# AUTUMN 2022 KANSAS LOCAL TECHNICAL ASSISTANCE PROGRAM

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

**INSIDE THE ISSUE** 



## **2022 KANSAS BUILD A BETTER MOUSETRAP COMPETITION**

By Nelda A. Buckley, KS LTAP



Award presentation at Saline County Road and Bridge. Pictured left to right: Wayne Scritchfield, Justin Mader, Nelda Buckley, Darren Fishell, Jerry Peters, and Ted Sears

Even when understaffed, or perhaps because of it, local agencies in Kansas are innovative! Kansas LTAP received three submissions to the 2022 Build a Better Mousetrap contest. Build a Better Mousetrap (BABM) celebrates innovative solutions for challenges that local transportation workers encounter. These innovations can range from the development of tools and equipment modifications to the implementation of new processes that increase safety, reduce cost, and improve efficiency of our transportation system (FHWA - Center for Local Aid Support - Build a Better Mousetrap Competition, n.d.).

Submissions to the BABM competition are accepted throughout the year through the LTAP website. The submission should include a title, problem statement, discussion of the solution, information on the labor, equipment, and materials used, cost, and the savings or benefits to the community. Pictures and/or a video of the innovation are greatly encouraged.

The 2022 Kansas winner was Saline County with their Rural Primary Road System (RPRS). They developed a road system inside their current system that identified areas of high traffic and agricultural use to focus their available funding. Saline County uses the system to prioritize road upgrades, primarily based on traffic volumes and correlations between maintainability and soil conditions. This means the identified Rural Primary Roads will receive higher priority when it comes to investing the County's limited available funds to upgrade road surfaces and drainage structures and repair/rehabilitate/replace facilities and still allow adequate access to properties.

CONTINUED ON NEXT PAGE



Saline County Rural Primary Road Map

In an August 18, 2022, interview (view here), Darren Fishel, the County's Road and Bridge Director, said that they started by looking at traffic counts and plotting structures and their ratings. They generally used a two-mile grid, but that did not always fit their road user needs. The proposed maps were sent to a variety of people for input, so that all user needs could be considered before finalizing the map. All paved routes are on the RPRS, but most of the RPRS is gravel roads.

One of the keys to their success was funding. A \$2 million, 10-year bridge replacement program started the process, followed by a second phase of \$1 million to include roads. With this funding, the County can plan for replacement of bridges instead of chasing problems with the RPRS prioritizing where the funding is focused. By using the RPRS, they were able to take out of service bridges that were obsolete, not being used by agriculture, and where there were other routes available to serve the public including the County's six school districts and their buses. LTAP also received BABM submissions from Ellis County and the City of Lawrence's Municipal Services & Operations (MSO) department. Ellis County's Safety Hitch Solution is a safety device similar to a barrel bolt lock that holds the tongue of a roller in a fixed position. This allows the employees to stay out of the red zone while directing the grader operator into position for hook-up. Once the roller is connected, the lock is released, which allows the hitch to swivel up and down. For more information, contact Curt Hoffman at Ellis County.

Jennifer O'Brien submitted Lawrence's entry for an Employee Portal. The MSO department needed a lowcost, flexible employee intranet that could be accessed from anywhere, so they used Microsoft Office 365 SharePoint tools to create an employee portal. The site is a one-stop location for policies and procedures, login links, news and information, tutorials, and other miscellaneous useful tools and documents.

All three entries were submitted to the national BABM

competition, sponsored by the Federal Highway Administration's Center for Local Aid Support (CLAS). Consistent with Kansas' selection criteria, they look for original, innovative projects that provide long-term value to the transportation community. CLAS awards honorees in four categories: Innovative Project, Bold Steps, Smart Transformation, and Pioneer. All entries are included in their annual <u>National Entry Booklet</u>, so it is a great resource for new ideas! Next up is the 2023 competition, so start putting together ideas for your entry. What can you envision to benefit your community? Where can improvements be made? How can costs be saved? Then get to work! Keep track of labor, equipment, materials, and costs. Take pictures and/or videos as appropriate. And do not forget to submit your entry – you could be the next BABM winner!

