



December 2021

APWA Chicago Metro Chapter

Volume 53, Issue 4

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Letter from the Chapter President

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




Michael Hall
Chapter President

Another year has come and gone and when I reflect on the Chapter accomplishments from this year, it brings me great pride in the organization and to be associated with members like you. This year was full of energy and the back to normalcy mindset that drove us to host many successful events. We finished the year strong with our two Top 10 receptions and a successful in-person leadership retreat at Starved Rock. This year's theme of "Stronger Together" was on full display throughout the year by our Chapter leaders and members.

This year I was fortunate enough to attend the fall graduation of the class of 2021 for IPSI and share my personal story of what the program meant to me. It was encouraging to hear from graduates and first year attendees alike, of their continued positive experiences with the program that helped guide me through my advancement in public works management. In addition to IPSI, the Road Scholar program was also back in person this year and **Steve Ludwig** provided us with another great year's worth of programming with excellent feedback from attendees.

The leadership retreat was once again in-person at Starved Rock and lead by **Marc Grigas** your incoming president. Marc did a great job leading discussions with Chapter Executive Officers leading breakout sessions on leadership position transitions, strategic planning, budget discussions, an update from National and discussions from Committees on work plans for 2022. It is exciting to hear what lies ahead for the Chapter next year and I am encouraged by the energy of all that attended the retreat.

It has been a pleasure serving you this year as Chapter President and I wish you and your families, co-workers and friends well in the new year! 

Mike

Fox Valley Branch 2021 Year End Reflections

By: [Tim Farrell](#), TFarrell@Huntley.il.us, Village of Huntley

Well, it's been another trip around the sun, and as Jerry Garcia would say *What a long, strange trip it's been!* In spite of being limited to virtual meetings for nearly the entire first half of the year, the Fox Valley Branch *together, more or less in line, just kept truckin' on*. Okay, enough Grateful Dead. Anyway, together with you, our valued membership and sponsors, we accomplished so many of our goals in spirit with the Chicago Metro Chapter Strategic Plan. When the year started, I honestly wasn't so sure that would be possible. When would we be able to have in-person events? As virtual meet-



Fox Valley Branch 2020 Zoom Holiday Party

ings started to grow stale, how will we engage with and add value to our membership? How will we raise revenue for our scholarships? And then it hit me; our membership was already eager to participate,

get involved and give back as demonstrated by the 725 toys (10x more than past years) amassed for our Toys for Tots program in December 2020. By this example, we can carry the

(Continued on page 2)

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Mike Hall
Village of Schaumburg
mhall@ci.schaumburg.il.us

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Marc Grigas
Strand Associates, Inc.
marc.grigas@strand.com

Vice President

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City of Joliet
aswisher@joliet.gov

Treasurer

Tiffany Engelhardt
Engineering Resources Associates, Inc.
tengelhardt@eraconsultants.com

Secretary

Jeremie Lukowicz
Village of Barrington
jlukowicz@barrington-il.gov

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Eric Dean
Alfred Benesch & Co.
EDean@benesch.com

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Timothy Farrell
Village of Huntley
TFarrell@Huntley.il.us

Lake Branch President

Marie Hansen
Village of Barrington
mhansen@barrington-il.gov

Southwest Branch President

Arlan Schattke
Village of Plainfield
aschattke@goplainfield.com

Suburban Branch President

Kristen Mehl
Village of Roselle
kmehl@roselle.il.us

Chapter Newsletter

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

The December issue is mailed.

Communications/Publicity Chair/Newsletter Editor:

Jorge Cruz
Village of Wilmette
1200 Wilmette Avenue
Wilmette, IL 60091
847.853.7623

cruzj@wilmette.com

Please update your member information at:

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Suburban Branch October Happenings

By: Arlan Schattke, Village of Plainfield

October 14 - Using Good Practices in Winter Maintenance conference. The Suburban Branch hosted its annual "Snow and Ice" conference in Addison, IL, live and in person! It was an excellent conference attended by over 60 public works snow and ice operators and managers. Topics at the conference included

resilience of snow removal operations, how to handle plowing in a pandemic, planning, and ice removal products.

October 28 - Project Spotlight. The Suburban Branch hosted a virtual project spotlight during which two prominent Suburban Branch projects were presented. The City of Oak Park pre-



sented on their Lake Street Corridor Improvement Project that won 2021 Project of the Year for Transportation. The Village Wilmette presented on their Central Avenue and Downtown Streetscape Project. Both projects provided insight into managing and completing a successful urban corridor improvement project.

Fox Valley (Continued from page 1)

same drive and spirit forward into 2021 for everything we do! And we did... and here's how:

The Volunteer Committee chaired by **Julie Morrison** and **Brian Schiber** were busy organizing our give back events. The Blood Drive at South Elgin Public Works building (Thank you **Mike Millette**!) resulted in 18 donors impacting and saving 54 lives according to Versiti

Blood Center. Participants at the Northern Illinois Food Bank (NIFB) food packing event bagged ears of sweet corn totaling 1,070 lbs. of food, providing 891 meals. Finally, volunteers at the Feed My Starving Children (FMSC) food packing event helped fill 217 boxes providing 46,872 meals to 128 children for 1 year! Huge shout out to all of our wonderful volunteers! This represents a big



Toys for Tots 2021 Drive

part of who we are.

The 2020 award winners were recognized via Zoom webinar. The Awards Committee chaired by **Julie Morrison** and **Dan**

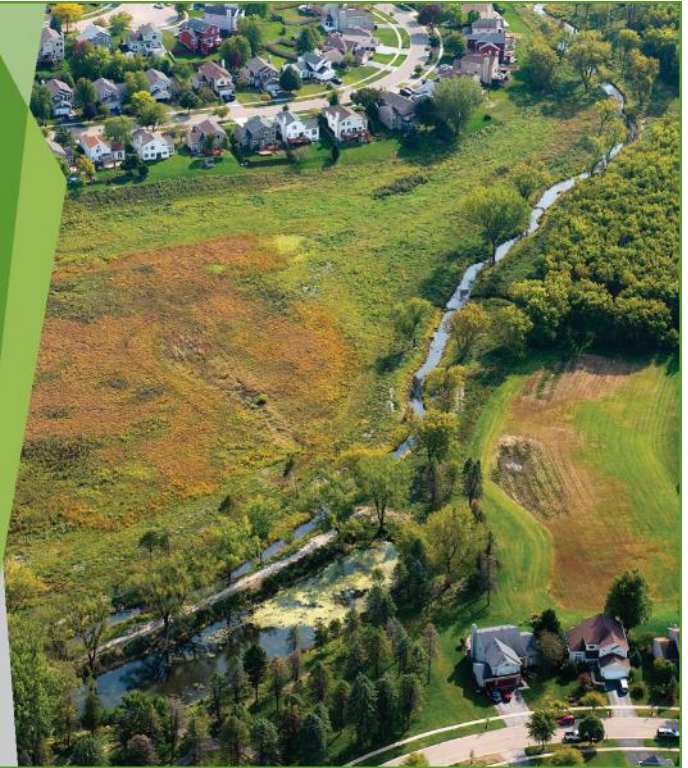


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Fox Valley (Continued from page 2)

Kaup, chartered in new waters, going the extra mile to put together this awards webinar that allowed the project sponsors the opportunity to present their project to the membership. Project winners were from the **Village of Algonquin, City of Aurora, Village of Montgomery, City of West Chicago and Metra**. Individuals honored with an award included **Peter D'Agostino** from Lake in the Hills and **Joe Czyszczon** from the City of Geneva. Congratulations to all!

