



October 2021

## APWA Chicago Metro Chapter

Volume 53, Issue 3

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### Letter from the Chapter President

[Michael Hall](#), Director of Public Works, Village of Schaumburg



**Michael Hall**  
Chapter President

Greetings everyone! This summer has been a big change from everything we have been accustomed to these past 15 months. We have started gradually meeting in person, we had our Expo and a few of us even attended PWX in St. Louis this year.

We were able to celebrate the 2021 Top Ten Public Works Leader award with Brigitte Berger-Raish, PE and will finally celebrate with Howard Killian for his 2020 award. We hope that you can celebrate with us also.

You can always see what the Chapter and Branches are up to by visiting the Chapter [website](#) or [Facebook](#) page. Don't forget to check your mailbox in December for the printed version of the Chapter newsletter.

### Fox Valley Branch Scholarship Golf Outing

By: [Emma Albers](#), Kimley-Horn



On August 8, the Fox Valley Branch returned to Randall Oaks Golf Club in West Dundee after a year off in 2020. We welcomed over 150 golfers for a full day of fun in the sun, with this year's Hawaiian Luau theme. The day started with breakfast and a helicopter ball drop. There was a three-way tie for best foursome scramble score; at 12 under, congratulations to the teams of Brent Otto, Jeff Wolfram, Bryan Porter, Bryan Monson, Jack Goblet, Larry Rigler, Gary Zichuhr, Kyle Killinger, Greg Sanders, Dan Ruggles, and Adrian Pino.

THANK YOU to all the partici-

pants and sponsors for your generosity. It was a very successful event to continue supporting scholarships for students and public works professionals.

Lastly, we would like to thank Bob Mitchard for his many years of dedication and leadership to the FVB Golf Outing, as he is passing the torch to



FVB Exec Committee thanking Bob Mitchard for his fearless leadership of this event for many years.

Andrea Podraza and Ted Ward. Your wisdom and countless hours of effort will be missed in years to come!



Thank you to all our Sponsors!

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## Chapter Newsletter

Chicago Metro Newsletter is emailed to Chicago Metro members three times per year.

The December issue is mailed.

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## Northern Illinois Food Bank (NIFB) Packing Event

By: [Emma Albers](#), Kimley-Horn

The Fox Valley Branch continues to make serving within its communities a priority. We returned to the Northern Illinois Food Bank on May 25th to pack food. On this particular Thursday evening, the assignment was sweet corn! Our group of 12 volunteers proudly help to bag a total of 214 bags of sweet corn for distribution to families in need.

With the ongoing impacts of COVID-19, NIFB continues to experience higher requests for food than pre-pandemic needs. If you would like to donate or volunteer, please visit <https://solvehungertoday.org/>. There are multiple locations throughout Chicagoland – located in Park City, Joliet, and Geneva – and our neighbors need us now more than ever.



What a good-looking volunteer crew! Attendees (from left to right): Mike and Nadia Schweisthal, Jeff Stanko, Tom Rickert, Charlie Morrison, Jackie Dearborn, Julie Morrison, Todd Wells, Erin Schiber, John Mick, Brian Schiber, and Doug Paulus.

*Look for ways  
to be creative  
by innovating  
even with  
basic tasks.*

## Innovating the Basic

by: [Byron Kutz](#), P.E., M.P.A, is the Assistant Village Engineer at the Village of Oak Park

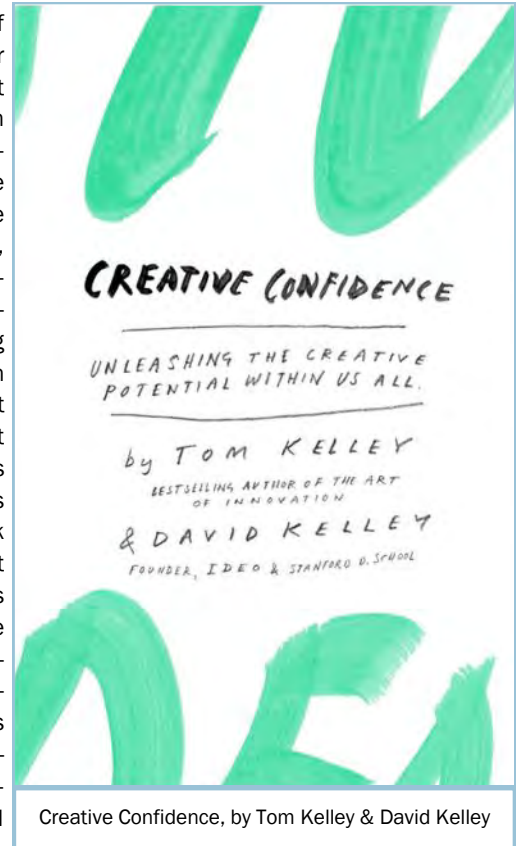
Bosses and supervisors in general often ask for employees to be more creative and ultimately more innovative, but for many people that is hard to define and very subjective. Creativity is the ability to imagine something new while innovation is the ability to implement something new to solve a specific problem. For some people being creative has a very narrow definition and it only involves the arts such as painting or creating music. The authors of *Creative Confidence: Unleashing the Creative Potential Within Us All* - Tom Kelley and David Kelley believe that anyone can be creative and that creative confidence is “the ability to come up with new ideas and the courage to try them out.”

When thinking of the creative types in the world, “if you are like many people, your mind immediately leaps to artistic endeavors like sculpture, drawing, music, or dance.” This brings up a great point being are some people naturally more creative, or innovative than others? Sure, there are most likely some people that are born with the thirst to be creative with every activity that they partake in, or with every decision that they make without really any thought. Tom Kelley and David Kelley stated, “if you want to be more creative, you have to be more natural.” Being creative or innovative is a mindset that one must strive for and nurture throughout their personal life and their professional life. Setting too many rules for your thoughts and ideas can restrict the creative process.

This lack of boundaries for creativity is not as common in an office environment as there necessarily are many policies, rules, regulations, and standard operating procedures. In the workplace, it is important that the employees respect the rules that they work within but not allow these rules to inhibit creative thinking or innovation. Supervisors and bosses need to give employees permission and instill confidence to be

creative and innovative. Being more natural may require breaking down some boundaries of the way we think which admittedly is difficult. Sometimes it just takes a conscious effort and the confidence to embrace change in order to make change for the better, and to move the needle a little bit further than in the past.

As previously mentioned it is important to be natural when being creative or innovative. Intentionality in your approach to be creative or innovative is crucial and being intentional in your process does not make it less natural. Willing to be intentional in your approach is important even though it definitely feels counterintuitive to being creative. Any time a person learns a new process it



Creative Confidence, by Tom Kelley & David Kelley

takes discipline to truly embrace and incorporate into one's life, a mindset to help with this is to 'innovate the basic'. Look for ways to be creative by innovating even with basic tasks. Also important is realizing that creativity and ultimately innovative ideas can emanate from any level with an organization so soliciting ideas bottom to top is crucial. 'Innovating the basic' is a creative approach in which you look for small and even basic innovations. Being consistent with this approach over time will make it part of your normal routine.

Byron Kutz, P.E., M.P.A, is the Superintendent of Engineering at the City of Lake Forest and can be reached at: [kutzb@cityoflakeforest.com](mailto:kutzb@cityoflakeforest.com).





### Chicago to Host PWX 2024

by [Jennifer Hughes](#), Village of Oswego

The American Public Works Association will return to its birthplace as PWX returns to Chicago in 2024. PWX is the premiere conference for public works professionals to learn, explore, and network. It is like the Chicago Metro Chapter's annual Expo, only much bigger in size and on an international scale. It will be held the McCormick Place in **Chicago on August 18-21, 2024**. Chicago has hosted the national meeting of APWA fifteen times since 1896, the most recent being in 2013. We are honored to be a part of this strong history of service to our profession.

Chicago Metro will serve as the host chapter. Our role is to welcome the more than 5,000 public works professionals, consultants, and vendors to our region and show them what makes us the Best

Damn Chapter in the Nation. From the Get Acquainted Party on Sunday night through the Technical Tours on Wednesday, our chapter will work behind the scenes to deliver a memorable experience that showcases the talent of our chapter members. Attendees from 2013 still speak highly of their experience in Chicago including the Get Acquainted Party at Soldier Field featuring the Blues Brothers, Jessie White Tumblers, the Trinity Irish Dancers, and a Taste of Chicago. We hosted the National Board for a reception at the Art Institute and the International and Young Professionals at Buddy Guy's Legends. Our technical tours featured the Big Dig and various transit projects. And of course, we hosted a 5k along the shore of Lake Michigan, a golf outing, and blood drive. A new event for us will be the National Rodeo, based partially on our annual

rodeo. We have even bigger plans for 2024 which we hope to announce soon! Putting all of this together is a huge task that will involve many volunteers. We hope to raise more than \$500,000 to deliver a truly amazing experience for our guests.