#### REFERENCES

FHWA - Center for Local Aid Support - Build a Better Mousetrap Competition. (n.d.). Federal Highway Administration. Retrieved August 22, 2022, from https://www.fhwa.dot.gov/clas/babm/

### **BRIDGE LOAD POSTING**

By Lisa Harris Frydman, KS LTAP

After receiving a suggestion from our LTAP audience for a quick reference on bridge load posting, we have developed a brochure that can be accessed anytime through our Resource Collection. The brochure is formatted to include all of the information listed below as a quick and portable reference. Download and print your own copy <u>here</u>!



CONTINUED ON NEXT PAGE

### **BRIDGE LOAD POSTING**

Load posting is often required for bridges when the structure does not have enough capacity to safely carry the State of Kansas Legal Loads. Their purpose is to prevent heavy loads that cause stresses above the safe limit from crossing the bridge. Government agencies may post a bridge using one of two different sign designs according to the Manual of Traffic Control Devices (MUTCD).

### SIGN R12 5

Posting sign R12-5 shows three different truck silhouettes with the corresponding maximum gross vehicle weight (GVW) for each truck configuration. It is important to note that the number of axles shown on each figure is a representative example only and the actual axle configuration may be different.



Single Unit Truck: <u>A multi-axle single</u> /<u>unit vehicle</u>. The example shown on this sign indicates that the bridge can only carry a truck of this configuration weighing a maximum of 8 tons (16,000 lbs).

Standard Semi-Truck: <u>A multi-axle</u> <u>semi-tractor and trailer</u>. The example shown on this sign indicates that the bridge can only carry a truck of this configuration weighing a maximum of 12 tons (24,000 lbs).

**Combination Truck**: <u>A combination of a single-unit vehicle pulling a trailer.</u> The example shown on this sign indicates that the bridge can only carry a truck of this configuration weighing a maximum of 16 tons (32,000 lbs).

### **SIGN R12 1**

Posting sign R12-1 only provides a single posting limit. This weight limit applies to all vehicles regardless of the number of axles or axle configuration that the vehicle has. The gross vehicle weight (GVW) of the entire vehicle including separate trailers being pulled must be equal to or less than the limit on this sign.



All Vehicles: <u>This weight limit applies to</u> <u>ALL vehicles regardless of the number</u> <u>of axles and axles spacing</u>. The example shown on this sign indicates that the bridge can only carry a GVW of 10 tons (20,000 lbs).

### KANSAS TRUCK WEIGHT LAWS

- Maximum gross vehicle (GVW) in Kansas is 85,500 lbs on non-interstate highways and 80,000 lbs on interstate highways.
- GVW is defined as the total weight of the vehicle or vehicles and the load thereon.
- Maximum single axle weight is 20,000 lbs (10 tons).
- Maximum tandem axle weight is 34,000 lbs (17 tons).
- Maximum gross vehicle weight (GVW) for a particular truck is dependent on the number of axles and the axle spacing. More information can be found on the Kansas Highway Patrol website at https://www.kansashighwaypatrol.org/Document Center/View/178/Weight-Enforcement-Facts-PDF.

#### WHY ARE WEIGHT LIMITS ENFORCED?

- Overweight vehicles damage roads and bridges and shorten their life.
- One five-axle truck weighs about the same as 20 automobiles, but its impact on the roadway is the same as 9,600 automobiles.
- An axle weight of 26,000 lbs is only 30% greater than an axle weight of 20,000 lbs, but the effect on the roadway is 200% greater.

### SIGN R12 5 SILHOUETTE EXAMPLES



### SINGLE UNIT TRUCK

The first silhouette is a single unit vehicle. The single unit vehicle has a power unit and trailer that form one vehicle. The power unit and trailer are not designed to be detachable. The following are examples of vehicles governed by the single unit silhouette. Specialized Hauling Vehicles (SHVs) fall under this category, as well as firetrucks.

#### CONTINUED ON NEXT PAGE





Single Unit Truck Examples



### STANDARD SEMI-TRUCK

The second silhouette is a two-unit vehicle. The vehicle consists of a power unit and a trailer. The power unit or single unit truck for this vehicle is detachable from the trailer. The following are examples of vehicles governed by the two-unit silhouette.





Standard Semi- Truck Examples



### COMBINATION TRUCK

The third silhouette is a three-unit vehicle. It consists of a power unit and two trailers that are detachable from one another. The following are examples of vehicles governed by the three-unit silhouette.





