



WINTER 2023

# KANSAS LTAP NEWSLETTER

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

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# A MESSAGE FROM THE DIRECTOR

By Lindsay Francis , KS LTAP



Dear KS LTAP Community,

As we approach the close of another remarkable year, I find myself reflecting on the journey we have taken together and the milestones that mark our progress. This year holds particular significance as we celebrate the 40th anniversary of the KS LTAP. This is a significant milestone, every achievement, lesson learned, and friendship formed has shaped our program and I want to express appreciation for the dedication and hard work of everyone involved in making this program the success it is today.

Looking back on 2023, I want to thank you all for another great year of teamwork, learning, and progress. Your commitment and dedication to serving Kansans has been the secret sauce behind our success, and I am genuinely thankful for the energy each of you brings to the KS LTAP community.

We recently wrapped up our annual needs assessment survey and are eager to dig into the valuable feedback we received from those who responded. Your insights will guide us in enhancing our current offerings, setting priorities for the future, and continually improving our programs and resources. We also received valuable feedback at our recent LTAP advisory committee meeting, held twice a year now, as we delved into important topics that will help us refine our operations and plan priorities for 2024.

Looking ahead to 2024, there are some exciting outlooks for KS LTAP. We are exploring a potential collaborative partnership within the University of Kansas to enrich our "soft skill" offerings. Additionally, we are thrilled to be introducing at least three new training opportunities: a hands-on two-day equipment safety course, an Introduction to GIS workshop, and a community-led RSA (Road Safety Assessments) training series, which is still being finalized as part of KDOT's Drive to Zero initiative.

In 2024, we will also bring you a new way to connect with one another and with KS LTAP— a virtual chat session for local officials to engage, share insights, and seek advice facilitated by our knowledgeable Local Field Liaison. We have not thought of a catchy name for this yet but be on the lookout for more information.

In a commitment to accessibility, we are reducing the registration fee for our training to \$65 in 2024. Our aim is to offer value without compromising quality, ensuring that our program remains affordable for everyone. Consider it an early gift from us to you as we approach the holiday season.

The entire KS LTAP team would like to extend heartfelt wishes to you and your loved ones. May the holiday season bring abundant joy and a well-deserved opportunity for relaxation to each of you. Thank you for being an essential part of the KS LTAP community. Here's to another year of growth, collaboration, and exciting possibilities!



[Check out our special  
40th Anniversary  
Tribute Video!](#)

## THE BUILD KANSAS FUND

By Megan Tester & Kara Cox, KS LTAP



The Build Kansas Matching Fund (Build Kansas Fund) has been designed to provide state-funding for infrastructure projects throughout Kansas that apply for and receive Federal grants under the Bipartisan Infrastructure Law (BIL), which is also known as the Infrastructure Investment and Jobs Act (IIJA). Governor Kelly states that this bill allows “communities across the state to seize the tremendous opportunities provided by the Bipartisan Infrastructure Law.” This allows local Kansas leaders to move forward with infrastructure projects that not only benefit the Kansas economy, but

also benefit the people through connection and safer infrastructure. These projects can include, but are not limited to, improving water, transportation, and cybersecurity. The Build Kansas Fund provides up to \$200 Million in state-matching funds that projects are able to apply for and meet the requirements for a federal loan match. The Build Kansas Fund expires on June 30, 2027.

### APPLICATION PROCESS

Applications for the Build Kansas Fund opened on September 15, 2023 and are processed on a rolling basis.

There are three requirements to be eligible for the Build Kansas Fund:

1. The applying entity must be eligible for AND pursuing a BIL funding opportunity.
2. The BIL opportunity MUST HAVE a non-federal match component.
3. The primary project zip-code MUST be located in Kansas.

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Entities applying can be counties, cities, federally recognized tribes, community organizations, higher education institutions, and private entities. Several grants require a local-match contribution. This is a non-federal cash for contribution that a grantee must contribute towards the cost of the project funded by a BIL grant. If a project falls across state-lines, the Build Kansas Fund amount will be prorated based on how much of the project is taking place in Kansas.

