



Ken Robbins  
Highway Administrator

702 K St.  
Belleville, KS 66935  
Phone: (785) 527-2235  
Fax: (785) 527-5335

## Weekly Report to Commissioners

### Community Concerns

#### Culvert Installation/Replacement Requests:

- 150 Road .4 mile south of Valley Road; a 30" x 40' culvert under the road needs to be replaced along with some ditch cleaning and regrading of the road. Borrow material, if needed may be available from an adjacent property owner.
- Granite Road .4 mile west of 230 Road on the south side; a driveway culvert needs replaced. The property Owner has agreed to install a culvert provided by the County. **Completed**
- 30 Road .25 mile south of Nickel Road on the west side; a 30" driveway culvert will be replaced with a 30" x 40' CMP. The property owner will reimburse the County for 10' of material.
- 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. **Completed**
- 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:

- 210 Road .5 mile south of Granite Road; requires trees and brush to be removed from the Right-of-Way.
- 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. **Completed**
- 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 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

- It's been proven that we do **not** comprehend the material and the processes well enough to achieve an acceptable recycled asphalt paving product on 70 Road. Daily Inspections revealed after 4 days of heavy traffic some movement in the product included deformation, slipping and cracking until it became soft in places. Traffic was heavier than we expected. Either a favorable price of Corn, or the need to create room in bins for this year's harvest, or both, caused traffic to be much heavier and more frequent than we expected on the test strip of recycled asphalt paving. That's most likely not why it failed though, but it certainly caused it to happen sooner than later.
  - The test strip was excavated and replaced with rock, but not before vendors and consultants had an opportunity to inspect the product and take samples. The material was moved to the mixing strip in Rydal. We have not decided what to do with it yet. The same material is being used for cold patching and overlays and seems to be working very well.
  - Confidence was high that this would work based on a test that was performed a year earlier, albeit by mistake. Asphalt millings were intended to be applied for dust control, in the same manner we renourish roads with gravel; instead, the material intended for 8-10ths of a mile was all placed in 1/10 of a mile and wheel compacted. We left it as a test. It wore well under heavy traffic for about 9 months before several potholes appeared. This inspired the idea that maybe there is a way to pave 70 Road without spending 1.3-1.8 million to do it, as Geotech's and Engineers estimated. We spent approximately \$13,000 on materials for this test.
  - There are several theories about how this failed. It could be too high an oil content which would require more time for the product to cure, especially at the thickness it was applied. We estimated it at 3%, which should not have been too much. The proportions of emulsifiers to oil may be off slightly which liquified too much of the existing oil before it could cure out as it does quickly in a thin overlay. It could very likely be that the subgrade was not as sound as we thought it was. Maybe we should have over excavated at least 8 inches and replaced that material with new material that was uniformly graded. This would have increased the cost of the test by about 50%.
  - Material testing will continue over the next few weeks before we draw any conclusions.
  - A dust control palliative will be applied to 70 road next week and we will leave it alone until after harvest.

## 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. *Completed*

### 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. 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.