

Translines EXPRESS

Aug. 28, 2019

Local Consult meetings



KDOT's Local Consult meetings, like this one that took place on Aug. 22 in Overland Park, are giving people in communities across the state the opportunity to share their future transportation concerns and needs, listen to presentations and participate in scenario planning. An overview of the meeting in Independence is included in this edition, or to see overviews on all the meetings, click [here](#). Photo by Jeanny Sharp, Headquarters

Kansas State Fair

Lots of people stopped by the KDOT booth at the Kansas State Fair last year. KDOT's Kent Davis visited with attendees who picked up information on various transportation topics as well as state maps and other promotional items. This year's fair runs from Sept. 6 to 15. The KDOT and Kansas Traffic Safety Resource Office booths are in the Eisenhower Building and open at 11 a.m. on the first Friday, and then are open from 8 a.m. to 8 p.m. each following day. Photo by Kim Stich, Headquarters



Trivia!

100th anniversary of the 1919 Transcontinental Motor Convoy -

"In the summer of 1919, a young Lieutenant Colonel named Dwight D. Eisenhower participated in the first Army transcontinental motor convoy. The expedition consisted of 81 motorized Army vehicles that crossed the United States from Washington, D.C., to San Francisco, a venture covering a distance of 3,251 miles in 62 days. The expedition was manned by 24 officers and 258 enlisted men. The convoy was to test the mobility of the military during wartime conditions. As an observer for the War Department, Lt. Col. Eisenhower learned first-hand of the difficulties faced in travelling great distances on roads that were impassable, and that resulted in frequent breakdowns of the military vehicles. These early experiences

influenced his later decisions concerning the building of the interstate highway system during his presidential administration."

1. What was the average number of miles traveled a day?
2. How many vehicles were damaged beyond repair on the trip?
3. Of the entire distance, how many miles were dirt roads, wheel paths, mountain trails or desert sands?
4. How many bridges were damaged or destroyed?
5. Along this trip, what were the temperature variances in highs and lows?

Information from the Eisenhower Presidential Library, Museum & Boyhood Home website

I-135 overlay



In the photos at left and below, a team effort took place on Aug. 20 as crew members from the Council Grove Subarea assisted the McPherson Subarea place a cold mix overlay on the driving lane of a four-mile stretch of I-135 in McPherson County just south of Moundridge. Kort St. Clair, Highway Maintenance Supervisor in McPherson, said he hopes the overlay will smooth out the patches on the road and help to extend pavement life. Photos by Ashley Tammen, District Two



District Five lab

By Tim Potter, District Five

The KDOT science – and testing – that goes into road building: At first, it might look like Ken Slack and Willie Bartsch get paid to play with dirt, asphalt and concrete.

In a laboratory, they use hand tools, trays, ovens and machines to scoop dirt/soil, bake asphalt and break concrete. But it's not play.

The Hutchinson lab, where they work for KDOT, does crucial work behind the scenes of road construction. Slack and Bartsch, part of District Five lab team, check samples of road construction materials from across south central Kansas to make sure it meets specifications for strength and performance.

Here's the entire District Five lab team: Valeria Mullen, Engineering Technician Specialist, the supervisor; Jason Brown, Engineering Technician Senior; Dale Pitchford, Engineering Technician Senior; Cynde Wedel, Engineering Technician Senior; Ken Slack, Engineering Technician; Willie Bartsch, Engineering Technician; Adam Wright, Engineering Technician Senior.

On a recent day, Slack and Bartsch broke open concrete pavement samples from a project overseen by KDOT's Great Bend office. They started with rectangular sections of concrete formed in molds at the highway construction site. The concrete in the molds are samples of the same mixture being placed into the roadbed.

In the lab, they set each concrete beam sideways on an upright machine. A metal plate pressed down on a beam as the machine hummed away. After a few moments, the humming ended with a "pop" as the beam cracked open from the pressure.

Preliminary calculations indicated the concrete was still not strong enough. It needed to cure longer and gain strength before the pavement could be opened to traffic.

To make sure they get valid test results, Slack said, "We do the process the same way every time."



Above: Ken Slack, Engineering Technician with KDOT's District Five lab, scoops soil for compaction testing.

At left: Willie Bartsch, Engineering Technician with KDOT's District Five lab, with a concrete beam that has been cracked during strength testing.

