



AUTUMN 2023

KANSAS LTAP NEWSLETTER

A Service of The University of Kansas Transportation Center for Road, Street, & Bridge Agencies

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A MESSAGE FROM THE DIRECTOR

By Lindsay Francis , KS LTAP



Dear Kansas LTAP Community,

As we approach the end of another year, it's the perfect time to reflect on the remarkable progress we've made and to eagerly anticipate the exciting developments that lie ahead. In addition, we're thrilled to announce that the Kansas LTAP 2023 Needs Assessment Survey is now live, offering you a unique opportunity to shape our future endeavors.

In the spirit of reflection, I must acknowledge the incredible strides we've made this year. We have accomplished numerous milestones and worked collaboratively to enhance the services and support for locals across the state. From informative visits to insightful trainings, we've strived to provide valuable resources and to enrich the skills and knowledge of public works employees across the state.

As we look forward to the coming year, we're excited about what's to come and committed to elevating our offerings even further. We aim to remain at the forefront of providing relevant training, technical assistance, and support

to all Kansas public works agencies. Your feedback and insights play a pivotal role in this process.

To that note, we are pleased to announce that the Kansas LTAP 2023 Needs Assessment Survey was sent out on earlier this month and will be available for your input until after our fall training season on November 10th, 2023. This survey is a crucial opportunity for you to share your valuable insights, experiences, and suggestions. By participating, you help guide us in enhancing our current offerings and determining our future priorities.

The survey consists of 25 questions and should take you less than 15 minutes to complete. Your responses are completely anonymous, ensuring that you can provide candid feedback. Your input will be instrumental in shaping our strategic direction and ensuring that we continue to meet your needs effectively.

2023
KANSAS LTAP NEEDS ASSESSMENT

Take Survey



CONTINUED ON NEXT PAGE

KS LTAP is also excited to support the Kansas Infrastructure HUB's restructuring to provide even more comprehensive support to Kansans as it relates to BIL grant opportunities. This includes grant writing assistance and educational resources tailored to local communities. This strategic move is aimed at strengthening Kansas local infrastructure and helping local entities secure the funding they need for critical infrastructure projects. More information about this can be found in the KDOT Update article.

In conclusion, 2023 has been a year of success and growth and we are filled with excitement about what lies ahead. Your participation in the Kansas LTAP 2023 Needs Assessment Survey is invaluable, and we encourage you to take a few minutes to share your thoughts and help us shape our future.

Thank you for your continued dedication, support, and work in fostering a safe, efficient, and environmentally sound surface transportation system here in Kansas. We look forward to the transformative year ahead.

SALINE COUNTY ROAD AND BRIDGE CLAIMS FOURTH KANSAS BUILD A BETTER MOUSETRAP WIN

By Kara Cox, KS LTAP

Innovation and initiative are not lacking at Saline County Road and Bridge. For the fourth year in a row, Saline County Road and Bridge has claimed a win in the Kansas Build a Better Mousetrap competition. Saline County Road and Bridge continues to demonstrate what forward thinking and taking initiative can achieve.

THE PROBLEM

Saline County Road and Bridge's maintenance and engineering staff took a look at their stop signs and advance warning enhancements and recognized that there was area for improvement in order to reduce high speed collisions at intersections.



Figure 1: Saline County Road and Bridge recognized as the 2023 KS Build a Better Mousetrap winner. Pictured includes Darren Fishel, Jerry L. Peter, Jr, Walter Reddig, Justin Mader, Robert Griffin and Wayne Scritchfield.

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THE SOLUTION?

Saline County Road and Bridge implemented a program to enhance their stop signs and advance warning enhancements.

1. Stop signs at asphalt-to-asphalt intersections will be change from 30" to 36". The old signs will be put back in stock to repair signs that get damaged in the future.
2. The stop sign post will get a red retroreflective strip 3" wide x 48" long placed vertically on the post below the stop sign.
3. All stop ahead sign posts will get a yellow retroreflective strip 3" x 48" placed vertically on the post below the sign.
4. All stop signs with a stop ahead sign will get a red retroreflective strip 3"x 48" regardless of the location or size of stop sign.

WHAT DID IT TAKE TO MAKE THIS SOLUTION A REALITY?

