



WINTER 2024

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



Hello KS LTAP Community!

As 2024 winds down, I as well as the entire KS LTAP team want to express our gratitude for an incredible year filled with meaningful connections, impactful training sessions, and growing partnerships. We're excited about the road ahead and are already looking forward to the new opportunities 2025 will bring! We recently closed our annual Needs Assessment Survey and greatly appreciate your input. Your thoughtful responses help shape our training programs and services, ensuring we meet your evolving needs.

It was fantastic to see so many familiar faces at the MINK Local Roads Meeting in September, which once again set a record for attendance! We also enjoyed connecting at the KAC Expo & Conference in Wichita earlier this month. Looking ahead, we hope to see many of you at KAC's County Day at the Capitol on February 6 and at our training events kicking off in 2025.

Congratulations to Kansas SS4A Awardees! Four new Kansas recipients were recently announced bringing the total to 49 Kansas communities, to date to have received SS4A awards for safety improvement projects. We celebrate your success and are here to assist however we can! Check out the full list of recipients [here](#).

As we look to 2025, I wanted to share with you that in addition to our ongoing services, KS LTAP will focus on key areas that align with the four national LTAP focus areas of Safety, Infrastructure Management, Workforce Development, and Organizational Excellence. These efforts will include:

- National and Regional Event Leadership: Hosting the North Central Regional and National LTAP Association meetings.
- Enhanced Recognition and Engagement: Celebrating Road Scholar graduates, Build a Better Mousetrap winners, and other program participants.
- Statewide Safety Initiatives and Support: Continuing work with KDOT on the Drive to Zero Plan, systemic safety programs, and potential pedestrian counter equipment loans.
- Funding Resources and Guidance: Expanding an online funding resource hub for locals.
- Tribal Partnership and Inclusion: Strengthening collaboration with tribal partners by enhancing communication and advisory board participation.
- Knowledge Management and Publications Archive: Developing a comprehensive publications database to maintain and share valuable resources.

Lastly, we also want to extend our best wishes to Keith Browning, who is retiring from his role as the KAC Local Engineer. His dedication and leadership have made a lasting impact on Kansas's transportation community. Keith, we will see you around and wish you all the best in this next chapter!

Thank you all for being part of this journey. We're excited to continue our service to you in 2025 to make Kansas's transportation network and communities safer, stronger, and better connected.

INNOVATION INSIGHT: BED UP INDICATOR

By Nelda Buckley, KS LTAP

Although another entry was selected as Kansas' overall winner, we wanted to share this Build a Better Mousetrap submission in hopes that it would benefit other agencies. As a reminder, all innovative solutions can be seen in the National Entry Booklets found here: [FHWA - Center for Local Aid Support - Build a Better Mousetrap Competition](https://www.fhwa.dot.gov/center-for-local-aid-support-build-a-better-mousetrap-competition) (<https://www.fhwa.dot.gov/center-for-local-aid-support-build-a-better-mousetrap-competition>).



Sensor in contact with the bed. Photo credit: Darren Fishel



Sensor has lost contact with the bed. Photo credit: Darren Fishel

Darren Fishel with Saline County Road and Bridge submitted their innovation titled Bed Up Indicator. His agency recognized that trucks impacting high wire lines, trees, and other objects inadvertently created unsafe conditions and costly repairs. This was also an issue with the salt spreader trucks that use the power take-off (PTO) to operate the spreader. At times, the raise bed lever would get bumped, and the bed would rise.

From experience in the construction industry, Saline County knew that proximity indicators and micro switches were available to indicate the physical position of a given apparatus. They compared the benefits of each and determined that a micro switch was the best choice for this application. The micro switch activates a light and warning signal inside the cab to let the operator know that the bed has lost contact with the truck frame and that the bed is rising.



In-cab Body Up indicator. Photo credit: Darren Fishel

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Although they later learned of a company that makes a kit, they initially ordered switches, wires, and alarms from a local supply company and installed them in-house. The cost, including labor, was approximately \$500.

