KANSAS LTAP NEWSLETTER

LTAP
KANSAS LOCAL TECHNICAL ASSISTANCE PROGRAM

SUMMER 2026

IN THIS EDITION:

DIRECTOR'S MESSAGE

By Rebecca Bilderback, KS LTAP

Hello KS LTAP community!

Now that we have wrapped up another successful spring training season, I want to take a moment to thank everyone who participated, hosted, and contributed to making these events such a success. I'm excited that we had the opportunity to host in new cities, expand our curriculum, and further our reach across Kansas. These will continue to be my goals going forward. As we begin to plan for the fall, please don't hesitate to reach out with any training requests. We would love to hear from you.

During the spring I had the opportunity to travel to several meetings and conferences. It's always great to see some of you and engage in meaningful conversations. I find these in-person interactions invaluable. The relationships we build and the knowledge we share during these events strengthen our collective ability to improve safety and address the challenges facing our transportation system.

In April, Randy Leonard and myself attended the sUAS Commercial Remote Pilot Training at K-State Salina. We are proud to say we are now FAA certified remote pilots and are ready to fly! At KS LTAP, we have a Skydio X10 drone that is part of the equipment loan program. If you have any need for the use of a drone in your community, we'd be happy to come to you and conduct the operation you need.

As always, thank you for all you do and for being part of the LTAP community. Happy Summer!

UNMANNED AERIAL SYSTEMS IN CIVIL ENGINEERING

By Randy Leonard, KS LTAP

Unmanned Aerial Systems (UAS), commonly known as drones, have become valuable tools in civil engineering. Their ability to rapidly collect high-quality data while reducing costs and improving safety has led to widespread adoption across a variety of engineering applications.

APPLICATIONS OF UAS IN CIVIL ENGINEERING

Surveying and Mapping

UAS can perform rapid topographic surveys, aerial photogrammetry, and the generation of high-resolution orthomosaics and Digital Elevation Models (DEMs). These methods are often significantly faster and more cost-effective than traditional ground-based surveys.

Inspection and Monitoring

Drones provide a safe and efficient means of inspecting bridges, dams, retaining walls, towers, and other infrastructure. UAS can access difficult or hazardous locations, including high elevations and confined spaces, without requiring scaffolding or rope-access crews.

Construction Site Management

Periodic aerial imagery supports construction progress monitoring, volumetric calculations for earthwork operations, equipment and material tracking, and overall site safety oversight.

Structural Health Monitoring

High-resolution cameras, thermal imaging, and LiDAR sensors can be used to detect cracks, corrosion, spalling, and structural deformation. These technologies allow engineers to assess infrastructure conditions without costly lane closures or service interruptions.

Environmental and Geotechnical Assessment

UAS support slope stability monitoring, erosion tracking, floodplain mapping, and wetland delineation. These applications assist with site selection, environmental compliance, and impact assessments.

Utility and Pipeline Corridor Surveys

Drones can map rights-of-way, identify encroachments, and evaluate the condition of linear infrastructure such as highways, railroads, pipelines, and transmission lines.

Disaster Response and Damage Assessment

Following floods, earthquakes, landslides, or severe storms, UAS provide rapid situational awareness and documentation of damage, helping agencies prioritize emergency response and repair activities.

Traffic and Transportation Studies

Aerial data collection can be used to analyze traffic flow, pedestrian activity, intersection operations, and transportation system performance.

Three-Dimensional Modeling and BIM Integration

LiDAR and photogrammetry data can generate point clouds and detailed three-dimensional models that integrate directly into Building Information Modeling (BIM) and Computer-Aided Design (CAD) workflows.

ADVANTAGES OF UAS TECHNOLOGY

Compared with traditional data collection methods, UAS offer several significant advantages:

- Reduced cost and time requirements for data collection.
- Improved safety by minimizing personnel exposure to hazardous conditions.
- Higher data density and spatial resolution.
- Repeatable and consistent data collection for monitoring changes over time.