There are seven parts to the electronic application:

1. Basic Application Information (entity name, BIL program being applied for, etc.)
2. Eligibility Criteria (see Above)
3. BIL Grant Application Information
4. Build Kansas Fund - Match Application Information
5. Means Test (justification of need, etc.)
6. Additional Information (draft of BIL application or executive summary)
7. Terms and Conditions

Once an application is reviewed, applicants will be notified if approved for the Build Kansas Fund. If an applicant receives Build Kansas Funds, the applicant must comply with all regulatory requirements. Recipients will be required to use Build Kansas Funds to “support the non-federal or ‘cost-sharing’ match requirements of an awarded BIL grant.” If there are any further questions about the Build Kansas Fund or Bipartisan Infrastructure Law funding, please contact your Regional Point of Contact. To determine your point of contact and to learn more about the Build Kansas program, please visit [https://static1.squarespace.com/static/6283fbbcc8dc401b8e9c87fd/t/650482c6803e9e60940eebae/1694794438891/09.15.2023+Build+Kansas+Program+Guidance\\_Final.pdf](https://static1.squarespace.com/static/6283fbbcc8dc401b8e9c87fd/t/650482c6803e9e60940eebae/1694794438891/09.15.2023+Build+Kansas+Program+Guidance_Final.pdf)

#### RESOURCES

“Build Kansas Fund.” (September 2023). Kansas Infrastructure Hub. Retrieved October 3, 2023, from <https://kshub.org/ks-infrastructure-hub-build-overview>.

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## PAVEMENT: WHY 94% OF OUR NATION'S ROADS ARE ASPHALT

By Dan Scherschligt, Executive Director, Kansas Asphalt Pavement Association

Each day, the average adult makes 35,000 choices. Choices are a decision to act in a certain way, choose a particular path, and take control of a situation. Choice gives power to the decision makers; it allows for opportunities and growth. Asphalt is the pavement of choice in the U.S., with 94% of our nation's roadways surfaced with asphalt, not by mistake but because of the engineering, economic, and environmental benefits it affords decision makers.

Asphalt pavements are durable. Kansas Department of Transportation (KDOT) evaluates pavement choice by requiring a 40-year pavement life cycle cost analysis. This framework ensures value to taxpayers, by examining the initial, maintenance, and rehabilitation costs for alternative choices — asphalt or concrete. The 40-year analysis recognizes that all pavement structures require maintenance (3 for asphalt and 2 for concrete) to provide a smooth, safe ride for the public over the usable life. Asphalt maintenance options offers a variety of solutions tailored to the specific roadway. It can be effectively repaired and maintained and opened to traffic the same day, rather than undergoing expensive removal and time-consuming reconstruction procedures. Asphalt maintenance minimizes inconvenience to the traveling public and its speed of construction — the ability to open to traffic within hours instead of days - helps minimize the time road workers spend in busy work zones.

Asphalt is sustainable and its raw materials can be perpetually reused since it is 100% recyclable. Both the asphalt binder and aggregate can be reused for their original purpose, as binding agent and structure, into a new pavement. By weight, asphalt is the most recycled material in the United States. Beyond reclaimed asphalt pavement, warm mix asphalt can reduce a plant's energy consumption and greenhouse gas emissions.

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Asphalt pavements resist deformation and ruts. In the early 2000's the Superpave mix design methodology revised aggregate structure and binder requirement to produce a rut free asphalt pavement. Want proof? KDOT pavement data shows that rutting is rarely detected. Today's asphalt pavement structures can be designed to withstand heavy traffic and extreme weather variances. Proper engineering and material selection yield resilient pavement designs — resisting hot weather effects such as buckling and shoving, and cold weather effects such as cracking.



Research shows that asphalt is the smoothest pavement option, providing a comfortable and safe ride for motorists. A study from the Federal Highway Administration showed that interstate asphalt pavements are generally smoother than interstate concrete pavements. This is significant because smoother pavements promote lower fuel consumption reducing vehicle emissions. Plus, a smooth pavement is a quiet pavement. Tire-pavement noise, or the noise produced by the interaction between the tire and the pavement surface, is a significant component of road traffic noise. Several factors including vehicle speed, tire type, pavement surface texture, and environmental conditions contribute to this type of noise. We've all experienced this phenomena. For example, last summer as my wife and I drove I-70 from Topeka to Denver, our grandchildren turned the volume down on their iPad once we got west of Salina as the pavement switched from concrete to asphalt! Asphalt's low pavement-tire noise creates an enjoyable driving experience.