Now, Saline County's pre-trip inspection includes ensuring that the raise bed alarm continues to work. They have seen a reduction in incidents, safer work conditions, and less repairs to power lines and vehicles.

Could this innovation benefit your agency?

MINK 2024 LOCAL ROADS MEETING RECAP

By Lindsay Francis, KS LTAP

As the Mistress of Ceremonies for the third year, I had the pleasure of welcoming 130 attendees from Missouri, Iowa, Nebraska and Kansas to the 2024 MINK Local Roads Meeting on September 25-26 in St. Joseph, Missouri. On behalf of the MINK planning committee, we want to thank everyone who participated, shared insights, and contributed to another successful conference! We hope you enjoyed the presentations, networking opportunities, and discussions throughout the event.

Day 2 continued with sessions on bridge projects in Missouri, Kansas' use of PROTECT funds, innovative bridge materials, and roadside vegetation management. We wrapped up with an essential overview of the long-awaited updates to the 11th Edition of the MUTCD.

The presentations that we had approval to share are available online, courtesy of our friends at Nebraska LTAP: [View Presentations](#).



Day 1 kicked off with informative sessions, including a look at historic bridge surveys, local funding opportunities, and motor grader training. We explored technology in equipment operations, discussed national bridge inventory specifications, and enjoyed lively dinner discussions led by Dr. Steve Schrock from the University of Kansas. The evening also spotlighted local innovations from the Build a Better Mousetrap competition, sparking creative conversations.

Lastly, thank you for your thoughtful feedback through the evaluation forms! Your suggestions will help us enhance next year's event. We look forward to seeing you at **MINK 2025** on **September 24-25** at the Stoney Creek Conference Center in St. Joseph, MO!

CONTRACTION JOINTS IN CONCRETE PAVEMENT

By Mark Shelton, MO/KS Chapter ACPA

One consistent thing about concrete, the second most used substance in the world after water, is that it cracks. Since we know and understand why and how concrete cracks, we can take the steps necessary, jointing, to control the cracking, and then realize all the durability, and environmentally friendly attributes of concrete pavement.

So why does concrete pavement crack? The primary cause is a change in volume. When fresh concrete is placed it is at its largest volume. As concrete cures, the chemical process of the cement hydrating and gaining strength takes place and excess water bleeds out of the pavement surface and the volume of the concrete shrinks. Another significant contributing factor is temperature change. As the cement begins the chemical process or hydrating, heat is generated. As the concrete cools after hydration, it shrinks. If the concrete slab was on a theoretically frictionless surface, all would be well, and the concrete would not crack. However, that is not the case, concrete is placed on a base, usually an aggregate base, and there is friction. So, as the concrete shrinks, it is gaining strength, but also tensile stresses are developing in the concrete due to the friction of the base material. When and where the tensile stresses exceed the concrete strength, the concrete pavement will crack.

Since we know this is taking place, we can preempt uncontrolled natural cracking and control where the concrete cracks by sawing joints. So, when should the joints be sawn? Joints should be sawn as soon as possible after finishing when the saw can cut the pavement without dislodging aggregate or raveling. Depending on weather conditions, this will likely be

between 4 and 12 hours after placement. The depth of the sawcut should be one third of the pavement thickness. The sawcut provides a plane of weakness so the concrete will crack at the sawcut/joint.

So, what about joint spacing or layout? First, the joint spacing should be no more than between 2 and 3 times the length in feet of the pavement thickness in inches. For example, if the pavement thickness is 5 inches, the joint spacing should be no more than 10 to 15 feet. Along with that, to help with the joint spacing layout there are some other principles for success. Shorter is better than longer, keep the joints uniform, keep the joints perpendicular, strive for square or rectangular shaped slabs, keep it simple, and match existing joints or cracks in adjacent existing concrete pavement, and finally be flexible, it is OK to adjust in the field. Some things to avoid are slabs less than 2 feet wide, slab dimensions greater than 15 feet, angles less than 60 degrees, and dead-end joints.

