



SPRING 2023

KANSAS LTAP NEWSLETTER

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

INSIDE THE ISSUE

DIRECTOR'S UPDATE

RESOURCES ON
DESIGNATING
"MINIMUM
MAINTENANCE"
ROADS

CONCRETE
PAVEMENT
RESTORATION-
DOWEL BAR
RETROFIT

DOT GRANTS –
APPLICATION
CONSIDERATIONS,
UPCOMING
OPPORTUNITIES,
AND KEYS FOR
SUCCESS



SOME QUESTIONS
AND ANSWERS ON
ASPHALT PAVEMENT
PRESERVATION

INNOVATION
INSIGHT – ROAD
GROOM

WHAT IS TTAP?

KANSAS LTAP
TRAINING UPDATE

A MESSAGE FROM THE DIRECTOR

By Lindsay Francis , KS LTAP



Greetings!

Our year is off to a great and fast start, and it is hard to believe we are almost through the first quarter already. As we move forward, I want to take this opportunity to provide you all with a few updates of things that have already happened and things that are in the works.

First, an update on the Bipartisan Infrastructure Law. On February 1, 2023, the U.S. DOT announced that 510 communities had been selected to receive \$800 million in the first round of Safe Streets and Roads for All (SS4A) grant cycle. Within the State of Kansas – about \$5 million in SS4A grant funding is being awarded to seven Kansas cities, two Kansas counties, the Prairie Band Potawatomie Nation, the Southeast Kansas Regional Planning Commission, and Wyandotte Unified Government. The full list of SS4A awardees can be found at <https://www.transportation.gov/grants/ss4a/2022-awards>. Congratulations to all the awardees, but especially to the 12 in Kansas!

The 2023 Notice of Funding Opportunity is expected to open in April for the second round of SS4A grants. If you are planning to apply, there are several resources available to help you with the process. Visit the Kansas Infrastructure HUB website at www.kshub.org to stay connected and informed. Kansas LTAP is still working with our partners to provide a grant application assistance program to Kansas locals and we will provide details as they become available.

Early last year, the Kansas LTAP mobile application went live and during the summer months we had to take it offline to make a few fixes. Sadly, what we thought would be quick fixes, were not and the app is still offline. We are sorry for this inconvenience and appreciate your patience as we work to procure an app maintenance service to help us debug and make required updates to the app. We will let you know when we expect the app to be available again.

Kansas LTAP's Spring in-person trainings are now in session. The schedule of offerings can be found [here](#). Visit our [LTAP Courses](#) 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 mhazelwood@ku.edu or 785-864-1344 to schedule a class in your area. We also provide many opportunities for virtual training through our website at <http://kutc.ku.edu/ltap/training>.

Individuals who have completed the Kansas Road Scholar program in 2020-2022 will be recognized at the 2023 KCHA district meetings. The dates and locations are below, we hope to see you there!

District	Date	Location
1	March 22	Oskaloosa, KS
2	April 5	Milford, KS
3	April 19	Colby, KS
4	March 29	Chanute, KS
5	April 6	St. John, KS
6	March 8	Garden City, KS

CONTINUED ON NEXT PAGE

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 <https://kutcresources.ku.edu/resources/LTAP>.

Hopefully, you'll read the "Innovation Insight" article in this newsletter. Kansas LTAP is committed to celebrating innovation and want to be a catalyst of sharing your innovations with other Kansas communities. If there are any innovative ideas, processes, and/or tools you're using to improve efficiency in the work you do, we want to hear about it and highlight it in future newsletters! Email us your innovation at kutc_training@ku.edu or submit your innovation into the Kansas Build a Better Mousetrap (BABM) competition.

Applications for this year's Kansas BABM competition will be due on May 1, 2023 and we are looking forward to seeing them! Visit <https://kutc.ku.edu/build-better-mousetrap> to learn more.

We will 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.

As always, thank you for all that you do to serve Kansas communities. Thank you also, for staying engaged with Kansas LTAP; we value your trust and confidence in us to provide quality training and services and sincerely appreciate each of you!