The golf outing returned in full force by welcoming over 150 golfers at Randall Oaks Golf Club with this year's Hawaiian Luau theme and netted approximately \$20,000 for the scholarship fund! Woo Hoo! After many years of building the FVB outing into everything great that it has become, **Bob Mitchard** is handing over the keys to **Ted Ward** and **Andrea Podraza**. Thank you Bob for your past efforts in growing the FVB golf outing.

The Education Committee chaired by **Rich Gallas** and **Michelle Lipinski** coordinated opportunities for learning that included a ComEd Local Government Incentives webinar. By summer, restrictions started to lift and we could get together outdoors. **Scott Marquardt** took lead on organizing a walking site tour that included presentations of the Longmeadow Parkway project including the new Fox River Bridge crossing; the fun spilled into a taproom takeover at Scorched Earth following this event. Finally, Presidential Appointee, **Doug Paulus** worked with Standard Equipment and Elgin Sweeper



Blood drive at South Elgin Public Works

Company to put together a plant tour. Doug also reached out to an old friend, IDOT Deputy Secretary, **Doug House**, and organized an in-person presentation on Rebuild Illinois and Infrastructure Investment and Jobs Act at our November General Membership meeting.

Let's not leave out our Young Professionals! The YP Committee chaired by **Sabina Schmid** took advantage of loosened restrictions with a get together at the Hideout to kick-off fall.

The revenue generated by all of this activity allowed the FVB to give away about \$15,000 in scholarships. The Scholarship Committee chaired by **Carl**

all about!

A special thank you goes to the FVB executive officers, current and past, and committee volunteers that served alongside me to help make 2021 a success. *Together, more or less in line, (we) just keep truckin' on!* Please help me welcome the new Fox Valley Branch slate of officers for 2022:

President: Karen Kase, Hampton, Lenzini and Renwick, Inc.

Vice President: Dan Kaup, Village of Wheeling

Secretary: Emma Albers, Kimley - Horn

Treasurer: Tyler Isham, Village of Bartlett



Scott Marquardt at the walking site tour.

Schoedel and **Ken Jay** selected four deserving college students. Dollars were also awarded to APWA professionals for IPSI, MAPSI, Roads Scholar and a PWX Scholarship. That, folks, is what it is

As you can see, the FVB will be in good hands for years to come. Karen will be reaching out to solicit committee volunteers for 2022. We are looking forward to a full year of in-person meetings and events so please consider getting involved to make FVB the best branch it can be.

On a personal note, please accept my gratitude for your friendship and overwhelming support during my time on the Executive Committee. Having come from the consulting side of things with a

(Continued on page 8)

Southwest Branch Recap

by: Arlan Schattke, Village of Plainfield

The Southwest Branch has successfully transitioned back to in person meetings and we could not be more excited. Continuing monthly lunch meetings brought familiarity and a broadened sense of normalcy. Additionally, we have setup our lunch meetings with a remote feed. Those who choose, can join the presentation remotely. Although we prefer seeing everyone in person, the remote option provides members convenience for our crazy busy schedules.

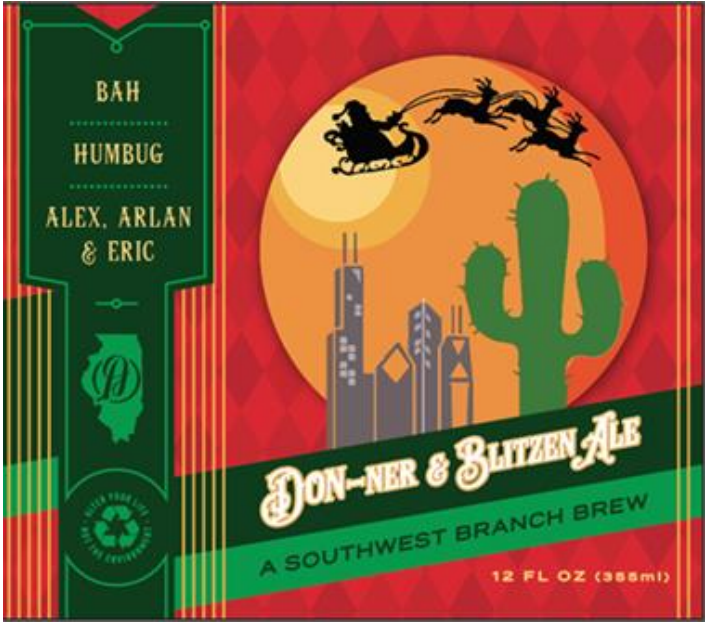
On October 6th, **Owen Dean** from Joliet and **David Edgren** from RJN presented on 'Completing the Downtown Trunk Sewer: How Mapping and Modeling Helped Joliet Find a Better Way to Meet it's LTCF'.



Transportation Funding 101 presented by Joel Christell and Jim Tibble with Civiltech

On November 3rd, **Joel Christell** and **Jim Tibble** with Civiltech presented on Transportation Funding 101.

On December 10th, the Southwest Branch hosted our annual Holiday Party at the Silver Lakes Country Club in Orland Park. **The event has become the premier branch holiday**



party, selling out in mere 5 days. A holiday party that started out as a fashion show over 25 years ago, has grown into an event with over 400 attendees each year and sells

many of the wonderful gifts and prizes was a custom made beverage from a local brewery.

Project award applications were advertised in November and award winners will be notified in December. The award banquet to recognize and appreciate the award winners will be held on January 12th at the Patrick Haley Mansion in Joliet.

The Southwest Branch public outreach committee will again coordinate a radio announcement to appreciate the Public Works workers. The radio announcement will air the week of December 27th .

out in days. The event has always been held at Silver Lakes, and although the venue will likely change next year due to the sale of the venue, we can guarantee a great time will be had no matter the location. We thank all of the volunteers, sponsors and specifically our event sponsor **ME Simpson**, for their support. Among

Finally, the Southwest Branch is excited to congratulate and welcome our new branch officers for 2022. **Owen Dean** from Joliet will be the incoming Secretary and **Khurshid Hoda** from Orland Park will be the incoming Treasurer. Owen and Khurshid will be an excellent addition to the Southwest Branch Officers. 





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Chicago Metro Chapter Young Professionals

by [Matthew Cesario](#), P.E. – BLA, Inc., mcesario@bla-inc.com, National Young Professional Chair – Region 5, Chicago Metro Chapter Young Professional Chair


The last two years, 2020 and 2021, has been to say the least, unique. It has also been a year for APWA to showcase exactly what we are about. We about coming together, moving forward, lifting each other up, and the continual support for our members, community, and profession. This has been seen on a National level as well as right here at home in the Chicago Metro Chapter; down to the Young Professionals. In the past the Young Professionals would traditionally be branch orientated with each branch hosting a social event. With the limitations on gatherings at the time this turned virtual. We made the best of it by hosting virtual Trivia Nights, virtual happy hours and so forth.

Looking forward, we are excited for the direction the Young

Professionals Committee is heading in 2022. We are looking to each branch to bring back their social events in person. This time however we are encouraging the event to be accompanied with an educational session. We feel that this will expand our reach, provide a better opportunity for younger members to join the events, and allow the Young Professionals to contribute a greater value to APWA. In addition, our biggest goal is to build on the momentum that was established early in 2020 with the University of Chicago. The Young Professionals are looking to establish relationships with local universities in order to reach out to students and expose them to APWA prior to them starting their full-time career. We want to inform them on the different opportunities that APWA can offer, the benefits

of APWA, and to be a resource for any information or questions they may have. If you are a young professional or have young professionals within your organization that would like to get involved, please reach out to become part of this a fantastic opportunity. 