We have put together a strong host management committee to plan this event and can still use help. By volunteering only a few hours, you will be a part of a very special event! You will get to network with committed public works professionals. And, most importantly, you will have a lot of fun! The committee is led by Mike Millette ([mmillette@southelgin.com](mailto:mmillette@southelgin.com)) from the City of South Elgin and Jennifer Hughes from the Village of Oswego ([jhughes@oswegoil.org](mailto:jhughes@oswegoil.org)). Please contact one of them to learn more about this special event!






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## Heroes I miss and Why

By: Robert S. Lewis, PE, Retired PW professional

Every day heroes, they do exist. I have had the pleasure of knowing a few and have personally and professionally benefited from their involvement in my life. You can be a hero too. What, you may ask, am I writing about? The dictionary states a hero is a person admired for outstanding achievements, courageous acts or noble qualities. Their attributes are to be looked up to, humble, someone who cares or helps others.

The ancient Greeks and Romans did not have heroes as much as they had Gods and Goddesses (equal opportunity in ancient eyes) and they were worshipped albeit mythical for alleged deeds, but also for their attributes. My most inspiring Greek legend is the Goddess Athena. Athena was the Goddess of many things like war and wisdom but also the patroness and protector of the city of Athens. She was slow to anger, fought only when necessary and applied wisdom before other attributes. I always thought that we Public Works employees are Athena like. We are tasked with protecting cities as our duty, applying accumulated knowledge (wisdom) and listening to the citizens (complaints and all) without anger and serving to the best of our abilities for the greater good of our city. Perhaps modern day heroes.

While sacrificing your life to save another is truly a heroic deed, it can also be a person who motivates others facing a difficult situation. Someone who thinks about how they can take action to help others.

Certainly there is no need to have superpowers to help or motivate others, to give guidance and direction, to inspire and encourage. With this definition there are many modern day heroes in everyday life. Do you know of someone who helped others face difficulty with heads held high and sacrifice time and effort for someone to achieve the seemingly unachievable?


*One of my  
personal  
heroes was my  
Aunt. A mother  
of five, full  
time  
educator...*

One of my personal heroes was my Aunt. A mother of five, full time educator, principal and opera singer. An accomplished individual but always helping, encouraging, departing wisdom and inspiring others. I remember my junior year in engineering school facing a class load that included thermodynamics, differential equations and fluid mechanics, a daunting educational experience. During a holiday break I discussed with her other professions that I could chase that were less difficult and achievable. She listened, then stated why I should not give up my pursuit. Reflecting on the many things I did while growing up she indicated how suited I was to be an engineer. She never doubted my ability, no matter how hard it was. I was inspired to finish.

One of my professional heroes

(a Public Works Director) encouraged me to become more engaged earlier in my career. Help your staff and enable them to achieve more, join a service organization that allows you to serve others, participate, lead, become more to others and make a difference for others. These were constant themes that stretched my abilities. He told me that in service to the public much of what you do will not be recognized, but your effect on others will be multiplied many times over. Pay it forward by encouraging others.

Truly impediments exist to becoming inspirational and heroic. Negative employees who don't care, employers who won't enable or encourage, rules and regulations that hinder, delay and obfuscate progress can be daily hurdles that we face. Let us be more heroic, willing by our actions and deeds to help others achieve what they can. Those of us in Public Works are like Athena in a way; protectors of our city and towns infrastructure. We do things that others can't or are unwilling to do. We take criticism and hold our heads high. We have the wisdom and knowledge to do better each day. Remember those that assisted you and pay it forward by helping others.

I am what I am, but without help, encouragement and inspiration I would not have achieved as much as I have both as a Public Works employee and a consultant. Those attributes of modern day heroism are there to be discovered and applied. Who are you? Can you be a modern day hero? 

*The purpose of the Fee was to provide revenue to the stormwater management system*

## Stormwater Plan Implementation

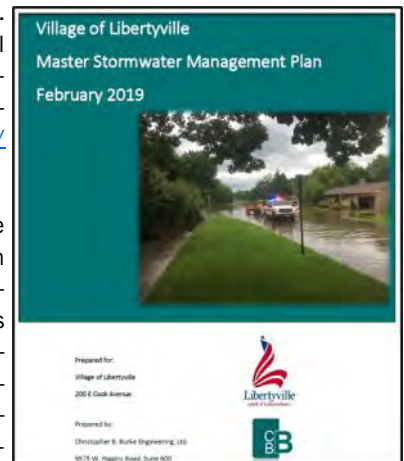
By: Jeff Cooper, Village Engineer, Village of Libertyville

The Village of Libertyville has a long-standing history with stormwater. While the Des Plaines River and adjacent floodplains run through the east end of town, the majority of the Village's stormwater issues have predominantly occurred upstream of these areas. The cause, which is common to municipalities with similar histories, is that these areas were developed many years ago prior to modern stormwater management practices. The resulting condition is that several localized areas have insufficient infrastructure to serve the needs of the surrounding areas.

In 2017, Libertyville solicited the services of Christopher B. Burke Engineering, Ltd. to prepare a Village-wide Master Stormwater Management Plan. The Master Plan was focused on areas prone to structure flooding, and ultimately identified ten (10) separate project areas. Each area was subsequently studied, and conceptual designs and cost estimates were provided to demonstrate reductions in flooding impacts for the various locations. The end result was a list of projects with a total estimated cost in excess of \$45 million. The Master Plan can be found on the Village website (<http://www.libertyville.com/873/Master-Stormwater-Plan-Flood-Reduction-P>).


The obvious next challenge was to identify a funding source for the projects. Staff contracted with NewGen Strategies and Solutions to analyze the feasibility and ideal structure for a Stormwater Utility Fee. The purpose of the Fee was to provide revenue to the stormwater management system as a utility across the entire Village, and it was to be directly related to the impervious coverage of each property. Upon the conclusion of much deliberation and several meetings with the Village Board and the general public, a Fee was officially adopted in March of 2021. The Village opted to delay the implementation of the Fee until September of 2021 to allow property owners time to adjust internal billing schedules. Additional information regarding the structure of the Fee can also be found on the Village website (<http://www.libertyville.com/1006/Stormwater-Utility-Fee>).

With conceptual plans and funding sources now in place, the Public Works Department is tasked with putting the Master Plan into action. A tentative schedule was determined for the 10 projects areas over a 15-year period, with consideration towards construction seasons being aligned with design phases of upcoming projects in an effort to streamline the overall implementation. The schedule emphasized urgency on areas with the greatest number of impacted structures while also considering budgetary constraints to align with the revenue stream created by the Fee.



Village Engineer Cooper within an 84" Storm Pipe Along Rockland Road

The first project, referred to as the 'Rockland Road Area', was to be constructed in 2 phases. The first phase was completed in 2020, which included the installation of an 84" diameter storm sewer replacing an old 48" sewer as the discharge for the area to the Des Plaines River. The entire Rockland area is ultimately tributary to this outfall, which will now allow for the remaining phase to proceed with adequate capacity. Design services and construction oversight were provided by Civiltech Engineering, Inc., and the project was subsequently awarded the APWA Lake Branch Project of the Year for transportation projects between \$5 million and \$25 million. The remaining phase is tentatively scheduled for the summer of 2022.

As the Village continues to coordinate and gear up for construction of the next phase of the Rockland Road project, it is also working with consultants on the preparation of design and contract documents for the next project on the list. And the Public Works Department intends to maintain this overlapping approach for the next decade and a half. The goal is to get these projects in the ground at the greatest reasonable pace, with the end game being positive impacts on residents' lives and homes. 

## Innovative Roundabout Design in the Village of Northfield

by [Jarrod Cebulski](#), Transportation Manager/Director of Delivery—Patrick Engineering

The Village of Northfield is a vibrant community nestled in the heart of Chicago's North Shore that has preserved its quaint semi-rural character. Northfield also enjoys a well-developed transportation network and is actively planning for the future of safe mobility within the Village. One major step in this direction is the improvement of the Happ Road corridor. Happ Road is a major north-south collector roadway that extends from Glenview to Highland Park, however, the section between Winnetka Road and Willow Road is not meeting the needs of the Village nor the region for the 9,000 vehicles that travel the route every day (MUCH more when there are issues on the parallel Edens Expressway). In conjunction with the Cook County Department of Transportation and Highways (CCDOTH), the Village completed a Phase I Study for these improvements this past March and has secured federal funds to advance the project into final design. The project will include many components such as:

- ◆ Converting the two-lane undivided roadway to a three-lane cross-section to provide space for left turns
- ◆ Replacing the roadway shoulders with curb & gutter to eliminate the roadside ditches and improve drainage
- ◆ Adding a continuous shared-use path along the west side of the roadway
- ◆ Upgrading the traffic signal and improving the lane



Happ Road at Orchard Lane Existing Conditions

alignment at the Winnetka Road intersection

- ◆ Adding an enhanced high-visibility mid-block pedestrian

an crossing with a raised median to connect Happ Road Park on the west with residential areas to the east

(Continued on page 9)



## APWA Illinois Roads Scholar Program Celebrates Year 4!

By: [Steve Ludwig](#)—Ludwig Speaks LLC

The APWA Illinois Roads Scholar Program held its fourth annual week in Effingham, Illinois on August 23-27, 2021. The amazing group of teammates experienced the following sessions: Choice Theory, Live Line Electrical Safety, Trenching and Shoring, GIS and Asset Management Systems, Snow and Ice Control Techniques and Procedures, Traffic Incident Management, Train the Trainer, Small Tool Safety, and Team Membership. This year we graduated our second class of three-year attendees. Additionally, the networking time during the week continues to be invaluable in showing our teammates that there are better ways to do things, and people who have the same challenges as we do.