**Combination Truck Examples** 

#### REFERENCES

Bridge Load Posting. (2021, January). MN Department of Transportation. Retrieved September 8, 2022, from https://www.dot.state.mn.us/stateaid/bridge/loadrating.html



### COLD WEATHER CONCRETE CONSIDERATIONS

By Mark Shelton, MO/KS ACPA

As we are going about our construction business in late summer/ early fall, it may seem too early to be thinking about cold weather concreting. However, waiting until the morning of a pour when it is 25°F outside with frost on the grade, is too late to be making plans for dealing with the cooler temperatures. This article will deal with things that need to be considered for a successful cold weather concrete pour.

First on the list is planning. Concrete can be placed successfully in cold, even freezing temperatures provided the proper precautions are taken to prevent the concrete from freezing. The most critical time in the concrete's life is prior to gaining at least 500 psi compressive strength. Remember, though the hydration process creates heat, thin sections, ends, and corners are most susceptible to freezing. If this concrete does freeze, it can create at best case aesthetic issues and worse case structural issues.

When working in the late fall, winter, and early spring, monitoring the weather forecast is crucial. By definition cold weather is when the average daily temperature stays below 40°F for 3 days. At around 28°F plastic concrete will begin to freeze. Some other considerations are that when concrete temperature is lower, the set time is longer affecting finishing, strength gain is slower, affecting form removal and the time to reach the desired compressive strength.

Heated water and/or heated aggregates can be used to produce fresh concrete in the 50°F to 60°F range. Simply trying to increase the concrete temperature to summertime temperatures in colder weather is cautioned against. Higher concrete temperatures generally require more water, lose workability quicker and are more susceptible to cracking. On the positive side, cooler concrete generally will obtain a higher ultimate strength.



Adjusting the cement content and or the amount of fly ash or ground slag in the concrete mixture can affect set time and strength gain. However, most of our concrete mixtures have been designed for specific durability and/or sustainability and that may preclude adding additional cement or reducing fly ash or slag contents. The use of chemical accelerating admixtures and water reducers can be good options during cold weather.

All surfaces the concrete will contact must be above freezing prior to placing concrete. This is where the planning takes place. Materials and equipment must be on site prior to placing the concrete to adequately clean and warm subgrades, and forms. Depending on anticipated temperatures, proper insulating materials ranging from plastic sheeting to straw to insulated blankets should be on site and available. It is important to get the insulating materials in place in time to take full advantage of the heat generated during the hydration process. External heaters can be used but caution should be taken not to dry out the concrete which will cause cracking.

Finally, field cured cylinders can be used for stripping forms or determining when loads can be applied. The field cured cylinders should be kept with the mass of concrete being placed. Field cured cylinders should not be used for quality assurance purposes. Cylinders for the acceptance of concrete should be kept in insulated boxes at a temperature between 60°F and 80° for the first 24 to 48 hours and then moved to their final curing location. For more information contact: Mark Shelton Field engineer MO/KS Chapter ACPA mark@moksacpa.com

### **CHIP SEAL REFRESHER**

By Young In Chang, KS LTAP

Chip seals (also known as seal coats) are a common method of surface treatment to preserve existing asphalt pavements. This article will review the purpose of chip seals and provide resources for better understanding chip seal use.

Chip seals have two main components: asphalt binder and aggregate. The asphalt binder is used to bond the aggregate particles to the underlying surface and to provide a waterproof seal. The aggregates are used also to improve the surface of the pavement. The construction of chip seals first involves applying the binder on the existing pavement. Next, a layer of aggregate is dropped onto the surface and then rolled to set them into the binder.

According to the 2014 KDOT chip seal manual, there are many types of chip seals which are listed below:

- Single chip seal: a single layer of aggregate is applied after applying a bituminous binder
- Double chip seal: two layers of bituminous binder and aggregate are applied, where aggregates of the top layer are about half the size of the bottom layer
- Racked-in seal: typically used in areas of high turning movements; a layer of choke stone is applied after a single chip seal to prevent the loss of aggregates
- Cape seal: a combination of a single seal and a slurry seal
- Inverted seal: type of double chip seal where the smaller particles are applied for the first seal without any application of bituminous binder