(Continued from page 5)

water/wastewater focus, I started hanging out with the APWA crew when I transitioned my career to the public sector about eight years ago. Let me tell you, it has been a blast the whole way. What a pleasure it was to serve in this capacity and now I look forward to building on our relationships. Cheers to a happy holiday season and to a healthy new year in 2022! You people are the best! 





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Lake Branch Q4 Events:

Lake Branch Membership Meeting - 12pm, November 16th at McGonigal's Pub, Barrington

Lake Branch Award Applications - Due December 10th to Leo Morand at Imorand@gha-engineers.com

Lake Branch Holiday Extravaganza - December 21st, Mickey Finn's Libertyville

2021 Lake Branch President Year End Update


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

When working on APWA projects, I occasionally flash back to my interview for Branch Officer with then-Lake Branch Directors **Frank Tripicchio** and **John Heinz** which, obviously, was at a bar with a beer. And, while I love to give them (and John in particular) a hard time on occasion, it is hard to imagine what the Lake Branch would be without their influence and guidance and that of those officers before and after them. When we say (factually) that the Lake Branch is the *Best Damn Branch*, it is because of the dedicated volunteers and

members who are exceptionally intelligent, wildly generous and just so much fun!

It has been an honor to serve as a Lake Branch Officer over the past four years and it would not have been the same without being surrounded by fellow Officers **Tony Wolff, Dan Bruckelmeyer, Greg Summers, Erin Pande, John Clark, Kyle Johnson**, and **Pete Stoeher** and Directors **Frank Tripicchio, John Heinz, Scott Pippen** and **Scott Drabicki**. We were able to accomplish so much with the assistance of an incredible group of committee members, all while having the best time.



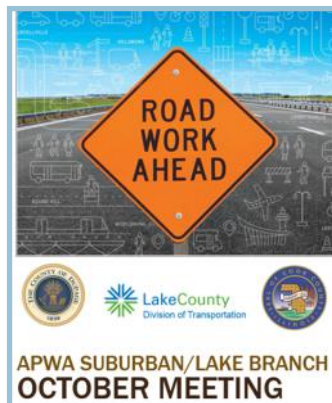
While there are so many perks to being part of APWA, my favorite is the ability to commiserate, problem-solve and network with wonderful people. So, as I transition to the exciting year of Past-President with all of the voting power and no real responsibility, I would like to sincerely thank everyone that I have gotten to know and work with during this time. It is a privilege to be part of an association that does such an incredible job representing our profession and a pleasure to have met such great people in the process. 

Lake Branch Update

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

The Lake Branch was thrilled to revert back to an in-person meeting for our annual County Engineer Update meeting with the Suburban Branch! **Reid Magner** (Bravo Company Engineering), **Jill Hayes** (Benesch), and **John Clark** (Peralte-Clark) did an excellent job with the event coordination and planning.

Cook County, Lake County and DuPage County 2021 programs were presented by Cook County DOT Engineer **Jennifer (Sis) Killen**, Lake County DOT Engineer **Shane Schneider** and **Chris Snyder**, DuPage County Engineer, who we are lucky to have in attendance each year! Program updates included information on how REBUILD funding has impacted County Budgets and facilitated additional design and construction work within the Chicagoland area. The County Engineers also re-



sponded to audience questions, sharing their thoughts and experiences on a variety of topics. The update was followed by a lovely firepit-warmed social hour where attendees were able to reconnect and network.

In November, the Lake Branch always looks forward to honoring Veterans Day with our speakers and presentation topics. This November **Joseph Kozial**, President of Bravo Company Engineering, a Veter-



an-Owned Small Business, will be sharing how he utilized his military experience in the US Army and Army Reserves to advance his career from construction inspector to business owner. To all the veterans of the Armed Forces, thank you for your dedication and service!

As we near year-end, we must also share a very important SAVE THE DATE for the one and only Lake Branch Holiday EXTRAVAGANZA! At this time, the EXTRAVAGANZA is scheduled to be an in-person event at Mickey Finn's in Libertyville the afternoon of December 21st, 2021. We look forward to recognizing all of the hard working Lake Branch volunteers and catching up with old and new friends! Keep an eye on your emails and the Chapter Website for more information and registration details. 

How to Create a Park from Scratch

By: Karen Daulton Lange, PE, Village Administrator, Village of Lake Barrington

In mid-October of 2017, as Village Administrator for the Village of Lake Barrington, I received a call from a Texas developer who had purchased a foreclosed 8.2-acre property in Lake Barrington. This property was originally used as a hunting lodge, built in the 1920s, and years later was converted into a printing company, nestled amongst a residential area near the Fox River and home to 200 large trees and a 1-½ acre pond.

The Texas developer's original vision of a housing development was crushed when he found out the Village utilized well and septic as well as employed one of the most stringent tree preservation ordinances in the State, protecting trees on public and private properties alike. After months of trying to find a way to build as many homes as possible, he contacted me to inquire if

the Village would be interested in purchasing the property.

The developer realized they had other properties that had performed well and perhaps they could sell the site at a loss and “donate” the differential value to the Village, creating a win-win for both parties. The Village Board agreed that this would make a wonderful addition to our community by providing new publicly accessible space for residents to enjoy.



Figure 1A: Property before the building demolition



Figure 1B: Property after the building demolition

Simultaneously, the Open Space Land Acquisition and Development (OSLAD) grant application cycle through the Illinois Department of Natural Resources (IDNR) was opening and the Village needed to act fast if we were going to be considered for funding to develop this land into a park. The OSLAD grant provides 50% matching funds for recreation focused park projects, and this new property was a prime candidate.

We reached out to Applied Ecological Services (now Resource Environmental Solutions, LLC RES), who had a strong presence in our community through their involvement in the Flint Creek/ Spring Creek Watersheds Partnership. The design team quickly provided park development options for the Village Board's consideration, and once the concept was approved, turned it into a compelling application

for the competitive IDNR grant program.

In order to be ranked highly among other projects competing for funding, elements of the proposed plan needed to support local and regional goals defined in the Village's Comprehensive Plan and the Illinois Statewide Comprehensive Outdoor Recreation Plan. Additionally, we learned that providing a variety of recreational elements would be looked upon favorably by the review committee. Spaces for residents to walk, birdwatch, fish, exercise, picnic, and rest were created in the grant application Development Plan (Figure 2) by incorporating a fishing pier, a walking trail loop, fitness stations, a small parking lot, open lawn space, restored savanna/prairie landscape, interpretive signage, and a restored shoreline of the small pond.



Figure 2: Park Development Plan for grant application

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How to Create a Park (Cont'd from page 10)

After applying and advocating for our project in Springfield, we received approval from the IDNR in June 2019. We then had a two-year timeline to complete construction documents, secure all necessary permits and build the project. Although plans were prepared and finalized by March 2020, the Village delayed construction, not knowing what impact COVID19 may have on tax revenues and local businesses. Hopes were that the IDNR would allow an extension to use the grant funding, but unfortunately, our timeline was not adjusted. After getting a definitive “no” from the IDNR in October 2020, the Village hustled and bid the project in November 2020 to finish construction by July 2021. The project was awarded to Chicagoland Paving, and they hit the ground running spring 2021. Thankfully, the construction team completed the project by the original deadline of July 1, thus saving our OSLAD funding.

The key to success of this project was strategic planning. Leveraging grant dollars with Village funds, staying on top of the series of grant application and project deadlines, and forecasting the construction schedule with the grant timeline, allowed the village to take this project from an unused private property to a restored landscape and public amenity. The Village of Lake Barrington had a vision for what the space could become, communicated that vision to all partners and with the team of **RES** (grant application, design, and ecological restoration contractor), **Integrated**




Figure 3: Aerial view of the completed park, courtesy of Pierre Steyggers



Figure 4: Residents enjoying the park

Lakes Management (pond consulting and treatment), **Thompson** (survey), **Chicagoland Paving** (general contractor), and **HR Green** (construction observation and administration), we have a brand-new park that the community is beginning to enjoy.