As sensor technology and regulatory frameworks continue to evolve, the role of UAS in civil engineering is expected to expand further, particularly through advancements in LiDAR, multispectral imaging, and autonomous flight operations.

CAMERA-BASED UAS APPLICATIONS

Although some applications require specialized sensors such as LiDAR or thermal cameras, many civil engineering tasks can be accomplished using only a standard Red-Green-Blue (RGB) camera.

Photogrammetry
Photogrammetry is the most powerful camera-only UAS application. Through the use of overlapping photographs processed with software such as Agisoft Metashape, Pix4D, or DroneDeploy, engineers can create:

- Orthomosaic maps (georeferenced aerial imagery)
- Digital Elevation Models (DEMs)
- Digital Surface Models (DSMs)
- Dense three-dimensional point clouds
- Textured three-dimensional mesh models

These products are generated using Structure from Motion (SfM) techniques.

Surveying and Volume Calculations
When combined with Ground Control Points (GCPs), camera-based UAS surveys can achieve centimeter-level accuracy for topographic mapping, stockpile volume calculations, and cut-and-fill earthwork analyses.

Visual Inspection
High-resolution imagery can be used to identify cracks, spalling, corrosion, joint deterioration, and other surface defects on bridges, pavements, retaining walls, and buildings.

Construction Progress Monitoring
Regular flights provide a visual record of site development and allow project stakeholders to compare progress over time.

As-Built Documentation
UAS imagery provides accurate documentation of existing conditions before, during, and after construction activities for recordkeeping, dispute resolution, and BIM integration.

Traffic Studies
Video data can be analyzed to evaluate vehicle volumes, speeds, gap acceptance, and intersection performance.

Erosion and Drainage Monitoring
Sequential imagery can document changes in erosion patterns, sediment movement, and drainage conditions over time.

LIMITATIONS OF CAMERA-ONLY UAS

Despite their versatility, camera-based UAS systems have several limitations:

- No direct distance measurement capability; measurements rely on photogrammetric processing.
- Accuracy depends heavily on proper Ground Control Point placement and image overlap.
- Inability to penetrate vegetation canopies, unlike LiDAR systems.
- Reduced performance under poor lighting or adverse weather conditions.
- No capability to collect subsurface or thermal data.

Nevertheless, camera-equipped UAS can perform the majority of routine civil engineering drone applications, making them a practical and cost-effective entry point into the technology.

KANSAS LTAP UAS SERVICES

As part of the Equipment Loan Program, the Kansas Local Technical Assistance Program (LTAP) maintains a Skydio X10 drone available upon request. Federal Aviation Administration (FAA) regulations require that the aircraft be operated by a certified UAS pilot.

Rebecca Bilderback, LTAP Director, and Randy Leonard, Engineer Liaison, have obtained FAA Remote Pilot Certification through the Kansas State University Salina UAS Program and are authorized to operate the drone.

Figure 1. Rebecca Builderback and Randy Leonard obtained their FAA Remote Pilot Certifications

The LTAP Skydio X10 is equipped with a high-resolution camera system but does not include specialized sensors such as LiDAR or thermal imaging equipment. Consequently, the system is particularly well suited for:

- Construction progress monitoring
- Visual infrastructure inspections
- As-built documentation
- Disaster damage assessment
- Traffic studies
- Erosion monitoring

Available services are limited to applications requiring the collection of photographs and video. Services such as topographic surveying, LiDAR mapping, thermal imaging, and subsurface investigations are beyond LTAP's current capabilities.

For additional information or to request services, please submit a request through the LTAP website or contact Rebecca Bilderback or Randy Leonard directly.