As with any construction operation, planning is always best practice. The joint layout and sawing plan is no different. Take the necessary time to create a jointing/sawing plan using the principles mentioned above. Then be sure to share that plan with the workers sawing the joints. Finally, again, be flexible, when or if field conditions warrant a change in the jointing detail.

For more information contact:
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Let's Connect KANSAS LTAP SOCIAL



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Center

GRANT & FUNDING OPPORTUNITIES

By Nelda Buckley, KS LTAP

Below are lists of current and ongoing funding opportunities available. Click on any of the funding opportunities to learn more!

CURRENT FUNDING OPPORTUNITIES

[Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program \(PROTECT\) – February 24, 2025 \(FHWA\)](#)

ONGOING FUNDING OPPORTUNITIES

[Access Management](#)

[Economic Development](#)

[Rail-Highway Grade Crossing](#)

[State Rail Service Improvement Fund](#)

[Traffic Engineering Assistance Program](#)

[Economic Adjustment Assistance Program](#)

[Public Works Program](#)

OVERVIEW OF RSAS:

By Lindsay Francis, KS LTAP

WHAT IS A ROAD SAFETY ASSESSMENT (RSA)?

An RSA is the process of assessing the safety of roadways (including sidewalks, cycle lanes, etc.) for both motorists and vulnerable road users (VRUs), both by reviewing available data and the physical environment. The RSA helps team members to experience and understand the roadway and safety risks from a VRU perspective. It can also help gain a deeper insight into how the facility functions before pursuing funding for improvements, realizing that safety is proactive, and redundancy is critical.

WHY THE FOCUS ON VULNERABLE ROAD USERS (VRUS)?

VRUs are anyone walking, biking, or rolling by non-motorized forms of transportation on public roads or in work zones. Between 2014 and 2021 there were an estimated 3,172,000 VRU trips in Kansas. In that same time period, there were over 1000 fatal or suspected serious injury crashes involving VRUs in Kansas, 85% of which happened on local roads, not state highways. As noted in the Safe System Approach, this is unacceptable. The Kansas Strategic Highway Safety Plan (SHSP) has a goal to support communities making

safety-conscious decisions through local VRU RSA training. It is important to remember that mistakes happen all the time, but those without the protection of a vehicle are much more likely to be seriously injured or killed when struck; responsibility for eliminating these crashes is shared by everyone.

WHY RSAS MATTER

- Improve road safety and reduce accidents.
- Identify safety issues before crashes occur.
- Enhance infrastructure for all road users, including vulnerable ones.

WHO IS ON AN RSA TEAM?

Team members could include safety professionals; law enforcement; local government and/or public health officials; persons with disabilities and people who regularly walk, bike, and roll; maintenance staff; and community representatives; in other words – you! Ideally the team would be the smallest number of people who can bring all the necessary knowledge and experience to the process.

WHERE ARE RSAS CONDUCTED?

RSAs can be conducted wherever there is a need. Some potential locations include being on the high injury network (where crashes have occurred), on the high-risk network (where crashes are likely to occur), along a school route, or a future route. The Kansas VRU Safety Tool considers several of these factors. The location could be site-specific or along an entire route. For this training, it is expected that one location will be selected in each of KDOT's six districts.

HOW IS AN RSA PERFORMED?