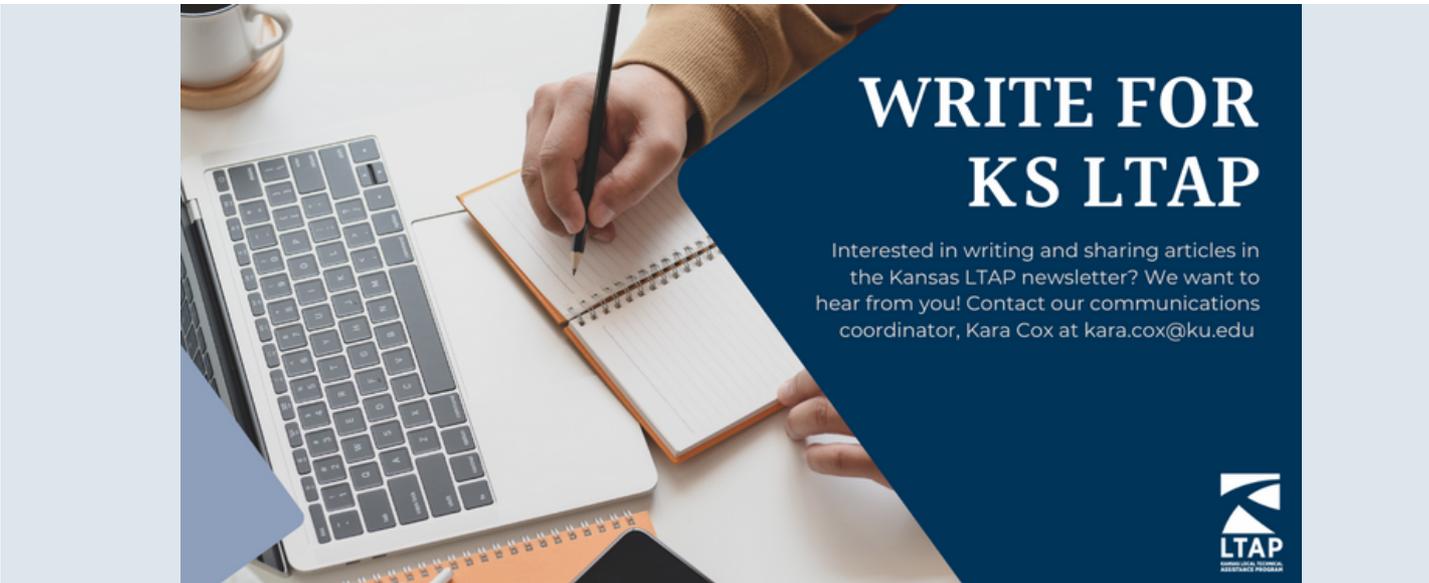
The first step in the process was having a discussion with the city engineer and the department administrator. This discussion established that engineering would order the materials and the new placements and replacements would be handled by the regular sign crew. A plan was put in place to immediately replace some signs while other signs would be put on a 10-year replacement plan.

THE OUTCOME

Saline County Road and Bridge believes that a long-term benefit of this improvement will be an increased awareness at marked intersections among drivers. The ultimate outcome they hope to see is a reduced number of intersection collisions at these marked intersections.

ABOUT THE COMPETITION

LTAP is proud to host the annual Kansas Build a Better Mousetrap competition as a way of highlighting some of the excellent work and innovations being made across Kansas. This competition offers a platform for professionals around Kansas to show off their innovations that enhance their efficiency and improves overall quality of work. Winners of the Kansas Build a Better Mousetrap competition are entered into the national competition hosted by the Federal Highway Administration (FHWA). If you are interested in learning more about the competition and entering, please visit our website at <https://kutc.ku.edu/build-better-mousetrap>. Applications for the 2024 competition are due by May 1, 2024.



WRITE FOR KS LTAP

Interested in writing and sharing articles in the Kansas LTAP newsletter? We want to hear from you! Contact our communications coordinator, Kara Cox at kara.cox@ku.edu





LTAP APP OFFICIALLY GOING OFFLINE

In the winter of 2021, Kansas LTAP launched a pilot program to develop and test a mobile app capable of providing local transportation agencies with resources needed to carry out their duties more efficiently. This was our first venture into app development, and while some of the tools on the app were found useful by our testers, overall, we have not been satisfied with the technical performance of the app. After much consideration, we have decided that the best path forward is to shut down the app and explore ways to move its best features onto the LTAP website. We thank all those who tried the app and provided feedback.