The Kansas asphalt producing industry is comprised of more than 50 asphalt plants, spread geographically across the state employing hundreds of Kansans and bringing in business tax revenues to the state. The industry extends beyond just mix producers to equipment manufacturers, software developers, aggregate suppliers, and into our communities. We pride ourselves on our ability to use local aggregates in mixtures and our positive influence within our communities and across the state.

Asphalt pavements offer a combination of performance, cost, and environmental benefits that make it an optimal choice for public works officials and road owners. By choosing asphalt, we are investing in a durable, cost-effective, and sustainable solution for our road infrastructure.

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# CREATING A SIMPLE INVENTORY

By Nelda Buckley, KS LTAP



In general, an inventory is a complete list of items such as property, goods in stock, or a building's contents. Regarding a public works department, an inventory could include some or all items along a roadway, stockpiled material, or office items. An inventory is beneficial in that if you do not know what you have, you will not know how best to take care of it or plan for future purchases. It can also be extremely helpful when planning future years' budgets.

Once you have settled on the need for an inventory, the next step is to consider which items to track. This could include materials such as items used in installations (nuts and bolts) or stockpiled items such as rock, salt, millings, etc. It could include signs or markings along



roadways or bridges, culverts, or crossroad pipes. Another option to inventory would be office items such as computers and associated equipment. Although you could decide to inventory all these items, it might be best to select the most significant items to initially inventory and add other items as time and resources allow and as experience with the system is gained.

Next, think through what data for each item should be tracked. Tracking too much information can be counterproductive and lead to reluctance to maintain the inventory, so only track what you really need. It is a balance, because once you have an inventory in place, it is cumbersome to go back and add small bits of data. Some data to consider are item name, department, category, SKU/UPC/item number/MUTCD number, size/quantity, cost, manufacturer, location, purchase/install date, or even a photograph.

For more of an asset management type of inventory, tracking the condition of items is also useful. More information on asset management can be found in LTAP's resource library at <https://kutcresources.ku.edu/resources/LTAP>.

A spreadsheet such as Excel is the simplest system to use, with columns containing the data tracked and a row for each item. The spreadsheet can be sorted or arranged to meet the retrieval needs. For searching purposes, think about establishing formats for data such as how road names are identified (12th Rd vs. 12th Road vs. Twelfth Rd), item numbers (W01-01 vs. W1-1 vs. W1-01), or dimensions (width by length vs. length by width); drop-down lists of acceptable options can be helpful if they are identified early in the process. If setting up a spreadsheet seems overwhelming, there are off-the-shelf inventory systems (Esri, PubWorks, Cartegraph, Cityworks, etc.) that can be purchased, however many of these format-type questions will still need to be established even with a pre-made system.

Next up is getting started. How to inventory, when to inventory, who should be responsible for taking inventory?

Options for how to inventory include by area, especially if you are inventorying items along a roadway; by type, such as all computers or all culverts; or as purchases are made – start with the newest items and add older items as time allows. Another “how” question is whether to use an electronic device to capture the data, use a paper system, or take video or photographs of items and then have someone enter the data into a computer. This may depend on personnel and their competency or comfort with using different systems. A system that uses a hand-held device or interface would be easiest.

Adding items to the inventory could occur as they are replaced or used or on some regular schedule, such as once a year confirmations/additions or every three years, etc. Some agencies may choose to verify roadway data either within an area of their jurisdiction (e.g., northwest, northeast, southwest, southeast) or along certain corridors (e.g., east-west major collectors or north-south primary arterials).

Depending on the quantity of items to be inventoried, one person being responsible for input will reduce discrepancies in input format, but if you are inventorying many items, it may be too time consuming for one person and multiple people may be needed; however, the more people involved will increase the need for training in using the system. Summer interns could be hired specifically to collect the initial data; this foot in the door might generate interest in later full-time employment; younger workers will also likely be more comfortable with electronic data collection.