RESOURCES ON DESIGNATING "MINIMUM MAINTENANCE" ROADS

By Lisa Harris-Frydman, KS LTAP

Spring is here, and so is seasonal road damage. This article reminds readers about resources available from the Kansas Association of Counties (KAC) on officially designating "minimum maintenance" roads, allowed by statute in Kansas.

HELPFUL RESOURCES

The Township Road Book. For counties that are under the township system, roads that would be considered for a minimum maintenance designation would likely be township-maintained. This book, compiled by Norm Bowers, describes why a county would want have a road designated minimum maintenance: Bowers points to limited funds available to maintain infrequently traveled roads, a situation that road departments have been facing for decades. Almost 40 years ago the Kansas Legislature adopted a law, K.S.A. 68-5,102, allowing for the declaration of minimum maintenance roads that have only occasional (usually just seasonal agricultural) access. These roads would get minimal maintenance, leaving more funds to be spent on higher-volume roads.



This road in southern Douglas County has been designated "minimum maintenance."
Photo by Lisa Harris-Frydman, March 2023.

The act of designating a road “minimum maintenance” also addresses concerns about liability of providing very low maintenance. The law states:

(f) Whenever a road has been declared a minimum maintenance road in accordance with this section and signs have been posted thereon as provided in (d), the state, the county and the townships within such county and employees of such governmental entities shall be exempt from liability for any claim by any person under the Kansas tort claims act with respect to such minimum maintenance roads. No such governmental entity or employee thereof shall be liable for damages arising from such roads or their maintenance or condition.

How minimal is “minimum?” Bowers wrote: “The question routinely arises concerning adequate maintenance of a minimum-maintenance road. The answer is not in the law, and has not been tested in court. I am sure that ‘minimum maintenance’ does not mean a no-maintenance road. A warning sign is not a barricade and it is reasonable to assume the road is passable in dry weather, but may be impassable during periods of snow and wet weather. The road should be reasonably safe to travel during dry weather by an alert driver.”

You can find the full statute at this link:

https://www.ksrevisor.org/statutes/chapters/ch68/068_005_0102.html

“Road Notes: Minimum Maintenance Roads,” County Comment newsletter, November 2021, by Keith Browning. This article is a must-read for counties to learn about minimum maintenance roads in Kansas.

It explains that K.S.A. 68-5,102 provides a process that must be followed to properly declare a road to be a minimum maintenance road: First, the BoCC must pass a resolution that describes the road(s) for which minimum maintenance designation is being considered. This resolution is then sent to the county’s Planning Commission [or similar body] with a request for their recommendation on the minimum maintenance designation. The statute also requires the resolution to be published once in the official county newspaper along with a statement that a public hearing will be held at a specified time and place after which the BoCC will decide if the road(s) will be designated a minimum maintenance road. Within ten days of such designation, black-on-

yellow warning signs must be posted stating MINIMUM MAINTENANCE – TRAVEL AT YOUR OWN RISK.

For township-maintained roads, Browning said the township should initiate the process by requesting such designation by the Board of County Commissioners (BoCC). The township board should provide the BoCC with an official document describing the road or road segment in question and stating their opinion that the minimum maintenance designation is appropriate. The county road department will typically need to prepare for the township the appropriate description of the road, or segment of road, to be considered for minimum maintenance designation.

Browning said that the designation process is time-consuming and is “likely intentional, as a minimum maintenance designation has significant implications. It means (or should mean) that no building permits will be issued for properties taking their sole access from this road. It also may significantly affect bus, mail, and emergency response routes.”

He said neighboring property owners in particular should be provided advance notice of the public hearing and BoCC meeting during which the minimum maintenance designation will be considered.