As always, Kansas LTAP strives to provide excellent services for local public works agencies and their employees as well as consultants and contractors that provide services for local governments. While the KS LTAP mobile app will be going offline, KS LTAP will continue to pursue other services that maximize our assistance throughout Kansas.

If you have any questions or concerns, please reach out to us at kutc_training@ku.edu.

CONCRETE ATTRIBUTES; WHY CHOOSE CONCRETE PAVEMENT

By Mark Shelton, MO/KS ACPA

Choices are good. Most of us appreciate the ability to shop and choose between different brands, different quality levels, different styles and different services. In today's world we even have the choice in our retail shopping whether to shop online, with a locally owned business, or a big box chain. We have reasons for the choices we make. We may not sit down and make a list of those reasons, but nonetheless, we have reasons. In this article we want to take a little time and list some of the reasons why concrete pavement would be a good choice from both financial and safety perspectives.

Concrete pavement lasts a long time. Concrete roads, parking lots at retail outlets, parks, schools, and industrial sites, when designed and placed properly, can serve their life with minimal maintenance for more than 50 years. When making the choice between pavement material type, certainly initial costs must be considered. Future costs and

frequency of maintenance should also be considered, not only the costs of maintenance treatments, but also the labor and material costs for repairs done by agency forces as well. Also, the risk of injury to workers in the field performing contract maintenance treatments and agency performed maintenance should be considered.

Concrete pavements are rut resistant. We have all had the chance to drive along a road where pavement rutting affects the smoothness of safety during a rain due to ponding water in ruts, especially at intersections. The cost of vehicle repairs and injuries from crashes due to these conditions should also be considered. These are not direct costs to an agency but are costs to society.

Concrete pavements are naturally sustainable. When storms produce rainfall that leads to flooding the pavements, concrete pavements are more likely to still be in place after the storm and can withstand the heavy loads required to get emergency supplies and services to affected areas.

Concrete pavements reflect more light. This means that in the summertime, there is less heat during the day and better visibility at night. In urban areas, the reduction in heat can be significant to reduce urban heat islands.

Concrete is produced locally. Kansas is blessed with local cement plants, local aggregate sources, local concrete producers, and local concrete workers. Supporting local economies in construction supports local businesses, schools, and governments.

Concrete is 100 percent recyclable. Over 140 million tons of concrete are recycled and reused each year. Granted, concrete serves its initial purpose for many years, but when it finally reaches the end of its original purpose, it is still strong and reusable in bases and even new concrete. Recycling reduces the depletion of local materials sources and reduces the costs of future projects.

Concrete is smooth and quiet. Concrete pavement stays smoother longer than other pavements and provides a quiet ride. If desired, specifiers can require ultra smooth concrete pavement through diamond grinding which also extends the life of concrete pavement and brings us back to the savings and safety from long life pavements.

Agency officials have many “balls to juggle” when choosing how to spend taxpayer dollars. At times, specific pressures affect choices. This article's purpose is to offer reasons consideration should be given to the long life, low maintenance, and safety attributes of concrete pavements.

For more information contact:
Mark Shelton
Field Engineer
MO/KS ACPA
mark@moksacpa.com

THE KANSAS LTAP EQUIPMENT LOAN PROGRAM HAS A NEW DEVICE AVAILABLE FOR LOAN!

By Lindsay Francis, KS LTAP

In August 2022, the FHWA announced a [final rule](#) to reduce roadway fatalities in dark conditions by improving visibility with retroreflective pavement markings. The new rule requires state and local agencies or officials to implement a method by 2026 for maintaining pavement marking retroreflectivity at or above minimum levels (per new MUTCD standards).

Kansas LTAP has acquired a pavement marking retroreflectometer device to assist local agencies with implementing a method of maintenance as required by the final rule. This device will allow agencies to identify and prioritize areas where the retroreflectivity and visibility of pavement marking needs improvement in order to aid in reducing roadway fatalities in dark conditions.

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WHAT IS THE DEVICE?

Stripemaster® 2 Touch Pavement Marking Retroreflectometer



The Stripemaster® 2 Touch Pavement Marking Retroreflectometer is a “proven retroreflectometer and pavement marking management tool that measures road marking retroreflection, visibility, and automatically saves key data” (RoadVista, 2022). According to RoadVista, this tool is highly reliable and field-tested for safe and consistent measurement values that requires minimal operator training.