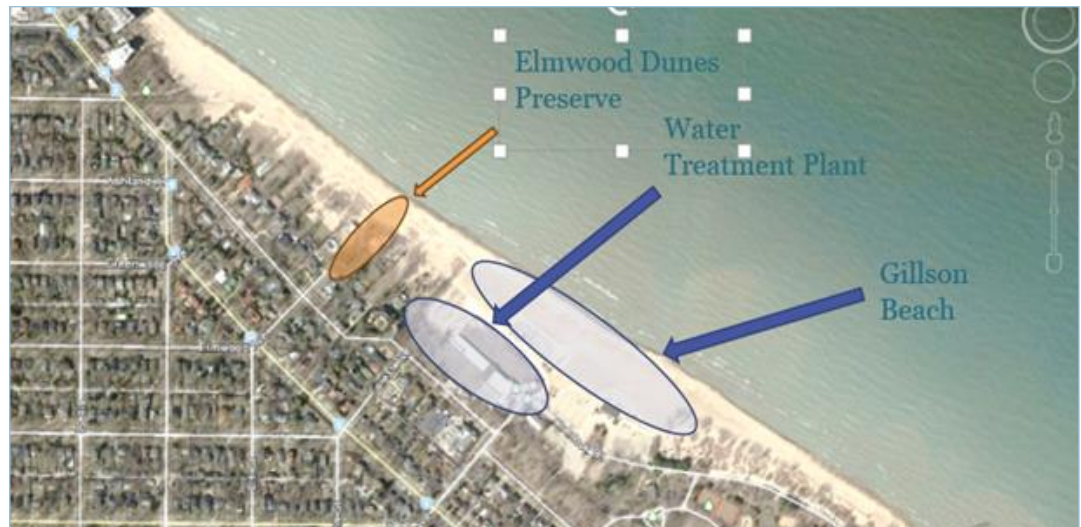
Karen Daulton Lange, PE, CFM is the Village Administrator for the Village of Lake Barrington. **Stacey Libra, PLA**, is with Resource Environmental Solutions, LLC (RES) is the nation's leading provider of ecological solutions. You may reach Karen at: kdlange@lakebarrington.org, and Stacey at: SLibra@res.us

Known as an “Oasis of Gracious Countryside Living”, the Village of Lake Barrington has over 860 acres of publicly accessible forest preserves, open space, and walking and biking trails. 

Transforming Forgotten Spaces in Wilmette

by [Brigitte Berger-Raish](#) P.E., bergerb@wilmette.com, Dir. of Engineering and Public Works, Village of Wilmette

The Village of Wilmette is a leader in transforming forgotten open space into environmental and habitat treasures. The Elmwood Dunes Preserve Restoration, an APWA Chapter Award Winner, is nearly an acre of lakefront property that had been fenced off and closed to the public for decades. Over time, the 80-foot wide lakefront property became overgrown with trees and shrubs that were invasive and non-native to the area. The Village obtained grants from ComEd and a local Rotary Club and led a group of community volunteers, school groups and Scout Troops to work together to restore Elmwood Dunes back to its native habitat. To date, the invasive species have been removed, the property has been cleaned up and over 50 species of native plants have been installed. Local groups continue to hold volunteer days to perform maintenance at the Dunes and keep the natural habitat thriving.



General Location of Elmwood Dunes, Wilmette, IL



Before restoration



After restoration


Elmwood Dunes, before and after pictures.



(Left) Community volunteers, school groups and Scout Troops to work together to restore Elmwood Dunes back to its native habitat

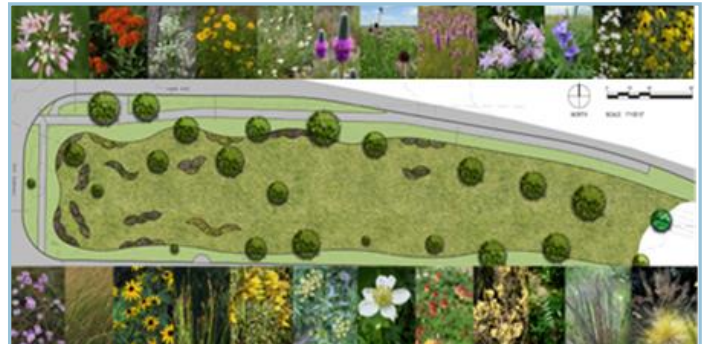
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Transforming Forgotten Spaces (Continued from page 13)

In 2019, the Village completed the first phase of the Wilmette Edens Pollinator Corridor project which will convert large areas of turfgrass along the Edens Expressway to prairie. The Wilmette Edens Pollinator Corridor is a multi-year project encompassing seven unique sites adjacent to the Edens Expressway, totaling approximately 5.63 acres in all. These pocket nature preserves are uniquely situated to provide both passive recreation to residents, and a model of green infrastructure to countless commuters utilizing the expressway daily. 



General location of the first pollinator garden site



Rendering of the pollinator garden site.



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APWA Illinois Roads Scholar Program Celebrates Year 4!

By: [Steve Ludwig](mailto:steve@ludwigspeaks.com), steve@ludwigspeaks.com, Ludwig Speaks LLC



The next session for the Illinois Roads Scholar Program is scheduled for May 9-13, 2022. Registration will be up on the site (<http://www.illinoisroadsscholarprogram.com/>)

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! 



Live Line Electrical Safety Demonstration

Topics Covered

OSHA 10-Hour Course
Work Zone Safety
Snow and Ice Control
Flagger Certification
Traffic Incident Management
Equipment Operations and Safety

Mutual Aid Disaster Training
Plan Sets, Grade Setting, and GIS
Accessibility Guidelines
MUTCD/Signage Standards
Pavement Management
Tree Pruning/Chainsaw & Chipper

Safety
Driving/Trailer Safety
Pesticide Use/Licensing
Pipe Materials/Construction Techniques
Trenching/Shoring

Chapter Scholarship/Stipend Program

By: Dave Pressig, P.E., Village of Burr Ridge, John Briggs, P.E., Gewalt Hamilton Associates, Inc.

Happy New Year from the Chicago Metro Chapter Scholarship Committee! We are pleased to announce a revamped and (hopefully) more useful program that is intended to directly serve our members throughout the year.

After reviewing how APWA chapter and branches support continuing education and/or training opportunities for the membership, it was decided that the **Chapter** will be moving forward with a focus to be the leading supporter of continuing education and certificate training programs. The Chapter is currently anticipating to accept applications at least twice a year for qualifying reimbursement awards to members attending more on-going types of training, which will generally include: **IPSI and Roads Scholar registrations, vocational training, certificate courses, PWX attendance opportunities**, as well as any number of programs that train and support our essential, front-line workers. Other types of training will be considered and may be awarded funds, on a case-by-case basis.

New: The scholarship/stipend awards for **college-level degree programs** – part-time and full-time students – will be refocused to the **Branches**. It's this level of our organization where we believe there will be a more active engagement with the recipients, and branches will be able to better determine the appropriate levels of award. This separation also helps eliminate some redundancy of our efforts, which has decreased the efficiency of the program in the past.

We believe this refocusing will help engage our public works teams around the region to invest in themselves and pursue additional training that may better prepare your employees, help certain ones advance in their careers, or otherwise strengthen the knowledge of our public works workforce. Everyone benefits from additional education & training opportunities in their fields of interest.

