LTAP
KANSAS LOCAL TECHNICAL ASSISTANCE PROGRAM

SUMMER 2022

KANSAS LTAP NEWSLETTER

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

INSIDE THE ISSUE

LTAP
KANSAS LOCAL TECHNICAL ASSISTANCE PROGRAM

CONFLICT OF INTEREST CONSIDERATIONS WHEN USING A CONSULTANT AS A CITY ENGINEER

By Lisa Koch, KS LTAP

In small towns across Kansas, consultant engineers play an important role in the day-to-day operations of road and bridge departments, either as the City Engineer or as project managers. There are a variety of reasons that a municipality would opt for the use of a consultant in these roles versus hiring staff. These reasons include:

- A lack of licensed engineers in the community who would be interested in the position.
- A lack of regular workload that would constitute a full-time staff position.
- The budgetary burden of paying for a full-time staff person with benefits.

There are several consulting firms in Kansas that offer City Engineer services, with many of the firms located in or near rural areas. There are, however, ethical concerns when contracting with a firm. Most are related to the potential for other contracting opportunities for the City that, if the City Engineer's firm bids on the work, may be considered a conflict of interest. This article will provide information on the ethical requirements related to conflict of interest for professional civil engineers, and strategies for limiting conflict of interest.

ROLES CONSULTANTS SERVE IN CITY GOVERNMENT

As a contracted City Engineer, a consultant may be engaged in any of the following tasks:

- Review and provide comments on subdivision plats, construction plans and development plans to maintain consistency with the local code.
- Recommend changes to the city code.
- Issue permits for varied infrastructure plans (access points, sidewalk, curb and gutter).
- Manage construction and maintenance of infrastructure projects, including roadway, sewer and storm drain projects.
- Develop cost estimate for projects.
- Supervise bidding for engineering and construction.
- Oversee public facilities.
- Oversee garbage collection.
- Oversee the maintenance of the City's automotive fleet.
- Perform or supervise the duties of building inspector.

The specific tasks for a City Engineer should be outlined in a contract between the City and the consulting firm that is providing City Engineering services. In addition to the specific tasks of the City Engineer, the contract should include activities that the firm/specific staff assigned to the City Engineer may not do, as it may constitute a conflict of interest. Identifying and agreeing to these activities in the contracting process is essential to a successful relationship between the City and consulting firm.

ETHICAL REQUIREMENTS OF PROFESSIONAL ENGINEERS

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To determine potential conflicts of interest, an evaluation of professional ethical standards can be of assistance. Like many professions, there is a code of ethics that must be followed by professional civil engineers. The code of ethics is developed and maintained by the American Society of Civil Engineers. The ASCE Code of Ethics includes sections related to their Engineer's Ethical Obligation to Society, the Built and Natural Environment, the Profession, Clients and Employers and Peers. The ASCE Code of Ethics can be reviewed at the following website: https://www.asce.org/-/media/asce-images-and-files/career-and-growth/ethics/documents/asce-code-ethics.pdf.

The highlighted items in the following excerpt from the ASCE Code of Ethics, Clients and Employers section, relate most specifically to conflict of interest:

4. CLIENTS AND EMPLOYERS

Engineers:

1. act as faithful agents of their clients and employers with integrity and professionalism;
2. make clear to clients and employers any real, potential, or perceived conflicts of interest;
3. communicate in a timely manner to clients and employers any risks and limitations related to their work;
4. present clearly and promptly the consequences to clients and employers if their engineering judgment is overruled where health, safety, and welfare of the public may be endangered;
5. keep clients' and employers' identified proprietary information confidential;
6. perform services only in areas of their competence; and
7. approve, sign, or seal only work products that have been prepared or reviewed by them or under their responsible charge.

When becoming ASCE members, civil engineers agree to comply with the Code of Ethics and to report potential violations by another member. The ASCE has a Committee on Professional Conduct that reviews and investigates complaints and, if they find that a violation has occurred, identifies appropriate disciplinary actions, which are then forwarded to the ASCE Executive Committee for a formal hearing. Those interested in filing a complaint can access the complaint form at the following website: https://www.asce.org/-/media/asce-images-and-files/career-and-growth/ethics/documents/ethics-complaint-form.pdf.