Finally, where to store the inventory? Again, it depends. Things to consider are how often the inventory will be accessed and by whom. A shop inventory might be accessed daily, whereas an inventory of office computers may only be verified yearly. Wherever it is stored, regular back-ups to the cloud or an external source are recommended; yearly is simplest. A printed version may also be helpful, especially in case of emergencies. The bottom line is that the inventory itself needs to be accessible and relatively up to date for it to be most beneficial.

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# UPDATED CDL REGULATIONS AS OF NOVEMBER 2023

By Megan Hazelwood and Megan Tester, KS LTAP

A public works employee will more than likely have to follow the CDL process eventually. This article will provide updates on the CDL process that could affect an employee or agency. According to the Kansas Department of Revenue (KDOR), a CDL is required to operate a single vehicle with a weight of 26,001 pounds or more OR a combination vehicle with a combined weight of 26,001 pounds or more.

## ENTRY LEVEL DRIVER TRAINING

As of February 7, 2022, the Entry-Level Driver Training (ELDT) regulations permit entry-level drivers to take the required CDL skills or knowledge test for hazmat ONLY if the “state can verify that the driver has successfully completed the required training, administered by a registered training provider” (KDOR). The KDOR classifies Entry-Level Drivers as those who:

- Obtain a Class A or Class B commercial driver's license for the first time.
- Upgrade an existing Class B to a Class A commercial driver's license.
- Are taking a skills exam to add school bus (S) and/or passenger (P) to their CDL.
- Obtain a hazardous material endorsement (HME) for the first time.

The KDOR does highlight that there are exemptions to who is considered an Entry-Level Driver. According to KDOR, Entry-Level Driver Training IS NOT required of drivers who:

- Had a CDL previously that has been downgraded or expired for over 1 year.
- Held a CDL issued PRIOR to February 7, 2022 with the classes and endorsement being applied for.
- Hold a valid, unexpired commercial learner's permit issued prior to February 7, 2022 with the classes and endorsements being applied for.
- Are Military members obtaining a CDL using a Skills Waiver or Even Exchange form.
- Are custom harvesters.
- Are seasonal CDL holders.
- Are farm owners.
- Are firefighters.
- Drive emergency vehicles.
- Drive snow and ice removal vehicles.
- Are completing a skills test to remove a restriction.



Training providers will ensure that entry-level drivers receive the required training both out from and behind the wheel.

## HAZARDOUS MATERIAL ENDORSEMENT

The Kansas Department of Revenue requires all drivers who transport hazardous material to undergo a security threat assessment under the USA PATRIOT Act. The Transportation Security Administration (TSA), part of the U.S. Department of Homeland Security, will administer the threat assessment. Applicants and holders of a CDL who do not wish to hold a Hazardous Materials Endorsement (HME) are not required to undergo a security threat assessment. This assessment will include a criminal history records check, an immigration check, and an intelligence-related check on anyone who wishes to apply for, renew, or transfer a HME on their CDL. Currently, TSA is conducting the immigration and intelligence-related checks on all drivers who currently hold a HME. The [TSA website](#) has information on federal regulations and a list of disqualifying offenses. The state of Kansas will NOT be allowed to issue a CDL with a HME until TSA completes the threat assessment and informs Kansas that the driver is qualified (KDOR). To apply for the Hazardous Material Endorsement, commercial drivers must provide proof of citizenship or immigration status through the documents listed:

U.S. Citizen

- U.S. Passport
- Certificate of birth that bears an official seal and was issued by a State, county, municipal authority, or outlying possession of the United States

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- Certification of Birth Abroad issued by the U.S. Department of State (Form FS-545 or DS 1350)
- Certificate of Naturalization (Form N-550 or N-570)
- Certificate of U.S. Citizenship (Form N-560 or N-561)

#### Lawful Permanent Resident

- Permanent Resident Card, Alien Registration Receipt Card (Form I-551)
- Temporary I-551 stamp in foreign passport
- Temporary I-551 stamp on Form I-94, Arrival/Departure Record, with photograph of the bearer
- Reentry Permit (Form I-327)

The document must be presented for verification at the Driver's License Exam Station when applying for the HME.