Some counties have passed a home rule resolution establishing guidelines and procedures for establishing Minimum Maintenance roads. “This helps ensure consistency in the minimum maintenance designation process,” Browning said. He provided an example that one county’s home rule resolution requires that adjacent property owners be notified by first class mail no later than ten days before the scheduled public hearing, and also includes the following guidelines:

- Average daily traffic volume should be less than 24 trips per day
- Primary road use is to provide access to low-speed agricultural vehicles
- A residence or other intensive land use located on the road must have alternative available access
- Physical problems with routine road maintenance such as difficult soil conditions or expensive drainage correction problems shall be given strong weight in the minimum maintenance designation
- Minimum maintenance designation shall not have a significant impact on local traffic circulation

Browning also addresses how to reverse a minimum

maintenance designation (which is also a lengthy process) and why you should think twice before considering vacating a road rather than going through the process of designating a road minimum maintenance.

We spoke with Mark Borst, Traffic Engineer at Sedgwick County, who is on the Kansas LTAP Advisory Board and suggested we write this article. He agrees that getting buy-in from the adjacent landowners is important because it would affect their ability to get a building permit to improve their property as long as the road is designated minimum maintenance.

Regarding the minimum maintenance needed, Borst suggested the county or township check on the condition of the roadway from time to time to be sure that it is traversable. "This could be more than a few times a year," he said. "It would depend on the 'minimum' use of the roadway by time of year."

CONCLUSION

Kansas law gives counties and townships a tool for keeping maintenance costs and liability to a minimum for some of their least-traveled roads. As Browning cautions, roads so designated should not provide the sole access for residences or other intensive land uses, and should not be mail routes or bus routes.

Take advantage of the resources available from the KAC to become informed of how and when to consider a minimum maintenance designation. See links below. Consider using the designation when it makes sense for your budget and your residents.

RESOURCES

Township Road Book, November 4, 2019. Compiled by Norm Bowers, Kansas Association of Counties.
https://kutcreources.ku.edu/storage/1621963188_Township%20Book%20November%20%202019.pdf

"Road Notes: Minimum Maintenance Roads," County Comment newsletter, Kansas Association of Counties, November 2021, by Keith Browning.
<https://www.kansascounties.org/news/county-comment/2021-issues/november-2021-county-comment.pdf/view>

Interview with Mark Borst, Sedgwick County, February 8, 2023.

CONCRETE PAVEMENT RESTORATION- DOWEL BAR RETROFIT

By Mark Shelton, MO/KS ACPA

Good concrete pavement management plans and good concrete pavement plan managers recognize there are a variety of tools at an agency's disposal. Timing and location are the keys to success. This article will discuss dowel bar retrofit. Remember, concrete pavement restoration/preservation is about the right tool on the right pavement at the right time.

Dowel bar retrofit is a process of installing dowel bars across joints or cracks to help transfer the traffic loads across the pavement slabs. Sound pavements that have low load transfer with potential for developing future pumping, corner cracks and significant faulting are good candidates. Pavements that are not sound throughout the full depth, such as D-cracked pavements, those with

significant slab cracking, faulting, or spalling, would not be good candidates. The idea is to retrofit the pavement with dowel bars before the working cracks or joints cause more severe pavement deterioration. Dowel bar retrofit projects have successfully added years to the life of concrete pavements.

Field evaluation to determine the degree of faulting that may exist, load transfer or joint efficiency and the soundness of the pavement at the joints or cracks should be done prior to moving forward with a dowel bar retrofit project.

In the retrofit process, most agencies place 6 dowels, in the joint or crack. Three in each wheel path beginning 12

inches apart. Slots are made in the pavement across the joint to place the dowel bars. Diamond bladed slot-cutting machines are used to saw parallel cuts in the pavement. Then lightweight jackhammers can remove the existing concrete to create the slots. The dowels will have caps to provide for expansion, have bond breaking material on them to allow movement and be placed on chairs to allow the backfill material to surround the bars and be placed so that the center of the dowel is at the center depth of the pavement slab. In addition, a filler board type material will be placed midway on the dowel to align with the existing joint and to allow for expansion. As with placing dowel baskets, the individual dowel bars need to be placed in the center of the slab parallel with the centerline and roadway surface and in the center of the transverse joint.