TIPS FOR REDUCING ETHICAL ISSUES RELATED TO CONSULTANT CITY ENGINEERS

The following list provides tips for reducing conflict of interest ethical issues for Consultant City Engineers:

1. Have conflict of interest clearly defined in the consultant contract: As recommended previously in the article, use the consultant contract to clearly outline items that would be considered a conflict of interest. One example is identifying whether the consultant City Engineer, or their firm, are allowed to compete as a prime or subconsultant on contracting opportunities within the Engineering Department or City as a whole.
2. Be clear with the consultant City Engineer on what is proprietary information and how it can be used: in a City engineering department, proprietary information is generally timely in nature. For example, the City may be planning to go to bid on a project and, while the bidding document is being developed, it is not ready to be shared publicly. A consultant City Engineer who is working on the project will have information that only their firm would know and sharing it would be unethical. Another example is related to data. The engineering department may have data related to their infrastructure. The City Engineer would have access to use this data for the purpose of their role as the City Engineer but using it to provide an edge to their consulting firm on other contracting opportunities would be considered unethical.
3. Provide roles for the consultant City Engineer to manage projects that will go out to bid: Consulting firms generally prefer projects that are consistent and long-term over high value, short term projects. Consistent projects reduce the need to hire up and down depending on current billable work. For this reason, consulting firms may prefer

a program manager/owner's representative role over working on the design side of a project. When you develop the City Engineer's contract, include scope and fee for the City Engineer to be the owner's representative for design projects. Doing this will make the City Engineer's firm less likely to see value in competing for the design project.

4. Be aware of work that your consultant City Engineer or their firm is undertaking in neighboring communities: While there generally isn't a conflict of interest in providing consulting services to neighboring jurisdictions, there may be specific projects where someone who is working as an extension of staff in one community should not participate in a project in an adjacent community. This is specifically important if the consultant City Engineer or their firm is advocating for one solution in the community where they work as City Engineer and a different solution to the same problem in a city where they would like to provide design services or in situations when being the City Engineer gives the firm a competitive advantage or access to proprietary materials.

5. Talk to peers about what they do to avoid conflict of interest: Issues related to conflict of interest and consultants are considerations for many communities in Kansas. Check in with your neighboring community to see what they are doing or reach out to the Kansas Section of the American Society of Civil Engineers. https://sections.asce.org/kansas/contacts

Consultants provide a great value to small communities that need expertise but cannot, for whatever reason, hire for that expertise. By planning ahead, communicating openly, and documenting boundaries in your consultant contract, your community will reduce the possibility of conflicts of interest.

REFERENCES

The American Society of Civil Engineers. (n.d.). ASCE Code of Ethics. ASCE. Retrieved June 14, 2022, from https://www.asce.org/-/media/asce-images-and-files/career-and-growth/ethics/documents/asce-code-ethics.pdf

BEST PRACTICES FOR INTERVIEWING EMPLOYEE CANDIDATES

By Kara Cox, KS LTAP

"Now Hiring" signs decorate buildings and billboards across the nation as employers continue to struggle with filling vacant positions. Applicants for these positions are few and far between, so when a promising candidate arises, the next step is crucial: a successful interview. This article will look at some theories and techniques for conducting an effective interview.

PREPARING FOR THE INTERVIEW

The number one factor for an effective interview is RESEARCH! Get to know your candidate before the interview so you do not have to waste valuable time asking questions for answers you could already know the answers to. Study the candidate's resume. If they have a personal website or LinkedIn, study those. Not only does this save time in the

interview, it shows the candidate that you are genuinely interested in them and their work.

Research ahead of time will also allow you to prepare questions that are specific to the candidate. It is fine to have generic questions targeted towards the position the candidate is applying for, but questions specifically for the candidate will provide further insight into their personality and work ethic.

Once you have a good foundation of research on your candidate, you are ready to start developing your questions. There are several different types of questions that warrant various degrees of response. While each type of question serves a purpose, there are also several question pitfalls to avoid.

OPEN QUESTIONS

Open questions invite open responses. Open questions allow the interviewee a considerable amount of freedom to determine how much information they want to provide. An open question cannot be answered with a simple "yes" or "no." For the interviewer, these questions provide many advantages. These questions allow you to see how well a candidate can determine what information is most important to disclose. They can also warrant responses that offer more information that you might not have thought to ask about.

Examples of open questions:

- What do you know about our company/industry?
- What accomplishments are you most proud of?
- Why did you leave your previous position?