More information will be available after the new year on the Chapter website at www.chicago.apwa.net.

In the meantime, if you should have any questions about the vision for this new program do not hesitate to contact the Chapter Committee Chairs:

Dave Preissig, P.E.
Director of Public Works/Village Engineer
Village of Burr Ridge
dpreissig@burr-ridge.gov

John Briggs, P.E.
Senior Engineer
Gewalt Hamilton Associates, Inc.
jbriggs@gha-engineers.com 



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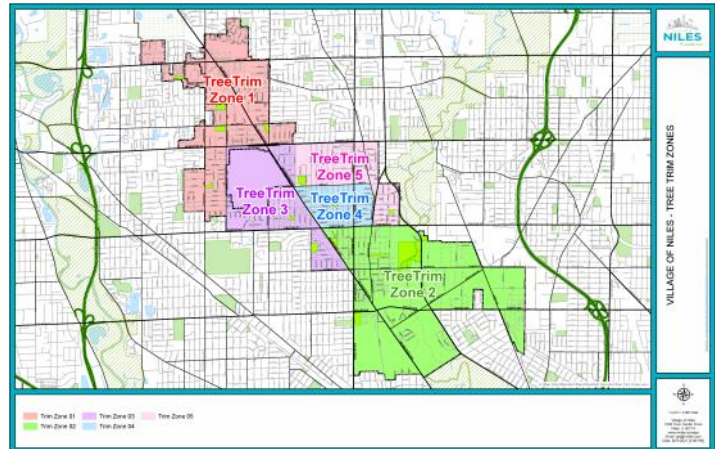
Data Driven Maps

by: [Fred Braun](mailto:fred@vniles.com), fwb@vniles.com, Director of Public Works, Village of Niles

When planning maintenance work, sometimes it makes sense to use geography to create zones and routes, but what if it doesn't? Streets or other geographic boundaries are often used to help develop zones and allocate resources for their municipality. Often times, this can unintentionally create inefficiencies and increase costs.

The Village of Niles Public Works Department worked in conjunction with its GIS Coordinator to develop data driven zones for certain maintenance activities. Obviously, you need accurate data before you can start this process. Niles started with its tree inventory. The trees and corresponding data were originally developed simply for record keeping purposes. It was quickly observed that there were more trees in some areas than others. A closer look confirmed what was already suspected. Not only were there more trees in some areas, there were clearly areas with a higher density of much larger diameter trees.

Now that we had the data, we needed to determine how to use it. An increase in tree planting was one obvious improvement in the areas with fewer and smaller trees. But, there was more than that. Historically, the village was divided into areas based on state highways or other streets – but little attention was paid to what was inside of those boundaries. Sometimes the village was even divided in uneven halves by a major state highway. In some cases, the Village relied on areas



Five Tree Trim Zones in the Village of Niles

created for an entirely different purpose – such as snow plow routes. This meant geographic areas were being utilized to plan work (tree trimming) completely unrelated to the original intention of that zone (number of lane miles or curb miles in this example).

Tree trimming zones that are determined randomly or by simple geography are unlikely to be balanced in the number or diameter of trees. Therefore, budgeting properly is difficult, as pricing is typically based on the number and diameter of trees. Our policy calls for all Village trees to be trimmed every five years. The goal is to have twenty percent of our tree inventory trimmed per year. If the cost is more for larger diameter trees, aren't those pockets of larger trees going to cost more for pruning than the areas with small trees and lesser quantities? Of course they are! So why are we not planning our cycles based on that data instead of random lines or boundaries based on distance? Well thankfully, now we are.

Because our tree inventory data includes the number of trees and their diameters, we were able to take the most recent costs for pruning based on diameter and create zones that were of all different geographic shapes and sizes, but would total roughly the same amount of costs for tree pruning. Over time, as this has been fine-tuned, Niles has seen annual costs for tree pruning decrease by approximately thirty percent. The annual budget amount can remain constant, as the smaller zones with larger trees cost the same to prune as the larger zones with smaller trees and/or a lower volume of trees.

Taking this to the next level, it was concluded that these zones could be used for our on-street, loose leaf pickup scheduling. The more trees and the larger the tree, the more leaves, right? It will obviously take more time to pick up more leaves, so why were we scheduling based on geography instead of data? Previously, we were only picking up

(Continued on page 18)

Historically, the village was divided into areas based on state highways or other streets – but little attention was paid to what was inside of those boundaries.



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Data Driven Maps (Cont'd from pg. 17)

leaves once every other week. When we switched to the five tree trimming zones, we were able to provide the service weekly and at a lower cost. The more efficient method required less overtime when trees were losing their leaves at the highest rate. The piles were smaller because they

were being removed weekly. Residents were happier, and street flooding risks and overall costs were reduced! How often do we have an opportunity to double the level of service while reducing costs? It isn't often, so we need to make sure we are taking advantage of those opportuni-

ties. These are only two examples, but it is clear that Public Works Departments should be utilizing true, relevant data to develop data driven maps for work zones, routes, maintenance planning and scheduling. 

In 2021 thus far, the station logged 890 charging sessions with an average of 5-7 vehicles charging per day.

Electric Vehicle Charging Stations in Your Downtown

by: Casey Biernacki, Deputy Village Manager, Village of Western Springs, cbiernacki@wsprings.com

In 2020, the Village of Western Springs installed a ChargePoint CT4021 dual electric vehicle (EV) charging station in the central business district. The station services two electric vehicles simultaneously at a rate that fully charges most current electric vehicles in 6-8 hours. The project also included the installation of new bike racks, a bike shelter, streetscape elements, and **Americans with Disabilities Act (ADA)** improvements. The project was fully funded by a **West Suburban Mass Transit District (WSMTD)** grant to provide alternative modes of transportation near the Burlington Northern Sante Fe railway. Given the Village's strategic goal to promote greener infrastructure, and with more car companies producing hybrid or fully electric cars, the Village of Western Springs was pleased to join neighboring communities in supporting the use of alternative energy sources.

In 2021 thus far, the station logged 890 charging sessions with an average of 5-7 vehicles charging per day. The average charging session length is one and a half hours, with many individuals visiting the nearby coffee shops, restaurants, and other businesses during their charging time.

The Village introduced an initial pilot fee structure to collect usage data, review energy costs, and determine trends. The stations currently allow for



Village of Western Springs installed a ChargePoint CT4021 dual electric vehicle (EV) charging station in the central business district

three hours of free charging, with a \$20/hour fee incurred after three hours. This structure was based in part on what other, similar municipalities are charging and, in part, to support the Board's strategic goal to implement and promote green infrastructure within the Village.

One of the most common questions posed to the Village was on the cost of the program and maintenance of the hardware. On average, the costs to the Village are \$211/month under the current fee structure when reviewing the cost of electricity (~1500 kWh/month) versus the minimal revenue collected from individuals who surpass three hours of charging. Maintenance of the charging station was included for five years with the purchase of the unit. That cost is not reflected in the average monthly costs and is expected to be \$1000/year after the five years expire. The

Village continues to monitor costs versus revenues to determine if the fee structure should be implemented.

While many residents welcome the addition of electric vehicles and public charging stations in our community, there are also those who question whether electric cars are really "greener" once emissions from production and electricity generation are considered. The Village responded to these concerns by referencing a recent study by the universities of Exeter, Nijmegen, and Cambridge¹. The study determined that electric cars do, in fact, lead to lower carbon emissions overall, even if generating that electricity still includes substantial amounts of fossil fuels. The study concluded that driving an electric car is better for the climate than conventional cars in 95% of the world, including the USA² (see sources below).