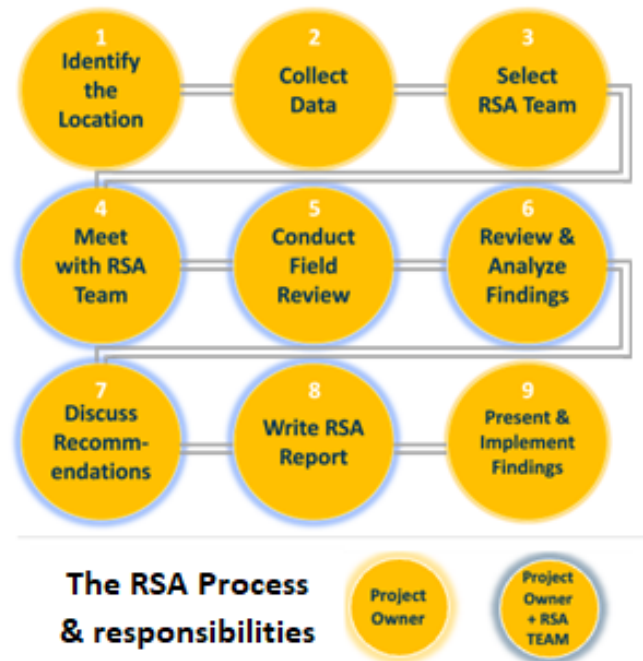
A location is identified, data is collected, the team is selected and meets, a field review is conducted, findings are analyzed and reported, recommendations are discussed, and a report is written. A prompt list for the field review can be used for the team to be reminded of items to consider, such as context (business district,

school, neighborhood, transit area, tourist area, etc.), appeal, connections to other facilities, accessibility, and functionality. The goal is to have layers of protection to keep all road users safe.

WHEN WILL THE RSA BE CONDUCTED?

The timing of an RSA field review can be whenever the team is available, but depending on the circumstances, the timing may affect observations. For example, in a school area, before or after school will provide student insights; or if crashes are occurring in hours of darkness, that would be a good time to review the location. Generally, a half day is appropriate for the field review and discussion of observations.

THE RSA PROCESS



1. Identify the Location – Project Owner

Prioritize sites with safety concerns.

2. Collect Data – Project Owner

Collect and analyze relevant data (crash data, traffic volumes, and existing conditions) and community feedback to prepare for RSA

3. Select Multidisciplinary RSA Team – Project Owner

Include diverse disciplines (e.g., engineering, law enforcement, public works)

CONTINUED ON NEXT PAGE

4. Meet with RSA Team – Project Owner & RSA Team

RSA team makes introductions

5. Conduct Field Review - Project Owner & RSA Team

Conduct on-site evaluations at appropriate times, conditions to assess safety concerns

6. Review & Analyze Findings - Project Owner & RSA Team

Note potential safety concerns and contributing factors

7. Discuss Recommendations - Project Owner & RSA Team

Discuss, suggest and prioritize practical, cost-effective safety improvements.

8. Write RSA Report - Project Owner & RSA Team

Document observations, conclusions, and recommended actions.

9. Present & Incorporate Findings – Project Owner

Present to decision makers, explore funding options and plan for implementation.

KEY EXPECTATIONS FOR RSA TEAM MEMBERS:

- **Active Participation:** Engage fully during site visits and discussions.
- **Collaboration:** Work closely with a multidisciplinary team.
- **Data-Driven Insights:** Use crash data and field observations to inform recommendations.
- **Community Engagement:** Communicate findings effectively to stakeholders.

JOIN US FOR YEAR 2 OF THE ROAD SAFETY ASSESSMENT (RSA) TRAINING FOR LOCALS!

By Lindsay Francis, KS LTAP

Presented by Kansas LTAP and proudly sponsored by KDOT, this training equips local agencies with the tools and knowledge needed to conduct RSAs that improve safety for ALL road users, especially the most vulnerable.

Why Participate?

This is the second year of a three-year effort to empower communities through RSA training. We're delivering the program in four rounds designed to build your knowledge, answer questions, and provide hands-on experience:

Round 1: RSA Online Training (Required for completion)

Round 2: RSA Office Hours for Q&A

Round 3: RSA Location Application Period for Field Visit Locations

Round 4: RSA Field Training (Required for completion)

What's in It for You?

Complete Rounds 1 and 4 to earn a Certificate of Completion. Plus, after finishing Round 1, you'll be eligible to attend this year's Transportation Safety Conference for free!

