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## Weekly Report to Commissioners

### Community Concerns

#### Culvert Installation/Replacement Requests:

- 170 Road .25 mile south of Elm Road on the west side; an 18"x30ft Culvert needs replaced. *Completed (material supplied by the county installation by the property owner)*
- 260 Road at the intersection of Granite Road on the northwest side; the driveway to a substation is severely eroded, primarily due to a plugged or collapsed field access driveway 50ft north which is diverting runoff into the field and through the corner of the substation. Ditch cleaning and a new driveway for the substation is required; remove field access driveway if not used.
- 30 Road .3 mile north of US36 Highway; a new 30 ft driveway is requested, (18" x 30' CMP)
- 30 Road .4 mile north of US36 Highway; a new 40 ft driveway is requested, (18" x 30' CMP)

#### Other Concerns:

- Pawnee Trail west of 50 Road and 40 Road; rock is requested to fortify the road that tracks up easily when it rains.
- Northbound 170 Road traffic cannot safely enter the Fir Road intersection safely due to limited site distances. Brush removal and mowing help a little but not a lot. Backslope may need to be re-graded
- 220 Road, .5 mile north of Zeal Road; the discharge from a culvert under the road is scouring a path through a field. The culvert (30" x 40 CMP) needs to be replaced. Rip-rap may be needed to slow the flow rate if it is heavy enough to remain in the right-of-way.
- Zeal Road ¼ mile east of 220 Road; brush piled from right-of-way clearing several years ago needs to be removed or burned.
- A stop sign is requested for west bound traffic at the intersection of Oak and 100 Roads. Visibility for south bound traffic from the farm access road is limited to the east due to a high back slope on the north side of Oak Road. Currently only south bound traffic at this intersection is stopped. *A temporary stop sign has been installed until the backslope can be modified to increase visibility.*
- 20 Road just north of Oak Road on the east side; material from the back slope of a ditch was borrowed to lift the road during a culvert replacement. There is now a concern that runoff will top the backslope and enter the field, causing erosion. *An investigation has confirmed this, and it will be corrected.*

- Shady Road west of 30 Road, concerns have been expressed about a driveway from an irrigation canal right of way draining onto the road and what improvement the property owner and the County to make to improve the situation.
- 20 Road between Queen and Rock Road, improvements are needed. Water is ponding on the road.

## Department Reports on Non-Routine Activities

### Roads and Bridges

- 1/10th of a mile of 70 Road, directly south of US36, has been paved with recycled asphalt millings. The millings and emulsifiers were processed by Alsop Sand & Gravel according to a mix design produced by Ergon Asphalt & Emulsions Inc, based in Salina. This was a test for process and application on a high traffic truck route. It was not without its challenges. Rain, the evening before the project started, damaged a detour on 80 road where rock intended to fortify the road was mixed with material from the shoulders and softened before it could be compacted under traffic. Most of the first day of the project was spent correcting this problem.
  - The first day was completed with the subgrade prepared and primed for the area being paved.
  - Tuesday, the second day of the project brought rain in the morning and the project was delayed until the afternoon. Application of the recycled asphalt product through the lay-down machine failed to achieve the product we were looking for, so motor graders were deployed to spread the material instead of using the asphalt lay-down machine. The first of three lifts was completed by the end of the day Tuesday.
  - By the end of the day Wednesday, two more lifts were laid and compacted with a steel roller. Approximately 450 tons of material were used. The compacted thickness of three lifts averages 5 inches. Even with the utmost care, application of the material in a uniform thickness with a motor grader instead of a lay-down machine was challenging.
  - Thursday morning was spent reworking some areas for the best finish we could achieve, before grading the rest of 70 Road and opening it to traffic.

We now comprehend the material, and the processes better to achieve an acceptable product. We are confident that we will be able to achieve a more uniform surface by working the process millings at a mixing strip first, unless the millings and emulsifiers are processed for prompt delivery from the pit. Now we wait for truck traffic. In several months we will know if the paving is durable enough to repeat the process and extend the paving further south.

- A dust control palliative will be applied before the first of September, south of the new paving.
- A chip rock finish will be applied to the paving after it cures, before winter sets in. Thanks to Premium Feeders and Nasika Energy for their Cooperation this week.
- A meeting was held with Kyle Railroad to consider drainage improvements south of Norway. The railway is concerned about the accumulation of stormwater along their tracks, especially since they installed culverts under the tracks to drain a field in the NW Quarter of Section 21. The vacation of Section Line Right-of-Ways west of 100 Road in 1918 left the County with no direct access to the Republican River Watershed. A 50ft Right-of-Way was added alongside the Railroad's Right-of-Way for Republic Lane, however all the natural watersheds from that Right-of-Way have been filled for Farming. Part of the problem could be solved if a portion of the NW Quarter of Section 21 and the community of Norway could be drained though the State Right-of-Way on the north side of town. Local KDOT Maintenance staff have agreed to investigate this option. The Highway Administrator and Road Supervisors will meet with Kyle Railway again this week.

## PENDING ACTIONS IN RESPONSE TO COMMUNITY CONCERNS

### Bridge and Culverts Division Project List (in order of priority)

1. Penn Road .25 mile west of 170 Road; a low water crossing is breaking apart and needs to be overlaid with concrete and protected with riprap.
2. Norway Lane: drainage improvements are needed.
3. Cedar Road .75 mile east of 240 Road; a narrow wood box culvert needs to be replaced with a 10.5ft x 45ft rail tanker tube.
4. Cedar Road .6 mile east of 240 Road on the south side; a driveway needs a 24" x 40' CMP installed to allow stormwater to remain on the south side of the right-of-way as it moves east to a creek.
5. Young Road .4 mile west of 70 Road; a Concrete tile pipe under the road will be replaced with a 4' x 40' corrugated metal pipe.

### Roads and Driveways Division Project List (in order of priority)

1. Rock Road between 30 & 50 Roads; a regrade, ditch cleaning and improved gravel finish may be necessary.
2. 100 Road .28 mile south of Timber Road on the west side; a 30" squash crossroad pipe has been cleaned out transferring runoff from acreage on the east side to a shallow ditch on the west side that cannot get through a plugged culvert several hundred feet to the south. The farmer believes most of the runoff could stay on the west side with some ditch cleaning.
3. Queen Road, west of 20 Road, tree removal, ditch cleaning and driveway upgrades needed for the first .5 mile. *40 ft driveway installed; some ditch cleaning still needed.*
4. Penn Road, east of Scandia on the south side; trees/brush need to be removed from the right-of-way.
5. 30 Road improvements to restore the crown in the roadway between Highway 36 and Fir Road. *4 miles have been completed.*
6. *70 Road south of US 36 Highway has been prepared to receive recycled asphalt paving. 1/10 mile completed*
7. Cut and patch 4-6ft of Concrete at 170 Road near residence 1549 (*Primary Road; Currently 23x23 & 10x23 inch potholes where previous asphalt patch has failed*). *A hot asphalt patch is being tested at this location.*

## Upcoming Events

1. *Cunningham is seeking a line agreement to place fiber in 130 Road South of US36 and 140 Road south of KS148.*
2. U.S. Senator Roger Marshall, M.D. announced \$1,520,000 in grant funding to the North Central Regional Planning Commission from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program.
  - a. *The Highway Administrator is communicating with the North Central Region Planning Commission (NCRPC) about what this means for Republic County. Representatives for the NCRPC do not know yet but hope to bring all the member counties together within the next 60-90 days to consider next steps.*
3. Vacations of Right-of-Ways are proposed for 3 road spurs adjacent to Highway 81 that were abandoned after improvements to the Highway many years ago.