- Sandwich seal: two layers of aggregates with a single spray of asphalt binder between them
- Geotextile-reinforced seal: typical for cracked road surfaces; a geotextile fabric is placed on pavement surfaces with a light application of asphalt binder, followed by a single layer of seal

It is important to understand the purpose of each type of chip seal in order to distinguish what type is most effective for certain areas. Chip seals are most effective for pavements showing signs of non-traffic, load-associated longitudinal and transverse cracks. It is not effective for pavements showing evidence of traffic or load-related distresses associated with cracking (alligator, fatigue, and longitudinal wheel path cracking). Chip seals are also ineffective for pavements with rutting caused by subsurface or subgrade failure. They do not increase the strength of existing pavement and do not offer an alternative to reconstruction.

Using chip seals on existing pavement brings benefits to the pavement and offers a cost-saving alternative. Studies have shown that road agencies can preserve nearly five times more lane-miles of pavement with chip seal or micro surfacing for the same cost as mill and overlay. In terms of direct benefits, chip sealing can:

- Prevent water from entering the underlying pavement
- Increase skid-resistance
- Correct dry or raveled pavement
- Bridge minor cracks (<1/4 in) of existing pavement
- Prevent deterioration of distressed-showing
  pavement

CON

CONTINUED ON NEXT PAGE

- Defend pavement surfaces from degradation resulting from oil or chemical agents
- Produce chosen texture
- Provide an aesthetic, smooth, and uniform pavement surface
- Offer good durability
- Offer ease of construction

Kansas LTAP offers courses to help train in the use of chip seals for local agencies. LTAP's Asphalt Road and Street Maintenance class discusses proper chip sealing techniques as well as other methods of road preservation and repair. This course is typically offered in February and/or March. The course description is as follows: "This course brings Kansas road and street crews information on maintaining Kansas low-volume paved roads and asphalt-treated wearing surfaces." The course objectives are:

- List the 10 commandments for good roads
- Utilize basic pavement evaluation system
- Select appropriate asphalt binder for application
- Recall different soil stabilization techniques
- Choose proper asphalt patching and repairs techniques
- Utilize proper crack sealing techniques
- Identify asphalt defects and preservation treatments
- Carry out proper chip sealing methods
- Compare ARRA recycling methods
- Apply 3R's (Right treatment, Right road, Right time)

Four documents are used as sources of information for the class.

1. March 2014 Kansas Department of Transportation 2014 Chip Seal Manual (<u>https://www.ksdot.org/PDF\_Files/KSU-09-</u>

- <u>8\_Final.pdf</u>)
- 2.FHWA Chip Seal Application Check List (<u>https://www.fhwa.dot.gov/pavement/preservatio</u> <u>n/2019checklists/hif19029.pdf</u>)
- 3. Iowa State Thin Maintenance Surfaces Handbook August 2007

(https://intrans.iastate.edu/app/uploads/2020/03 /thin\_maint\_surf.pdf)

4.KS LTAP Asphalt Seal Coats 2003

In addition to the documents, a PowerPoint presentation by Mark Witherspoon of APAC brings valuable information for equipment operators.

Prior to the chip seal portion of the class, information about binder, aggregates, and their uses are presented. In the chip seal portion, the following topics are covered:

- What roads are good candidates for chip seal?
- Selecting best combination of binder and aggregate
- Asphalt distributor: spray bar height, nozzle size, and type
- Managing aggregate stockpile
- Rolling procedures
- Discuss causes of failures and possible solutions
- Discuss the impact of weather

In conclusion, a chip seal is a preservation treatment method that can extend the life of asphalt pavement. Although chip seals do not offer extra structural strength and support, they prevent water intrusion and improve pavement friction. There are also cost benefits associated with using chip seals as other alternatives can be more expensive when comparing the cost per mile. The courses on Asphalt Road and Street maintenance offered by LTAP can help train you to be knowledgeable in the process of using the equipment and laying down chip seal for your pavement.

### REFERENCES

Dean M. Testa, P.E. & Mustaque Hossain, Ph.D., P.E. (2014, March). Kansas Department of Transportation 2014 Chip Seal Manual. In Kansas Department of Transportation (K-TRAN: KSU-09-8). Kansas Department of Transportation. Retrieved July 18, 2022, from https://www.ksdot.org/PDF\_Files/KSU-09-8\_Final.pdf

### NEW RESOURCES FOR PEDESTRIAN AND BICYCLIST SAFETY

By Lisa Harris-Frydman, KS LTAP

This year the Federal Highway Administration published two new guides to enhance pedestrian and bicyclist safety. We will highlight them here. The guides are written for traffic engineers and local roads officials in state and local jurisdictions.