CLOSED QUESTIONS

Closed questions warrant restricted responses. With a closed question, you limit the interviewee's freedom to determine how much and what kind of information to disclose. Typically, a closed question will receive a short, specific answer. On one hand, closed questions allow the interviewer to control the length of the answers and guide the respondents to specific information. On the other hand, closed questions can limit the information given, meaning the interviewer must ask several more questions to get all the information needed.

Examples of closed questions:

- Are you an easy-going person?
- Are you more of an introvert or extrovert?
- How many languages do you speak at a conversational level?

PRIMARY & PROBING QUESTIONS

Primary questions setup new topics and can stand alone when taken out of context while probing questions only make sense when they are following questions. Probing questions, or follow up questions, help dig into responses that require more information or clarification. These questions can be simple nudging like, "I see," "Go on," and "Yes?" The interviewer can also use silent gestures for probing like eye contact, a head nod, or gesturing.

Example of primary and probing questions:

- Interviewer (Primary): What did you do during your internship with KDOT (Kansas Department of Transportation)?
- Interviewee: I helped with office work.
- Interviewer (Probing): What kind of work?

QUESTION PITFALLS

1. The Tell Me Everything Question. This type of question can be intimidating to an interviewee because of how broad, or open, the question is. Example: Tell me about your work experience. The interviewee may not know where to begin, what to include, and how to end the answer. Instead, break this down into multiple questions so that the interviewee can provide answers that are to the point.

2. The Open-to-Close Question. This type of pitfall happens when you ask an open-ended question and then follow up with a close-ended question before allowing the interviewee to answer. Example: What were your job duties are your previous employer? Did you operate large machinery? Because the interviewee is not able to respond to the initial question, you may lose a significant portion of information.

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3. The Guessing Question. This pitfall happens when you try to guess the information instead of asking for it. By doing this, you may fail at acquiring the information that a simple open-ended question could have obtained. Example: "Did your vehicle feel uneven after the tire blowout"? Instead, ask, "What did your vehicle feel like after the tire blowout?"

4. The Curious Question. This type of pitfall occurs when you ask for information that is not needed. This could be personal information to the interviewee and the candidate has the right to not respond. If a question appears to be irrelevant, you should explain why the information is relevant or necessary.

Now that you have conducted your research and compiled your interview questions, it is time to focus on the structure of your interview.

STRUCTURING THE INTERVIEW

When opening an interview, it is important for both parties, the interviewer and the interviewee, to be motivated in participating and communicating freely. Therefore, the interviewer should steer the beginning of the interview towards open dialogue instead of opening with a monologue. Examining relational dimensions between the interviewer and interviewee can be an excellent place to get started. Interviewees are more likely to communicate openly if they know they share some common ground with the interviewer. This is called building rapport.

Establishing rapport is the process of building a relationship between the interviewer and the interviewee through feelings of kindness and trust. A simple greeting or tasteful humor paired with nonverbal gestures like a handshake and smile can go a long way. This phase of the interview does not need to be long, but it does need to be sincere.

Once introductions are done and some rapport has been established, confirm that the interviewee is oriented with the nature of the interview. Restate the purpose of the interview, the structure of the interview, and why or how they were selected.

After the orientation is established, it is time to move onto the questions you have prepared. While you may come into the interview with all the questions you think you will ever need, do not hesitate to ask questions that arise during the interview. Some of the best questions and responses can come from impromptu thoughts or ideas.

The conclusion of the interview is just as important as the opening. First, maintain the dialogue between the two parties instead of finishing with a monologue. This allows the interviewee to add any closing comments. Second, the interviewer should uphold a sense of honesty and sincerity in the closing. Do not make promises that you cannot keep. Third, do not rush the conclusion. This can leave the interviewee feeling dismissed and can damage any rapport that may have been established. Fourth, lay the groundwork for future contacts. If additional contact is planned, explain what will happen next and when it will happen.

CONCLUSION

With so many companies hiring, candidates have multiple options of employment. By setting up an interview for success, you make your agency a more desirable place to work. Show the interviewee you care. Not only does this improve your chances of successfully signing on a new employee, it lays the foundation of a healthy professional relationship with a potential employee.

CERTIFICATION FOR SUCCESS IN KANSAS

By Eric Deitcher, FHWA

In July of 1999 I began my Right of Way career at the Kansas Department of Transportation as a Right of Way Agent I in the Bureau of Right of Way. My main responsibilities were to acquire all needed property for highway projects. Within a year, I was fortunate to be promoted to the Chief Compliance Officer for the Bureau. My responsibilities changed to where I was working with Local Public Agencies (LPAs) to ensure their compliance with acquiring right of way following state and federal guidelines, more specifically the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs, also known as the Uniform Act.

