

Translines EXPRESS

May 14, 2014

Example of Excellence



The Johnson County Gateway Design/Build Procurement Team poses with Secretary Mike King and Deputy Secretary Jerry Younger after being named as an Example of Excellence for the first quarter of 2014. The team worked together to develop and execute a procurement plan to choose the design/build team to deliver KDOT's largest project to date.

District Two

Unique modernization: Over a period of time, Subareas across the state are being modernized with larger bays that will permit newer and larger equipment to be housed indoors. Most locations are scheduled to receive two to three pass thru-bays where more than one vehicle can be parked in line. At the Washington Subarea, the logistics of space and utilities required the design to accommodate the equipment in a more traditional pull-in back-out alignment. Rather than a couple of very long open ended bays, Washington will have four bays in which trucks loaded with attachments will be able to park garage doors down with room to spare. In addition to the new bays, the Subarea will see



The bays at the Washington Subarea are being torn down to construct larger bays that can accommodate larger equipment.

upgrades in crew accommodations including a new break room, restrooms and office space. A trailer is the crew's temporary home until construction is completed this fall.

District Five



A two-mile section of the southbound lanes for I-135, located south of the U.S. 50/K-15 interchange in Newton, was closed for four hours on May 4 to repair the S.E. 24th Street bridge over I-135. The closure was necessary to remove the steel girders and to continue emergency repairs to the S.E. 24th Street bridge, which was struck by a semi-truck last month.



Transportation Blog

Keep updated: Check out these stories and more that have been posted the past few days on the Kansas Transportation blog at kansastransportation.blogspot.com/

Public transit ridership soars: Transit ridership has increased by more than 30 percent in the last 16 years. People are driving less and relying on public transportation more.

A look back:

Since the Kansas Legislature passed T-WORKS in 2010, much progress has been made including:

- 968 highway projects have been completed.
- 7,567 miles of highways have been improved.
- 475 bridges have been repaired/replaced.
- \$59 million worth of modal projects have been completed.



Trivia!

How well do you know our neighbor?

Colorado

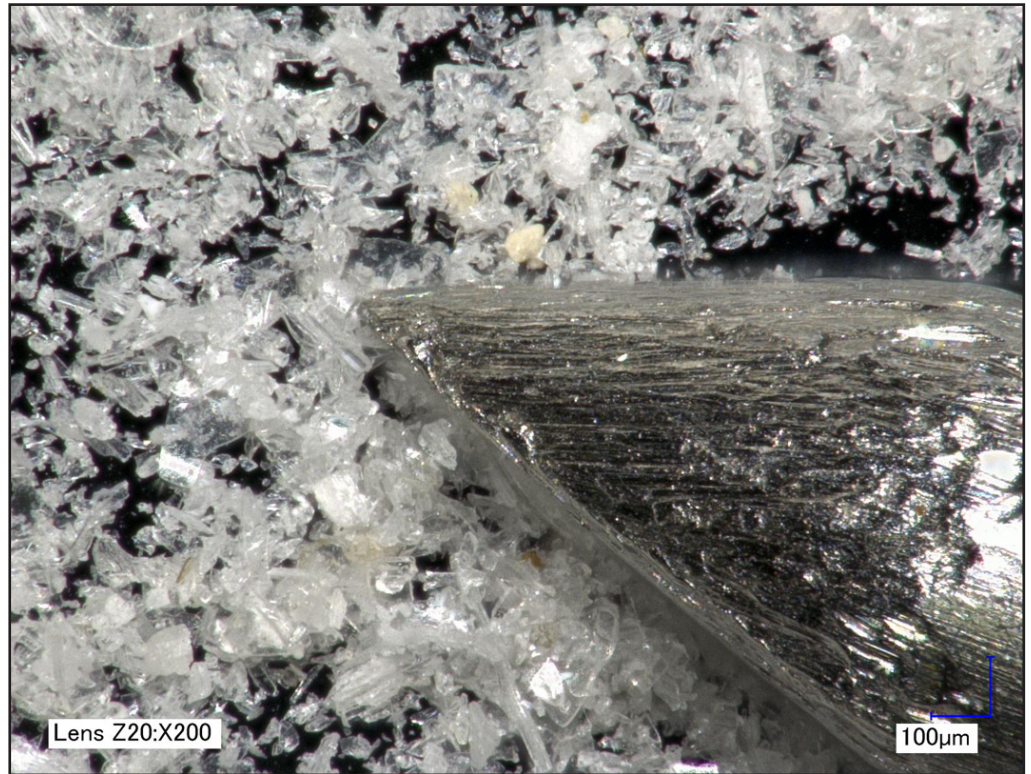
1. In terms of land area, where does Colorado rank?
2. What is the State Animal?
3. What is the State Gemstone?
A. Aquamarine
B. Turquoise
C. Jasper
D. Rose Quartz
4. What states share the geographic point called the Four Corners?
5. The world's largest flat-topped mountain is southeast of Grand Junction – name it.
6. This point in Colorado holds the distinction of being the highest low elevation point of any state. Where is it?