(Continued on page 27)

¹ Knobloch, F., Hanssen, S., Lam, A. et al. Net emission reductions from electric cars and heat pumps in 59 world regions over time. *Nat Sustain* 3, 437–447 (2020). <https://doi.org/10.1038/s41893-020-0488-7>

² Science Daily. March 23, 2020. Electric cars better for climate in 95% of the world. <https://www.sciencedaily.com/releases/2020/03/200323125602.htm>

A new way to stay in the know

by: [Jorge Cruz](#), P.E., cruzj@wilmette.com, Village of Wilmette

The chapter has created an online chat group with the telegram app. What is Telegram?

Telegram is a cloud-based mobile and desktop messaging app with a focus on security and speed. You can send messages, photos, videos and files of any type (doc, zip, mp3, etc), as well as create groups for up to 200,000 people or channels for broadcasting to unlimited audiences. Telegram is like SMS and email combined.

The Group will be used to maintain live communication between APWA members on many topics. This would be similar to infoNOW but like a chat version.

When does registration start for Expo? What time does the Suburban Branch seminar begin? Has anyone had any luck with deicing alternative? These are just examples of what can be asked. The sky's the limit. This is a new initiative to encourage a more active membership. The more people join, the more topics that can be answered.

The group currently can only be joined via a link which is shared here and will also be listed on the chapter website. To install this app on your computer, go to <https://telegram.org/> or search: Telegram App on your browser. Search for Telegram App on your mobile device.

You can join the group by pasting this link on your computer or smartphone:

<https://t.me/+52cm6WtMhRs4Nzcx>



Membership “Coffee” Zoom Meetings

by: [Dan Dinges](#), ddinges@bartlett.il.gov, Village of Bartlett, IL



Ever wonder what all the fuss is about and why we call ourselves “the Best Damn Chapter in the Nation”?

The Membership Committee has been holding “Coffee” Zooms for new members and members that want to learn what APWA is all about. These Zooms are a quick Q&A session that you can jump on and learn about the activities APWA has to offer and how you can get involved with a committee.

The next “Coffee” Zoom will be in early 2022, check the Chapter website for more information. Feel

free to contact Membership Chair – [Dan Dinges](#) with any questions. 630-837-0811

Many thanks to the Chapter Membership Committee :

Chair – **Dan Dinges** – Village of Bartlett
Tim Juskiewicz – Strand Associates
Rachel Lang – Corrective Asphalt Materials
Dave Wong – HDR, Inc.
Bill Peterhansen – Hancock Engineering
Tyler Grau – Stanley Group
Benjamin Zeman – HDR, Inc.
Katie Snyder – HR Green
Sarah Voska – Bluestem Ecological Services

A flyer for 'Membership Coffee Zoom Meetings'. It has a blue and yellow background. The title is in large yellow letters. Below it, it says 'Contact Dan Dinges for more info (630) 837-0811'. There's an icon of a coffee cup and a group of people on a video call. At the bottom, it lists topics: 'What is APWA about?', 'How does the Chapter operate', 'Website & Events', 'Committees & How to Join', and 'Get the most out of your membership'. The APWA logo is in the top right corner.

Customizing this unit meant that it would be able to stored on existing shelving units in the Public Works garage.

Utilizing in-house expertise to re-vamp anti-icing liquids program

by: [Wally Dittrich](#), P.E., wdittrich@lincolnshireil.gov, Assistant Public Works Director/Village Engineer
Lincolnshire Public Works Department

We've all gotten the same question at one point or another; "Why in the world do we do things this way?" Or after spending countless hours trying to fix something hear "...you know if you gave me a little time and some money, I could really make this work a lot better for us..." Those were the words we heard time and time again when it came to Lincolnshire's process for making and applying anti-icing liquids. While neither time nor money is easy to come by, after listening to staffs ideas for improving the way the Village's anti-icing program was managed, we quickly realized the benefits that could be experienced.

space for this unit was always a challenge. Fleet Foreman **Matt Liewher** and Fleet Servicer **Nivardo Garcia Honorato** developed an idea for a new system that was able be put on numerous different vehicles using a forklift. Customizing this unit meant that it would be able to stored on existing shelving units in the Public Works garage. Matt and Nivardo were able to weld a frame and mount a 500 gallon tank on it that sprayed anti-icing liquid using a conventional sprayer and pump purchased from local supply houses. Since the roadways the Village maintains are low volume/low speed, a complex application system that varied its application rate based on the speed of the truck was not necessary. This new unit was so successful that the following year, another one was built which allowed the time required to anti-ice the Village's 40 lane miles of roadways to be cut in half.

In order to make the anti-icing liquid that is applied to the Villages roadways, salt brine from the Vernon Township Public Works used to be hauled over, 2,500 gallons of salt brine at a time. Our Public Works crew would drive our six-wheeler truck to pick up the tanker and pump the trailer in to our salt brine storage tank. Lincolnshire has the ability to store 10,000 gallons of salt brine, resulting in 4 trips of 2 crew members which most times takes a whole day to fill our tanks. We also relied on the Township to have the product when we needed it, which was dependent on many factors.



Accubrine – Accubrine unit from Cargill that mixes anti-icing products

Fleet Foreman **Matt Liewher** and Streets/Stormwater Foreman **Josh Markham** previously had the opportunity to attend the **APWA North American Snow Conference** where they were able to learn about anti-icing equipment. After going to the conference and doing some additional research, they brought forward a recommendation to purchase the Accubatch system which is made by Cargill so that the Village could make its own brine instead of getting it elsewhere. The system is equipped with 2 marine grade fiberglass hoppers that blend rock salt and water. The Accubatch is a plug-and-play system which also allowed maintenance staff members **Scott Malicki** and **Dave Clauser** to install the system themselves, using the assistance of Cargill's service representative, as well as a local plumber and electrician. By doing this process in-house, upgrades to the liquid blending room at the Public Works Facility were completed to convert the system from one that took raw products and mixed them for storage, to a

(Continued on page 22)



Anti-icing Unit 1 – Fleet Foreman Matt Liewehr removes the anti-icing unit from storage

The Village's past procedure for applying anti-icing liquids utilized an off the shelf tank/sprayer unit that was made to fit onto a single flat-bed utility truck. Over the years, staff was anti-icing less and less, due to down time with the unit as well as how cumbersome installing it onto the truck was. Also, since everything at Public Works is required to be stored in our garage, finding

Revamp Anti-Icing (Cont'd from pg 21)

system that was able to store raw materials and using the companion Accubrine mixing system, mix salt brine and anti-icing components like Beet-Heet and distribute them directly into our anti-icing units and truck mounted pre-wetting tanks. While Scott and Dave were installing the system, they quickly realized that we would now be able to fill trucks in our garage instead of outside since we did not need to be right by the tank that stored the final product. They were able to accomplish this using off the shelf hoses and fittings.

Implementing these changes

by allowing our staff to develop and implement their own ideas not only gave the Village of Lincolnshire a great new anti-icing system, it shows our employees that they are an

integral part of the overall operations at Public Works and will promote open thinking on other challenges in the future. 



Anti-icing Unit 2 – Training staff in the use of the new anti-icing unit



Anti-icing Unit 3 – Fleet Foreman Matt Liewehr loads the anti-icing unit onto a flat-bed truck for use



Brine Maker – Maintenance staff member Dave Clauser explains how the Accubrine system works



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Civiltech Engineering's Use of Drone Technology for an Origin-Destination Study

by: [Tamara A. Gaumond](#), TGAumond@civiltechinc.com, Content Strategist, Civiltech Engineering, Inc.