In Kansas, LPAs self-certify that they have complied with the Uniform Act in their acquisition procedures. KDOT randomly selects seven projects, one from each of the six KDOT Districts and an additional one from either the Kansas City or Wichita MPO areas to review to ensure compliance with the Uniform Act. Together, KDOT and FHWA review the selected projects' Right of Way files. The review team utilizes a "Spot Check Form" in which 18 elements or "milestones" are evaluated. These same milestones are also provided to the LPAs at the beginning of their projects by KDOT as a "checklist" to use as they go through the acquisition phase of their project.

The initial annual Right of Way reviews revealed that most of the deficiencies with compliance were due to the LPAs knowing and understanding the requirements of the Uniform Act. Together with the FHWA and Kansas LTAP, KDOT began to offer in person training throughout the state for the LPA right of way training. At first the sessions were well attended, but within just a few years, attendance drop off significantly to the point that it was not cost effective to continue in person learning for the LPAs.

Unfortunately, the Right of Way reviews we were still finding significant deficiencies with the LPAs acquisition processes that we believed were attributed to just not knowing any better. The issue seemed to be that even though the LPAs had been given many training opportunities on a variety of learning platforms, they just were not attending the offered training. We understand that the training required a time commitment, and they were very busy, but the lack of understanding the requirements of the Uniform Act was continuing to create deficiencies with their acquisition of properties for their projects, and that was a growing concern for KDOT and FHWA.

In 2012 I left KDOT and went to work for FHWA, Kansas Division as the Realty Programs Manager. In this new role, I continued to work with KDOT and to provide oversite and stewardship for their Right of Way programs in which we also continued with the annual LPA Right of Way reviews.

In the 2013 review cycle, we reviewed a total of eight tracts with144 milestones in which 32 deficiencies were identified, which was a 22% deficiency rate. In 2014, 16 tracts with 288 milestones were reviewed in which 42 deficiencies were identified, which was a 15% deficiency rate. The 2015 review cycle was not a good one in which 22 tracts with 396 milestones were reviewed and 147 deficiencies were identified, which was an alarming high 37% deficiency rate. In 2016 we reviewed eight tracts with 144 milestones. We found 25 deficiencies, which was a 17% deficiency rate. Although this was better than the year before, we were still looking at that between 2013 and 2016, we had reviewed 54 tracts with 972 milestones and found 246 deficiencies. This was a 25% deficiency rate, which is not acceptable.

At the debriefing with KDOT after the 2016 reviews, KDOT was convinced that something had to be done to address the increasing number of deficiencies with the LPAs Right of Way processes and the lack of participation for the offered training. KDOT decided to move forward with developing a Right of Way Certification Program (ROWCP) for the LPAs in which

they would participate in an online learning material provided by FHWA and the learning platform provided and monitored by Kansas LTAP. Additionally, the participants then have to complete and pass a written test on the subject matter. In December of 2016, KDOT sent out BLP Memo 10-06 stating that any LPA receiving federal funds for their projects after January 1, 2017, must have a representative within their agency be certified that they have completed the ROWCP.

The results of the participation were noticed immediately. In the 2017 review cycle, we reviewed 14 tracts with 252 milestones and there was only a total of 16 deficiencies identified which was a 6% deficiency rate. This was such an improvement, one that continues today with the very good results with our annual reviews. Although we still find minor deficiencies in our reviews, they are typically just a lack of documentation, not a program process issue.

At the end of the day, this was a complete team effort to see these successes with our reviews. Besides the obvious players being KDOT, FHWA and Kansas LTAP, it has been the LPAs that have made the ROWCP a success.