Below: Ken Slack, Engineering Technician with KDOT's District Five lab, measures part of a concrete beam, for a formula to help determine its strength. Photos by Tim Potter, District Five



Hays office receives storm damage



Above: downed powerlines block the entrance to the Hays area office the following morning after the storm. **At right:** Rick Giebler, Hays Area Equipment Mechanic Senior, and Rod Kaus, District Equipment Inspector, look over the vent that was blown off of the roof of the Hays area shop. Photos by Max Dirks and Kevin Zimmer, District Three



By Lisa Mussman, District Three

Hays office receives storm damage: A severe storm that swept through Ellis County on Aug. 13 blew over several semis and downed powerlines, prompting the closure of I-70 between WaKeeney and Hays for several hours.

Repeated wind gusts of up to 80 mph were observed over a period of 20 to 30 minutes. A vent was blown off of the Hays area office and power was knocked out for several days.

TRIVIA ANSWERS

1. 58.1 miles per day and 6.07 mph of running time.
2. Nine vehicles were destroyed.
3. 1,778 miles. More than 500 of these miles were considered practically impassible. It was frequently necessary to pull and push the vehicle by manpower. Quicksand areas were also encountered with trucks sinking up to several feet – they had to be rescued by timber, rope/chain and jacks.
4. A total of 81 wooden highway bridges or culverts were affected – all of which had to be repaired or rebuilt by the convoy personnel.
5. From 110 degrees in the desert lands of Utah and Nevada to 30 degrees in the Sierra Nevada Mountains.

Retiree

The following employee will retire from KDOT on Sept. 1.

District One

LeRoy Shupe, Equipment Operator Specialist, Holton

In Memory

Condolences to the family and friends of retiree James Bush, who passed away on Aug. 13. Bush worked for the State of Kansas for more than 35 years, retiring from KDOT in 1994 as the Director of Engineering.

WORKPLACE SAFETY... WE'RE ALL IN THIS TOGETHER



**DO IT FOR YOURSELF, YOUR
FAMILY AND YOUR CO-WORKERS**

STAY AWARE —

keep up-to-date on all posted safety rules and regulations

FOLLOW THE RULES —

put the rules and regulations to use every day

REPORT —

if you see any hazards, incidents and near misses

WORK SMART —

report any work-induced discomfort early

STEPS TO SAFETY —

start with using the handrails in the stairways

HANDLE WITH CARE —

when lifting and carrying materials

FOCUS —

on the task you're doing driving, walking and working

Safety is a team “sport.” It’s time we step up and commit to a culture of safety, where we can do our jobs knowing that we’re all doing what we have to do to prevent accidents, injuries and sometimes even worse in the workplace. The time is now for us all to come out winners.



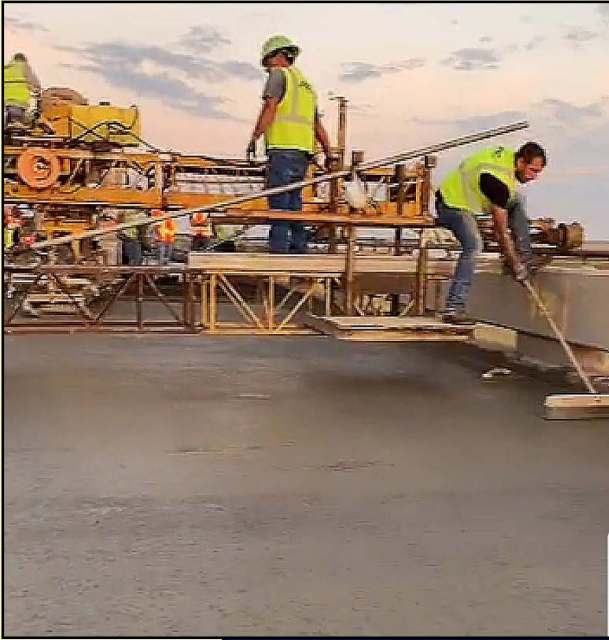
Preventable injuries are now the fourth leading cause of death in the United States behind heart disease, cancer and chronic respiratory disease.

SOURCE: *Injury Facts*® 2016 Edition

For more information on this and other safety topics, please log on to the member-exclusive website at nsc.org.