“Through a simple place, shoot, read, and record process, the system provides an all-in-one pavement marking asset management system...The full color touch screen and user-friendly menus make recording measurements fast and easy.” (RoadVista, 2022)

HOW TO REQUEST THIS EQUIPMENT

The pavement marking retroreflectometer will be available for loan beginning in October. <https://kutc.ku.edu/equipment-loan-program>

Please visit the ELP page on KS LTAP's website to check out all the equipment that is available for loan through the program and to submit a request.



RESOURCES

FHWA Announces Final Rule to Reduce Roadway Fatalities in Dark Conditions by Improving Visibility with Retroreflective Pavement Markings. (n.d.).

FHWA. <https://highways.dot.gov/newsroom/fhwa-announces-final-rule-reduce-roadway-fatalities-dark-conditions-improving-visibility>

RoadVista, A Gamma Scientific Company. (2022, July 25). [StripeMaster® 2 Touch Retroreflectometer - Gamma Scientific / RoadVista. Gamma Scientific / RoadVista. https://www.roadvista.com/products/stripermaster-2-touch-retroreflectometer](https://www.roadvista.com/products/stripermaster-2-touch-retroreflectometer)

INNOVATION INSIGHT – BASE ONE(R)

By Nelda Buckley, KS LTAP

Most people who maintain gravel roads understand the importance of a good crown, but another essential element in well-maintained roads is a good base. Mitch Fritz in Smith County has been using a base stabilizer called Base One(R). According to their website, "Base One(R) is a base and aggregate surface stabilizer that is designed to improve the strength and stability of aggregate and reclaimed asphalt pavement materials. It is a concentrated liquid stabilizing agent that is added to the water used to bring the base material to optimum moisture content for compaction." It stabilizes and enhances the base material through its detergency, lubricating, and bonding properties.

When Base One(R) is mixed into the base course of a gravel road, it dries to form a solid, almost concrete-like layer that prevents formation of deep ruts or potholes. This solid base forms an insoluble bond, resistant to change, to help increase the load bearing capacity and reduce routine maintenance.

Smith County has completed seven miles of Base One(R) in the past 18 months. The equipment they use is the RM500 with a water injector, vibratory sheep's foot, rubber tire roller, a motor grader, and two 4000-gallon water trucks. Here is the process they use:

- Narrow and shape the road to 30 to 32 feet
- Add 1500 to 2000 yards of asphalt millings per miles
- Mix the asphalt millings with blue shale and white rock and spread evenly across the road
- Load water trucks with 4000 gallons of water plus 125 gallons of Base One(R)
- Set the RM500 grinder at 50 gallons per minute, then grind the material eight inches deep; run a water truck for one-half mile. They apply extra Base One(R) where they have heavy semi-truck traffic.
- Run the sheep's foot behind the grinder back and forth on the ground material for compaction.
- Pull all equipment off the road after four passes by the RM500. The motor grader will shape the road with a five to six percent crown; the rubber tire roller and the vibrating smooth drum roller follow the motor grader.
- Compact the road with the rubber tire roller and vibrating smooth drum roller for two to three days to seal the road; loads of water are used as needed.



Figure 1: Smith County Base One project April 2022. Photo credit: Dennis Odom

According to Smith County, using Base One(R) has the following benefits:

- Less maintenance – depending on the traffic, the road may only need to be bladed once or twice a year. Smith County experimented with Base One(R) for three miles at a feedlot having 15+ semi-trucks daily. The only maintenance has been with a motor grader one time and later the surface was resealed with Base One(R) at 125 gallons per truck load per mile.
- Less dust – the road will have less potholes during dry spells throughout the year
- Crown is sustained even with heavy vehicle and semi-truck traffic
- Very forgiving – to maintain the road requires soaking the road with water and lightly brushing the road with carbide teeth across, then seal with the rubber tire roller and vibratory smooth drum roller; lightly seal with the remainder of the Base One(R) and water

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Mitch reports a cost for Base One(R) of \$6531.25 per tote. He used eight loads per mile which included four totes of Base One(R) and 32,000 gallons of water. For resealing, he used one truck load of 125 gallons of Base One(R) per mile.

If you are interested in more information, you may contact Dennis Odom at dodom@teamlab.net or 307-851-0246 in Bucklin, Kansas. The Base One(R) website is <https://www.baseone.net/base-one/>. Minnesota Department of Transportation has developed a specification (2215) Stabilized Reclamation Using Base One(R).

A special thank-you to both Mitch Fritz and Dennis Odom for most of the information in this article.