## ALCOHOL, SUBSTANCE ABUSE, AND TRAFFIC VIOLATIONS CONSEQUENCES

The Kansas Commercial Driver's License Handbook explains that it is illegal to operate a commercial motor vehicle if one's blood alcohol concentration (BAC) is 0.04% or higher. You will lose your CDL for at least one year for a first offense of:

- Driving under the influence of alcohol
- Driving while under the influence of a controlled substance
- Driving a commercial motor vehicle if your BAC is 0.04% or higher
- Refusal of blood alcohol test
- Leaving the scene of an accident
- Using a vehicle to commit a felony
- Driving a commercial motor vehicle when one's CDL is revoked, suspended, or cancelled, or if one is disqualified from operating a CMV
- Causing a fatality through negligent operation of a CMV

There are also cases in which one's CDL will be disqualified for longer lengths of time such as:

- Three years if one of the previous offenses listed occur while operating a commercial motor vehicle that is placarded for hazardous materials
- One will lose their CDL for life if a second offense is committed
- One will be put out-of-service for 24 hours if one has any detectable amount of alcohol under 0.04%

Any driver disqualified for life who seeks to have their CDL restored can apply in writing after at least 10 years. Then, prior history will be reviewed to determine if a CDL will be restored. However, one will lose their CDL for life and will *not* be able to have privileges restored for:

- Human trafficking

- Using a CMV to commit a felony involving controlled substances

Serious traffic violations are also cause for suspension both when driving a controlled motor vehicle and when driving a personal vehicle. Serious traffic violations include excessive speeding, reckless driving, improper or erratic lane changes, following a vehicle too closely, traffic violations committed in a commercial motor vehicle in connection with fatal traffic accidents, driving a CMV without obtaining a CDL or having the CDL in the driver's possession, and driving a commercial motor vehicle without the proper class of CDL or endorsements. In a controlled motor vehicle one can lose their CDL for:

- At least 60 days if a driver has committed two serious traffic violations within a three-year period involving a commercial motor vehicle
- At least 120 days for three or more serious traffic violations within a three-year period involving a commercial motor vehicle

If a driver has their privileges to operate a personal vehicle revoked, cancelled, or suspended due to violations of traffic control laws (other than parking violations) they will lose their CDL driving privileges. If a driver's privileges are revoked, cancelled, or suspended due to alcohol, controlled substances, or felony violations, they will lose their CDL for one year. If a driver has a second violation in their personal vehicle or commercial motor vehicle, they will lose their CDL for life.

## CONCLUSION

Once a CDL has been obtained, a driver must comply with the state of Kansas regulations. These regulations include the use of alcohol, substance abuse, and traffic violations that can affect CDL eligibility. Additional information can be found at the Kansas Department of Revenue's [Commercial Driver's License](https://www.ksrevenue.gov/dovcdl.html) website.

## RESOURCES

Kansas Department of Revenue. "Commercial Driver's License." <https://www.ksrevenue.gov/dovcdl.html>. 2023. Accessed November 16, 2023.



# INNOVATION INSIGHT – BUILD A BETTER MOUSETRAP

By Nelda Buckley, KS LTAP

We have featured several innovations in the last few newsletters, but this time we wanted to bring your attention to a larger resource for user-generated innovations – the Build a Better Mousetrap yearly National Entry Booklets.

