



AUTUMN 2025

KANSAS LTAP NEWSLETTER

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

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By Lindsay Francis , KS LTAP



Farewell LTAP Community!

As I write this, I can't help but feel a wave of bittersweet emotion. These past three years serving the local communities of Kansas have been an incredible privilege. Every conversation and every mile traveled has deepened my admiration for the people who make this state so special.

When I first joined Kansas LTAP, I borrowed a theme from one of Kansas' most iconic stories, The Wizard of Oz. I spoke of a small-town Louisiana girl—raised and shaped by the vitality, innovation, pride, and selflessness of her home—finding herself feeling right at home here in Kansas. The land may be different, but the spirit is the same. Over time, that sense of “home” has only grown stronger through the challenges we've faced and the victories we've shared.

While my role here as Director is coming to a close, my service to you is not over. I am stepping onto a new road as the Assistant Bureau Chief for Intelligent Transportation Systems at KDOT, returning to my roots in traffic operations and intelligent solutions. In this new role, I will continue seeking out ways to bring innovative, practical solutions to the communities I've come to know and love.

I'm excited to see what the Kansas team will accomplish in the days ahead. KS LTAP has a proud 42-year history of serving Kansas communities, and it will continue to thrive under the leadership of our new LTAP Director, Rebecca Bilderback, and our new Event Coordinator, Donna Doel. Both bring a wealth of experience, fresh energy, and a deep commitment to the program's mission. I'm confident they will carry forward the work we've advanced together over the past three years.

Thank you for trusting me, working alongside me, and welcoming me into your communities. I leave this role ready and excited for the opportunities ahead, and with a heart full of gratitude for all we've accomplished together.



HOW-TO GUIDE FOR THE NEW EQUIPMENT LOAN PROGRAM (ELP) PROCESS

By Lindsay Francis, KS LTAP

This guide provides an overview of recent updates to the Equipment Loan Program (ELP) process. While the main webpage remains the same, a few important changes have been made to improve how users check equipment availability and submit loan requests. These updates aim to streamline the process and enhance communication between users and LTAP staff.



RETROREFLECTOMETERS
A retroreflectometer is an instrument capable of measuring the light-reflecting properties of traffic control devices, like traffic signs and pavement markings, accurately and reliably...

RADAR SPEED TRAILER
A Radar Speed Trailer helps control speeding problems without tying up a law enforcement officer's time. The portability of this device allows for rapid deployment into problem areas...

Retroreflectometer Request Form
Check Retroreflectometer Availability

Radar Speed Trailer Request Form
Check Radar Speed Trailer Availability Form

Each device listed on the Equipment Loan Program webpage now includes two new buttons:

1. **Check Availability** – Clicking this button will open a calendar view showing when the selected device is available for loan.
2. **Loan Application** – This button directs users to a new loan request form to begin the application process.

Please note: Always check equipment availability before submitting your loan application. The loan application should only be completed after confirming availability.

Loan Application Process

When users click the **Loan Application** button, they will first be asked to answer two preliminary questions:

1. **Have you read the loan agreement?**
 - A link to the device-specific agreement is provided at the top of the page for review.
2. **Have you checked the availability of the device?**
 - Users are expected to confirm that they have viewed the calendar before submitting a request so that they can “check out” & “check in” dates that align with availability.

Once the form is completed and submitted, LTAP staff will be notified automatically. A staff member will follow up within one week to confirm the request and discuss next steps.

Conclusion

The Equipment Loan Program process has not changed significantly—however, we've transitioned from using Qualtrics to SharePoint in order to improve tracking and management of equipment loans. This shift also allows users to view real-time availability and select loan dates more easily. These updates are designed to make the process more transparent and user-friendly while ensuring that LTAP staff can respond promptly and accurately.

Need help? We are happy to guide you through the new process—please contact us at kutc_training@ku.edu if you need assistance, and someone will follow up with you in a timely manner.

BABM 2025 WINNER – ELLIS COUNTY

By Nelda Buckley, KS LTAP



Ellis County Award Presentation. Pictured: Nelda Buckley, Brendan Mackay, Public Works Director; Ron Wiesner; Dennis Johnson; and Curt Hoffman, Road and Bridge Supervisor.

It was a dark and stormy night. OK, maybe it wasn't dark; maybe it wasn't night. But it started with a snowstorm.

Ellis County had several trucks plowing snow that from time to time would get an accumulation of snow and ice blocking the outside air vent. So much so that the truck would need to be driven back to the shop to warm up and melt the snow before heading back out.

This was not only a time waster but delayed the removal of snow.

There had to be a better way!

That sentiment is what often leads to innovation.

First, the County researched add-on deflectors, but none were found. Newer trucks have deflectors built in, but nothing could be found for the trucks they had. Several of the truck drivers came up with an idea to design a shield that would help deflect the snow. It needed to be closed on the front and open on the back to allow airflow into the cab.