Prior to placing the dowel in the slot, a bead of calk is placed in the slot at the joint. This is to prevent the backfill material from filling the joint, causing cracks when the pavement expands and contracts. After placing the dowel, the patching or backfill material is placed. The backfill material can be conventional concrete, provided the maximum aggregate size is not greater than 3/8th

inch, proprietary rapid set materials or epoxy resins. For concrete materials, care must be taken in mix design and water cement ratio to minimize shrinkage. Spud type vibrators should be used to make sure the concrete material completely consolidates around the dowel. Depending on the concrete strength required by the agencies, generally the road can be opened to traffic within 4 hours.

As with all projects, success depends not only on selecting the right project, but with good communication and quality control. Well prepared slots, cleaned of debris and dust, well aligned dowels placed to allow pavement expansion and contraction and quality backfill material are the things to watch for on a dowel bar retrofit project.

For more information contact:

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

DOT GRANTS – APPLICATION CONSIDERATIONS, UPCOMING OPPORTUNITIES, AND KEYS FOR SUCCESS

By Nelda Buckley, KS LTAP

Although most cities and counties in Kansas rely on federal funding that is provided through the Kansas Department of Transportation (KDOT), there are a variety of federal grants that are awarded directly to local units of government. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides \$550 billion over five years (federal fiscal years 2022 through 2026), with \$350 billion going to highway programs. Although the majority of these funds will continue to be distributed to the state DOTs by formula, 28 percent of the Highway Infrastructure Program funding is discretionary, meaning approximately \$14 billion will be awarded based on applications to the various programs.



CONTINUED ON NEXT PAGE

WHAT ARE THE BENEFITS OF APPLYING FOR A DOT GRANT?

When funding is provided through state DOTs, one goal is often to distribute the dollars throughout the state for both economic and political reasons. To do so, funds are typically limited to 80 percent of the construction (CONST) and inspection (construction engineering - CE) work phases. However, federal funds may be used in any phase of a project, meaning that design (preliminary engineering - PE), right of way (ROW), and utility relocation (UTIL) costs may also be participating costs in discretionary grant programs. Therefore, instead of a local receiving 80 percent of construction and CE costs only and paying 100 percent of PE, ROW, and UTIL costs, their costs could be limited to 20 percent of all phases (CONST, CE, PE, ROW, and UTIL). For projects requiring ROW, this could be a big difference.

Another possibility is a local providing in-kind services for part of their match. Although allowed at the federal level, the paperwork requirements are difficult and something that KDOT has chosen not to allow in general for projects awarded through their funding. However, for grant projects, if a local is able to provide signing, pavement marking, or perhaps even grading, it could greatly reduce their cash requirements.

Of course, with benefits come down sides. Since the funding is not coming through KDOT, KDOT is also not monitoring the local's paperwork or financial systems. These are significant responsibilities that are often beyond the capabilities of smaller entities. If a city or county has received funding directly from the federal government in the past, perhaps from another federal agency, they may have an idea of the degree to which they can meet those requirements.

UPCOMING DOT GRANT OPPORTUNITIES

A full list of BIL competitive grant programs is available at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm. Some of the higher profile programs include:

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – provides grants for surface transportation infrastructure projects that will have a significant local or regional impact; the City of Salina and Kansas Wildlife and Parks were awarded project grants in 2022. The 2023 Notice of Funding Opportunity (NOFO) application deadline was February 28; selections will be announced no later than June 28.

- Safe Streets and Roads for All (SS4A) – provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets; twelve Kansas locals were awarded funding for safety action plans in the 2022 round of projects. The 2023 NOFO is expected to be posted in April.
- INFRA/Mega/Rural Surface Transportation Grants – awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. It doesn't appear that any Kansas entities have been awarded projects in the last six years, so it's about time! The website specifically mentions that a project to improve a high-risk rural road is eligible for the Rural grant, so this may be a great opportunity. The 2022 applications were due May 23, 2022; a similar time schedule is expected for 2023.