Check out the flyers for more details, including training timelines and requirements. You can also learn more about why you should consider doing an RSA in our factsheet in the article above. Let's work together to make Kansas roads safer!



Kansas Active Transportation

2025 ROAD SAFETY ASSESSMENT TRAININGS

RSA ONLINE TRAINING

Register and complete the self-paced training starting January 15th!

*Round 1 Training is required to participate in Round 4 Training.

★
ROUND 1

JANUARY OFFICE HOURS

Participation is recommend but not required. Join us for live office hours to ask any questions you may have about the Round 1 training or the application process.

ROUND 2

★ These Rounds are required for course completion.

ROUND 3

RSA APPLICATIONS

Apply for a location to be considered for a field visit during Round 4.

*Only Round 1 participants may apply.

ROUND 4

RSA FIELD TRAINING

Half-day hands-on training will be conducted at up to six locations to allow participants to assess real-world road safety issues.

*Field training will be scheduled to take place April-May





Kansas Active Transportation

2025 ROAD SAFETY ASSESSMENTS TRAININGS



ROUND 1: ONLINE RSA TRAINING

ROUND 1 OF OUR 4 PART TRAINING GOES LIVE **JANUARY 15TH!**



ONLINE TRAINING

Training is accessible on the KS LTAP training website 24/7 at <https://kutc.ku.edu/training>



SELF-PACED

Take this 10 - module course at your own pace. Stop and pick-up where you left anytime!



NO COST TO YOU to enhance your safety skills - it's free!

EARN A CERTIFICATE OF COMPLETION recognizing your commitment to safety!



REQUIREMENTS

Completion of Round 1 is required to participate in future rounds of this year's RSA training.

Attend Round 1 for a chance to go to the **2025 KANSAS TRANSPORTATION SAFETY CONFERENCE FOR FREE!**



CREATING A PUBLIC WORKS CALENDAR

By Nelda Buckley, KS LTAP

The end of one year, the beginning of another. As you turn the calendar from one year to the next, it's a good idea to review the previous year and plan for success in the new year.

JANUARY

- The new budget year for local agencies in Kansas – cities, counties, and townships – begins on January 1st. This is the time for public works departments to set up a budget tracking process and determine budget categories such as personnel, services, material, and possibly capital (sometimes this is a separate budget).
- Now that the previous year's work is complete, cost data can be prepared for the County Engineers/Road Supervisors Annual Report.
- Annual permits should be renewed for stormwater (both industrial for landfills, transfer stations, quarries, and hot mix plants and also any construction stormwater) and underground and above ground storage tanks.
- Submit reports for quarries and gravel pits to the State Conservation Commission. This should include all mined materials such as sand, gravel, limestone, clay, gypsum, etc.
- Check and update costs for upcoming rehabilitation strategies to inform the asphalt budget.
- Review required bridge inspection dates for the year.
- Get excited – the LTAP course offerings are available! Choose and register for training for yourself and your staff.

FEBRUARY

- Run some budget scenarios and develop candidate project lists.
- Prepare your asphalt road maintenance plan for the year.
- Check your Spill Prevention Control & Countermeasures (SPCC) plan for required documentation and training needed. Make sure the SPCC plan is posted as required.

- Make sure that all employees that will be performing flagging duties have received the appropriate training.
- Plan to attend your district's County Highway Officials meeting; meetings are usually held February through April; northwest Kansas has a "little KAC" meeting in April.
- Cities should consider applying for a City Connecting Link Improvement Program (CCLIP) project.

MARCH

- Review your asphalt road maintenance plan in the field and finalize recommendations.
- Consider applying for a Cost Share project.

APRIL

- Finalize your annual work program.
- Request bids for liquid asphalt.
- Submit your County Engineers/Road Supervisors Annual Report to KDOT by April 15 as required by Kansas statute.

MAY

- Attend the Kansas County Highway Association's (KCHA) spring meeting.
- Consider applying for a Kansas Local Bridge Improvement Program (KLBIP) project or an Off-System Bridge Program project.