Answers below

Volcanic ash in Kansas?

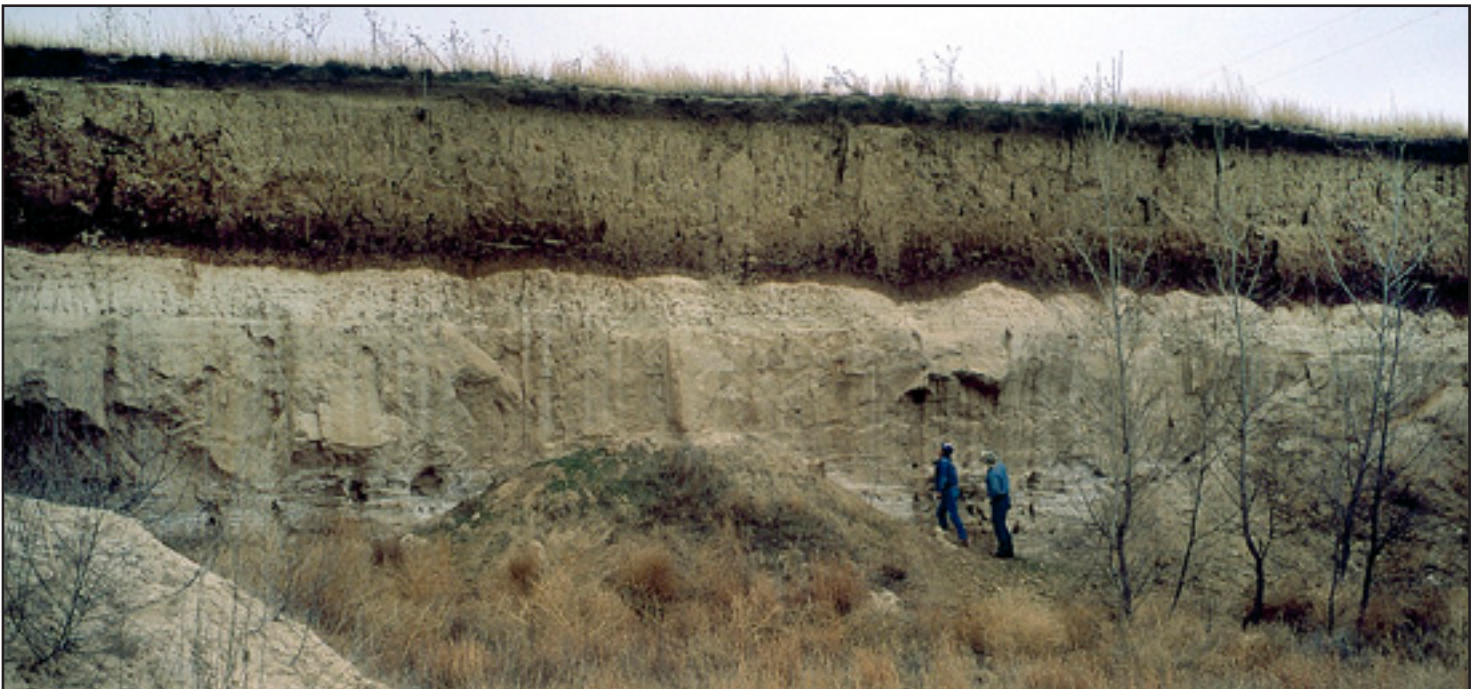
Yes. Western Kansas has vast deposits of volcanic ash. At least 39 counties have volcanic ash deposits thick enough to mine, according to Randy Billinger, Research Geologist in the Bureau of Research.

The ash was deposited between a half to two million years ago originating from volcanic activity in central and northern California, the Yellowstone caldera and northern New Mexico. Super-heated ash particles ejected from the volcanos cooled nearly instantly, forming volcanic glass. The ash clouds drifted over the Great Plains depositing enormous amounts of ash over the central and western portions of what is now Kansas. The ash was then carried by fluvial processes into shallow depressions and basins where it accumulated to thicknesses ranging from a few feet to over 20 feet. Kansas volcanic ash has been mined for more than 100 years for use in abrasives, ceramics, road materials, as inert fillers and numerous other uses. KDOT allows the use of volcanic ash as a mineral filler in some hot mix asphalts. The ash must contain at least 70 percent glass shards to meet specification. KDOT has also done research



This photo shows volcanic ash from Russell County, magnified 200 times (the scale is 100 microns - 1/10 millimeter). The sharp end of a straight pin in the lower right corner of the photo helps illustrate the tiny particle size.

in using volcanic ash in concrete mixes. Ash samples are sent to KDOT labs for testing and microscopic examination. So the next time you are driving down a Kansas asphalt highway, there just may be a little ash under your tires.