I-70 projects



Above: crews are pouring the concrete overlay on the bridge at Ellis. **Top right and at right:** crews work place a new overlay on the bridge over I-70. Photos by Joshua Morales and Todd Anderson, District Three



By Lisa Mussman, District Three

I-70 projects moving along: Crews are making progress on a pair of projects along I-70 in Ellis and Gove counties.

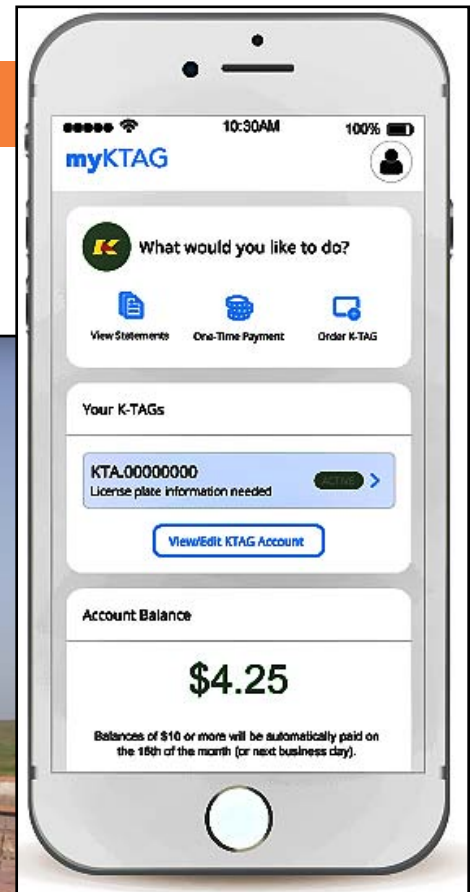
In Ellis County, the bridges carrying westbound I-70 over U.S. 183 at Hays and K-247 at Ellis underwent repair work that included milling of the top of the bridge deck, chipping and patching deteriorated deck areas and placing a concrete overlay on both lanes. John Culbertson's bridge squad designed the project.

In Gove County, work is continuing on the reconstruction on approximately nine miles of the Interstate starting one mile west of the K-23 spur near Grainfield and ending four miles east of K-211. Crews are currently paving the eastbound lanes.

Construction has wrapped up on the eastbound span bridge that replaced the box structure carrying I-70 over County Road 62 and a polymer overlay on the K-23 bridge over I-70 has also been completed. Deb Tanking's road squad and Brad Rognlie's bridge squad designed the project.

KTA

We talked to KTA Project Coordinator Mark Roberts about two separate bridges being repaired in the scenic Flint Hills. Watch August's Construction Spotlight [here](#) to learn more about the work going on at these bridges. Work on one of the bridges is seen below. Photo provided by KTA



Did you know the KTA has a newly-updated mobile app? See a screen shot above. Easily manage your K-TAG account from your smartphone with the MyKTAG app. Download it [here](#).

Put the Brakes on Fatalities Day contests

Deadline approaching: Deadlines for the Put the Brakes on Fatalities Day poster and video contests are coming up in September.

Poster entries must be postmarked by Friday, Sept. 20. All Kansas students ages 5-13 can participate.

Video entries must be posted by 11:59 p.m. on Sunday, Sept. 29.

All Kansas students in 8th to 12th grades can participate.

Students can win great prizes and think about traffic safety. In addition, the school, class or booster club of the grand prize-winning students will receive prizes.

More information on both contests is available [here](#).



Kansas Transportation

Thursday, Aug. 22

Southeast Kansas Local Consult summary

Local Consult meetings will be wrapping up this week. Highlights from all the meetings can be seen on KDOT's Transportation blog [here](#).

Below is the southeast Kansas meeting overview that took place Aug. 21 in Independence.

No matter what happens in the future, we need to make sure Kansans can travel safely.

While there were many issues discussed at the southeast region's Local Consult Round 1: Visioning Transportation Futures meeting, participants made it clear that finding ways to improve safety should be a top priority and they were open to multiple approaches for how to do so.

"The city of Caney believes that passing lanes are alternatives that need to be considered," said Fred Gress, City Administrator for the city of Caney.

