

STORMWATER UPDATE

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CSW Training Upcoming Dates

KSU CIT Program

<http://citksu.com>

September 26-27, 2018

March 18-19, 2019

March 20-21, 2019

May 6-7, 2019

May 7-8, 2019

Kansas Contractors Association

<http://www.kansascontractors.org/>

No Classes Scheduled

**Construction Stormwater
(CSW) Training has replaced
the EIT/EMT courses.
EIT/EMT Certifications
remain valid for two years
from date of certification.**

All completed inspection reports must be submitted to the responsible Area Engineer and the contractor's WPCM within 24 hours of each inspection. The Area Engineer must sign within 3 calendar days and submit to KDOT.stormwaterinspection@ks.gov. Failure to complete and submit inspection reports on time may result in disincentive assessment.

New Blood, Same Vision

Hello. I'm Mervin Lare, the new Stormwater Compliance Engineer for KDOT. I decided a question and answer piece would introduce myself to KDOT quite nicely. If you have any additional questions, please email them to me.

What is your background/How did you get started with KDOT?

I grew up in Phillipsburg, KS and started as summer-help for the sub-area crew. After graduating high school, I went to K-State. While at K-State I interned three times with KDOT, twice in Phillipsburg and once in Wamego. KDOT hired me in July 2009 and I went on rotation for 6 months.

After rotation I knew 2 things: I wanted to be in the field and I needed to be close to Manhattan since my girlfriend was still in college. Junction City and Wamego already had Engineers, so Marion was the next logical choice. I had such an impact on Marion that one of the employees chose to break their leg during a snow storm instead of working with me 😊. While in Marion I worked several different types of projects ranging from the full roadway reconstruction of K-61 in McPherson Co, the double round-a-bout in Marion Co, to the typical bread and butter 1R overlays. Heck Marion is putting together 402's for the next construction season that I helped on 8 years ago.

Then I got the opportunity to work for the Bureau of Local Projects. I covered D3, D6 and parts of D2. BLP gave me a good taste of design requirements, federal regulations, consultants, and working with city and county entities.

What is a fun experience you had while working for KDOT?

When I was an intern I ate some fresh picked corn that was cooked inside a pile of asphalt.

Have you had any scary experiences?

We had just started driving pile when the bolt holding the hammer cap to the hammer sheared off and fell 60 ft and hit one of the construction workers in the head. Luckily, he had on his hard hat, but he was still life flighted off the project. Several weeks passed before he came back to work.

What are your hobbies outside of work?

I'm typically hard to contact during pheasant, quail and deer season. When not hunting I'm hanging out with my son, studying martial arts or remodeling my home.

Do you have any tips for new engineers?

Learn from your technicians. They are training you, and they will make or break a new engineer. Earn your PE. Your PE license will open the floodgates of opportunity in the public and private sectors.

Finally, what is our stormwater mission?

100% compliance with the KDHE Construction Stormwater Permit.



Pollinators in Peril! Part 1

By Melissa Davidson, Roadside Vegetation Manager

Concerns about the decline of wild native pollinators, such as the monarch butterfly, has focused attention on the importance of habitat restoration and management in the conservation of pollinators and the ecosystem services they provide. The value of insect crop pollination is estimated to be up to \$27 billion in the U.S. Roadsides form one of the most extensive networks of linear habitats on earth, and in the United States, roadside right-of-way managed by State DOTs cover 17 million acres. Vegetation on most right-of-way lands is generally managed to prevent the growth of trees and other large woody vegetation, resulting in land that is void of healthy pollinator habitat. Transportation right-of-way presents an incredible opportunity to provide foraging habitat, places to breed, nest and overwinter, and may act as corridors, linking patches of fragmented habitat.

What Can We Do?

Strategies for increasing or improving monarch and pollinator habitat along right-of-way will vary depending on safety concerns and regulations and competing vegetation management objectives in any location.

There are two fundamental approaches to improving the quality of roadside habitat for pollinators:

- Adjusting vegetation management to accommodate pollinator resource needs
Examples: Adjust mowing schedules to allow for native vegetation to set seed; allow milkweed to establish to provide foraging and egg laying habitat for the Monarch butterfly; allow native wildflowers to grow to establish food sources such as pollen and nectar
- Enhancing and restoring native vegetation along roadsides
Examples: Select areas with significant acreage to plant native grasses and wildflowers; all projects requiring seeding will be seeded with native grasses and wildflowers

Value of Native Plants in Roadside Plantings

Establishing native plants on roadsides can help roadside managers achieve management goals such as soil stabilization and preventing storm water runoff. Root systems of native plants help to reduce runoff in the spring and improve infiltration; this helps reduce storm water contamination and replenishes groundwater. Native grasses and shrubs can act as snow fences in the winter, trapping and



preventing snow from blowing across roads. There are multiple benefits of establishing and managing roadside vegetation for monarch and pollinator habitat as well. Monarch butterflies will inevitably cross many miles of roadsides and right-of-way throughout their migratory journeys and managing roadsides for propagation of wildflowers and milkweeds will provide beneficial food and habitat for many species of wildlife that will be crossing the roadsides regardless of the presence of food and habitat. Managing roadsides for monarchs and pollinators also provides ample beautification of roadways, showcasing a region's natural beauty and provide a sense of place, natural heritage, and opportunities for education that could increase community engagement and awareness around monarch and pollinator conservation. The presence of native wildflowers and grasses on roadsides may actually increase highway safety. Research indicates that non-turf roadside vegetation provides aesthetic variety and breaks up monotony and can have a positive effect on human performance and improve highway safety.



Stormwater Update Online

This issue and all past issues of this quarterly bulletin are available online at KDOT's Stormwater website:
<http://www.ksdot.org/burconsmain/Connections/swppp.asp>

Contact Mervin Lare (mervin.lare@ks.gov) for questions, comments or suggestions for future content.