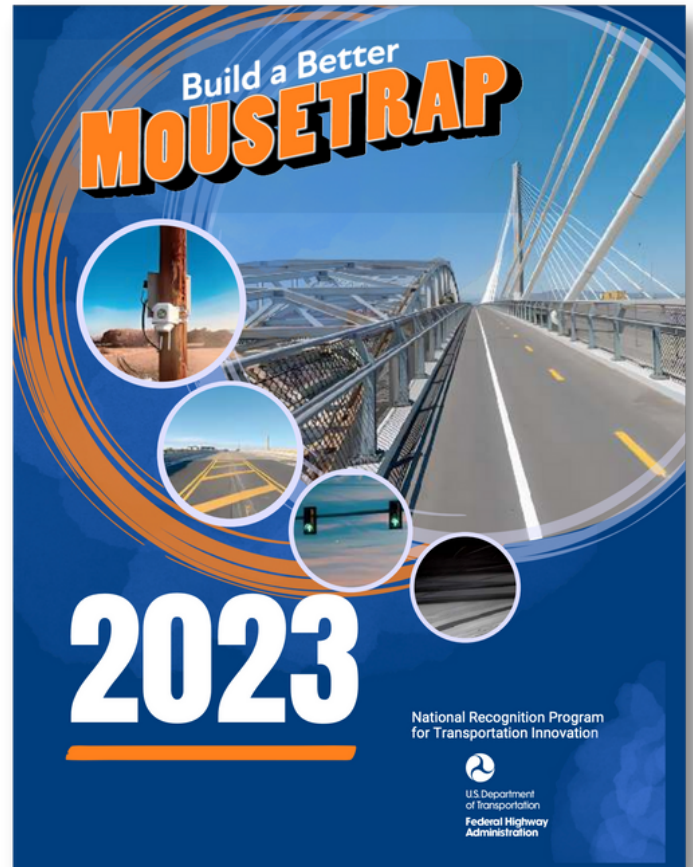
You may be familiar with the Build a Better Mousetrap competition itself in which local agencies submit their innovations to earn an award in several categories: Innovative Project, Pioneer, Bold Steps, and Smart Transformation. The winners are highlighted at both the state and national level.

But did you know that you can peruse all the entries from every state? Even if the winners themselves don't cover an issue you need assistance performing, perhaps one of the other entries might be helpful to you.

And how do you access this wealth of information? By going to the Local Aid Support section of the Federal Highway Administration's website. There you will find not only the most recent winners of the Build a Better Mousetrap competition, but also the National Entry Booklets for 12 previous years (2009-10, 2013-15, and 2018-present). Here is the web address:

<https://www.fhwa.dot.gov/clas/babm/>

Some interesting entries: a trash picker tool, an underbody truck wash, a super puller for stubborn signs, a safety incentive program, a concrete bridge beam launcher, and something called a "Suck'Em Dry Molokai". As you look through the 2023 booklet, be sure to check out Saline County's Honorable Mention in the Bold Steps category!



If you have ideas for a Build a Better Mousetrap entry, please contact LTAP and we will assist with filling out the application, getting photographs and/or videos, or any other help needed before the entry deadline. Applications will be due by May 1st, 2024.

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## SAFETY GROOVING FOR ROADWAYS AND BRIDGE DECKS

By Mark Shelton, MO/KS ACPA

Surface texture affects safety performance of roadway and bridge deck pavement surfaces. For driving surfaces the texture can be divided into micro texture and macro texture. Micro texture comes from the aggregates and depending on the characteristics of the aggregates can change over time. Macro texture is provided by the surface finish. This article will examine the benefits gained by safety grooving roadways and bridge decks.

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First, let's define safety grooving. Safety grooving requires using a special grooving machine equipped with a series of diamond tipped saw blades on a horizontal shaft. The machine produces a series of grooves ranging from 1/8th to 3/16th inch deep and 1/8th inch wide and typically spaced 3/4th inch center to center. The blades are constantly water cooled while in operation. The slurry is collected by a vacuum pick up system located near the cutting head. The grooves can be sawn either parallel or perpendicular to the centerline. The direction selected depends on the best pattern to create the most traction and drainage as possible. Longitudinal grooves can be preferred when noise is a consideration. Specifying grooving provides benefits to the bridge deck. If grooving is going to be the final surface, curing can begin immediately after concrete placement creating a more durable surface. If surface correction is required in the hardened bridge deck, corrections can be performed prior to grooving thereby not grinding out some of the texture. Grooves also can carry more water off the surface quicker than conventional tines. This helps prevent hydroplaning and enhances braking action. Grooving also is beneficial for latex and high strength or low slump concrete deck surfaces that can be more challenging to get a uniformly tined surface. When compared to the overall cost of a bridge project, costs for grooving add very little to the project cost. The safety benefits of quickly removing water from the deck can easily make that a winning benefit cost ratio.