GREAT SOURCE FOR RESEARCH YOU CAN USE

By Lisa Harris-Frydman, KS LTAP

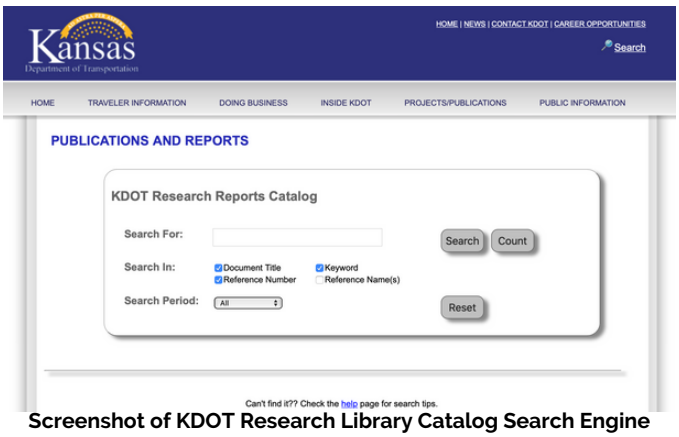
Did you know that the Kansas Department of Transportation has a longstanding annual research program that funds projects related to highways, roads, bridges, culverts, signing, and other transportation topics? The program is called Kansas Transportation Research and New-Developments (K-TRAN). Research is conducted by faculty and graduate students at the University of Kansas and Kansas State University. Funding is competitive and usually each university receives about half of the available funding in a given year, which will fund several projects.

Some of the research is relevant to local government agencies; in fact, some projects were initiated at the request of local governments. This article will tell you more about the program, how to access the research reports, and how to submit ideas for future research that could help your agency.

HOW K TRAN WORKS

Each year there is a call for Research Ideas – either needs identified by the Agency (KDOT) or ideas from all across industry, agency or academia. These then get presented and discussed at "Research Needs Day," typically held in mid-August. This meeting is a melting pot time for Agency experts to visit with prospective university researchers and talk over and present needs and ideas. From there Pre-proposals are developed by university faculty and submitted in competition for the needs/ideas they wish to work on and solve. All Pre-proposals are then discussed and vetted by each Area Panel, and the final overall selections are made by the Research Technical Committee, which then get submitted to the Research Program Council for final approval.

Each University is then notified of projects selected for award, and Final Proposals with budgets are developed and returned to KDOT. Once projects are completed, reports are published by KDOT and housed online in the KDOT Research Library Catalog. The catalog is searchable to help readers more easily find reports on topics of interest.



Screenshot of KDOT Research Library Catalog Search Engine

HOW TO SUBMIT NEW IDEAS FOR RESEARCH

KDOT's Bureau of Research is always looking for ideas for research that will benefit Kansans. If you want to float an idea, fill out the Research Project Idea Form found here (https://kutcresources.ku.edu/storage/1655319184_1655317534_2022%20Research%20Project%20Idea%20Form[1]%20(1).pdf) and submit it to the individuals below.

If you have an idea for a research project but have questions before you fill out the form, reach out to Dan Wadley or Sally Mayer at their contact info below:

Dan Wadley, Bureau Chief
Dan.Wadley@ks.gov
785.291.3845

Sally Mayer, Assistant Bureau Chief
Sally.Mayer@ks.gov
785.291.3843

Your idea will be shared with prospective researchers at KDOT Research Needs Day.

EXAMPLES OF RESEARCH USEFUL FOR LOCAL ROADS

Looking at the list of most recent reports, here are four examples of projects relevant to local agencies:

- Use of Lightweight Concrete for Bridge Decks in Kansas
- Guardrail Evaluation for Hazards on Low-Volume Rural Roadways in Kansas Using RSAP
- Evaluation of Coal Combustion Products in Hot-Mix Asphalt Mixture
- Evaluation of Lightweight Aggregate for Internal Curing on Concrete Pavement

Kansas Department of Transportation

TECHNICAL SUMMARY

Guardrail Evaluation for Hazards on Low-Volume Rural Roadways in Kansas Using RSAP

Report Number: K-TRAN: KSU-19-4 • Publication Date: January 2022

Peng Wang
Eric J. Fitzsimmons, Ph.D., P.E.

Kansas State University
Transportation Center

An Example of a Vehicle Crash with a Guardrail Blunt End

Introduction

According to the National Highway Traffic Safety Administration (NHTSA), rural crashes accounted for at least half of the total traffic fatalities from 2008 to 2017. The American Community Survey from the United States Census Bureau revealed that only 19% of the U.S. population lived in rural areas in 2017, but of the 37,133 total traffic fatalities in that year, 17,216 fatalities (46%) occurred in rural areas. In addition, approximately 30% of the total vehicle miles traveled (VMT) were in rural areas (National Center for Statistics and Analysis, 2019). In rural areas of Kansas, the fatality rate per 100 million VMT was 2.07 in 2017, while the average fatality rate in the United States was 1.79. The vehicle crash deaths in rural and urban areas show that single-vehicle crashes accounted for 55% of fatalities in rural crashes and 53% in urban crashes.