RESOURCES

What is Base One® - Base One. (n.d.). Base One.
<https://www.baseone.net/base-one/>

KDOT UPDATES

By Lindsay Francis, KS LTAP

NEW KANSAS SECRETARY OF TRANSPORTATION

In June, Governor Laura Kelly appointed Calvin Reed as Secretary of the Kansas Department of Transportation (KDOT). Reed had served as acting secretary since former Secretary Lorenz resigned in December 2022.

KANSAS SAFETY CORRIDOR PILOT PROGRAM

The Safety Corridor Pilot Program is a strategic five-year initiative of the Kansas Drive To Zero (DTZ) Coalition. The program will take a comprehensive approach; that includes elements of enforcement, education, engineering, and emergency response; to meet its goal of reducing fatalities and serious injuries in four selected safety corridors across Kansas. Read more about the program in the attached KDOT press release, including a link to the corridor website and the locations of the four selected safety corridors.

https://www.ksdot.gov/Assets/wwwksdotorg/Headquarter/s/PDF_Files/pressrelease2023/SafetyCorridorLaunch.pdf

CITY CONNECTING LINK IMPROVEMENT PROGRAM (CCLIP): PROJECT SELECTIONS

KDOT apologizes for the delay in finalizing the project selections for the City Connecting Link Improvement Program (CCLIP) and plan to announce selected projects by the middle of September. This program aims to enhance transportation infrastructure within cities, improving connectivity, and promoting safer travel for residents and visitors alike. Stay tuned for the upcoming announcement to learn which projects have been selected.

LOCAL CONSULT MEETINGS

KDOT is preparing to host meetings across the state to get Kansan's input on a list of potential expansion and modernization projects for each region. These public engagement meetings will be held the first three weeks of October as part of KDOT's IKE program. Find out more information about the upcoming Local Consult process and upcoming meetings here:

<https://ike.ksdot.gov/projects/local-consult-process>

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2023 Local Consult Meetings Schedule



BRIDGE IMPROVEMENT PROGRAMS: KANSAS LOCAL BRIDGE IMPROVEMENT PROGRAM (KLIP) AND OFF-SYSTEM BRIDGE (OSB)

KDOT announced that 35 local and off system bridge projects across the state would be receiving a combined \$42.3M as part of the KLIP and OSB programs. Learn more, including the project selections and plans for FY 2025 KLIP and OSB program funding, in the attached press release.

https://www.ksdot.gov/Assets/wwwksdotorg/Headquarter_s/PDF_Files/pressrelease2023/GovernorBridgeRelease.pdf.

KANSAS INFRASTRUCTURE HUB: EXPANDS SERVICES TO INCLUDE GRANT WRITING ASSISTANCE AND MATCH FUNDING ([HTTPS://KSHUB.ORG](https://kshub.org))

As you learned in the summer newsletter, KDOT made plans to restructure and continue funding the Kansas Infrastructure HUB, a joint initiative that has proven vital

in coordinating funding opportunities for Kansas as part of the Bipartisan Infrastructure Bill passed in 2022. To support this endeavor, the HUB has received additional funding of \$5 million per year over the next three years. This allocation has enabled the HUB to expand its services by providing grant writing assistance and education to local entities, empowering them to pursue BIL grant opportunities effectively. Check out the updated website and learn how you can apply for grant writing assistance

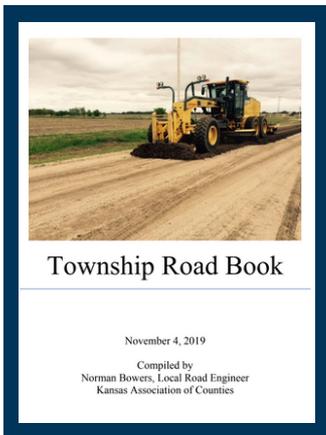
Furthermore, \$50 million per year over the next four years has been dedicated to assisting in local match requirements for BIL discretionary grants. Later this month, visit the HUB's website to find updates about how you can secure BIL grant match dollars through the Build Kansas Fund. This fund will accelerate investment in local infrastructure in the targeted areas of water, transportation, energy, cybersecurity, broadband, and other BIL-identified priorities across Kansas

KDOT'S COST SHARE PROGRAM

The application period for the fall round of KDOT's cost share program is now open and ends on September 21, 2023. For more information and the application link, visit KDOT's website at <http://www.ksdot.org/CostShare/CostShareProgram.asp>.