Safety grooving sections of pavements that have been identified as "problem" areas is a longstanding practice. A 1978 California study, Report No. CA-TL-78-19, provides results and findings on thirty-nine roadway sections that had exhibited high wet weather accident rates. The study found that grooving reduces hydroplaning which can induce skidding accidents. Statistically, skid numbers did increase slightly after grooving. It was also noted that the skid numbers do not account for improvement in lateral control. The loss of lateral control appears to be a main cause of skidding accidents. Over a two-year period, there was a 20 percent reduction in total crashes, a 50 percent reduction in fatal crashes and a 70 percent reduction in wet pavement crashes.

To conclude, safety grooving bridge decks gives opportunity to provide the best curing resulting in the most dense and durable concrete, the smoothest surface, and the safest surface by providing more efficient channels for water to be directed off the deck. For pavements, whether a concrete or asphalt surface, safety grooving can reduce crashes, especially wet weather crashes.

For more information contact:

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## KDOT UPDATES

By Lindsay Francis, KS LTAP

The following are updates from KDOT on recent developments and ongoing projects:

### RECENT STATE & FEDERAL FUNDING RECIPIENT ANNOUNCEMENTS

Governor Laura Kelly and Transportation Secretary Calvin Reed have recently announced the projects that will be receiving state funds through the City Connecting Link Improvement Program (CCLIP) and the KDOT Cost Share Program. The press releases for both announcements can be found [here](#) and [here](#). A call for projects for new CCLIP projects is expected in late

January or early February, cities should start planning now.

The second round of Safe Streets and Roads For All (SS4A) federal grants program recipients were also announced recently and included seven Kansas communities. State funding provided by Kansas' SS4A Match Pilot Program will contribute to the local match as required of grant recipients. The press release for this announcement can be found [here](#).

Congratulations to the recipients for their dedication to enhancing Kansas's transportation infrastructure.

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## TASK FORCE FOR BRIDGE INSPECTION REQUIREMENTS

The KDOT Bureau of Local Projects is establishing a task force dedicated to informing decisions related to the new bridge inspection requirements. This collaborative effort will bring together experts to ensure a comprehensive approach to bridge safety. Additionally, the Bureau is developing an electronic bridge inspection form tailored to support these new requirements. Once launched, this form will become the exclusive method for submitting inspection data, as the existing portal will be retired.

## BRIDGE LOAD RATING UPDATE

KDOT is actively collaborating with a consultant to update bridge load ratings. This essential information is forthcoming and will play a crucial role in maintaining the safety and functionality of Kansas bridges. The updates will adhere to the latest standards and best practices in the field.

## COUNTY ENGINEER REPORT REMINDER

County Engineers are reminded to submit data for the County Engineer Report, as required by state statute. This data not only supports funding discussions with the legislature but is also integrated into the Kansas Local Infrastructure Planning (KLIP) tool. In an effort to streamline this process, KDOT is working on a new electronic form for the submission of this report.

## HIGH-RISK RURAL ROADS (HRRR) PROGRAM UPDATES

HRRR application period is currently open and closes on January 15, 2024. Notably, HRRR funding has undergone changes, with the introduction of a new intersection category. This addition is aimed at directing funds towards critical safety improvements needed at intersections, reflecting KDOT's commitment to enhancing road safety.

## FUNCTIONAL CLASS AND SURFACE TYPE DATA COLLECTION

The Federal Highway Administration (FHWA) has mandated the state to update functional class information for all roadways. KDOT Planning will be reaching out to collect this data, along with details on the surface type of roadways. This comprehensive data collection effort is crucial for strategic planning and ensuring that transportation networks align with current standards.

## NEW FOCUS FOR KAC LOCAL ROADS ENGINEER

Beginning in 2024, the Kansas Association of Counties (KAC) Local Roads Engineer will shift focus to support localities in collecting road inventory data. This includes details on roadway conditions, width, right-of-way (ROW) dimensions, and more. The objective is to enhance the KLIP planning tool, providing more accurate and detailed information for better-informed infrastructure decisions.

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# SPRING 2024 LTAP TRAINING SCHEDULE

By Megan Hazelwood, KS LTAP

Kansas LTAP had our most successful training year since returning to in-person trainings! There was a 118-person increase in training attendees this year compared to last year. Kansas LTAP is so grateful folks across the state attended classes such as Legal Permitting & Regulatory Processes, Signing for Low volume Roads, Culvert Management, and many more. We also enjoyed bringing trainings to locations like Tribune, Atchison, Garden City, Columbus, and several others.

