

**KANSAS GEOLOGICAL SURVEY
OPEN-FILE REPORT 2000-23**

Industrial Mineral Review for Kansas
1999

by

David A. Grisafe

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KANSAS GEOLOGICAL SURVEY
1930 Constant Avenue
University of Kansas
Lawrence, KS 66047

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David A. Grisafe
Geologic Investigations
The Kansas Geological Survey
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Despite the generally strong economy, some decline was noted in the U.S.G.S. preliminary figures for aggregates, particularly construction sand and gravel. Construction sand and gravel declined from 10,800,000 to 9,090,000 metric tons between 1998 and 1999. According to the Kansas Aggregate Producers Association (KAPA), the decline in Kansas is due to three factors:

- 1.) There is a temporary slump in demand due to a "shallow point" or transition between the 1998 and 1999 highway programs. 1998 was the last year in the states previous 8-year comprehensive highway program. It is anticipated that next year will show an increase in construction sand and gravel production as the new 10-year highway program discussed later in the chapter is implemented.
- 2.) KDOT is using more superpave specifications in their mix designs. The sand content is lower in these mixes.
- 3.) The Corps continues to lower the quotas on sand and gravel dredged from the Kansas River.

Crushed stone sold or used by producers declined slightly from 21,800,000 to 21,600,000 metric tons during the same period.

A major acquisition within the state's sand and gravel industry occurred when Holliday Sand & Gravel, located in Overland Park, Johnson County, acquired both Victory Sand Company operating in Topeka and Builders Sand Company operating near the Kansas City area. The Victory name will be retained while the other operations in the DeSoto/Bonner Springs area will adopt the Holliday Sand & Gravel name.

Further major consolidation in the aggregate industry occurred when Shears Construction L.P., located in Hutchinson, Reno County, acquired the operations of Allied, Inc., located in Hays, Ellis County. Allied continued to operate as a separate entity. Late in the year, Shears and Couch Construction (the aggregate portion of Shears) were

acquired by APAC-Kansas, Inc., located in Overland Park, Johnson County.

O'Brien Ready Mix, headquartered in St. Paul, Neosho County, expanded their presence in southeastern Kansas by acquiring Cullor, Inc., located in Fort Scott, Bourbon County. Cullor had provided crushed stone in the area for over 50 years.

Industry Issues and Legislation

The squabble between producers and Dickinson County continued. In 1997, the county attempted to impose a severance tax of \$0.22 per metric ton (\$0.20 per short ton) on stone aggregate produced in the county. In 1998, the Kansas Aggregate Producers (KAPA) and the Kansas Department of Transportation (KDOT) supported a bill that was passed that effectively banned counties from such taxes. Local producers have attempted to meet with the county commissioners in an attempt to find a compromise solution for repairing the haul roads. According to KAPA, the producers have tried several times to meet with county commissioners without success and the producers apparently intended to proceed with the litigation of lawsuits that were filed. Near years end, producers finally met with the county commissioners and apparently resolved the deadlock.

The anticipated return of legislation opposing dredging on the Kansas River, supported by environmental and recreation groups, did not occur. However, dredgers were involved with the 1999 Kansas River Survey. The U.S. Army Corps of Engineers requires all dredgers in the river to complete a survey every two years to retain their dredging permit. The survey is being conducted by Landplan Engineering on behalf of the dredgers. The results will be reviewed by the Corps of Engineers to monitor channel degradation, in part due to the reduced flow in the river as a result of the states reservoirs, used for flood control.

Finally, another threat to the crushed rock operators in Kansas has appeared in the form of county governments opening their own crushed rock operations for commercial purposes. Although there are only four counties at present, other counties could follow suit and have a profound effect on the state's private producers as well as

producers in other states. The question being studied by KAPA is whether it is legal for a governmental body to compete with private industry.

Government Programs

Early in the year, the Governor released his proposed transportation plan that included \$2.4 billion dollars in additional revenue.

According to the Kansas Aggregate Producers Association, the plan could be funded by transferring 10% of existing sales tax receipts to the State Highway Fund while the remaining \$1.8 billion would be generated by long term debt financing (25 year bonds). While this was short of the Transportation-2000 Plan Task Force goal that called for \$1.552 billion a year compared to the governor's plan of \$1.335 billion per year, it would require no tax increase, a feature that appealed to many lawmakers. Others were concerned this would not be a sufficient amount. Still others were concerned about the long term debt.

During the legislative session House and Senate Committees debated and passed somewhat different versions, but on April 30, a compromise version passed both houses and was signed by the governor on May 10. The final version of the Kansas Comprehensive Transportation Plan includes \$12.6 billion over a 10 year period and will be funded by increases in motor fuel taxes, a 15% increase in vehicle registration fees in 2000 with an additional 5% in 2004, 20 year bonds, and general fund transfers.

The Kansas Geological Survey (KGS) updated their Directory of Industrial Mineral Producers using records from KGS and the State Conservation Commission (KGS Open-File Report 99-46). The directory, arranged alphabetically by county, lists the commodity, the name, address, and phone number for each producer as well as the legal description for each mine, pit, or quarry. The directory is also available on the internet at the KGS web site: <http://www.kgs.ukans.edu>. It can be searched by commodity or county. The latitude and longitude are also given for each operation, based on the center point of each lease. The KGS also issued a state map (Map M-63) showing the locations of active industrial mineral mining operations.

A total of 59 open-file reports (OFR) covering a variety of topics were completed and can be accessed at the KGS Library. In addition to the industrial mineral directory, preliminary field geology maps were completed for six quadrangles in Bourbon County (KGS OFR 99-13), as well as a geologic map of the Atchison West and East Quadrangles in Atchison County (KGS OFR 99-38). KGS OFR 99-54 shows both the active and abandoned pit and quarry locations in the Manhattan Quadrangle (scale 1:250,000). The results of testing using ethyl silicate solution to improve the strength and freeze-thaw resistance of the Ravenscroft Sandstone at St. Victor Provincial Petroglyph Park, Saskatchewan, Canada, are given in OFR 99-42. A similar study for strength improvement using sandstone from the Castle Butte petroglyph area, Montana, is given in OFR 99-41. Finally, OFR 99-18 is a field guide for the Kansas Earth Resources Field Project held this year in Southeast Kansas. The report deals with the mining, water, and environmental issues in the area.

The KGS also published a Primer of Industrial Minerals for Kansas (Kansas Geological Survey: Educational Series 13). The 28 page book is written in relatively non-technical language to educate the public as well as the professional.

The KGS continued their multiyear program to remap much of the state. Active mapping was ongoing in Atchison, Bourbon, Cherokee, Coffey, Comanche, Ford, Hamilton, Kearny, Marshall, Neosho, Republic, Sedgwick, and Wilson counties. Field mapping was completed in Bourbon, Cherokee, Coffey, Comanche, Hamilton, Kearny, Neosho, and Wilson counties. Final geological maps were issued for Greenwood (Map M-50), Labette (Map M-48), Leavenworth (Map M-53), Woodson (Map M-52), and Wyandotte (Map M-58) counties.

The Survey also publishes Public Information Circulars that are informative, short publications for the general public at no charge. This year the Survey published PIC-13, titled "Landslides in Kansas". The Survey also released the I-70 brochure that covers the general geology along the east-west interstate across Kansas.