If it sounds like an amazing week to you as well, please support our program by signing



*Live Line Electrical Safety Demonstration*

up, or signing up your next great teammate. One of this year's attendees was quoted as saying, "This was awesome! I was looking forward to this and it was everything I expected and more! Looking forward to the ne next 2 years!"

Our next session is May 9-13, 2022. Registration will be up on the site within the next few weeks. The Illinois Roads

Scholar Program is designed for front line road right of way teammates. It is a three-year program comprising of one week per year. After attending all three years of sessions, teammates are designated as APWA Illinois Roads Scholars. Join us in 2022, and allow us the honor of engaging, educating, and forming your next great teammate!

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*Innovative Roundabout (Cont'd from page 7)*

The above improvements comprise a very beneficial project in and of themselves, however, the pièce de résistance of the Happ Road project is the proposed roundabout at Orchard Lane. The current intersection of Happ Road at Orchard Lane has several issues (see exhibit to right). The intersection is two-way stop-controlled, with no traffic control for vehicles traveling along Happ, and therefore it is very difficult for pedestrian crossings from parking areas to the west to the Village Center on the east. It is also difficult for motorists on Orchard Lane to negotiate traffic gaps to cross or turn onto Happ Road. Large pavement areas make it confusing for turning movements. Lastly, Walnut Street intersects Orchard Lane immediately east of Happ, further causing driver confusion resulting in unexpected and unsafe crossing movements by motorists. Since the Orchard Lane intersection is only about 400' south of the major Happ Road at Willow Road intersection to the north, improvement options were limited. A traffic signal or four-way stop controlled intersection were not viable alternatives.

It was determined that a roundabout would be the preferred improvement alternative to address these needs (see exhibit to right). Several roundabout alternatives were evaluated for this unique situation, and it was ultimately decided that a five-leg oval roundabout configuration could handle all movements in a highly controlled and traffic-calmed manner, providing a

much-improved and safer pedestrian and bicycling environment. The oval shape was required to adequately accommodate all five legs with sufficient separation for turning movements. A traffic simulation model was developed to assess how the roundabout would function with the nearby Willow Road intersection in such close proximity. This model was reviewed by IDOT and resulted in the need to expand the south leg of Happ at Willow from one through lane to two, which also required a traffic noise study be prepared for the entire project area. Design variances were processed to minimize further expansion and impacts to the other intersection legs at Willow, and the project geometrics received full approval and endorsement by IDOT.



Happ Road at Orchard Lane Proposed Conditions

and achieve consensus on the proposed improvements. Two Public Meetings were also held to engage the community, receive their comments, and begin the public education process that is necessary when introducing a roundabout into an area that is not accustomed to them. In fact, while this will not be the first roundabout that CCDOTH has built, it will be the first roundabout to remain on the CCDOTH system. This innovative infrastructure project will also lay the framework for aesthetic features and place-making that will enhance the Village's Downtown Center and improve the quality of life for those who live, work, and recreate in this quaint corner of Chicagoland called Northfield. If you'd like more information, please visit the project website at:

[www.HappRoad.com](http://www.HappRoad.com)

## The Village of Northfield

The Phase I process for the Happ Corridor included a series of Steering Committee meetings with key stakeholders of the project, to develop



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## Creating Digital Infrastructure Through Innovation

by [Jeff Siegel](#), GISP, Vice President & [John Benda](#), Senior Project Manager, HNTB

Across the nation, leaders of transportation agencies face challenges that have a very familiar ring, such as funding constraints, deteriorating infrastructure and transit service gaps. Compounding certain issues is the COVID-19 pandemic, which has compelled agencies to tap into new wells of creativity to keep their systems running safely and efficiently.

Emerging in parallel with these challenges, however, is an opportunity. The opportunity of digital transformation, which in the transportation context means combining traditional steel and concrete systems with data-dependent technology to both resolve many current mobility issues and anticipate and address future challenges as well.

You may be familiar with these cited benefits of digital transformation and integration of emerging technologies:

- Increasing capacity on highways without building new lanes
- Improve Safety by reducing traffic crashes and highway/ roadway congestion
- Preparing for the coming wave of connected and autonomous vehicles
- Integrating vehicles, transit, micro transit, rideshare and other modes more seamlessly
- Improving mobility options to more neighborhoods and more people
- Giving travelers better tools

to access information, make decisions and pay for services

- Equipping transportation managers to fine-tune their systems for optimal efficiency

Any agency would embrace such benefits, but it's not quite so simple. Every city and region is unique, so their pursuit of digital transformation ranges significantly when you get down to the details. As noted above, many other priorities compete for agencies' attention and they may have major gaps in their technology capabilities and access to data science expertise.

However, regardless of a particular agency's starting point, we all recognize that the future of transportation will demand a more balanced approach to infrastructure, in which the physical and digital dimensions merge into one, unified solution. Embracing innovation is key to digital infrastructure delivery as new processes, technology and skills become critical to success.

What are a few key challenges that transportation agencies are struggling to overcome that can be solved with digital innovation? The need to do more with less. Plus, enhanced expectations of transparency and equity require a higher level of stakeholder coordination, information sharing and faster, more objective decision-making. Currently, there also is the need for enhanced knowledge capture and workforce development platforms due to the rising

level of expertise leaving organizations as employees retire.

Is there a particular DOT or agency that represents a successful technology implementation?

To be more responsive to their stakeholders and to provide efficiencies to a very limited public information staff team, Iowa DOT developed the Public Involvement Management Application (PIMA) to help them manage the full process



PIMA- Adopting a Virtual Platform

of public engagement on its projects, including meeting registration, project comments, location mapping and favorability.

All of the input, which stakeholders and the general public enter electronically on mobile devices or provided tablets, is stored in the application so that Iowa DOT can look at analytics and trends, as they perform federal reporting, develop infrastructure improvement projects and determine project priorities. Across all demographics and in urban and rural settings, they experienced high adoption of PIMA because people feel like they're part of the conversation – so much that a consortium of State DOTs was formed

(Continued on page 24)



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WATER



WASTEWATER



WATER RESOURCES



CONSTRUCTION



TRANSPORTATION



SPATIAL  
TECHNOLOGY

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Official City of Naperville logo  
with transparent background

## Innovation: Developing an Adopt A Drain Program

by: [Tim Gustafson](#), AICP, Associate Vice President, Epstein

Getting to and around Lake Calumet could get easier, thanks to a proposed trail that would connect to existing and planned facilities within Illinois and Indiana.

The Naperville Public Works Department has long identified clogged storm drains as one of the major causes of roadway flooding in the city. In addition to drainage improvement projects, the City came up with a resourceful volunteer program to help reduce the chances of localized flooding after a storm, water pollution and drain maintenance costs, which are approximately \$1.1 million per year.



The official Naperville Adopt A  
Drain program logo

In October 2018, the City of Naperville implemented the Adopt A Drain volunteer program in which citizens “adopt” a drain near their home or business and commit to keeping it free of debris to maintain a safe and clean environment in Naperville.

Since the start of the program, over 600 residents have adopted about 800 drains throughout Naperville. These residents, known as Drain Defenders, have committed to inspect the drain and the area around it, remove leaves and other debris from both the

**ADOPT A DRAIN**  
#DRAINDEFENDER

**DRAIN DEFENDERS WANTED!**

Adopting a drain is one of the many ways you can keep Naperville clean and prevent flooding in your neighborhood streets.

- 1. Find It**  
Use our interactive map to search for a drain near you.
- 2. Claim It**  
Use our registration form to claim and name your drain.
- 3. Clean It**  
Clean your drain routinely and before inclement weather.
- 4. Refer A Friend**  
Sign up for a referral code, invite friends and get rewarded!

Visit [www.naperville.il.us/adoptadrain](http://www.naperville.il.us/adoptadrain)  
to find your drain and learn more about the Refer A Friend program!

The City shares promotional materials for the program to encourage participation and drain adoptions. This volunteer flyer is shared with school groups, brought to City events and was attached to trees sold at the City's annual Arbor Day Tree Sale

drain grate and the surrounding area, and to dispose of any leaves and debris in the appropriate waste receptacle before a predicted storm and an additional four times a year.