Several options were considered, such as welding some pieces of metal to make a deflector. Then Brendan Mackay remembered his 3-D printer.

He designed the piece in AutoCAD and Fusion 360, then programmed the dimensions needed into the 3-D printer and for less than five dollars in plastic filament, a snow deflector shield was printed and ready for use. The design took about an hour, and the printing took about nine hours.

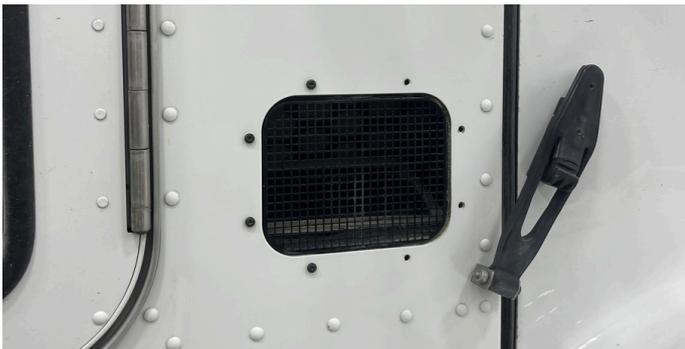


Shield Photos by Brendan Mackay

Kansas LTAP selected Ellis County's snow deflector shield as the state winner of the Build a Better Mousetrap competition. It was submitted along with Comanche County's used tire drag to the national competition. The national winner has not yet been announced.

What we at Kansas LTAP really appreciated was the "out of the box", innovative thinking to use a 3-D printer to meet the challenge that the situation presented.

In July, LTAP presented Ellis County with a framed certificate, an LTAP vest and hard hat, and some tasty snacks to celebrate. Congratulations!



CONCRETE CURING

By Mark Shelton, MO/KS ACPA

When concrete structures are designed, the engineers rely on the in place concrete meeting the strength and durability requirements they specified in their design. When the concrete mix designer proportions the concrete ingredients, they consider all the characteristics of the materials in the concrete and design the mix to meet the requirements in the plan sheets. When a concrete mixture is tested/verified in a laboratory, the ingredients are proportioned as listed on the mix design and samples, beams, cylinders etc., are molded to verify the characteristics of the hardened concrete. Curing the samples is performed under strict care in a laboratory and when those samples are tested the concrete characteristics are determined. The purpose of this article is to provide a reminder of the benefits and importance of curing the in-place concrete properly to meet or exceed the concrete design characteristics.

Curing is the process that keeps the water/moisture in the concrete after bleed water has escaped and after finishing takes place. That remaining water is the water needed for hydration. Hydration is the chemical reaction that takes place between the water and cementitious materials. It is during the hydration process that concrete gains strength, reduces permeability, increases durability, increases abrasion resistance and when volume stability affecting cracks is achieved. As you can imagine, concrete with large surface areas, such as pavement, bridge decks, parking lots and private or commercial flatwork are particularly sensitive to proper curing.

The goal of proper curing is to not lose any additional moisture from the concrete after finishing. Therefore, the time to begin curing is immediately after finishing.

The typical method of curing for pavements, especially long run machine finish paving, is with white membrane curing compound. The curing compound is sprayed onto the pavement surface and edges. How much curing compound is the right amount? The answer is the pavement should have the appearance of a sheet of white copy paper. Not a gray streaked or spattered gray appearance. Remember, the purpose is to have a membrane that moisture in the concrete cannot evaporate through. Moisture escaping the surface rather than hydrating can create surface cracks, future scaling and surface durability issues and increased permeability.



For smaller areas, such as bridge decks, often “wet curing” is used. This can be accomplished through ponding, spraying or fogging or through wet coverings such as burlap. If a wet covering is used it will likely be used in combination with soaker hoses or sprinklers to ensure the covering does not dry out. Generally wet curing is maintained for 3 to 7 days. Often, bridged decks are viewed with more scrutiny and a minimum 7 day wet curing period is specified.

We have noted in the past about how attention to detail can be a “make it or break it” factor in quality concrete. Proper curing is one of those items. Having a plan and then executing it properly can add years to the life and aesthetics of the concrete product. It may seem that the hard work is over after the concrete has been placed and finished. However, if the concrete is not cured properly and it develops shrinkage cracks, is porous, and doesn’t resist chemical intrusion or abrasion the hard work has been for naught.

For more information contact
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RECOGNITION PLANNING

By Megan Tester, KS LTAP

As staff retire and leave, it is important to recognize the work they have done. Highlighting their achievements and recognizing their contributions is a good place to start. A great way to do this is to send out a recognition email or short newsletter that includes an image of the employee and their name. An employer can choose to include certain achievements or contributions that they believe had the biggest impact on the workplace and/or community or ask the employee what they have done that they are most proud of.