### IMPROVING INTERSECTIONS FOR PEDESTRIANS AND BICYCLISTS: INFORMATIONAL GUIDE

This 70-page guide helps transportation professionals design intersections to better accommodate pedestrian and bicycle travel. The Federal Highway Administration advocates using the Safe System approach to reduce crashes. The Safe System approach involves minimizing risks to all road users by applying a "kinetic energy management model" that relies on design features that lower vehicle speeds, separate road users, remove conflict points, and reduce conflict point severity, according to FHWA. The Safe System approach is predicated on six key principles:

- 1. Death and serious injury are unacceptable
- 2. Humans make mistakes
- 3. Humans are vulnerable
- 4. Responsibility is shared
- 5. Safety is proactive
- 6. Redundancy is critical

At intersections, the Safe System approach involves minimizing risks to all road users, relying on design features that lower vehicle speeds, separate road users, remove conflict points, and reduce conflict point severity.

The guide recommends the combination of several design elements to provide a wholistic approach to creating walkable and bikeable intersections that are safer for all users. In addition to the Safe System approach, these elements include

innovative/alternative intersection designs, FHWA's Proven Safety Countermeasures, Complete Streets, and facility selection best practices. The intersection types discussed in this guide include stop-controlled and uncontrolled intersection crossings for bicyclists and pedestrians, the intersection types documented in FHWA's Alternative Intersections/Interchanges: Informational Report and the series of informational guides on different types of intersections: signalized, roundabout, Median U-Turn (MUT), Restricted Crossing U-Turn (RCUT), Quadrant Roadway (QR), Displaced Left Turn (DLT), and Diverging Diamond Interchange (DDI). One main recommendation of the guide is to put pedestrians and bicyclists at the forefront of the planning and design stages of project development; otherwise, the post-construction results may be unsatisfactory in terms of accessibility, comfort, and convenience, and even potentially detrimental to the

The guide identifies the following desirable outcomes of expecting pedestrians and bicyclists at all intersections:

safety of non-motorized users.

- Safer intersections in terms of the risk of harm to pedestrians and bicyclists from crashes involving motor vehicles.
- Accessible, comfortable, and intuitive travel paths for non-motorized users, including straightforward paths and visibility enhancements that improve navigation through intersections.
- Express-consideration given to non-motorized user convenience, travel time, and delay by providing continuous and direct routes across intersections.
- Equitable right-of-way and space reserved for appropriately designed bikeway and pedestrian pathway networks in response to increasing development, traffic conditions, and travel demand, such as pedestrian refuge islands.
- Incremental changes or modifications to intersection designs that prioritize the pedestrian or bicyclist while still accommodating large vehicles.

CONTINUED ON NEXT PAGE

FHWA recommends conducting a roadway safety audit (RSA) of the intersection when improving an existing intersection. RSAs bring together stakeholders representing different disciplines and perspectives to identify current deficiencies, such as paths or routes with poor accessibility, low rates of yielding at crossings, and restricted visibility. They recommend that members or representatives of communities or groups disproportionately impacted by the existing transportation system be invited to join the RSA.

About a third of the guide is devoted to detailed illustrations of intersection treatments to allow better and safer pedestrian and bicyclist access in various conditions. Intersections typical in rural areas and small towns are considered as well as many types of more complex intersections. Below is an example, illustrating an All Way Stop (AWS) intersection.

The guide is well laid out, easy to use, and has a wealth of useful information and links to other resources. It can be accessed at: <a href="https://safety.fhwa.dot.gov/intersection/about/fhwasa22017.pdf">https://safety.fhwa.dot.gov/intersection/about/fhwasa22017.pdf</a>

### PEDESTRIAN LIGHTING PRIMER

Lighting pedestrian facilities plays a key role in increasing the safety performance of the road network for all users. Effective pedestrian lighting installations are a means of addressing the vulnerability of pedestrians during dark conditions and improving safety and security of all road users spanning different ages and abilities, including wheelchair and other mobility device users. Lighting not only makes it easier for drivers to see pedestrians, but also improves pedestrians' abilities to see their surroundings and detect trip hazards. It increases pedestrians' perceived levels of safety and security associated with the use of pedestrian facilities. Lighting may also increase pedestrians' confidence in performing certain tasks, such as assessing and selecting appropriate gaps at uncontrolled crossings and monitoring vehicles approaching and making different movements through signalized intersections.