STANDARD CURE AND FIELD CURE OF CONCRETE TEST CYLINDERS

By Mark Shelton, MO/KS ACPA

Using concrete cylinders to determine concrete strength has been practiced in the United States since the early 1900's and continues to be a staple of concrete testing. ASTM C31 gives all the details for making and curing concrete test cylinders and must be followed to have valid test results. It seems every year, especially in the dog days of summer, we run into multiple "strength issues" with our concrete test cylinders, resulting in finger-pointing and conflict. Certainly, strength issues can come from a variety of sources. The purpose of this article is to discuss standard vs. field cure for concrete test cylinders to eliminate a source of trouble and help ensure our cylinders accurately represent both the in-place concrete and concrete delivered to the project site.

First what is the purpose of standard cure and field cure? Standard cured cylinders are intended for determining concrete strength for acceptance, quality control, and testing for proper mix proportions. Field cured cylinders are made to determine when to remove forms, when to place the structure/pavement in service and proper curing and protection of the in-place concrete.

Since field cured and standard cured cylinders are used for different purposes, they are treated differently after molding. For field curing, the idea is to simulate the in-place concrete. Therefore, after the cylinders are made, they should be placed in or next to the structure in a place as close as possible to where the sampled concrete is incorporated into the in-place structure or pavement. This is done so the cylinders receive the same temperature and moisture condition as the finished product. The cylinders should be removed from their molds when the forms are removed. Standard cured cylinders require an initial cure in an environment that maintains a temperature between 60 and 80 ° F and maintains their moisture. ASTM C31 describes various acceptable ways to maintain the temperature and moisture. The initial curing period is to last a maximum of 48 hours, and the cylinders are not to be moved until 8 hours after final set of the concrete. When moving the cylinders to their final curing destination care should be taken not to bounce, jar or in other ways damage the cylinders. After initial cure the cylinders are to be removed from their molds and kept in a water bath or moist room at a temperature of 73.5 ± 3.5 ° F until testing for acceptance strength.

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As mentioned earlier, it's the dog days of summer when, historically, we have found problems with concrete cylinder strength. The initial curing timeline and temperatures are critical. Cylinders that get too hot and are allowed to dry out will not reach their potential strength. This has led to low breaks, conflict, finger pointing, distrust, and the need to core the concrete structure. Hours wasted that could be better used.

This summer at the pre-pour meeting, add to the agenda who is responsible for and how they are going to document and maintain a proper initial curing environment for the standard cure test cylinders.

For more information, contact:
Mark Shelton
Field Engineer
MO/KS ACPA
mark@moksacpa.com

Disclaimer
All KDOT projects by legal contract must follow Kansas Test Methods "KT Methods" which are listed in the KDOT Construction Manual, Part V by method number.

Link to Part V:
https://www.ksdot.gov/home/showpublisheddocument/918/638943114384500000
Link to Section 405 – Curing Environment:
https://www.ksdot.gov/home/showpublisheddocument/7646/638943037996900000

RIGHT-OF-WAY REQUIREMENTS FOR FEDERAL-AID PROJECTS

By Randy Leonard, KS LTAP

Acquisition of right-of-way (ROW) for all federal-aid highway projects is governed by federal law and regulations administered by the Federal Highway Administration (FHWA). Before authorization can be granted to advertise a project for construction bids or proceed with construction, specific right-of-way acquisition and relocation requirements must be satisfied.

FEDERAL REQUIREMENTS

Authorization for Construction
Under 23 CFR § 635.309, authorization to advertise a project for bids or proceed with force-account construction may be issued only after several conditions have been met, including completion of required right-of-way acquisition and relocation activities.

Relocation Requirements
Per 23 CFR § 635.309(c), the State must certify that all displaced individuals and families have been relocated to decent, safe, and sanitary housing or that adequate replacement housing has been made available in accordance with 49 CFR Part 24.

Right-of-Way Certification Categories
Full Right-of-Way Acquisition
Under 23 CFR § 635.309(c)(1):

- All necessary right-of-way has been acquired.
- Legal and physical possession has been obtained.
- Occupants have vacated all properties.
- The State has authority to remove, salvage, or demolish improvements.
- Court appeals may still be pending if legal possession has been secured.