Clogged storm drains prevent water from flowing and draining properly, increasing the chances of ponding water and flooding in neighborhood streets

To engage participants, the City issues email alerts to encourage participants to clean their drains in advance of heavy rainfall and fast-melting

snow events. Other engagement tactics include a quarterly newsletter with updates about the program and season-specific tips for clearing drains, social media posts reminding residents to keep drains clear and most recently, the Refer A Friend program in which current participants can sign up for a unique referral code to share with other Naperville residents.

Drain Defenders are encouraged to use the Adopt A Drain application (map) to submit a photo of their drain, report an issue with their drain and report the storm drain as having been cleaned. Participation in the program also has its perks. Photo submissions and cleaning reports are tracked and

(Continued on page 24)

*Lake Branch  
Golf Outing  
on July 16th  
at the  
Arboretum  
Club in  
Buffalo  
Grove.*

## 2021 Lake Branch Golf Outing

by: [Marie Hansen](#), Director of Development Services, Village of Barrington

The Lake Branch was so excited to return to GOLF this summer! The Branch welcomed 110 golfers to The Arboretum Club in Buffalo Grove on Friday, July 16th. Golfers arrived to a temperate, misty and cloudy morning – a perfect respite from the summer heat and the need for sunscreen!

The Lake Branch Golf Committee is co-chaired by Steve Cieslica (Trotter and Associates) and Bryan Beitzel (Buffalo Grove) and comprised of Erin Pande (ERA), Kealan Noonan (Fox Lake), Meghan Michel (J. Condon and Associ-

ates), Mike Skibbe (Buffalo Grove), Nick Leach (Gurnee), Peter Reinhofer (V3), and Wally Dittrich (Lincolnshire).

The Committee did an excellent job securing sponsorships from all of our favorite consultants, coordinating shiny new sponsorship and informational signage throughout the course (Many thanks to Buffalo Grove Public Works Department!) and smoothly running the best damn event of the summer!



Thanks to the golf outing sponsors!

The Branch estimates raising over \$15,000 for scholarships at this event!! Thank you to all who attended, we are already looking forward to getting back on the course again next year!!



## Longmeadow Parkway Tour

by: [Emma Albers](#), Kimley-Horn

The Fox Valley Branch Education Committee organized a walking tour of the Longmeadow Parkway Project, including the new Fox River Bridge crossing. Presentations were made by Kane County Division of Transportation staff, including Carl Schoedel, who discussed the 30 years of project development, Dave Boesch reviewed construction challenges and highlights, and Steve Coffinbarger discussed becoming a toll agency and the remaining steps for the project. Eric Rose from Thomas Engineering presented about the design and construction of the Fox River Bridget crossing.

The event included lunch and 2 PDHs for the 61 participants. As you'll see in the photos, the weather was threatening but the rain held out for the entirety of the tour. Thank you to Scott Marquardt, from HR Green, and the rest of the

Education Committee for organizing this event – it was enjoyed immensely!



Attendees looking at the new construction and hoping those clouds move on.



Scott Marquardt (in the coral shirt) organized this well-attended event.



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## First Time Exhibitor CE Rentals Declares Expo a Win... Despite Mother Nature's Mischief

by: [David Gordon](#), Contractors Equipment Rentals, Inc.

Day 1 of the 2021 APWA Chicago Metro Expo had been about as good as it gets for show exhibitors, according to the team at Contractors Equipment Rentals, a first-time APWA exhibitor. But later that night, a storm of unexpected wind force swept through the grounds at the Odeum event center, about 15 miles west of the Windy City.

Attempting to prevent any mayhem to their booth, the guys from CE Rentals had tied down their outdoor signage to a Bomag roller and an ASV compact track loader – beefy equipment they were ready to show attendees the following day.

They couldn't believe their eyes the next morning when they returned to the exhibit lot to find their signage and stanchion posts had been blown about 30 feet away.

Nevertheless, CE Rentals pulled their booth back into shape well before the arrival of public works pros who came out in full force July 28 and 29. And the Elmhurst-based equipment rental company, which also sells and services used and new equipment, couldn't be happier with the outcome.

"It's all in a day's work for us," said CE Rentals Owner Robert Sloan. "In our fast-paced business we deal with surprises every day – we react on the fly, we hustle and make things right no matter the circumstance to make sure our public works customers get what they need so they get their work done. There's no way a little wind could stop us from



Despite some wind damage on Wednesday night, as well as two days out in the July heat, CE Rentals team was "very pleased with" the great traffic and solid connections made during APWA Chicago Metro Expo. Pictured left to right: AquaPatch National Sales Director Marion Watson, CE Rentals Store Manager Rich Swan, Inside Sales Rep Tom Sloan, and AquaPatch Sales Rep Dave Gordon.

having a great show and meeting lots of new prospects."

One product CE Rentals introduced attendees to is AquaPatch, a pothole solution that enables public works departments all over Chicagoland to send one employee with one truck and one bag of the water-activated AquaPatch mix to repair a pothole in less than 10 minutes – guaranteed for three years.

AquaPatch National Sales Director Marion Watson was a seminar presenter on the APWA educational line-up, and despite being scheduled in the afternoon Thursday, the session attracted about two dozen participants. Watson demonstrated how fast and effective AquaPatch is – and between the session and the

exhibit, CE Rentals gleaned several new municipal contacts they don't currently do business with.

"Even though it was a really hot couple of days, we were very pleased with the traffic we experienced at our outdoor booth," said CE Rentals Sales Rep Dave Gordon, who works to keep Illinois public works managers well stocked with AquaPatch, especially during winter months. "The show producers from R&B Productions were super helpful. This show is well worth attending and exhibiting at – and we're excited to build on our success at next year's event."

[David Gordon](#)

708-269-3499



CE Rentals in Elmhurst offered a Free Lunch Raffle at their APWA Chicago Metro Expo – and Hanover Park's Public Works crew were the lucky recipients of a \$250 gift card to Chicago's famous hotdog chain, Portello's.



*Public Works  
crews spent  
a few  
months  
lowering the  
basement  
floor 2 ½',  
utilizing  
shovels and  
buckets*

## Des Plaines Theater Renovation

by: [Tom Bueser](#), Superintendent of General Services—Village of Des Plaines

When the Des Plaines City Council made the decision to purchase and renovate the 96-year-old Des Plaines Theatre, the Public Works and Engineering Department knew they had their work cut out for them.

The theatre has a long, winding history...

**1920s:** Opened as a vaudeville/movie house designed by noted architects Betts & Holcomb in the Spanish Baroque style, including terra cotta accents, detailed masonry and other distinctive elements reflective of this classic time period. During this time, the suburban Chicago Polka Brothers circuit of Maywood used the theatre as its flagship location.



Exterior 1935

**1930s – 1970s:** The theatre got a refreshed look when H&E Balaban—affiliated with Chicago's movie palace giant Balaban & Katz—took over and remodeled the building to the popular art deco style seen in other popular Chicago theatres at that time. The Theatre evolved many times over these years operating as a cinema.

**1980s – 1990s:** In 1982, the Theatre suffered a fire and the

owners rebuilt to create a modern two-screen theatre. Ownership passed hands several times during this time. Everyday visitors would not recognize the history and uniqueness of the theatre's architectural features as they were covered and hidden from view. Owners from India also operated a cinema showing Bollywood films.

**2000s - 2021:** Renovations commenced to restore the building back to support live entertainment. It reopened in 2011 but in 2014, the City revoked the building's occupancy permit as many building code violations remained outstanding. The theatre then sat vacant until 2018.

The Des Plaines City Council recognized that the Theatre presented an extraordinary opportunity to be a catalyst for downtown revitalization. Its location on a busy street in the heart of downtown and across the street from the Metra train station already supported ample parking and strong pedestrian and vehicle traffic.

In partnership with River's Casino, the City purchased this asset with the goal of restoring it and bringing it (back) to life. The City issued an RFP to enter into an agreement with a qualified entertainment operator, selecting Onesti Entertainment, which owned other theatres in Chicago suburbs.

The multi-year renovation project began in full force with the Des Plaines Public Works Department serving as General Contractor and managing every step of the way, engaging

architects, structural engineers and mechanical engineers to assist.



West side auditorium doorways to Lee Street

During the demolition, the City was able to save most of the original terra cotta both inside and out. The first phase consisted of weatherproofing the building and replacing the main auditorium HVAC. The City replaced or rehabilitated all three roof elevations. Skilled masonry workers performed extensive repairs, including replacement of all lintel openings due to years of water infiltration. Crews removed the old boiler and chiller systems and installed two roof top units with associated ductwork. The City replaced the entire marquis as the old marquis was not restorable (but did its best to replicate the memorable presentation of the original sign).