WHAT MAKES A GOOD APPLICATION?

- Read the Notice of Funding Opportunity (NOFO). It includes many critical details of the program including eligible applicants, cost-sharing requirements, application format requirements, submission deadlines, funding restrictions, evaluation criteria, the selection process, and anticipated award announcement date.
- Make sure you have a Data Universal Number System number (DUNS) in the System for Award Management (SAM). This process can take a while (six weeks or so), so do this as soon as possible.
- Write a compelling story about the expected outcomes or impacts that the project would have on your community. This could also include community support letters, but check the NOFO. According to the US DOT, "the key to an 'attractive' application is crafting an effective, compelling, and comprehensive story that demonstrates funding need, commitment, and impact."

Kansas LTAP is available to help with any questions you may have about the grant application process. For additional information, see the DOT Navigator website at <https://www.transportation.gov/dot-navigator>.

SOME QUESTIONS AND ANSWERS ON ASPHALT PAVEMENT PRESERVATION

By Dan Scherschligt, Executive Director, Kansas Asphalt Pavement Association

WHAT IS PAVEMENT PRESERVATION?

Pavement preservation is a strategy to enhance pavement performance by extending the life of existing pavements, improving safety, and meeting user expectations.

WHAT ARE THE VARIOUS PAVEMENT PRESERVATION OPTIONS?

While there are a variety of asphalt pavement options, the primary pavement preservation choices are:

- **Overlays** - Overlays are hot mix asphalt pavements that are placed in a thin overlay of 2" or less. They can be placed as thin as 5/8 of an inch. The KDOT specification for this thin overlay is called UBAS—Ultrathin Bonded Asphalt Surfacing. Typical thicker hot mix overlays range in thickness from 1" to 2" depending on agency budgets and condition of the existing surface. Overlays have a higher initial cost compared to other preservation treatments, however have the lowest life cycle cost and extend agencies limited budgets. The approximate extended life is 10 – 15 years.

- **Micro-Surfacing** – Micro-Surfacing is a technique where a modified asphalt binder and aggregate are placed onto an existing pavement. Micro-Surfacing is placed at less than 3/8". It provides some degree of surface leveling. The approximate extended life is 6 – 8 years.

- **Slurry Seal** – Slurry Seal is another technique where asphalt binder and aggregate are placed onto an existing pavement. Slurry Seal is placed at less than 1/4". The approximate extended life is 5 –6 years.

- **Chip Seal** – Chip Seal is a technique where asphalt binder is sprayed onto an existing road surface and fine aggregate is immediately placed on top of it. Chip seals provide a new skid resistant wearing surface, stops raveling, seals minor cracks, and retards further deterioration of the existing roadway. The approximate extended life is 7 – 8 years.

- **Cape Seal**-- Cape Seal is a technique where a Chip Seal is overlaid with a slurry seal or Micro-Surfacing treatment. The chip seal can be polymer modified as well to improve aggregate retention and provide for a quicker return to traffic. The approximate extended life is 8 -10 years.

- **Scrub Seal**—A scrub seal is an application that is very similar to chip seal. The only difference is that the asphalt distributor pulls a broom sled that houses a series of brooms placed at different angles. These brooms guide or "scrub" the emulsion into cracks to ensure the road will be sealed. The approximate extended life is 7 – 9 years.

- **Crack Sealing**—Crack sealing is a preventative maintenance action that can be applied as soon as any cracks appear in a pavement. It can be applied intermittently prior to any of the above actions to prevent water intrusion and extend the life of the underlying pavement.

WHEN SHOULD I CHOOSE EACH OPTION?

Pavement preservation is best done when you choose the right treatment for the right road at the right time. It is important to know the condition of your road before deciding which treatment is the right one. Pavements that are not displaying any significant distress are candidates for slurry seal, micro-surfacing, chip seals, cape seals, or scrub seals. Distressed pavements are candidates for Overlays. Even severely distressed

pavements can be preserved with Overlays - these would require milling to remove the distressed material first and perhaps multiple lifts.