Right of Occupancy Obtained
Under 23 CFR § 635.309(c)(2):

- All required right-of-way has not been fully acquired.
- The State has obtained the right to occupy and use all necessary property.
- Occupants have vacated all affected properties.
- The State has physical possession and authority to remove improvements.

Conditional Certification
Under 23 CFR § 635.309(c)(3):

- Acquisition of a limited number of parcels remains incomplete.
- Replacement housing has been made available to residential occupants in accordance with 49 CFR § 24.204.
- The State may request FHWA approval to proceed under a conditional certification.

Advertising for Bids
Under 23 CFR § 635.309(c)(3)(i):

- FHWA generally approves requests to advertise projects before acquisition activities are fully completed unless doing so is not in the public interest.

Construction Authorization
Under 23 CFR § 635.309(c)(3)(ii):

- FHWA approves requests to begin construction before acquisition is complete only when exceptional circumstances justify the action and it is in the public interest.

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Occupant Protection
Under 23 CFR § 635.309(c)(3)(iii):

- States must protect occupants from unnecessary inconvenience, disproportionate injury, or coercive actions.

Documentation Requirements
Under 23 CFR § 635.309(c)(3)(iv):

- Requests must identify all parcels not yet acquired.
- States must provide realistic dates for obtaining occupancy and use.
- Contractors must be informed of locations where occupancy rights have not been obtained.
- Updated information must be provided before issuance of a notice to proceed.

Construction Delay Claims
Under 23 CFR § 635.309(c)(3)(v):

- FHWA determines eligibility of Title 23 participation in delay claims caused by unavailable parcels.
- Participation may be limited if approved acquisition procedures were not followed.

Additional Federal Certifications
Under 23 CFR § 635.309(g):

- A statement must certify that right-of-way has been or will be acquired in accordance with 49 CFR Part 24 and 49 CFR Part 710, or that acquisition is unnecessary.

Under 23 CFR § 635.309(h):

- A statement must certify that required relocation assistance and payments have been provided, or that such actions are not required.

FEDERAL REQUIREMENTS

The Kansas Department of Transportation Bureau of Local Projects (BLP) is responsible for oversight of all aspects of Local Public Agency (LPA) federal-aid projects, including right-of-way acquisition.

Key Requirements

- If federal-aid funds are used on any portion of a project, applicable federal regulations must be followed.
- LPAs self-certify that all required right-of-way has been acquired.
- LPAs certify that acquired tracts have been cleared for construction.
- LPAs certify that acquired tracts have been cleared for construction.
- LPAs must submit DOT Form 1306, Certification by the Local Public Authority to the Kansas Department of Transportation of Real Property Acquisition Procedures, Right of Way Clearance, Utility Arrangements and Other Matters.

KDOT BUREAU OF LOCAL PROJECTS REVIEWS

The Bureau of Local Projects conducts annual compliance reviews of federal-aid projects.

Review Process

- Conducted annually.
- Four projects are randomly selected for review.
- Projects reviewed may not have used federal funds during the right-of-way phase.
- Reviews are conducted according to the following schedule:
  - **Even-numbered years:** Districts 2, 4, and 6, plus the **Wichita Area Metropolitan Planning Organization** area.
  - **Odd-numbered years:** Districts 1, 3, and 5, plus the **Mid-America Regional Council Metropolitan Planning Organization** area.
- Reviews are intended as training opportunities rather than punitive audits.
- Eighteen key compliance areas are evaluated.
- Documentation is critical: *If it is not documented, it did not happen.*

This fact sheet is based on a presentation delivered on June 12, 2026, by Eric Deitcher, Assistant Bureau Chief, KDOT Bureau of Local Projects.