Kansans can expect to see Kansas LTAP bringing trainings like Signing for Low Volume Roads, Risk & Liability, and Overview of engineering Functions across the state. We are bringing back the Intro to GIS training and offering new Safety Training classes. Kansas LTAP will be visiting new locations such as Gray County, Parsons, Leawood, and Johnson County.

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Below is a sneak peak at the 2024 Kansas LTAP training schedule:

We will be announcing additional trainings and locations in the coming weeks. Kansans can expect a full 2024 schedule to be released in January 2024. If you do not see a training or location you'd like us to offer and visit, please reach out to Megan Hazelwood at [mhazelwood@ku.edu](mailto:mhazelwood@ku.edu) to get on the 2024 training schedule.

**NEW IN 2024:** Kansas LTAP will no longer be offering lunches during our trainings. Instead, we will be providing a morning kickstart for our attendees that may consist of coffee, juice, pastries, granola bars, etc. This will decrease the registration fee from \$80 to \$65. We hope that this change will allow more people to attend our trainings who may have been deterred due to the registration price previously.

If you have any questions regarding the 2024 training schedule, the change in the registration price, or if you'd like to host a training in 2024, please email [mhazelwood@ku.edu](mailto:mhazelwood@ku.edu). Remember, all of our hosts receive one free attendee per hosted training as a "thank you!" Kansas LTAP looks forward to serving you all in the new year!

 <b>2024 TRAINING SCHEDULE</b>				
<b>VIRTUAL TRAINING PLATFORM</b>	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
	ForRRRwD: Countermeasures			
	ADA Basic Requirements			
	Bridge 101			Level 1
	Risk & Liability			Level 1
	Legal Permitting & Regulatory Processes			Level 3
<b>FEBRUARY</b>	2/8	Asphalt Road & Street Maintenance	Gray County	Level 1
	2/13	Asphalt Road & Street Maintenance	Parsons	Level 1
	2/14	Asphalt Road & Street Maintenance	Columbus	Level 1
	2/15	Asphalt Road & Street Maintenance	Lawrence	Level 1
	2/16	Asphalt Road & Street Maintenance	Leawood	Level 1
	2/19	Workplace, Jobsite, & Equipment Safety	Gray County	Level 1
	2/20	Workplace, Jobsite, & Equipment Safety	Salina	Level 1
	2/21	Workplace, Jobsite, & Equipment Safety	Parsons	Level 1
	2/22	Workplace, Jobsite, & Equipment Safety	Johnson County	Level 1
	2/23	Workplace, Jobsite, & Equipment Safety	Leawood	Level 1
	2/27	Overview of Engineering Functions	Emporia	Level 3
	2/28	Signing for Low Volume Roads	Salina	
	2/29	Intro to GIS	Lawrence (at KU)	Level 1
<b>MARCH</b>	3/5	Gravel Road Maintenance	Gray County	Level 1
	3/6	Gravel Road Maintenance	Howard	Level 1
	3/7	Gravel Road Maintenance	Emporia	Level 1
	3/12	Gravel Road Maintenance	Lawrence	Level 1
	3/13	Gravel Road Maintenance	Parsons	Level 1
	3/14	Gravel Road Maintenance	Leawood	Level 1
	3/19	Bridge 101	Ellis County	Level 1
	3/21	Bridge 101	Lawrence	Level 1
	3/26	Risk and Liability	Salina	Level 1
<b>OCTOBER</b>	10/7	Snow and Ice Control	Gray County	Level 1
	10/8	Snow and Ice Control	Salina	Level 1
	10/9	Snow and Ice Control	Emporia	Level 1
	10/10	Snow and Ice Control	Parsons	Level 1
	10/18	Snow and Ice Control	Leawood	Level 1
	10/15 & 16	Public Works 1 & 2	Ellis County	Level 2
	10/17	Risk and Liability	Ellis County	Level 1
	10/22	Culverts & Drainage	Gray County	Level 1
	10/24	Culverts & Drainage	Leawood	Level 1
	10/23	Signing Low Volume Roads	Ellis County	

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# 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.

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