Phase 2, interior renovation, was a little more complicated. The new operator wanted to maximize as much space as possible. In order to accomplish this, it was decided that the best place for the kitchen was in the basement. Unfortunately, the basement only had an average ceiling height of 6'7". To address this issue,

(Continued on page 17)



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Christopher B. Burke Engineering, Ltd.

*Des Plaines Theater (Cont'd from page 15)*

Public Works crews spent a few months lowering the basement floor 2 ½', utilizing shovels and buckets since the space did not allow for any machinery. The crews poured an interior modified haunch foundation, installed plumbing lines/ejector and sump pits, elevator pit/shaft and new floor. The City installed a new passenger elevator and a dumbwaiter system for the basement kitchen. Once the basement work was completed, Public Works and contractual crews began the installation of new interior structural steel, first and second floor framing, plumbing, electrical, HVAC, and fire alarm/suppression improvements.



Basement Plumbing for Bathrooms

Through collaboration and assistance from various trade professionals, the Theatre is now completely renovated and includes:

- New 6" water service
- New sewer service
- Electrical service upgrades in both storefront and auditorium
- Installation of mezzanine seating in auditorium
- New storefront glazing and



Basement Plumbing & 1st Floor Steel Joists



Exterior—Winter 2019



Basement Pits & Underpinning



2nd Floor Charcuterie Area & Dumbwaiter

doors

- New auditorium seating
- New epoxy, terrazzo, hardwood, and tile flooring
- New second floor and basement public restrooms
- Wall and ceiling finishes in auditorium, restrooms, and kitchen

The Des Plaines Public Works Team is very proud to see this project come to completion.

The Theatre is expected to open in fall 2021. Learn more: [www.desplainestheatre.com](http://www.desplainestheatre.com).

Contact – Tom Bueser, Superintendent of General Services

[tbueser@desplaines.org](mailto:tbueser@desplaines.org), 847-391-5464

## Suburban Branch 2021 Spring Update

By: [Ted Sianis](#), Village of Buffalo Grove



The APWA Suburban Branch held their annual Construction Site Tour and Intern Send-Off on August 5th at the Village of Wilmette's Central Avenue Reconstruction project. The project includes streetscaping throughout downtown Wilmette as well as roadway reconstruction in a residential area. Approximately 20 people braved the heat and attended the event this year. Brigitte Berger-Raish (Director of Public Works & Engineering) and Dan Manis (Village Engineer) did a wonderful job presenting the project process,



Brigitte Berger-Raish, PE, discussing the Central Avenue Project



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Dan Manis, PE, sharing lessons learned from the Central Avenue Project

goals, lessons learned, and walking us around the site. Project consultants were also present to relay their experience with the project including the current construction progress. After the tour ended, the group headed over to the Erikson Woods Cook County Forest Preserve shelter, where we hosted and sent off our summer interns with a small party. The Suburban Branch would like to thank the Village of Wilmette for hosting the event and all who attended for making this event a success! We hope you will consider joining our Construction Site Tour and Summer Intern Sendoff Party next year! 📍

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## Chicago Metro Expo and ROADeo 2021

By: Catherine Case, Civil & Environmental Consultants, Inc.

We did it! The 2021 Expo and ROADeo conference is in the books and what an exciting two-day event! Two days filled with vendors, ROADeo competitions, education sessions, networking, and so much more.

We had many “firsts” at this conference. We introduced the use of an event app, Whova, replacing the paper booklet, and adding more ways to interact with attendees and vendors, make a personalized schedule, review education sessions, share photos, and message other attendees, to name a few. Another first – having outdoor booth space around the ROADeo events. It was hot, it was windy, but we held on and anchored down – and incorporated water stations at multiple locations.

There were 16 education sessions over the 2-day event. Presentation topics included stormwater management, infiltration system design, biofleet management, GIS mapping, underground utilities and more. The daily door prize give-away was a success as well and Thursday afternoon, the ROADeo announced the competition winners and presented awards.

The Covid-19 pandemic is ever-changing in-person events for everyone. Successfully hosting the conference in-person was a goal of the Chapter and the committee for 2021 and we are thankful to have been able to reach that goal.


It takes a cohesive team to



*Much to our delight, PW Paws made an appearance at Expo this year! Caught him trying to take a traffic cone as a souvenir!*

put together such an extensive show and we were excited to have a vibrant committee this year. There are many sub-

committees that work hard to put on the conference, and we thank everyone who has volunteered to help out! If you would like more information on how you can become a part of this awesome team, please contact [ex-po@apwachicago.net](mailto:ex-po@apwachicago.net), to request more information!

On behalf of the APWA Chicago Metro Chapter and Expo Committee, we'd like to thank the executive committee, the branches, our exhibitors and sponsors, our volunteers and all of you, the APWA members and attendees, for contributing to the success of Expo 2021. You are truly our greatest asset and we could not accomplish what we do without your participation and support. See you in 2022! 



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### My 2019 PWX Experience — PWX Seattle 2019

by [Jorge Cruz](#), Assistant Village Engineer, Village of Wilmette

A PWA PWX Scholarship recipients were required to submit an article describing their PWX experience. The following is one of these articles...

PWX is more than just a conference. It is a way to see new technologies, meet new vendors, attend educational sessions, explore a new city and meet new friends. The get acquainted party is presented by the local chapter of the host city and is intended to give visitors a unique experience. The party was held at MoPOP (the Museum of Pop Culture) in the Seattle Center just steps from the iconic Space Needle. It was fun to see some of the exhibits such as "Scared to Death: The Thrill of Horror Film" and "Nirvana: Taking Punk to the Mases". It was fun seeing and reading up on many props, costumes and

original items that were on display and brought back memories from pop culture we grew up with. It was also fun to learn that some fellow APWA members were so much into Nirvana and we were able to see the actual sweater worn by Kurt Cobain in New York City on November 18, 1993 when his band filmed an episode of "MTV Unplugged."

The biggest impact was listening to Rex Hohlbein, founder and creative director of Facing Homelessness. Living in Chicago we see many homeless people on a daily basis. You see them and you ask yourself what caused them to live in the street. Should I approach them, help them, is it OK to talk to them? Rex's story was inspiring. After passing homeless individuals on his way to work for quite some time, he

decided to stop and just talk to them. That one simple gesture changed his life and the life of many others.

Many of the homeless in Seattle have gone there to escape abuse, find a new job or many other situations that most of us cannot begin to imagine. He spoke of a young couple that lived in their car. The guy came from a family with similar conditions and wanted to get out of that rut. They didn't have money and recently had received a violation on their car which they could not pay, Rex spoke with him and found out that the guy wanted to become a fireman. Rex also helped with the citation after hearing his story. Rex asked if

(Continued on page 33)



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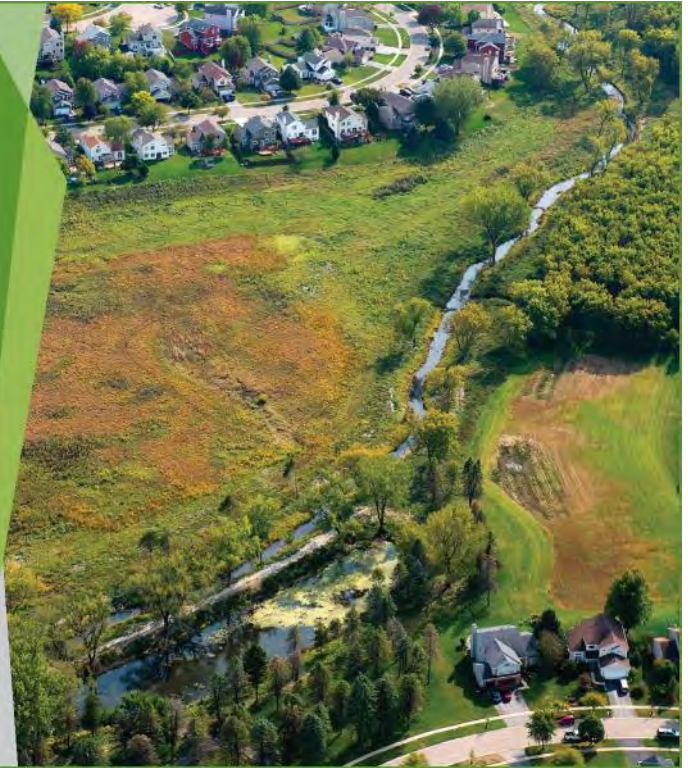


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*Creating a Digital Infrastructure  
(Continued from page 10)*

for sharing aspects of this platform with other partner agencies like Massachusetts DOT, Kansas DOT, Maine DOT and others.

How can organizations implement new technology with limited funding? There are some innovative approaches to how you resource and fund digital transformation projects, including grant and shared-funding opportunities. The U.S. Department of Transportation offers advanced technology grants, mostly around ITS and mobility, but they've also funded projects like Smart Columbus to help turn the City of Columbus into a Smart City prototype for the country. A lot of other agencies, especially tollways and turnpikes, have flexibility within capital projects to fund

startup initiatives. And because most technology implementations result in improved efficiencies and cost savings, there can be a way to shift the operating budget to fund technology-related initiatives while also reaping more savings in the future.