RESOURCES

Federal Highway Administration. (2024). Title 23, Code of Federal Regulations, Part 635—Construction and maintenance provisions.

Federal Highway Administration. (2024). Title 49, Code of Federal Regulations, Part 24—Uniform relocation assistance and real property acquisition for federal and federally assisted programs.

Federal Highway Administration. (2024). Title 49, Code of Federal Regulations, Part 710—Right-of-way and real estate.

Kansas Department of Transportation Bureau of Local Projects. (2026, June 12). Right-of-way requirements for federal-aid projects [Presentation by Eric Deitcher].

SPECIFICATIONS FOR THE NATIONAL BRIDGE INVENTORY AND THE KANSAS LOCAL BRIDGE INSPECTION PROGRAM

By Randy Leonard, KS LTAP

The National Bridge Inspection Program (NBIP) was established in response to the 1967 collapse of the Silver Bridge spanning the Ohio River between West Virginia and Ohio. Since its creation in 1971, the program has evolved significantly through regulatory updates, technological advances, and lessons learned from major bridge failures. The most substantial modernization effort culminated in the implementation of the National Bridge Inspection Standards (NBIS) revisions and the National Bridge Inventory (NBI) transition to the Specifications for the National Bridge Inventory (SNBI) in 2022. This article reviews the history of the NBIP, discusses the transition from the NBI to the SNBI, and highlights important considerations for bridge owners and inspectors participating in the Kansas Local Bridge Inspection Program (KLBIP).

SPECIFICATIONS FOR THE NATIONAL BRIDGE INVENTORY AND THE KANSAS LOCAL BRIDGE INSPECTION PROGRAM

During the evening of December 15, 1967, the Point Pleasant Bridge, commonly known as the Silver Bridge because of its distinctive silver paint, collapsed while spanning the Ohio River between Point Pleasant, West Virginia, and Gallipolis, Ohio. The failure resulted in the deaths of 46 people and prompted Congress to pass the Federal-Aid Highway Act of 1968 (Federal Highway Administration [FHWA], 2022).

In 1971, the Federal Highway Administration (FHWA) implemented the National Bridge Inspection Program (NBIP). The regulations governing the program became known as the National Bridge Inspection Standards (NBIS) and are codified in Title 23, Part 650, Subpart C of the Code of Federal Regulations (Code of Federal Regulations, 2024). Although amended numerous times since 1971, the NBIS continues to govern bridge inspection practices throughout the United States (FHWA, 2022).

Initially, the NBIP applied only to bridges located on Interstate, U.S., and state highway systems. In 1979, the NBIS was amended to include all bridges located on publicly owned roadways (FHWA, 2022). Following the collapse of the Mianus River Bridge in Connecticut in June 1983, additional inspection requirements were established for bridges containing features then known as fracture-critical members. Today, these features are referred to as Nonredundant Steel Tension Members (NSTMs) (FHWA, 2022).

Another significant revision occurred in 1987 when requirements were added for bridges whose foundations were susceptible to scour, the erosion of supporting soil by flowing water (FHWA, 2022). Additional modifications were made in 2005 and 2010 (FHWA, 2022). Following the collapse of the Interstate 35W bridge over the Mississippi River in St. Paul, Minnesota, in 2007, the FHWA implemented internal policy changes emphasizing a data-driven, risk-based approach to bridge inspection oversight (FHWA, 2022).

Despite these revisions, the overall structure of the NBIS and the associated bridge inventory remained largely unchanged for nearly four decades. The bridge inventory database and many of the data elements collected were essentially the same as those developed in the early 1970s. During that period, however, database technology and analytical capabilities advanced dramatically, enabling more sophisticated management of the nation's bridge inventory, which now exceeds 625,000 structures (FHWA, 2022). Recognizing the need for modernization, the FHWA initiated

a comprehensive revision of the NBIS and bridge inventory system in 2011. Draft regulations were published in the Federal Register in 2019, followed by a public comment period that allowed input from stakeholders across the bridge industry (FHWA, 2019). The revised NBIS became effective in 2022 (Code of Federal Regulations, 2024).