For example:

"We want to recognize [Name]. [Name] has worked for us for [Number] years and is now retiring/leaving. [Name] has contributed greatly to this workplace and community through... We wish them luck as they move forward."

The employer can also recognize the employee in a more tangible way. A small gift, lunch, or simple gift card can go a long way in ensuring an employee feels appreciated. You could even hold a small recognition party for those who have worked with the employee, and the community, to express gratitude for the work they have done. Doing this makes sure an employee knows that both the employer and the people they have worked with appreciate their contributions. These are also easy to



personalize to the employee. If they have a favorite restaurant, a lunch or gift card to that restaurant is perfect. If the employee has a well-known hobby, a small gift reflecting that is another great idea. This also shows that you are recognizing the person and not just the work they have done.

The most important part of recognizing an employee is making sure they feel as though the work they've done is important and recognized by those they work for, as well as making them feel personally recognized.

APWA  **Kansas Chapter**
AMERICAN PUBLIC WORKS ASSOCIATION

FALL CONFERENCE

NOVEMBER 6, 2025 | WAMEGO, KS
[HTTPS://KANSAS.APWA.ORG/EVENT/KANSAS-CHAPTER-FALL-CONFERENCE-2025/](https://kansas.apwa.org/event/kansas-chapter-fall-conference-2025/)

NLTAPA RECAP

NLTAPA JULY 20-24 2025 Kansas City



COURAGE TO INNOVATE  HEART TO LEAD  WISDOM TO GROW

No Place Like NLTAPA



OPENING RECEPTION



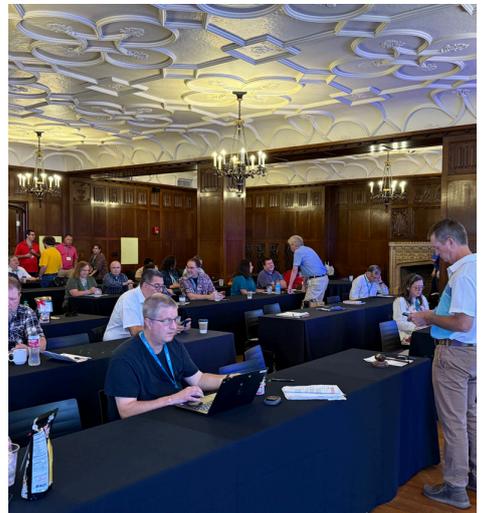
TUESDAY, JULY 22



WEDNESDAY, JULY 23



THURSDAY, JULY 24



KDOT UPDATES

By Kara Cox, KS LTAP

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

CITY CONNECTING LINK IMPROVEMENT PROGRAM:

- KDOT selected 30 projects, improving intersections and roads, to receive a total of \$25.0 million in funding through the CCIP Program. See the News Release: www.ksdot.gov/Home/Components/News/News/5384

OFF SYSTEM BRIDGE (OSB) PROGRAM AND THE KANSAS LOCAL BRIDGE IMPROVEMENT PROGRAM (KLBIP):

- KDOT is currently reviewing project applications for the Off System Bridge (OSB) Program AND the Kansas Local Bridge Improvement Program (KLBIP). An announcement of awarded projects will be forthcoming.

PROJECT SCHEDULES:

- Adhering to the project schedule for your KDOT project is key to meeting funding requirements and keeping federal infrastructure funds coming to the State. Please reach out to your Bureau of Local Projects' Project Manager if you have any questions about your project schedule or need additional information!

FALL 2025 LTAP TRAINING UPDATE

By Donna Doel, KS LTAP

Hello everyone! My name is Donna Doel. I am the new KUTC Program Coordinator: Trainings, Events and Conferences. I started working at KU in July of 2025. I have met so many great people within KUTC and throughout the State of Kansas in just the short time that I have been here. I am looking forward to working with all of you as we work together to provide training across the state. Below is the listing of what we still have available for the Fall 2025 Training schedule.

Our new LTAP Director, Rebecca, and I will be working closely to start planning for the Spring 2026 schedule. With that, if you would like to host a training in 2026, or have suggestions for topics, please email me at: donnadoel@ku.edu. As a reminder, all of our hosts receive one free attendee per hosted training as a “thank you!” Kansas LTAP looks forward to serving you all!

10/7	Snow & Ice Control	Wichita, KS
10/8		Great Bend, KS
10/9		Salina, KS
10/13		Louisburg, KS
10/14		Pittsburg, KS
10/29		Junction City, KS
10/21	Foundations of Customer Service	Great Bend, KS
10/22		Salina, KS
10/23		Westmoreland, KS
10/24		Pittsburg, KS

SHARE!

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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.

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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