At Civiltech, we strive to be innovative in our studies and design solutions and in our use of technology. Recently, those nodes of innovation collided and a “what if” idea prompted a new use of a technology which resulted in an exciting project outcome. Our Traffic and Phase I teams utilized our existing in-house drone program to gather data for a complex **Origin-Destination** (O-D) Study.

Civiltech performed the O-D Study as part of our Finley Road/ Belmont Road/ Ogden Avenue Intersection Phase I project for DuPage County. The purpose of the study was to evaluate potential route alternatives within the study area. This complex intersection experiences heavy traffic volumes that are expected to increase through the 2050 design year. The evaluations at this intersection required a consideration of the operation and travel patterns along four roadways within a trapezoidal study area: Finley Road/ Belmont Road, Ogden Avenue, Cross Street, and Warrenville Road. The purpose of the O-D study was to gain an understanding of where vehicles are going when they travel through the intersection in relation to where they came from. This snapshot of the traffic patterns and trends was beneficial to developing alternatives for correcting the various problematic components of the intersection and study area.

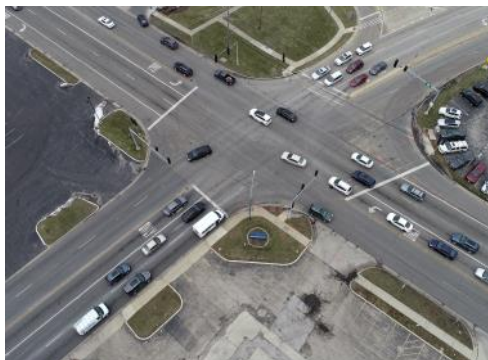
Conventionally, to conduct an



Finley Road/Belmont Road/Ogden Avenue Intersection

O-D Study such as this, our team would place staff in different locations at the perimeter of the study during a.m. and p.m. rush periods. They would dictate license plate numbers into voice recorders with other staff noting where vehicles entered the study area and where they exited. This often involved a large number of staff. The data would then be compiled and analyzed using a labor and time intensive process.

sive, but the data would be captured on video and more accurate and traceable than when captured by people recording what they observed. Civiltech CAD and drone program staff thought the idea had merit and recommended working with two drones to capture different parts of the study area simultaneously. The team then proposed the idea to the client who agreed to give it a try.



Finley Road/Belmont Road/Ogden Avenue Intersection

The idea was floated that if we could use our drone technology, not only would the exercise be less labor and time inten-

The Civiltech drone pilots wanted to capture the movements of all vehicles through 3 of the 4 intersections in the study area. They deployed two drones on opposite sides of the study area during a.m. and p.m. peak hours, then converted the drone recordings into a single video file for the entire study area. A Civiltech Traffic Engineer was then able to compile the data supported by visual verification and analyze the traffic patterns for every traffic signal cycle for a full hour.

(Continued on page 24)

The evaluations at this intersection required a consideration of the operation and travel patterns along four roadways within a trapezoidal study area

Drone Technology (Cont'd from pg. 23)

This undertaking brought certain challenges. A primary challenge was drone battery life. The objective was to capture a full hour of video, but the drone's battery life is only 20-25 minutes. The pilots dealt with this by flying in 20 minute intervals with two 5-minute breaks to swap out batteries

There was also a concern as to whether the video quality would provide a useful end product since it would not be possible to capture license plates. The imaging came out

clear and vehicles were easily tracked as they traveled through the intersections.

Weather is always a factor in flying the drones as well as the location of the sun. While the weather was fine for this study, sunrise and sunset presented a challenge. The team had to wait to schedule the study until sunrise occurred earlier than the a.m. peak hour of data collection. Prior to this, not only would it have been too dark, but it is illegal to fly more than 30 minutes before sunrise or after sunset. This is notable as it limits the viability of utilizing

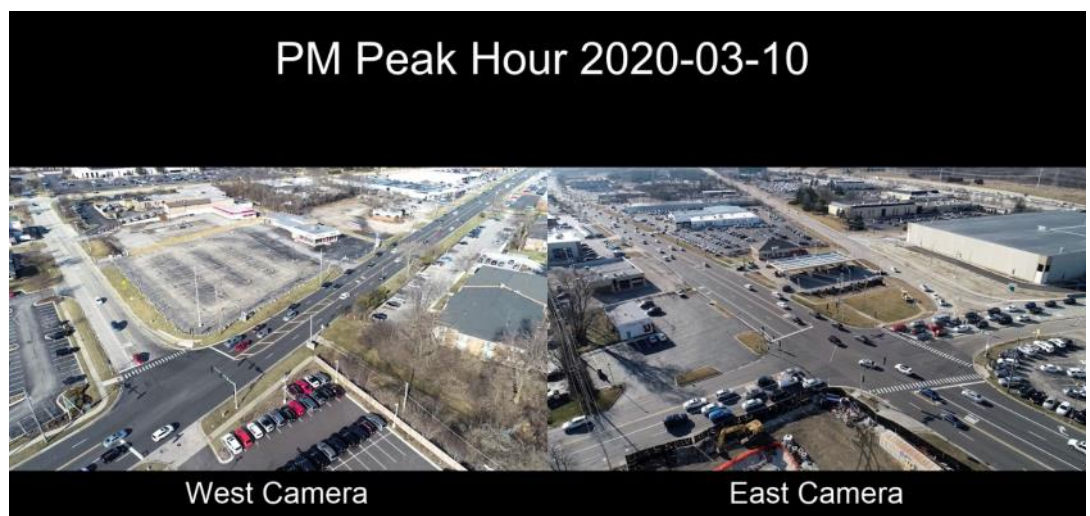
drones in this capacity to about 6 months out of the year.

The Civiltech team felt that the exercise was a success. Using the drones for the O-D Study provided a cost savings creating efficiency in the time needed to conduct the study and the minimal quantity of staff it required. Also, capturing a full hour of traffic movements on video resulted in more accurate and comprehensive data.

The objective was to capture a full hour of video, but the drone's battery life is only 20-25 minutes.



Traffic Simulation of the Project Study Area



Side by Side Camera Images



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Christopher B. Burke Engineering, Ltd.



Chapter Golf Outing

By: John Heinz, Christobpr B Burke Engineering, LTD

The 2021 version of the Golf Outing was held June 24, 2021 at beautiful Bartlett Hills Golf Club with 136 golfers teeing it up for the Shotgun start....it was another beautiful day for golf and the attendees had an opportunity to win numerous prizes at the Event Holes which were generously sponsored by the following:

Standard Equipment Company- Leinenkugel Canoe

Peralte-Clark, LLC- Beat the Schmoie

RNOW- Compressed Air Ball Launcher

HLR- Hit the Circle


HR Green- Closest to the Pin

365 Equipment and Supply- Closest Second Shot

All of these sponsorships and the participation of the golfers in the games and door prize activities resulted in a **RECORD for Scholarship revenue of \$16,000!!!**

Thank you to all who attended and especially the SPONSORS!! The 2022 Chapter Golf Outing is scheduled for Thursday June 30, 2022 at Bartlett Hills, put the date on your calendar NOW!!

Thank you all again, your Golf Outing Committee!

A special THANK YOU to **Beth Urgo** from Village of Bartlett for handling Registrations and **Julie Cahill** from CBBEL for creating all of the Sponsor Signage and tickets. 

Thank you to:

Golf Outing Committee:

John Heinz, Co-Chair, CBBEL

Frank Tripicchio, Co-Chair, CBBEL

Dan Dinges, Village of Bartlett

Bob Mitchard, Village of Algonquin

Tom Talsma, Retired DPW

Karen Daulton-Lange, Village of Lake Barrington

John Clark- Peralte-Clark, LLC.