Project Description

Single-vehicle crashes include crashes resulting from fallen rocks or debris on the road, rollover crashes within the road, crashes with animals, and roadside crashes, the most common crash type. Therefore, this research project focused on roadside crashes when considering improved traffic safety. The Kansas Department of Transportation (KDOT) typically implements new guardrails to shield roadside hazards on rural roads, but evidence has proven the limited effectiveness of this method, especially for rural roads in Kansas. This research was intended to fill that gap using crash simulation of guardrail implementation to shield culverts, embankments, and bridges to help local engineers determine optimal safety treatments.

Benefit-cost analyses were used to economically quantify the results and compare various implementations. With the help of KDOT staff, the research team synthesized traffic operation data and geometric features on rural roads in Kansas and carried out crash simulations using the Roadside Analysis Program Version 3 (RSAPv3) to determine if the benefits of guardrail implementation exceeded the corresponding costs. The research team also reviewed extensive literature related to roadside safety and concluded that the encroachment approach with RSAPv3 yielded the most efficient benefit-cost analysis because it utilizes real crash data to predict accident possibility and crash cost.

The primary objective of the current research study was to evaluate the rationality of implementing new guardrails to shield three types of common hazards on Kansas rural

Screenshot of Technical Summary for "Guardrail Evaluation Hazards on Low-Volume Rural Roadways in Kansas Using RSAP

HOW TO ACCESS THE RESEARCH REPORTS

To browse the KDOT Research Library Catalog titles and access summary reports and full reports, go to https://kdotapp.ksdot.gov/kdotlib/kdotlib2.aspx. Reports are available for free download.

FOR MORE INFORMATION

Want to learn more? Visit the K-TRAN link at the Bureau of Research website (https://www.ksdot.org/Assets/wwwksdotorg/bureaus/BurResearch/PDF_Files/K-TRAN_Program.pdf) or reach out to any of the thee individuals listed above.

PORTLAND CEMENT CONCRETE PAVEMENT INSPECTION

By Mark Shelton, MO/KS ACPA

There has been much written concerning Portland cement concrete pavement inspection. Very good information providing lots of details that result in high quality pavements that meet the specification requirements and provide a long lasting, durable, and sustainable roadway. Our article this quarter won't go over every detail of every situation. We will touch on the keys that are critical to providing a project with a safe traffic control plan, provides for the safety of every worker and the traveling public and that will help us to be better communicators/listeners, so every worker goes home safely at the end of every workday.

When it comes to traffic control it is easy to believe that if a crash did not occur within our work zone then our project had nothing to do with the crash. That is entirely possible, however, have you ever been in a work zone and found that for some reason traffic backs up outside the sign package set up in the contract documents? Listening to complaints outside your work zone, reviewing crash reports, even those outside your work zone and maintaining an open dialogue with those working the crashes is the best way to get to the bottom of every work zone crash. Remember, we are not trying to assign blame, we are trying to eliminate every crash we possibly can.

Next, safety within the work zone, as with all our work zones, there is lots of big equipment, making lots of noise and, yes, it is our responsibility to make sure those operating that equipment see us. Specific to paving projects, there are uneven grades, where material has been moved and deposited, there are stringlines, dowel baskets, etc. Remember, production vehicles always have the right of way. At the plant site, there is usually a prescribed traffic pattern for trucks to travel to bring aggregate and other materials to the stockpiles, loaders and other equipment is charged with maintaining proper stockpiles without segregation and contamination. Again, these vehicles probably have protocols regarding their direction of movement etc., however, they have the right of way, and we need to make sure we are seen and communicating properly if we need to obtain a sample of the material being incorporated into the project.

Back out on the grade, be sure to examine the dowel basket assemblies, are they properly fixed to the grade, are they in line. Are the tie bars being placed in the proper locations? Properly aligned dowel basket assemblies and properly located tie bars help us assure when the saw cuts are made, the pavement will crack in the proper location.

The best performing smoothest concrete pavements are those where delivery of the concrete is timed so that the paver never has to stop, concrete delivery, spreading, texturing, curing and saw cutting all take place as one continuous operation.