WHAT OPTION IS MOST COST EFFECTIVE?

Typically, Overlays have the lowest life cycle cost. However, it is recognized some agencies do not have the budget to schedule many lane miles for overlay, and hence a lighter action may be a viable option.

SUMMARY

An asphalt roadway provides the opportunity to preserve the existing pavement without the extensive cost and time needed to replace the entire pavement. The above actions are essentially a toolbox of the available options to preserve the existing pavement investment. Asphalt roadways are sustainable as recycling the existing pavement is an option when scoping an overlay, from either utilizing Hot in Place Recycle (HIR), or recycling millings from the existing roadway.

INNOVATION INSIGHT – ROAD GROOM

By Nelda Buckley, KS LTAP



WHAT IS THE INNOVATION?

A Road Groom is an attachment to a 3/4-ton truck or tractor that reclaims the materials that have been washed to the road edge. It cuts out ruts and washboards, naturally rebuilding the center crown in the process.

truck, no extensive training is required. It is an effective maintenance device that can travel up to 17 miles per hour, so many more miles can be covered than a traditional motor grader, allowing more time for other projects. The Road Groom comes in three widths – 8.5 feet, 11 feet, and 13 feet, making it possible to complete a section in two passes.

WHAT ARE THE BENEFITS OF THE INNOVATION?

The Road Groom is a low-cost, simple solution to maintain unpaved roads. Since it can be attached to a

COST AND CONTACT INFORMATION

According to reports from southwest Kansas counties, a 13-foot Road Groom can be acquired for less than \$25,000. For more information, check out their website at www.roadgroom.com, email them at info@roadgroom.com, or give them a call at 319-824-3011. They are based out of Iowa.

WHAT IS TTAP?

By Megan Hazelwood, KS LTAP

Have you ever heard the acronym TTAP used before and wondered what it meant? TTAP stands for Tribal Technical Assistance Program. It serves as a “one-stop transportation resource for tribal communities across the county.”

The program was established by The Federal Highway Administration (FHWA) Office of Innovation Program Delivery’s Center for Local Aid Support. TTAP “provides comprehensive transportation training and technical assistance to tribal communities.” This training allows for the communities to build their transportation skills and expertise so that tribal roads can remain safe. It also offers “continuous professional development of tribal transportation workforces.”

TTAP offers online learning that is self-paced and available for you to complete on your own time. You can learn more about their online learning offerings at ttap-center.org/online-learning/. They also offer technical assistance that offers answers to your questions “through direct consultation with one of our Subject Matter Experts, technical assistance offers targeted support to Tribes with particular issues or technical questions.” To learn more about TTAP’s Technical Assistance offerings, you can visit ttap-center.org/technical-assistance/.

There are seven TTAP regions. They are: Northwestern, Western, Southwestern, Northern, Southern, Eastern, and Alaskan. You can visit fhwa.dot.gov/clas/ttap/ to navigate the different regions and learn more about them.

Kansas is part of the Southern TTAP region, along with Oklahoma and Texas. Our TTAP Region Representative is Kim Johnson. Should you have any questions regarding TTAP, please contact Kim at kimberly.ann.johnson@okstate.edu.

RESOURCES

About TTAP | TTAP | Tribal Technical Assistance Program. (n.d.). TTAP | Tribal Technical Assistance Program. <https://ttap-center.org/about/>

Online Learning | TTAP | Tribal Technical Assistance Program. (n.d.). TTAP | Tribal Technical Assistance Program. <https://ttap-center.org/online-learning/>

Technical Assistance | TTAP | Tribal Technical Assistance Program. (n.d.). TTAP | Tribal Technical Assistance Program. <https://ttap-center.org/technical-assistance/>

FHWA - Center for Local Aid Support - TTAP. (n.d.). <https://www.fhwa.dot.gov/clas/ttap/>