TOWNSHIP ROAD RESOURCES

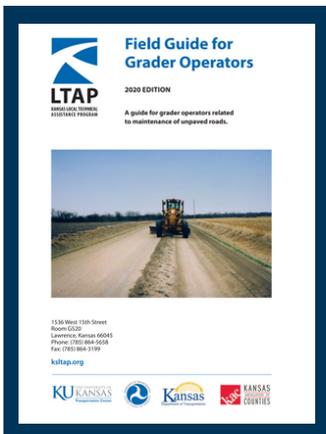
In this document, Kansas LTAP has compiled some helpful resources for township officials and employees in Kansas responsible for road maintenance.



The Township Road Book

This guide was prepared to help township officials in Kansas understand their duties. Townships in the 35 Kansas counties that have a “county-township” road system have rural road maintenance responsibilities, giving them considerably more responsibilities and liability than townships in the other counties. This book also identifies the duties that remain with the county on these township roads. Compiled by Norm Bowers, Kansas Association of Counties, 2019. 172 pages.

https://kutcreources.ku.edu/storage/1621963188_Township%20Book%20November%20%202019.pdf



Field Guide for Grader Operators

This “glovebox guide” provides guidance to grader operators responsible for day-to-day maintenance of unpaved roads. It provides a convenient reference to keep in the motorgrader to help address safety and maintenance issues commonly encountered in the field. The guide identifies potential safety issues during daily operations that should be reported to a supervisor and describes how to alert motorists of road maintenance under way. Compiled by Norm Bowers, Kansas LTAP, 2020. 46 pages.

https://kutcreources.ku.edu/storage/1621444586_LTAP%20Grader%20Handbook_2020_web.pdf

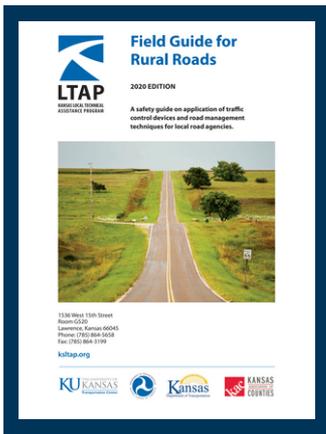


Maintaining Sand and Gravel Roads

This fact sheet provides tips and techniques to properly maintain sand and gravel roads. By Norm Bowers and Clair Schrock, Kansas LTAP, 2014. 4 pages.

https://kutcreources.ku.edu/storage/1621611223_LTAPFS14-Sand.pdf

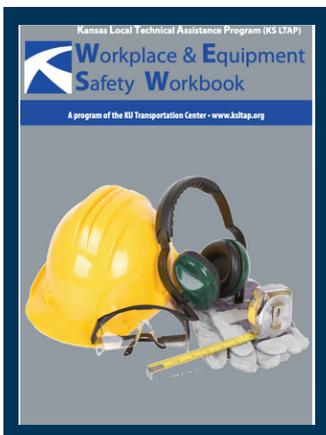
TOWNSHIP ROAD RESOURCES



Field Guide for Rural Roads

A safety guide on application of traffic control devices and road management techniques for rural roads owned by local governments. Kansas LTAP, Updated in 2020.

https://kutcreources.ku.edu/storage/1621444666_LTAP%20Field%20Guide_2020_web.pdf



Workplace and Equipment Safety Workbook

A glovebox guide that contains basic information for road workers on how to increase their safety on the job. Kansas LTAP, 2010. 22 pages.

https://kutcreources.ku.edu/storage/1621964383_Wkpl%202010-2.pdf



Road Notes: Minimum Maintenance Roads

Designating a township road “minimum maintenance” to reduce required maintenance and liability on roads with only seasonal access is a county responsibility and would start with a request from the township. This article describes how the process works. By Keith Browning, Kansas County Comment newsletter, November 2021, pages 18-20.

<https://www.kansascounties.org/news/county-comment/2021-issues/november-2021-county-comment.pdf/view>

FALL 2023 LTAP TRAINING SCHEDULE

By Megan Hazelwood, KS LTAP

We here at Kansas LTAP hope you all had a wonderful summer! We are looking forward to getting back into training mode this Fall. We will be visiting Atchison, Hays, Salina, and several other locations across the state. Kansans can learn more about Snow and Ice Control, Bridge Maintenance, Risk & Liability, and Legal Permitting & Regulatory Processes.