Finally, enough cannot be said regarding communication, a pre pour conference where all the players are on site, meeting each other and exchanging contact information. This is where respectful dialogue and great projects begin. Projects the owner, engineer, contractor, and taxpayers all know they are receiving the best value on the paving project.

For more information contact :

Mark Shelton
Field Engineer
Missouri Kansas Chapter American Concrete Paving Association
573-837-6171
mark@moksacpa.com

A FINE LEGACY IN OSAGE COUNTY

By Lisa Harris-Frydman, KS LTAP

Ryan Fine (pictured at right) is the new public works director for Osage County Road & Bridge, taking over for Glen Tyson (center) who recently retired after 52 years of service. By taking the position, the road & bridge department is continuing a "Fine" legacy. Glen started working at Osage County as a laborer/ truck driver when Ryan's dad, Alan Fine (at left), was the road & bridge supervisor. Glen came up through the ranks and said he learned a lot from Alan. Glen is pleased Alan's son is now at the helm. The legacy continues!

Ryan Fine (Right), Glen Tyson (Center), and Alan Fine (Left)

Of course, things in public works have changed quite a bit over the years. Ryan, who most recently worked at Franklin County Public Works, is a Kansas Roads Scholar graduate (all three levels) and he said he will use what he learned in his classes in his new position. Glen is also a Roads Scholar graduate and completed two levels, the last in 2005.

Ryan told us: "I love the opportunity to serve as the Osage County Director. I learned so much from the Road Scholar program and from being at Franklin County for almost 13 years. I also have had the privilege of some of Osage County's best mentors with Glen and Dad to learn from!!"
Ryan, we wish you all the best in your new role.

KANSAS LTAP TRAINING UPDATE

By Megan Weinzirl, KS LTAP

Kansas LTAP had a successful Spring 2022 training season! We saw an increase in training attendance, we were able to offer classes we have not offered in-person for a few years, and we brought lunches back to all trainings. We are excited to carry this momentum into 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!

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.

If you do not want to wait until the Fall to participate in courses, you can now access ten online courses through our Learning Management System. Just look for the "virtual" options found under full "Course Listing" page. Users can enroll in:

- ADA Basic Requirement [VIRTUAL]
- Asphalt Road Maintenance [VIRTUAL]
- Bridge 101 [VIRTUAL]
- Concrete Road and Street Maintenance [VIRTUAL]
- Guardrail Maintenance and Repair [VIRTUAL]
- Legal Permitting and Regulatory Processes [VIRTUAL]
- Providing Employee Safety [VIRTUAL]
- Risk and Liability [VIRTUAL]
- Signing for Low-Volume Roads [VIRTUAL]
- UAS Training [VIRTUAL]

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

If you have any questions on how to register for these online trainings, please contact Megan Weinzirl via email at mhazelwood@ku.edu or by phone at 785-864-1344.

As always, if you do not see a class you are interested in being offered or you and your colleagues are unable to make it to a training on the advertised date and/or location, do not hesitate to reach out to us to see about hosting an on-demand course at your location. To contact us about hosting an on-demand course or for questions regarding the LMS, please email kutc_training@ku.edu or call Megan Weinzirl at 785-864-1344.

LTAP UPDATE

By Kara Cox, KS LTAP

Temperatures are heating up outside, and so is what we've got cooking up! A few of the KS LTAP team drove up to Sioux Falls, SD for the NLTAPA (National Local Technical Assistance Program Association) North Central Regional Meeting at the end of May. Over the two-day conference we met LTAP teams from Montana, Wyoming, North and South Dakota, Colorado, Nebraska, Iowa, and Missouri. Many ideas were exchanged and now your KS LTAP team is working to implement some exciting improvements to our program!

After a successful spring of trainings, we are gearing up for an even better fall. If you have not done so already, be sure to check out the training update from Megan Weinzirl and get registered for our fall classes at https://www.events-kutc.ku.edu/kutc/LTAP.asp.

Falls Park, Sioux Falls, SD

2022 NLTAPA NC Regional Meeting. Pictured left to right: Kara Cox, Megan Weinzirl, and Nelda Buckley.

We would like to give a shout out to our interim LTAP director, Erin Walkenshaw. Erin has gone above and beyond these last couple of months to ensure that we stay on track and keep chugging forward. We truly appreciate her stepping into this role!

As always, if you need any training or technical assistance, please do not hesitate to reach out to us at kutc_training@ku.edu.

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.