Saline County
Rural Primary Road Map

2023
**BUILD A BETTER
MOUSETRAP**
NOW ACCEPTING APPLICATIONS UNTIL
MAY 1, 2023

[HTTPS://KUTC.KU.EDU/BUILD-BETTER-MOUSETRAP](https://kutc.ku.edu/build-better-mousetrap)

LTAP
KANSAS TRIBAL TECHNICAL ASSISTANCE PROGRAM

LTAP SPRING 2023 TRAINING UPDATE

By Megan Hazelwood, KS LTAP

Kansas LTAP is looking forward to another wonderful year of training in 2023. We have already offered Asphalt Road & Street Maintenance, Culvert Management, Bridge 101, and Workplace, Jobsite, and Equipment Safety training classes. We appreciate everyone who has attended one of our trainings so far this year. The Kansas LTAP community can look forward to additional training offerings this year such as Gravel Road Maintenance, Culverts and Drainage, Snow and Ice Control, Project Planning and Management, and many more.

 2023 TRAINING SCHEDULE				
FEBRUARY	2/1 2/28	MUTCD Asphalt Road Maintenance	Hays Garden City	Level 1 Level 1
MARCH	3/1	Asphalt Road Maintenance	Hays	Level 1
	3/2	Asphalt Road Maintenance	Salina	Level 1
	3/3	Asphalt Road Maintenance	Burlington	Level 1
	3/7	Culvert Management	Tribune	Level 2
	3/8	Culvert Management	Salina	Level 2
	3/8	MUTCD	Wichita	Level 1
	3/16	Bridge 101	Atchison	Level 1
	3/20	Workplace, Jobsite, & Equipment Safety	Garden City	Level 1
	3/21	Workplace, Jobsite, & Equipment Safety	Wichita	Level 1
	3/22	Workplace, Jobsite, & Equipment Safety	Salina	Level 1
	3/23	Workplace, Jobsite, & Equipment Safety	Atchison	Level 1
	3/24	Workplace, Jobsite, & Equipment Safety	Burlington	Level 1
	3/27	Gravel Road Maintenance	Garden City	Level 1
	3/28	Gravel Road Maintenance	Wichita	Level 1
APRIL	4/5	MUTCD	Lawrence	Level 1
	4/10	Culverts and Drainage	Salina	Level 1
	4/13	Culverts and Drainage	Garden City	Level 1
	4/13	Asset Management & Cost Accounting	Salina	Level 3
MAY	5/15	New Roads Supervisors (KAC Conference)	Manhattan	
We will continue to offer on-demand classes in 2023. An on-demand class is where our instructor comes to you for a training. New for 2023, we will now require at least 15 participants in order to offer on-demand class. If you have any questions regarding on-demand classes, please reach out to Megan Hazelwood at mhazelwood@ku.edu .				
SEPTEMBER				
	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
	10/12	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 11/7	Public Works 1 & 2 Supervisor's Role in Enhancing Cooperative Work Relationships	Burlington Salina	Level 2 Level 2
	11/8	Communication Skills for Effective Supervision	Salina	Level 2
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

As a reminder, in 2023, our registration rates have increased from \$75 to \$80 per person. Lunch is still included at this price. To offset the increase in registration, all of our host venues will receive one free registration per hosted class.

We will be working on our 2024 training schedule this summer. If you are interested in hosting a Kansas LTAP training next year, please contact Megan Hazelwood at mhazelwood@ku.edu.

As always, we continue to offer on-demand classes. An on-demand class is where our instructor comes to you for a training. New for 2023, we will now require at least 15 participants in order to offer on-demand class. If you have any questions regarding on-demand classes or any concerns regarding the 15-person minimum, please reach out to Megan Hazelwood at mhazelwood@ku.edu. Kansas LTAP is always happy to help you advertise your on-demand class in order to reach that 15-person minimum.

CONTINUED ON NEXT PAGE

If you have any questions regarding this year's training schedule and/or the changes we are implementing, please email kutc_training@ku.edu. We look forward to serving you all this year!

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.

Spring 2023 issue—Copyright © 2023 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.