You can view our entire Fall 2023 schedule in the graphic to the right.

Keep an eye out for our 2024 training schedule to be released before the year is over. If you are interested in hosting a Kansas LTAP training next year, please contact Megan Hazelwood at mhazelwood@ku.edu. As a reminder, our host venues will receive one free registration per hosted class.

If you have any questions regarding this year's training schedule, on-demand classes, or if you'd like to host a training in 2024, please email mhazelwood@ku.edu. We look forward to serving you all this year!

					
VIRTUAL TRAINING PLATFORM	UAS Training				
	Signing Low-Volume Rural Roads				
	Asphalt Road Maintenance				Level 1
	Providing Employee Safety				Level 2
	Concrete Road Maintenance				Level 1
	Guardrail Maintenance & Repair				Level 1
	FoRRRwD: Countermeasures				
	ADA Basic Requirements				
	Bridge 101				Level 1
	Risk & Liability				Level 1
Legal Permitting & Regulatory Processes				Level 3	
SEPTEMBER	9/20	Risk and Liability	Lawrence	Level 1	
	9/21	Project Planning and Management	Lawrence	Level 3	
	9/26-27	Public Works 1 & 2	Atchison	Level 2	
OCTOBER	10/2	Snow & Ice Control	Garden City	Level 1	
	10/3	Snow & Ice Control	Hays	Level 1	
	10/4	Snow & Ice Control	Salina	Level 1	
	10/5	Snow & Ice Control	Wichita	Level 1	
	10/6	Snow & Ice Control	Burlington	Level 1	
	10/10	Legal Permitting & Regulatory Processes	Wichita	Level 3	
	10/11	Bridge Maintenance	Atchison	Level 2	
	10/12	Signing Low Volume Roads	Burlington		
	10/17	Foundations in Customer Service	Garden City	Level 1	
	10/19	Foundations in Customer Service	Burlington	Level 1	
	10/24	Project Planning & Management	Wichita	Level 3	
	10/25	Project Planning & Management	Salina	Level 3	
	10/26	Making Safer Roads	Atchison	Level 2	
NOVEMBER	11/1 & 2	Public Works 1 & 2	Burlington	Level 2	
	11/7	Supervisor's Role in Enhancing Cooperative Work Relationships	Salina	Level 2	
	11/8	Communication Skills for Effective Supervision	Salina	Level 2	
	11/9	Overview of Engineering Functions in Public Works	Lawrence	Level 3	

SHARE!

If you know individuals who would like to receive our newsletter, please have them go to: www.kutc.ku.edu/ltap and sign up for the Kansas LTAP email list. There is a box to check to request electronic notification of each new issue of the LTAP Newsletter. Back issues are available at our website in the newsletter archives section.



KANSAS LTAP NEWSLETTER

The Kansas Local Technical Assistance Program (LTAP) is an educational, technology transfer and service program of the Kansas University Transportation Center (KUTC). Its purpose is to provide information to local government highway departments and their personnel and contractors by translating into understandable terms the latest technologies in the areas of roads, highways and bridges.

The Kansas LTAP Newsletter is published quarterly and is free to counties, cities, townships, tribal governments, road districts and others with transportation responsibilities. Editorial decisions are made by Kansas LTAP. Engineering practices and procedures set forth in this newsletter shall be implemented by or under the supervision of a licensed professional engineer in accordance with Kansas state statutes dealing with the technical professions.

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THE UNIVERSITY OF KANSAS PROHIBITS DISCRIMINATION ON THE BASIS OF RACE, COLOR, ETHNICITY, RELIGION, SEX, NATIONAL ORIGIN, AGE, ANCESTRY, DISABILITY, STATUS AS A VETERAN, SEXUAL ORIENTATION, MARITAL STATUS, PARENTAL STATUS, GENDER IDENTITY, GENDER EXPRESSION AND GENETIC INFORMATION IN THE UNIVERSITY'S PROGRAMS AND ACTIVITIES. THE FOLLOWING PERSON HAS BEEN DESIGNATED TO HANDLE INQUIRIES REGARDING THE NONDISCRIMINATION POLICIES: DIRECTOR OF THE OFFICE OF INSTITUTIONAL OPPORTUNITY AND ACCESS, IOA@KU.EDU, 1246 W. CAMPUS ROAD, ROOM 153A, LAWRENCE, KS, 66045, (785) 864-6414, 711 TTY.