FHWA published this 57-page primer to be a resource for transportation practitioners interested in the safety and security benefits of pedestrian lighting as well as lighting design considerations at locations with existing or future pedestrian activity. The primer details the lighting design process, including assessments of potential lighting needs, design criteria, equipment selection, control strategy determination, and design and verification. It contains several helpful design examples for given sets of conditions, including pedestrian volume, area type, and context.

This primer focuses on three basic types of pedestrian facilities: marked crosswalks (midblock and at intersection), pedestrian facilities adjacent to roadways, and separated pedestrian pathways.

A particularly useful feature of the primer is a flowchart/decision tree for determining criteria for selection of types of pedestrian lighting treatments.

The primer also contains links to other resources on pedestrian lighting.

### CONCLUSION

FHWA has two new publications of interest to local agencies wanting to improve pedestrian and bicyclist safety. We encourage you to use the links below to have a look.

#### REFERENCES

Improving Intersections for Pedestrians and Bicyclists. (2022, April). Federal Highway Administration. Retrieved August 15, 2022, from https://safety.fhwa.dot.gov/intersection/about/fhw asa22017.pdf

Pedestrian Lighting Primer. (2022, April). In Federal Highway Administration (FHWA-SA-21-087). U.S. Department of Transportation. Retrieved August 15, 2022, from

https://safety.fhwa.dot.gov/roadway\_dept/night\_vi sib/docs/Pedestrian\_Lighting\_Primer\_Final.pdf

### **KANSAS LTAP TRAINING UPDATE**

By Megan Hazelwood, KS LTAP

Kansas LTAP is looking forward to our Fall 2022 training season. This fall, the Kansas LTAP community can look forward to learning about Asset Management and Cost Accounting, Snow and Ice Control, Overview of Engineering Functions in Public Works, Public Works I & II, and many others!

Our full Fall 2022 schedule is below:

2022 TRAINING SCHEDULE				
SEPTEMBER	9/21 9/22 9/23 9/27 &28	Gravel Road Maintenance Gravel Road Maintenance Gravel Road Maintenance Public Works 1 &2	Hays Colby Garden City Salina	Level 1 Level 1 Level 1 Level 2
OCTOBER	10/12 10/13 10/17 10/18 10/19 10/20 10/21	Estimating Materials for Maintenance Projects Asset Management & Cost Accounting Snow & Ice Control Snow & Ice Control Snow & Ice Control Snow & Ice Control Snow & Ice Control	Wichita Emporia Garden City Colby Salina Emporia Lawrence	Level 2 Level 3 Level 1 Level 1 Level 1 Level 1 Level 1
NOVEMBER	11/1 & 2 11/7 11/8 11/9 11/10 11/15 11/16 11/17	Public Works 1 & 2 Fundamentals of Supervision Managing Employee Performance Problem Solving for Effective Communication Foundations in Customer Service Legal Permitting & Regulatory Processes Overview of Engineering Function in Public Works Signing Low-Volume Roads	Emporia Wichita Wichita Wichita Hays Hays Salina	Level 2 Level 2 Level 2 Level 2 Level 2 Level 3 Level 3

As a reminder, Kansas LTAP has a new Learning Management System (LMS) that attendees will use to register for courses. The new LMS allows users to create accounts for themselves and others, view past and present enrollments, and register multiple people for multiple classes. Please also note that your certificates of completion will be in your LMS profile approximately a week after you complete a training. We hosted an online overview about the new system that is now posted on our YouTube here. This webinar can be used as an introduction to the LMS or as a refresher.

Don't see a class you want to take being offered this Fall? Reach out to us about hosting an on-demand class! With an on-demand class, our instructors come to you! If you're interested in hosting an on-demand class for your agency, please email Megan Weinzirl at mhazelwood@ku.edu or call 785-864-1344.

If you have any questions about training or need any assistance with registering for a course, please email kutc\_training@ku.edu. We look forward to seeing you all this Fall!