One of the most significant changes was the replacement of the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges with the Specifications for the National Bridge Inventory (SNBI) (FHWA, 2022). Considerable effort was devoted to preserving more than 50 years of historical bridge data while modernizing database architecture and incorporating new information deemed essential for managing the nation's bridge inventory, protecting public safety, and safeguarding substantial public investments in transportation infrastructure (FHWA, 2022).

The FHWA established a transition period beginning in 2022, with full implementation required by 2028 (FHWA, 2022). The Kansas Department of Transportation (KDOT) has spent the past four years translating existing inventory and inspection records and collecting new data in accordance with SNBI requirements (Kansas Department of Transportation [KDOT], 2025).

The remainder of this article focuses on the local bridge inspection program administered by the KDOT Bureau of Local Projects (BLP).

To facilitate the transition, the Bureau of Local Projects suspended data entry into inspectX for several months at the end of 2025 while existing records were translated into the new database structure (KDOT, 2025). The system reopened for data entry in March 2026, and all new inspections are now being conducted in accordance with the SNBI (KDOT, 2025).

Inspectors should carefully verify inventory data when conducting inspections. Although the translation from the NBI to the SNBI was largely successful, some errors present in the original inventory data remain. Examples include incorrect span lengths, bridge widths, material types, and other inventory characteristics. Data that were incorrect in the NBI generally remain incorrect following translation to the SNBI unless specifically corrected (KDOT, 2025).

Most inspectors have successfully identified and corrected previously miscoded information. However, reviews conducted by BLP indicate that some inspectors are failing to detect or correct these errors. The Bureau expects all known coding inaccuracies to be corrected as they are identified during routine inspections (KDOT, 2025).

Another issue of critical importance for bridge owners and consultants is compliance with inspection intervals. Inspections must be completed no later than the last day of the month in which they are due. Inspection data must then be entered into inspectX within 90 days following completion of field work (Code of Federal Regulations, 2024).

The FHWA has identified instances in which KDOT was found noncompliant with NBIS requirements due to overdue inspections. As a result, KDOT is currently operating under a Plan of Corrective Action (KDOT, 2025). Continued noncompliance could result in significant consequences affecting bridge programs throughout the state.

Bridge owners should be aware that any agency with inspections that are more than one month overdue is ineligible for funding through either the Kansas Local Bridge Improvement Program (KLBIP) or the Off-System Bridge (OSB) Program (KDOT, 2025). Accordingly, bridge owners should plan inspection schedules carefully to ensure that all required inspections are completed on time.

KEY FINDINGS

The bridge inspection program plays a vital role in protecting public safety and preserving the substantial investment represented by the nation's bridge infrastructure. Bridge inspectors perform a critical function in identifying deficiencies, maintaining accurate inventory data, and ensuring compliance with federal requirements. Their work contributes directly to the safety and reliability of the transportation system and deserves both recognition and appreciation.

RESOURCES

Code of Federal Regulations. (2024). 23 CFR Part 650, Subpart C—National Bridge Inspection Standards. U.S. Government Publishing Office.
Federal Highway Administration. (2019). National bridge inspection standards update: Notice of proposed rulemaking. U.S. Department of Transportation.
Federal Highway Administration. (2022). Specifications for the National Bridge Inventory (SNBI). U.S. Department of Transportation.
Kansas Department of Transportation. (2025). Kansas local bridge inspection program guidance and implementation materials. Bureau of Local Projects.

