals access to the AASHTO online training TC3 library.

The AASHTO TC3 catalogue provides over 120 courses and online training. Go to <https://tc3.transportation.org/> for more information.

Please sample these courses and let Lisa Harris, lharris@ku.edu, know which ones in particular you would recommend to your peers. We will pass that information along in a future *KS LTAP Newsletter*.

Share it!

Forward this newsletter to colleagues who may want to be added to our e-newsletter list. Sign up on our website at kutc.ku.edu/ltap.

Next year's MINK will be September 25-26, 2019 St. Joseph, MO. Mark your calendar, and we'll see you next year!

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Guidance on design of bicycle lanes – and more

Bike lane design has been the topic of much study in recent years. Bike lane design can be quite challenging in situations where the existing urban traffic patterns are complex and cross sections are already constrained by heavy traffic volumes. Designers throughout the country develop new and better solutions each year.

The Federal Highway Administration has published its FHWA Course on Bicycle and Pedestrian Transportation as a series of lessons available for free online. Information on bike lanes is excerpted from the AASHTO Guide to the Development of Bicycle Facilities. Lesson 19 in the course highlights the design of bicycle lanes. It contains recommended design practices as well as practices to avoid.

To read this lesson go to https://safety.fhwa.dot.gov/PED_BIKE/univcourse/swless19.cfm. You can also click on “Previous” and “Next” on that page to read other lessons from the Course.



Kansas LTAP

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Focus on portable rumble strips

One factor taken from “Innovative Traffic Control Devices for Improving Safety at Rural Short-Term Maintenance Work Zones”

Rumble strips can be used to provide an auditory and vibratory cue to drivers that they are about to enter a work zone. The portable rumble strips used in a study by Michael D. Fontaine, Texas Transportation Institute, Texas A&M University System, were 12 feet long, 4 inches wide, and 0.25 inches thick. The rumble strips were installed by removing the protective backing, placing the rumble strip on the road surface, and using a weighted roller to firmly adhere the strip to the pavement. Each rumble strip installation consisted of a series of six rumble strips placed parallel to one another at 18-inch spacings.

The full article by Michael D. Fontaine, Texas Transportation Institute, (updated 2017) describes the results of the evaluation of several devices. Read it here: <https://ops.fhwa.dot.gov/wz/workshops/accessible/fontaine.htm>



KUTC/LTAP staff

- **Lisa Harris**, Director
- **Hemin Mohammed**, Road Safety Resource Coordinator
- **Toni Dixon**, Communications & Outreach Coordinator
- **Emily Wilder**, Education Program Coordinator



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The KS LTAP Newsletter is back

It’s been a while since you’ve seen an issue of the *KS LTAP Newsletter* and we apologize for that. The KUTC communications coordinator position has been in flux, but now our new editor, Toni Dixon, is on board, so you’ll be seeing the *KS LTAP Newsletter* regularly.

If you are interested in submitting an article for consideration or have a topic to suggest for this publication, please contact us at kutc@ku.edu.



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