Some ash layers are 15 to 20 feet thick as seen in the deposits in Lincoln County. Many of the deposits were laid from fall out of volcanic ash clouds, then water carried the ash into basins where it accumulated. Photo courtesy of the Kansas Geological Society.

District Three



APAC-Kansas, Hays Branch, continues paving on K-9 near Kirwin Reservoir. The 28-mile mill and overlay project began on April 22 and spans from the U.S. 183 junction to the U.S. 281 junction in Phillips and Smith counties. The \$1.8 million project is expected to be done next week. At that time, more than 100 miles of asphalt work will have been completed this year in District Three.

Scenic



Neil Croxton recently took this photo at sunset at Waconda Lake in eastern Osborne County.

KTA



Getting ready to race are, front row: Lindy McCormack, Mindy Baker. Middle row left to right: Craig Compton, Carl Compton, Reesa Wiltse, J.D. Donnelly, Chris Hulett. Back row left to right: Greg Willis, Trey Jones, and Susan Hulett. Not pictured is Dave Heim.

Run run run! Two KTA teams competed in the Oklahoma City Relay Marathon on April 27. The marathon is in remembrance of the 168 people who were killed in the Alfred P. Murrah Federal Building bombing in 1995. The race raises funds to support the Oklahoma City National Memorial & Museum. Each of the teams ran part of the 26.2 miles. The teams included KTA employees, friends and family. Susan Hulett (wife of Chris Hulett) ran half of the marathon and placed 6,619th out of 9,722 entries. Twenty-five government teams entered relay teams and the KTA teams took 9th and 10th. There were 719 relay entries - the KTA teams placed 152nd and 220th.

Letters to the Editor

Today, my car stopped along west 13th street, just east of Ridge Road in Wichita. I was offered assistance by a KDOT employee, Joe Pasek (I hope I am spelling his name correctly). He went above and beyond what anyone would do for a stranger. Even after my car refused to cooperate, Joe offered to stay with me until my ride showed up. People are quick to send complaints, but I wanted to send a positive note for the help I received.

Sincerely,
Mia Turner

Dear Mr. King,
Hello, my name is Mariah Rodriguez and I was the intern for the Kansas Department of Transportation explorer program. I just wanted to thank you for allowing me to have this opportunity to have this GREAT experience to work for and learn a little bit about KDOT. I enjoyed coming here and learning all the different ways the Office of Contract Compliance contributes to the community. I would encourage anyone who gets the opportunity to intern for KDOT to take it. It was a great experience and thank you so much for having me.

-Thank you, from Mariah Rodriguez

Jon Marburger:

I wanted you to know, as well as your bosses, what an exceptional job you did at our county commission meeting on May 6 in explaining KDOT's design position and reasoning on the K-96 highway expansion between Nickerson and Sterling. Down through the years, as a reporter and public official, I have listened to dozens of State Dept. of Transportation meetings and how you handled questions and opposition from those who came to our meeting was very well done. While those concerned about losing several grade crossings certainly have understandable complaints your explanation of what KDOT has done to consider changes, try to accommodate opposition and the safety aspects of what is being proposed was not only well reasoned but was professional and presented in a personable manner.

I know Kansas has a good reputation for building excellent highways and how you presented some of that reasoning was most articulate. I have always felt, and continue to believe, KDOT wastes more money than necessary on certain design factors and can be extremely bureaucratic. None of that came through in your presentation. Frankly, it was very refreshing to hear. I am certain you have a very bright future in designing and explaining projects for the state or elsewhere.

Feel free to share my comments with any of your supervisors, either locally or in Topeka. I appreciate knowing a person of your abilities and temperament is involved with KDOT.

Personal Regards,
Dan Deming
Reno County Commissioner

Traffic Safety



The Bureau of Transportation Safety & Technology decorated a hard hat to enter May's First Friday Art Walk competition. Downtown Topeka Inc. selected hard hat art for the competition since the area is scheduled to be under construction soon. Voting on the hard hats continues at various downtown businesses until June 4 with the KDOT entry on display at The Merchant.

TRIVIA ANSWERS

1. It's the 8th biggest state in the U.S.
2. Rocky Mounty Bighorn Sheep
3. A. Aquamarine
4. Colorado, Arizona, New Mexico and Utah
5. Grand Mesa
6. The point where the Arikaree River flows out of Yuma County, Colorado, and into Cheyenne County, Kansas.