### DIRECTOR'S MESSAGE

By Lindsay Francis, KS LTAP

Greetings & Happy Homecoming Season!

As I pen my first directors' message, I'm inclined to borrow a theme from one of Kansas' most iconic stories, The Wizard of Oz, and since fall is homecoming season, it seems all the more fitting...

In 2005, I accepted my first "real engineering" job 800 miles away from my southern roots and hometown of Donaldsonville, Louisiana and have spent much of my career working in the literal and figurative weeds of the highway system across America's heartland states. It was an excitable honor and opportunity to have joined the Kansas LTAP team as the new director, this summer, and to get into the weeds and needs of Kansas' local road system.

Over these past 2 months, I have become acutely aware of three things; the opportunities and challenges facing the Kansas communities we support and serve, and the inherent sense of being "home." Although the land that makes up present-day Kansas was included in the Louisiana Purchase of 1803, Kansas is not Louisiana, "there is no place like home." However, the similarities I see in the vitality, the innovation, the pride, and the selflessness make this small-town Louisiana girl feel right at home.

I have grown to admire the role that LTAP plays in realizing and assisting locals in confronting the growing demands and challenges that come with managing, maintaining, and operating the local road system. I am committed to contribute to LTAP's continued work to provide excellent service to the cities, townships, and villages across Kansas that we serve and foster a safe, efficient, and environmentally sound transportation system.

Kansas LTAP's Fall in-person trainings are now in session. Visit our <u>LTAP Courses</u> page to browse and get registered in LMS. (Space is limited). We are also happy to schedule on-demand training, on any topic, at your location. Please contact Megan Hazelwood,

Senior Events Coordinator, at <u>mhazelwood@ku.edu</u> or 785-864-1344 to schedule a class in your area. We also provide many opportunities for virtual training through our website at <u>http://kutc.ku.edu/ltap/training.</u>

If training isn't a current need, we also offer technical resources and assistance that could make your work easier. You can view our current collection of technical resources in our Resource Collection at <u>https://kutcresources.ku.edu/resources/LTAP</u>.

You may have recently experienced issues with our LTAP smartphone application, please know that we are working to get this resolved so that you are once again able to access our online resource collection, materials and work zone calculators and more.

If you have taken advantage of our equipment loan program (ELP) in the past, you probably worked with and met Mubarak Alshatti. Mubarak graduated this summer and is no longer handling ELP request. You can continue to request to access free equipment through our <u>Equipment Loan Program</u> but we appreciate your patience as we work to find his replacement.

We'll be sharing more information about LTAP projects and other resources in our bi-weekly emails and on social media. Be sure to subscribe to our mailing list and follow us on our social platforms so you don't miss out on the latest LTAP news and updates.

"If I ever go looking for my heart's desire again, I won't look any further than my own backyard." – Dorothy, Wizard of Oz

Thank you for everything that you do serving the public in "your own backyard". I am looking forward to meeting and working with each of you in finding ways to solve problems and serve our communities. I hope to see many of you at the upcoming <u>MINK Local Roads</u> <u>Meeting</u> in St. Joseph, Missouri later this month or at our booth at the <u>47th Annual KAC Conference and</u> <u>Exhibition</u> in Overland Park, Kansas in October.

### MINK LOCAL ROADS MEETING ST. JOSEPH, MISSOURI REGISTER NOW! SEPTEMBER 28-29, 2022

Register for MINK Local Roads Meeting: https://mst.qualtrics.com/jfe/form/SV\_6KxjsRu150LE4f4

47th Annual KAC Conference & Exposition - October 17-19, 2022, Overland Park/Johnson County, KS Register: <u>https://www.kansascounties.org/services/annual-conference</u>

APWA - KS Chapter Fall Conference | October 14, 2022| Wichita, KS Register: <u>http://kansas.apwa.net/EventDetails/29937</u>

#### SHARE!

If you know individuals who would like to receive our newsletter, please have them go to: <a href="http://www.kutc.ku.edu/ltap">www.kutc.ku.edu/ltap</a> 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.

Autumn 2022 issue Copyright © 2022 by Kansas LTAP. All rights reserved. Reproduction of material in this newsletter requires written permission. Contact Kara Cox at kara.cox@ku.edu.

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.









Road to Zero Fatalities