What technology trend will have the biggest future impact on the transportation industry? Well governed and managed modern enterprise data architectures and ongoing Cloud platform advancements make it easier for transportation agencies to leverage into significant operational gains. A great example of this is very forward-thinking active demand management program being led by TxDOT that is launching mobility-as-a-service platform using an operational data exchange of all real-time travel information in the Houston region.

Transportation leaders face increasing pressure to deliver objective decision-making and to meet higher expectations for transparency and equity – and all amid limited resources. Digital innovation is important for driving technology-based solutions that can help overcome these challenges and deliver more efficiency and data-driven decision-making. 

Contact info:

Jeff Siegel, GISP, Vice President and HNTB Fellow, Technology Solutions Center, HNTB Corporation,

jsiegel@hntb.com

Tel (312) 930-9119

John Benda, Sr. Project Manager and HNTB Associate Fellow, jbenda@hntb.com

Tel (312) 798-0247

*Adopt a Drain Program (Cont'd from  
page 12)*



The City issues alerts via email to participants and on the City's Facebook and Twitter accounts before significant weather events to encourage participants and residents to clear drains before inclement weather begins

often used for random prize drawings. The first 100 residents who signed up for the program received a free reflective vest, rake and gloves to

perform cleaning duties, and participants are often invited to participate in scavenger hunt activities that encourage cleaning and taking photos of their drains for prizes. Likewise, Drain Defenders who submit photos, refer a friend or use a referral code during sign-up are eligible to win prizes such as a Drain Defender t-shirt, yard waste stickers and bags and gift cards.

Prizes aren't the only reason to sign-up for the program! Adopting is a great opportunity for residents and business owners to take leadership in the neighborhood and community and a great way for volunteer groups to get involved in community service. The program also helps keep leaves, grass clippings, trash and other debris from flowing

into local rivers, protecting surrounding waterways and wildlife.

With the help of residents, the City has seen noticeably less street flooding and ponding water throughout the City after major weather events. To learn more about the program, visit:

[www.naperville.il.us/adoptadrain](http://www.naperville.il.us/adoptadrain) 



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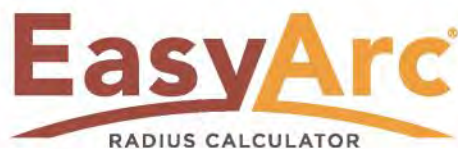
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### Chicago Metro Chapter—2021 Project Excellence Award

by [Dan Strahan](#)—Gewalt Hamilton Associates, Inc., [Darren Monico](#)—Village of Buffalo Grove

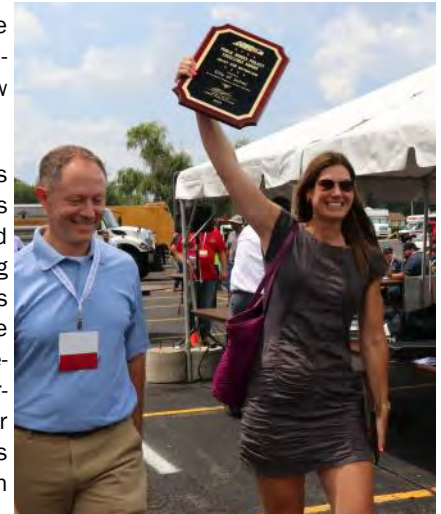
The Chapter Awards program recognizes outstanding projects, individuals, groups, and organizations representing the best in the public works profession. For the second year in a row, we were not able to host the annual March awards lunch in Addison. However, the Chapter Award recipients were recognized at a special outdoor ceremony during the Chapter Expo on July 29th.

The awards presentation culminated with the announcement of the Project Excellence Award. This award selects the overall Project of the Year among all the award submittals that best defines excellence and the advancement of the public works profession. The Project Excellence Award is selected by a confidential vote of the Awards Committee members and is announced at the conclusion of the program. And the winner of the 2021 Project Excellence Award is.....

(drumroll please)....the City of Joliet for the Combined Sewer Overflow Mitigation project!

The City of Joliet's eastside sewer system is primarily a combined sewer system spanning both sides of the Des Plaines River. Since 1985, the City has reduced its number of permitted Combined Sewer Overflow (CSO) outfalls from 32 to 8 through successful basin separation efforts. The City's National Pollutant Discharge Elimination System

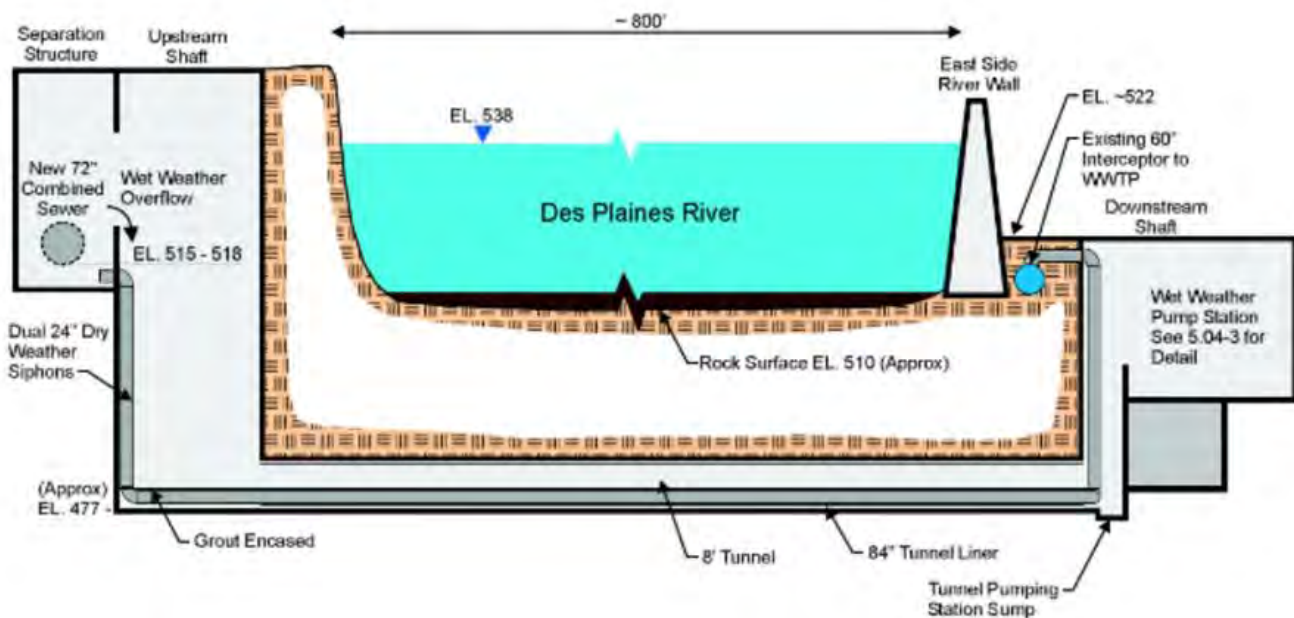
(NPDES) permit requires developing an approach and schedule to reduce the overflow frequency from the remaining 8 CSOs. Strand Associates, Inc. completed a Long-Term Control Plan (LTCP) for the City to address its NPDES and CSO reduction requirements. This LTCP was approved by the United States



Mike Waldron (Strand Associates) and Allison Swisher (City of Joliet) with award at Expo

Environmental Protection Agency (USEPA) and Illinois Environmental Protection Agency (IEPA) and included significant conveyance, storage, and wet-weather treatment infrastructure to serve the City's eastside sewer system. The conveyance improvements included the Phase II

(Continued on page 29)



2021 Project Excellence Award  
(Continued from page 28)

West Side Interceptor and Des Plaines River Tunnel projects. These combined projects established the backbone for Joliet to collect and convey both average-day and wet-weather flow from the west side of the Des Plaines River to the City's Eastside Wastewater Treatment Plant (WWTP) and Phase III Wet-Weather Treatment Plant on the east side of the river. This project also provided the City with a critical replacement for the single existing siphon sewer crossing the river which was constructed in the 1920s.

Phase II included construction

of a wet-weather screening structure, inlet and outlet siphon control structures, a circular drop shaft, 865-foot long, 111.5-inch diameter tunnel, a rectangular drop shaft with future integral wet-weather pumping station, and Westside Interceptor. Phase III included construction of a wet-weather treatment facility. Phase II was completed in January of 2017 at a cost of \$21 million, while Phase III was completed in October of 2019 at a cost of \$33 million.