About 155 southeast Kansans, the largest crowd this week, participated in a scenario planning exercise and provided input on how transportation investments could best serve their communities in the future. There was a noticeable pragmatism and collaborative spirit among participants. For example, they noted that while four-lane highways are ideal, it's not always fiscally feasible to expand highways and pointed out that constructing passing lanes or adding/expanding shoulders can improve highway safety at a much lower cost. These approaches will allow for more needs to be met across the region, they noted.

Similar to previous local consult meetings this week, southeast Kansans stressed the importance of expanding broadband access across the state. However, they added that cell phone reception in the region needs to be improved too.

To address growing concerns with resiliency of our transportation system, attendees noted that recent weather events have opened consideration for a new approach for rebuilding infrastructure. Participants noted the challenge of resources if we keep rebuilding in the same places that are continually flooded, for example.

"If we keep having flooding on the same roads, why do we keep rebuilding them in same place?"
-Chanute Resident

As they worked through three distinct future scenarios, participants noted that collaboration

between urban and rural areas would be important in any scenario. While rural and urban areas may have different challenges or expectations – they need to work together for our state to move forward successfully, participants stressed.

They also noted that while technology will bring new opportunities – such as to telework – that will not be feasible for every profession. In particular, hands-on jobs that provide essential services, like road construction and electricians, will still exist and need to be factored into decision-making too, they said. And many important components of the region's economy are location-specific, such as construction aggregates or oil and gas, which should be accounted for when making future investments.

One future scenario places an emphasis on regional hubs (smaller cities) in rural areas and participants saw a lot of value in making investments in hubs. They noted, though, that hubs should not strictly be defined by retail as there are other smaller hubs that provide a lot of value to the region's economy. For example, Sedan, while not a major retail center, serves a lot of traffic related to the oil and gas industry in the area. They noted that areas that serve natural resources will always be important and the State should prioritize the routes needed to transport those materials to markets.

The conversation was not limited to highways as several people voiced support for short-line rail networks and mentioned that they can play a valuable role in reducing the toll heavy trucks can place on our highways. Participants also voiced support for the new transload facilities in the state and that they'd love to see more of these facilities across the state.

When making modal investments, they stressed the importance of prioritizing services that allow people to access jobs. This is critical for growing the economy and allowing more young, talented Kansans to be able to stay in or return to their hometowns.

Many participants remarked that they've missed regular local consult meetings with KDOT, they appreciate the opportunity to provide input and look forward to the next round of local consult later this year.

Poster Art Contest

Put the Brakes on Fatalities Day - October 10, 2019

Traffic crashes are a leading cause of death in the U.S. "Put the Brakes on Fatalities Day[®]" focuses on reducing traffic fatalities by encouraging motorists to take extra precautions.

Kansas kids ages 5 through 13 are invited to enter artwork showing their thoughts on "Put the Brakes on Fatalities." Regional winners in the three age categories will be chosen. Then, three statewide winners will be selected from the 18 regional winners!

Each statewide winner will receive:

- ◆ Kindle Fire Tablet with case, from the KTA;
- ◆ \$50 Amazon Gift Card, from Petroleum Marketers and Convenience Store Association of Kansas;
- ◆ Movie Passes, from AAA Kansas; and
- ◆ **\$200** for their school, booster club or class!!!

RULES:

◆ **Art MUST be on 8.5" x 11"** paper. Any materials can be used including paint, crayon, pencil, pastel, and collage. No computer-aided drawings.

◆ To be eligible, all entries must be postmarked by **September 20, 2019.**

◆ Winners' names/artwork will be sent to media and posted on the KDOT website.

↙ **Mail entries to** ↘
KS Traffic Safety Resource Office
2930 SW Wanamaker Dr., Suite 100
Topeka, KS 66614

Age Categories
5 to 7 years old
8 to 10 years old
11 to 13 years old

Each regional winner will receive a
BICYCLE
and
HELMET
from the KTA
and Safe Kids Kansas

More details -
www.ksdot.org

Each entry **MUST** have this information on the back;

First Name _____ Last Name _____
Age _____ Home Phone Number () _____
Mailing Address _____
City _____ Zip _____
County _____
Parent's First/Last Name _____

One entry per child

Students can win more than once, just not two years in a row.

Sponsored by the Kansas DOT, KTA and other traffic safety organizations.