Have an idea for a news brief or picture that could be featured in an upcoming edition of Translines Express?

Please e-mail your suggestions to translines@ksdot.org

Federal Funding

Plan unveiled: The Senate Environment and Public Works (EPW) Committee on Monday night revealed the text of its surface transportation reauthorization bill, according to a story in Better Roads. Dubbed the MAP-21 Reauthorization Act, the six-year bill would reauthorize surface transportation projects through fiscal year 2020 and is indexed for inflation. Under the bill's provisions, the core highway program would get a nearly \$4 billion boost, from \$38.44 billion

in 2015 to \$42.59 billion in 2020, and the TIFIA program would get \$1 billion annually for six years. The bill also calls for the establishment of a national freight network, which would get \$400 million in 2016, with that amount rising to \$2 billion by 2020. The bill would only reauthorize transportation spending. The Senate Finance Committee will have to find a way to fund projects authorized under the bill. To read more of the article, go to <http://goo.gl/Eub3LN>.

District Five - Wichita



On the weekend of May 3-4, work was under way at the I-235 & 13th Street project for the placement of 12 bridge girders over I-235 traffic lanes. A 48-hour detour to city streets was used for I-235 traffic. At 6:50 a.m. on Saturday, the first beam was in the air. Crews placed eight beams on Saturday and four on Sunday.



A two-mile work zone (with reduced speed and concrete barrier wall) has been in place on this project on I-235 in Wichita for more than a year, but incidents still happen like this on May 2 when a truck hit the crash attenuator, then was halted by the barrier wall.



The operation on I-235 in west Wichita went as planned except one week later than the original date because of high winds. After all 12 beams were in place, contractor crews tightened bolts and placed false decking while the work was checked by KDOT inspectors.

Letter from Secretary King

The Kansas Legislature this month wrapped up the shortest session in 40 years and, overall, it was a success for transportation. I want to update you on some of the policies and legislation coming out of legislative session that most impact Kansas transportation and our employees.

But first, I want to take this opportunity to thank you for the work you do every day to make Kansas a great place to travel and do business. As transportation workers, we know how important transportation is to the health and well-being of our fellow Kansans. And we know that a successful state economy is, in large part, dependent on a multi-modal, efficient transportation network. Through the work you do every day, we have built a world class transportation system here in Kansas. I take a great deal of pride in that and I hope you do, too.

In April, I met my goal of visiting every KDOT Subarea during my first two years as Transportation Secretary. (Actually, bad weather prevented me from visiting the last two Subareas for a few days after my two-year anniversary, but . . .) I've already started a new round of visits (as well as visiting all KTA offices) and I look forward to meeting with many of you this summer.

Here is some of the legislation that impacts transportation:

Employee-Related

- **KPERS** – One change was made to the cash balance plan established by the 2013 Legislature. This change was designed to address long-term viability of the new plan.
- **State Employee Pay** – The Legislature passed a one-time \$250 bonus for all state employees who have more than one year of service. Elected officials aren't included in the bonus. At this point it isn't known when you will receive the bonus.

Budget

- **A KDOT transfer** of \$3.5 million previously designated

for the KBI Forensic Lab was re-directed toward the State General Fund.

- **A vehicle replacement policy** was adopted that requires that a vehicle reach 130,000 miles of use before it is replaced.

Transportation

- **House Sub for SB 273** – This allows commercial vehicles with a gross vehicle weight, or gross combination weight rating of 26,000 pounds or less to operate in intrastate commerce without obtaining and certificate license or permit from the Kansas Corporation Commission. This was passed by the House and Senate and awaits the signature of the Governor.
- **House Sub for HB 2424** – This designates specific segments of Kansas highways as the following: Robert G. (Bob) Bethell interchange, SGT David Enzbrenner memorial highway, Pack S Clair highway, the ancient Indian traders trail, the Harper County veterans memorial highway, the Bonnie Huy memorial highway, and the Bonnie Sharp interchange.
- **SB 344** – This specifies weather conditions in which certain oversize/overweight loads can travel in Kansas and makes changes to the signage requirements display on oversized vehicles.
- **HB 2715** – This creates a new annual over-dimension load permit for dealers in Kansas to transport farm tractors, implements of husbandry, combines, fertilizer dispensing equipment, or other farm machinery on highways under DOT jurisdiction.
- **HB 2451** – This removes a separate vehicle registration category for electrically propelled motor vehicles. Instead, the registration fee for any electric passenger vehicle would be determined by the vehicle's weight, using the same weight categories as for other passenger vehicles.