Coordination and teamwork were key in addressing the City's needs for a project of this size and complexity – tunneling projects in the Midwest are not a common occurrence. The project team in-

cluded the following agencies:

City of Joliet

DuPage Water Commission (DWC)

Strand Associates (Primary Consultant to Village)

V3 Companies, Ltd. (Resident Engineering for Phase II and Phase III)

GZA GeoEnvironmental, Inc. (Geotechnical Consultant to Village)

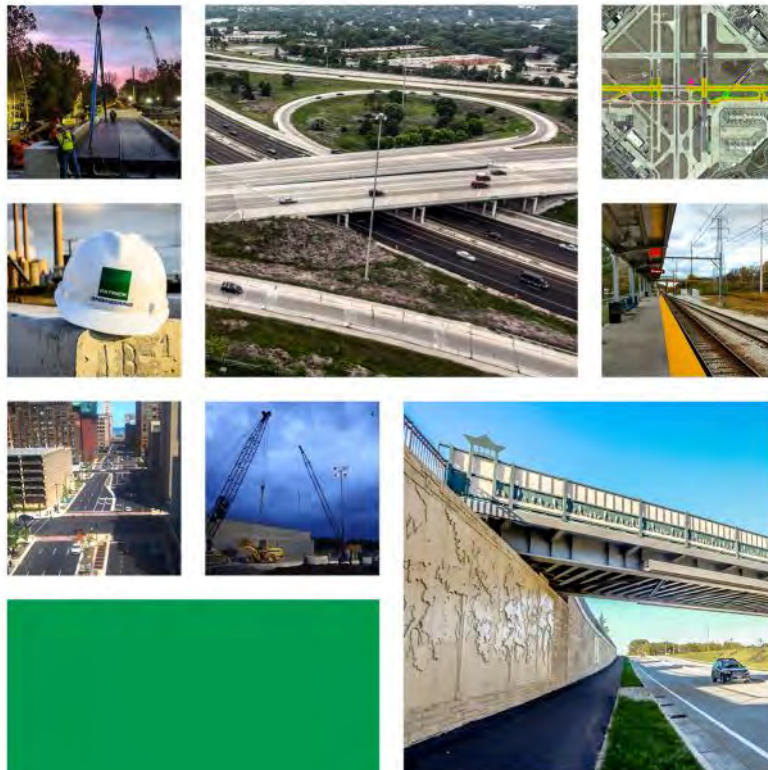
RJN Group, Inc. (Wet-weather Flow Monitoring & Modeling)

Joseph J. Henderson & Son, Inc. (Phase II Primary Contractor)

Williams Brothers Construction (Phase III Primary Contractor)

Joliet's LTCP Phase II and III projects utilized innovative equipment and construction techniques to cost effectively construct infrastructure to treat up to 117 MGD of combined sewage, a substantial portion of which would otherwise be discharged into the Des Plaines River untreated. Through the dedication and efforts of the project team, the projects were on schedule and on budget, with minimal change orders, and in line with the overall goals of the LTCP that phased in several projects over a 10- to 15-year period to reduce the financial burden on rate payers.

Congratulations to the City of Joliet for the Chicago Metro Chapter 2021 Project Excellence Award!



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*On the water quality side, the Shared Services Program reduces regulatory redundancies*

## DuPage County Establishes Countywide Shared Services Program

By: Jamie Lock, Mary Mitros, DuPage County

DuPage County's Stormwater Management Department recently collaborated with municipalities, townships and other public entities to collectively meet water quality and stormwater management goals and initiatives countywide. To do so, DuPage County entered into intergovernmental agreements (IGA) with 41 municipalities and townships to form a countywide Shared Services Program.

On the water quality side, the Shared Services Program reduces regulatory redundancies. The Environmental Protection Agency (EPA) recognizes this partnership – the first of a kind in Illinois – as a single permit holder under the National Pollutant Discharge Elimination System (NPDES) permit. Prior to entering into these IGAs, DuPage County conducted water quality services for NPDES compliance on behalf of local communities that saved taxpayers countywide an estimated \$4.44 million annually. By further reducing redun-

of \$337,881 for illicit discharge monitoring equipment.

On the stormwater management side, DuPage County Stormwater Management is assisting local communities in initiatives ranging from emergency assistance to routine maintenance to construction of localized drainage projects. Common requests from communities include design and construction of storm sewers and swales, storm sewer televising and catch basin and storm sewer cleaning. Once the IGAs were established, municipalities and townships were eager to take advantage of DuPage County's resources. To prepare for an increase in field work, DuPage County doubled the size of their Stormwater Management field crew and added six pieces of new heavy equip-

ment to fulfill the requests, which include both scheduled and emergency maintenance. These shared services are generating approximately \$300,000 in annual revenue for the department, while reducing the surrounding communities' need for heavy equipment and full-time staff. To date, the County has assisted 14 communities in maintenance and flood control initiatives, as well as completed 10 projects in-house, which has been a cost-savings for taxpayers.

Under the Shared Service Program, DuPage County Stormwater Management's engineer-

ing staff is also assisting communities with flood control preparation and management. In 2020, DuPage County teamed up with the United States Geological Survey and the City of Naperville to create a comprehensive Flood Warning Booklet for the six miles of the West Branch DuPage River that flows through Naperville. The Flood Warning Booklet features Flood Inundation Maps identifying flooding at various river elevations and an associated Action Plan to help prevent and mitigate the im-



Lisle Pumping



IDDE Monitoring

dancies and assisting in local projects, the countywide water quality program is saving local communities an estimated additional \$1.56 million annually, as well as a one-time cost

pacts of flooding within the West Branch Watershed, which is highly susceptible to flooding as a whole. The Action Plan describes predicted flooding scenarios and potential emergencies that may occur during significant rain events, as well as the steps to reduce the impact on Naperville and its citizens. DuPage County Stormwater Management completed this booklet as a "pilot" initiative, and the department plans to work with other communities to develop similar booklets. This model of federal, county and municipal governments working together to achieve a common goal will

(Continued on page 33)

## Streambank Stabilization Project on Midlothian Creek—Scott Court

By: [Julie Peterson](#), Administrative Assistant, Village of Tinley Park

The Village of Tinley Park has completed a joint project funded by the Village of Tinley Park and the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) to promote green infrastructure as an effective means of stormwater management. The Village was the recipient of the 2021 APWA Public Works Project of the Year Award – Emergency Construction / Repair and Service Improvement Award for the project.

The Contract was awarded in February 2020 once the Intergovernmental Agreement (IGA) between the Village and MWRD was finalized at a bid price of \$984,000 to Misfits Construction Company. The Scott Court portion of the project was substantially completed in December 2020.

The Midlothian Creek headwaters start near the west side of 84th Avenue and 175th Street and extend to the confluence with the Little Calumet River. Active streambank erosion has been threatening structures, infrastructure and public safety in this location for years; thus, the stabilization of the streambank project was necessary to provide increased protection of structures, infrastructure and public safety for the residents. The Village decided to enter into an IGA with MWRD to get this stabilization project completed adjacent to the residential and Park District properties to eliminate any additional bank erosion issues in this area.

The Village and MWRD coordinated on the streambank stabilization of the Little Calumet

River Watershed portion of the Midlothian Creek within the Village. Once the project was completed, it stabilized approximately 495 linear feet of the Midlothian Creek between 66th Court and Hickory Street. This portion of the project addressed approximately 80 linear feet of the Midlothian Creek near Scott Court using bioengineering techniques such as geolifts, live stakes vegetation and gentler slopes. The Village hired Robinson Engineering, LTD as our consultant to oversee and inspect this project.

The initial project solely focused on streambank stabilization of the creek along 66th Court and behind a stretch of townhomes just north of the Metra railroad crossing, but the agreement with MWRD allowed the Village to add this portion of the creek at Scott Court to the project. This location is a separate “Phase” of the project and due to the continuous erosion, that was occurring, a higher safety concern to the residents, Park District and Village staff. This project was coordinated with Public Works, with the initial design of Scott Court was done by Christopher B. Burke Engineering, Ltd. and project management was handled by Robinson Engineering.

### DESIGN CONSIDERATIONS:

- Provide continued storm sewer discharge to the creek.
- Construct the top of the retaining wall above High-Water Level (HWL) of the Midlothian Creek.



Scott Court After



Scott Court Before

- Ensure future erosion/scour is not an issue at both ends and bottom of the retaining wall.
- Provide minimized grades/slope on the Park District and Residential properties.
- Provide a safe location and access to ComEd transformer and AT & T pedestal.
- Ensure voids between retaining blocks are securely filled to avoid movement and future sink holes from forming.
- Implement Dust Control procedures.

**PROJECT END RESULTS:** In order to prevent movement and ensure sufficient structural strength of the retaining wall, the design provided for the bottom retaining block to be completely buried in the streambed and soil samples were taken to ensure it was the proper type of clay. Prior to this project, the resident had a wood deck that was supported by a wood timber wall. The erosion over the years caused that deck and wall to collapse and fall into the creek, all of which was cleared out and removed as part of this project.