KDOT UPDATES

By Rebecca Bilderback, KS LTAP

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

HIGH RISK RURAL ROAD PROGRAM (HRRR):

- The High Risk Rural Road Program (HRRR) awarded $8.77 million to 13 projects for rural road safety improvements. KDOT received 32 applications seeking $28.2 million in federal funds. https://www.ksdot.gov/Home/Components/News/News/6019/15?npage=2-2442&widgetId=2442

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

- $40.5 million was recently awarded in the Off System Bridge (OSB) AND the Kansas Local Bridge Improvement Programs (KLBIP). Thirty-one local bridges will be replaced. The combined programs received 182 applications requesting $222 million in funding. The announcement can be read here: https://www.ksdot.gov/Home/Components/News/News/6319/15

COMPETITIVE HIGHWAY BRIDGE PROGRAM (CHBP)

- KDOT was awarded a Competitive Highway Bridge Program (CHBP) grant in the amount of $6,445,780 for a Local Rural Bridge Replacements project. The project will reconstruct 3 local-owned bridges under 1 project bundle in rural southwest Kansas. The bridges are owned by Comanche County, Pawnee County, and the City of Kinsley.

COST-SHARE PROGRAM:

- During the Spring 2026 Cost Share Round, KDOT received 47 applications requesting more than $32 million dollars. 9 communities were awarded a total of $5.9 million. Please visit the Cost Share webpage for more information: https://www.ksdot.gov/programs/economic-development-programs/cost-share-program
- The Fall 2026 Cost Share Round will open mid-August, keep an eye on the website for information.

KANSAS CHAPTER APWA UPDATES

PWX PUBLIC WORKS EXPO HOUSTON

PWX 2026

Date:
August 30 - September 2, 2026

Location:
George R. Brown Convention Center
1001 Avenida De Las Americas
Houston, Texas 77010

Register at:
https://www.apwa.org/events/pwx-conference/

KS LTAP SPRING 2026 TRAINING SCHEDULE CONCLUDES AS PLANNING BEGINS FOR FALL 2026

By Donna Doel, Kansas LTAP

As our Spring Training Season comes to a successful close, we want to recognize the outstanding participation of 601 attendees and the commitment shown by public works professionals, supervisors, and municipal employees across the State. This spring's schedule provided valuable opportunities for skill development, leadership growth, and hands-on technical training that directly support safer and more efficient communities.

Throughout the Spring, participants completed a wide variety of courses designed to strengthen both operational and supervisory capabilities. Training topics included Culverts & Drainage, Culvert Inspections, Asphalt Road & Street Maintenance, Gravel Road Maintenance, Chainsaw & Small Tool Handling & Safety, Welding Training, Workplace, Jobsite & Equipment Safety, Legal Permitting & Regulatory Processes, and Public Works 1 & 2.

In addition to technical skills training, participants invested in professional development through courses such as Fundamentals of Supervision, Problem Solving for Effective Supervision, Managing Employee Performance, and the Supervisor's Role in Enhancing Cooperative Work Relationships. These programs continue to equip leaders with the tools needed to build stronger teams and improve workplace effectiveness.

A highlight of the season was the continued success of our Gravel Road & Street Maintenance programs, including both classroom and hands-on training opportunities offered throughout western Kansas. These sessions allowed participants to apply best practices in real-world settings and gain practical experience they can immediately take back to their local roads.

We are grateful to all trainers, host communities, and participants who contributed to the success of this spring's training schedule. Your dedication to professional development helps strengthen public works operations across Kansas and ensures that communities continue to receive high-quality service.

As we wrap up the spring training session, we are already building our Fall 2026 training schedule. We are reviewing feedback, identifying training needs, and developing new opportunities to support public works professionals at every stage of their careers.

We would like to hear from you! Please let us know if you have any training suggestions or would like to be a host location.

Course offerings, dates, and registration information for Fall 2026 will be announced in the coming months. We encourage everyone to watch for updates and begin planning now for another season of professional growth and hands-on learning.

Thank you for making Spring 2026 a success. We look forward to a fantastic fall!

Donna Doel
KUTC Training and Events Coordinator
donnadoel@ku.edu
785-864-3229

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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