JUNE

- Late June is a good time to request bids for salt for the upcoming cold weather season.

JULY

- The County Commission sets next year's preliminary budget by August 1st, so be sure to submit any requested budget changes prior to then.

AUGUST

- The final day to publish the proposed budget and hearing notice is August 5th.
- Attend your county's budget hearing.
- Check for updates to the LTAP fall course offerings and plan to attend.

SEPTEMBER

- Federal Funds Exchange closes September 15.
- Attend the MINK (Missouri, Iowa, Nebraska, Kansas) Local Roads meeting in St. Joseph, Missouri

OCTOBER

- Northwest Kansas has their County Highway Officials meeting.

NOVEMBER

- Update your inventories or asset management system with any changes made throughout the year such as new roads and significant work performed.
- Revise traffic counts and percentage of trucks on major routes.
- Plan to attend the Kansas Association of Counties (KAC) annual meeting; the KCHA holds their fall meeting in association with the KAC meeting.
- Consider applying for a High-Risk Rural Roads Program project.
- Consider applying for a Highway Safety Improvement Program project for Intersections.

DECEMBER

- Rate the condition of roads and update your inventory or asset management system.
- Make final budget projections for the upcoming year.
- Request that the county commission transfer excess funds to a Special Machinery Fund.
- Review any open Construction Stormwater permits and file a Notice of Termination for those with adequate permanent cover.

RESOURCES

Kansas Local Technical Assistance Program. (2024). Kansas Local Road Management Handbook. KU Transportation Center.
https://kutcreources.ku.edu/storage/1710780199_Kansas%20Local%20Road%20Management%20Handbook%202024.pdf

Kansas Department of Transportation. (2023). Local Opportunity Guide.
<https://ikewebstorage.blob.core.windows.net/files/KDOT-Local-Opportunity-Guide-2023.pdf>



ATTENTION!

The University of Kansas Transportation Center has launched a photo library service for all transportation professionals in Kansas to utilize and contribute to! The goal of this library is to provide photos from across Kansas that transportation professionals can utilize for any need they may have (reports, presentations, social media, etc.). This will be an ongoing project as we continue to add photos to the library. As we kick off the photo library, our photo collection is limited, so this is where we need your help! If you have any photos that you feel would be appropriate for the library and you are willing to share with everyone, please consider submitting your photos through this form found on the KUTC Photo Library webpage.

PLEASE NOTE:

Each photograph submitted to University of Kansas Transportation Center (KUTC) must be accompanied by separate Photo Release Forms for the photographer and for each identifiable person in the photos (if applicable).

Only the person who took or created the photograph or otherwise owns the copyright in the photograph may submit photographs. Person(s) in the photo must not be identifiable by name in the photo (e.g., last name on their clothing). Nor should they be wearing any trademarked materials that are visible in the photograph. Photographs submitted to KUTC without signed release forms for the photographer and any identifiable persons will not be considered.

The photo release forms can be found on the photo library webpage!

<https://kutc.ku.edu/photo-library>

KDOT UPDATES

By Lindsay Francis, KS LTAP

BUREAU OF LOCAL PROJECT UPDATES:

Leadership Update: Dawn Hueske has been named Bureau Chief of Local Projects. Congratulations, Dawn!

The High-Risk Rural Roads (HRRR) Call for Projects went out just before Thanksgiving. Be sure to review the program details and apply if eligible.

LOCAL BRIDGE UPDATES:

- *Kansas Local Infrastructure Planning (KLIP) Tool Improvements:* Recent revisions to the KLIP tool are now complete. Check out the enhancements [here](#).
- *Bridge Inspection Requirements:* BLP is working on updated inspection standards to meet the 2025 federal deadline. More details will be shared soon.
- *InspectX Is Live:* As of June, InspectX is live! KDOT encourages every county to create a generic email to access the system. This helps ensure continuity during staff changes. If your county hasn't done this yet, you can contact Donna Schmit for assistance.
- *Kansas Local Bridge Team Leader Training:* Tentative training is scheduled for [February 2025](#), with at least two virtual sessions planned. Stay tuned for registration information. A current listing of team leaders (as of June 2024) can be found [here](#).