[Julie Peterson](#), Administrative Assistant

*DuPage County Shared Services  
(Cont'd from page 31)*

enhance and strengthen the resiliency of communities.

As a whole, DuPage County Stormwater Management's Shared Services Program has been recognized on national, state and local levels as an innovative and important initiative. The National Association of Counties (NACo) recognized it as "Best in Category" for Community and Economic Development, beating out national submissions. The Illinois EPA granted DuPage County a countywide NPDES permit. A validating factor of the success of the program, the Illinois

EPA's sign off shows that not only is the program addressing the basic permit requirements, but it is also fostering shared vision as it pertains to water quality throughout DuPage County. Further, the shared stormwater maintenance program has been a wild success in improving stormwater management, saving local communities money and accomplishing initiatives on a much quicker timeline than a bidding or contract process would take.

Although DuPage County leads these efforts, cooperation with

municipalities and townships is paramount in the success of the shared services program. The IGAs outline specific roles for each organization relating to NPDES permit compliance, reporting and shared maintenance efforts. Without sharing a common goal of improving water quality and flood control, the program would not be sustainable. Further, the shared services program is economically viable, replicable and proven for use in other counties.



*My PWX Experience (Cont'd from page 22)*

he was serious and when he said yes, Rex took the young man to meet with a local fire chief. They talked and showed him the station. They told him what he needed to do so that he could apply for a position with the fire department. He was able to obtain his GED, become certified in CPR and finish his college degree at a local college. After completing all the items discussed by them, he was able to apply of a position in the department. He was chosen and at the time of PWX, was going to receive a job offer. His girlfriend ended up finding a job also.

Rex taking the time to talk to people and just letting them know they are not invisible meant so much to them. They don't really get to interact with the real world making life harder than it already is for them. Most of them just want to be acknowledged.

In addition to the keynote speakers, PWX has many things to offer. It allows you to see products first hand that may not be in your area, see new techniques that make maintenance of our infrastructure easier and hear about projects from around the US and the world. You may even run into the next APWA presi-

dent or many past presidents. They are always willing to talk to APWA members. If you can attend a future PWX show, you definitely should consider putting it on your calendar.



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### Suburban Branch Golf Outing—August 20, 2021

By: [Kent Johnson](#), PE, CFM, City Engineer, City of Elmhurst

The morning was foggy and HOT!...but that didn't stop the Suburban Branch from having an excellent turnout to our annual Scholarship Golf Outing at Bloomingdale Golf Club. After a very unusual August morning fog delay, the event kicked off. 144 golfers and around 20 volunteers/vendors graced the course on

this steamy day in order to have fun, network, and raise money for the Suburban Branch Scholarship fund. Golfers took advantage of free games on the course in order to earn a chance to win things like inflatable kayaks and Yeti coolers. Thanks to all the golfers and generous sponsor the event raised approximately



\$25,000 for the scholarship fund! These funds will help supplement the loss of proceeds from the loss of last year's event due to the ongoing pandemic. Until next year!!!



**Oak Park Ave Construction—"In Sync"**By: [Byron Kutz](#), P.E., M.P.A., Assistant Village Engineer, Village of Oak Park

# PAVEMENT PRESERVATION WEBINAR SERIES

Photo by: Sam O'Keefe Photography

## PART II - SEPTEMBER 28, 2021 - 1 PM - 2:30 PM

**PURPOSE:** This webinar is part 2 of a 4 part series. This module will provide the audience with a clear understanding of proper distress identification and analysis is vital to prepare an effective treatment plan. Attendees will learn what different distresses indicate while using proper planning to determine the best course of action prior to selection of various treatment options for the roadway network.

**WEBINAR:** This event is intended to provide valuable information for pavement practitioners to better manage their road/street network. Professional License CEUs will be provided to participants completing the workshop through Michigan State University. The webinar will be held for 90 minutes starting at 1:00-2:30 p.m. central time

**AUDIENCE:** The webinar is intended for elected officials, local agency managers, engineers, supervisors, crew leaders, and engineering consultants.

**SPONSOR:** This webinar is presented by the Missouri Pavement Preservation Council (MoPPC).

**PRESENTERS:**

- Chris Evers, Executive Coordinator, Florida Pavement Preservation Council
- Larry Galehouse, Founder & Director Emeritus, National Center for Pavement Preservation

## AGENDA

- Chris – Introduction to distress ID and analysis and why it's important. Chris will highlight the ways in which distresses provide clues as to what is happening on the road and how it can guide your decisions as to what treatment you should be utilizing to correct it.
- Larry – Deep dive into the actual distress types and what each distress indicates.
- Chris – Discussion of how to utilize technology to quickly identify distresses and preview the next module where we will unpack the top of the curve treatments.

## REGISTRATION

**COST:** FREE to all participants.

All participants must register at: [https://umsystem.zoom.us/meeting/register/tJlodeutpj8oG9DCBju5wdXtyAvUINku\\_BwJ](https://umsystem.zoom.us/meeting/register/tJlodeutpj8oG9DCBju5wdXtyAvUINku_BwJ).

For registration questions or cancellations, please contact Kristi Barr, Program Coordinator, Missouri LTAP, 573.341.7200 or [kristib@mst.edu](mailto:kristib@mst.edu).

## UPCOMING PART III & IV

**PART III: TOP OF THE CURVE TREATMENTS - OCTOBER 19, 2021 - 1 PM - 2:30 PM**

**PART IV: THIN OVERLAY, IN-PLACE RECYCLING & RECLAMATION - NOVEMBER 16, 2021 - 1 PM - 2:30 PM**



# PAVEMENT PRESERVATION WEBINAR SERIES

Photo by: Sam O'Keefe Photography

## PART III - OCTOBER 2021 & PART IV - NOVEMBER 2021

**WEBINAR:** These events are intended to provide valuable information for pavement practitioners to better manage their road/street network. Professional License CEUs will be provided to participants completing the workshop through Michigan State University. These webinars will be held for 90 minutes starting at 1:00-2:30 p.m. central time each date.

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### PRESENTERS:

- Chris Evers, Executive Coordinator, Florida Pavement Preservation Council
- Larry Galehouse, Founder & Director Emeritus, National Center for Pavement Preservation

**COST:** FREE to all participants.

For registration questions or cancellations, please contact Kristi Barr, Program Coordinator, Missouri LTAP, 573.341.7200 or kristib@mst.edu .

### PART III TOP OF THE CURVE TREATMENTS OCTOBER 19, 2021 - 1 PM to 2:30 PM

This webinar is part 3 of a 4 part series. This module, Top of the Curve Treatments, will begin to unpack the various treatments successful agencies have used starting at the top of the curve. Treatments such as fog seals, asphalt rejuvenation, crack sealing, micro-surfacing and chip seal will be covered. Emphasis will be placed on utilizing a decision tree to properly identify good candidates for each type of treatment and when the best time to deploy these treatments.

**REGISTRATION** - <https://umsystem.zoom.us/j/91234567890>  
meeting/register/tJ0ufuirqjMpHNf8eyiqf9jkn\_L4Mn-GDV4d

### PART IV THIN OVERLAY, IN-PLACE RECYCLING & RECLAMATION NOVEMBER 16 2021 - 1 PM to 2:30 PM

This webinar is part 4 of a 4 part series. Continuing down the curve, this module, Thin Overlay, In-place Recycling & Reclamation, attendees will learn how best to incorporate hot in-place recycling, cold in-place recycling and full depth reclamation in addition to thin overlay advancements such as warm mix asphalt. At the middle and bottom of the curve, proper implementation of pavement management planning is the key to get the highest return from the use of these treatments.

**REGISTRATION** - <https://umsystem.zoom.us/j/91234567890>  
meeting/register/tJApuGurD4rG9HhWWGs4i-u6ovEnWcZiEhF5

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HOWARD A. KILLIAN, PE**

**FRIDAY**  
OCT. 29, 2021

**RECEPTION**  
11:30 AM - 12:30 PM

**LUNCHEON**  
12:30 PM

**\$50 PER PERSON**

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**PLEASE REGISTER FOR THE LUNCHEON AT:**  
<http://chicago.apwa.net/EventDetails/27056>

Please note that if you are not an APWA member, you will need to create an account at no cost to register for this event.



## Save the Date!

### 2021 Events

Oct 7, City - Current Trends in Intelligent Transportation Systems  
Oct 14, Snow & Ice Leadership Seminar  
Oct 19, Southwest - Design Advancements and Upgrades for Pump Stations  
Oct 29, Howard Killian Top Ten Luncheon

### IPSI Dates !

Spring 2022 - April 24-29  
Fall 2022 - October 2-7  
Get updates: <http://www.ilpsi.org/>

### IL Roads Scholar

<http://illinoisroadsscholarprogram.com/>

### MAPSI

MAPSI - <http://themapsi.org/>

To register or see more events, visit the  
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