ENVIRONMENTAL REMINDER:

- **New Bat Habitat Rules effective November 30, 2024:** Tree clearing for trees larger than 3" in diameter must occur [before April 1](#) or [after Sept. 30](#) if located within bat habitat ranges. Contact BLP for a habitat map and more details.

Looking Ahead:

- *Project Scheduling:* KDOT is working to even out project lettings throughout the year to prevent contractor shortages. Please aim to hit project schedules to support this effort.
- *County Input Needed:* KDOT wants Kansas counties' input on how they can better assist with maintaining road networks and bridges, recognizing counties own 75% of the state's bridges.
- *Road Inventory Updates:* A request to update road inventories has been sent. Visit the KCHA website for helpful resources.

Thank you for staying engaged with these important updates as we work together to improve Kansas' transportation infrastructure!

SPRING 2025 LTAP TRAINING SCHEDULE

By Megan Hazelwood, KS LTAP

Kansas LTAP is celebrating another successful training year. In 2024, we saw a 160-person increase in training attendees and offered five more classes compared to 2023. Kansas LTAP is thankful that folks across the state attended classes such as Overview of Engineering Functions, Intro to GIS, Bridge 101, and many more. We were also able to visit new locations like Osborne, Montezuma, Parsons Howard, and several others.

Kansas LTAP is still busy building our entire 2025 training schedule. We are hopeful this will be our biggest training schedule yet! Kansas LTAP looks forward to offering more of our Road Scholar Level II trainings and visiting as many locations as we can.

February	2/4	Asphalt Road & Street Maintenance	Louisburg	Level 1
	2/5	Asphalt Road & Street Maintenance	Pittsburg	Level 1
	2/6	Asphalt Road & Street Maintenance	Wichita	Level 1
	2/7	Asphalt Road & Street Maintenance	Great Bend	Level 1
	2/11	Asphalt Road & Street Maintenance	Leavenworth	Level 1
	2/12	Asphalt Road & Street Maintenance	Emporia	Level 1
	2/13	Asphalt Road & Street Maintenance	Salina	Level 1
	2/14	Asphalt Road & Street Maintenance	Abilene	Level 1
	2/18	Culverts & Drainage	Louisburg	Level 1
	2/19	Culverts & Drainage	Pittsburg	Level 1
	2/20	Culverts & Drainage	Wichita	Level 1
	2/21	Culverts & Drainage	Great Bend	Level 1
	2/25	Problem Solving for Effective Supervision	Park City	Level 2
	2/26	Supervisor's Role in Enforcing Cooperative Working Relationships	Park City	Level 2
	2/27	Fundamentals of Supervision	Park City	Level 2
March	3/11	Signing Low Volume Roads	Wichita	
	3/12-13	Public Works I & II	Wichita	Level 2
	3/25	Making Safer Roads	Parsons	Level 2
	3/26-27	Public Works I & II	Parsons	Level 2
April	4/1	Gravel Road Maintenance	Geary County	Level 1
	4/2	Gravel Road Maintenance	Wichita	Level 1
	4/3	Gravel Road Maintenance	Pittsburg	Level 1
	4/8	Gravel Road Maintenance	Oberline	Level 1
	4/9	Gravel Road Maintenance	Great Bend	Level 1
	4/10	Gravel Road Maintenance	Abilene	Level 1

Since we are still building our full 2025 training schedule, please reach out to Megan Hazelwood at mhazelwood@ku.edu if you'd like to host a class next year. Kansans can expect a full 2025 schedule to be released in January 2025.

If you have any questions regarding the 2025 training schedule or if you'd like to host a training in 2025, please email 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!

SHARE!

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



KANSAS LTAP NEWSLETTER

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

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

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