Jenn Anderson, Awesome Person!!



There were many other sponsors as well...

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Suburban Branch Year End Reflection

By: Kristin Mehl, Village of Roselle

As I look back on my year as President of the Suburban Branch, I am struck by how different it was than any other year that I have had on the Executive Board. While 2020 brought a complete shutdown of in-person events, 2021 brought hope that things would begin to return to the new normal. The inability to meet with our APWA colleagues in person really made me realize the benefits APWA has in the networking, collaboration and, of course, social aspects of our professional lives.

While things did not return to normal as quickly as any of us would have liked, by summer we were able to get together for our annual **Construction Site Tour and Intern Sendoff**. We also had an amazing golf outing that brought our branch together and raised \$25,000 for our Scholarship fund. We were again able to get together in person for our shared event with the Lake Branch with the County Engineers Update. These were wonderful opportunities to interact with each other again and catch up on how we are all managing

during these challenging times.

I want to thank my Executive Board for all their hard work and support throughout the year. Jeff, Matt, Kent, and Mike: we have faced a lot of challenges over the past years, but our Branch remains strong, and I know that next year will be even better!

Overall, this year was not what I thought my year as President would look like, but it has really shown me the value of APWA. Thank you all and here's to 2022!



**Suburban Branch
Golf Outing**



Brigitte Berger-Raish, PE, presenting at the Construction Site Tour and Intern Sendoff.



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(Continued from page 19)

The Village of Western Springs remains dedicated to implementing green initiatives in the community and to sharing these experiences with other municipalities who may wish to do the same.

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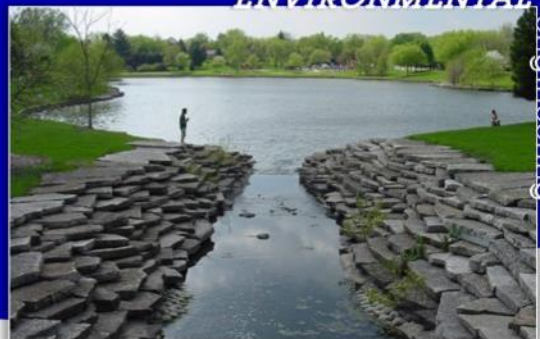
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City Branch: Getting Back to It!

By: Eric Dean, PE, CFM, Senior Project Engineer, edean@benesch.com



Kayak tour during the Riverwalk outing

2021 saw an all-time attendance record as our City Agency talks continue their online format. The City Branch's goal for 2022 is to resume in-person talks to increase networking, but also provide an online venue to reach a broader audience. This hybrid format is the wave of the future and the City Branch intends to fully embrace it. Please keep an eye out for reminders, either through the Chapter website or emails. These talks still remain one of the best ways to earn free PDHs towards professional engineering licensing.

2021 also had the first in-person event with the Chicago Riverwalk Tour and Scholarship Fundraiser. This event was created to replace the traditional summer golf fund-



Thanks to everyone that made this event a huge success !



Inside the Michigan Avenue bridge house

raising event with a goal of being more focused in on the downtown area of Chicago. The event was a success and included a kayak tour, boat tour, bridgehouse tour, and Chicago River Riverwalk tour all being offered. This was followed by a happy hour where the event had the distinguished honor of having dignitaries from all the major agencies:

CDOT - **Dan Burke**, P. E., S. E., Managing Deputy Commissioner

CDOT - **Oswaldo "Ozzie" Chavez**, P.E., Deputy Commissioner

MWRDGC - **Dr. Catherine A. O'Connor**, Ph.D., P.E., Chief Engineer

CDWM - **Dr. Andrea (Putz) Cheng**, Ph.D., P.E., Commissioner

CCDOTH - **Noel Basquin**, P.E., Bureau Chief of Design

Keep July marked on your calendar for next year. Momentum is building for this yearly event to see the City of Chicago in a way that only the APWA City Branch is able to provide.



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My 2019 PWX Experience — PWX Seattle 2019

by Dave Scanlon, Village of Arlington Heights

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

My name is Dave Scanlon I work for the village of Arlington Heights Public Works. I competed in the Chicago metro branch backhoe rodeo competition and won first place. With winning that I secured my spot to compete in the national backhoe rodeo competition in Seattle Washington. The Chicago metro branch gave me a scholarship to attend. Not only did I enjoy my time in Seattle competing in the rodeo, but receiving the scholarship also let me attend the expo for the whole time I was there. I learned a lot attending different seminars, classes and things from different vendors. One vendor that caught

my attention was a company that customizes a GPS system to go into plow truck to make your plow route as time and material efficient as possible. I later took that back to my employer and talked about it with my boss. I would have never learned of this company if I didn't receive a scholarship to attend the expo. I want to thank the Chicago metro for everything I enjoyed my time in Seattle.

Thank you, Dave 



L-R, Rachel Lang, Steve Mullany, Scott Shirley, Dave Scanlon, Glenn Adams & Matthew Bartlett at the 2019 Chapter Expo



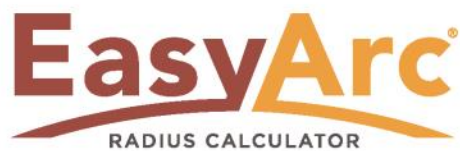
Backhoe competition 2019



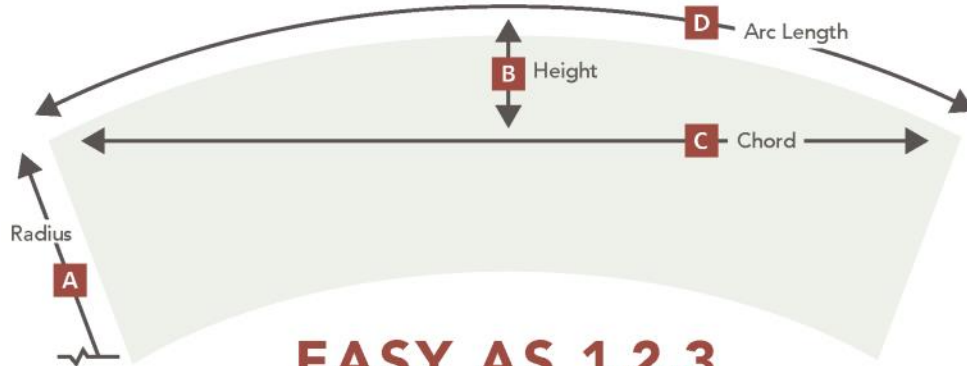
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DON'T OVERCOMPLICATE, JUST CALCULATE

For visual purposes only - not an actual installation



The EasyArc Radius Calculator quickly identifies the radius size closest to your project plans and creates a drawing and list of the TufTile materials and quantities needed. TufTile wedges and tiles are arranged side-by-side to form up to 20 radius configurations ranging from 9R to 70R.



EASY AS 1,2,3

1

CHOOSE YOUR MATERIAL AND
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2

ENTER THE RADIUS [A]
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Try it now at www.tuftile.com/radiuscalculator

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Chapter Name Tags

By: Dan Dinges, Village Engineer, Village of Bartlett

Start 2022 with a new name tag! These are sturdy plastic name tags that are kept in place with magnets!

These help introduce you at Chicago Metro Chapter functions like education sessions, onsite tours, awards lunches and more!

If you are new to APWA or a longtime member, the name tags will help you meet others and build lifelong friendships.


Contact Dan Dinges ddinges@bartlett.il.gov if you want to know more! Orders are placed quarterly! 

CHAPTER NAME TAGS

START 2022 WITH A DURABLE &
REUSABLE NAME TAG!

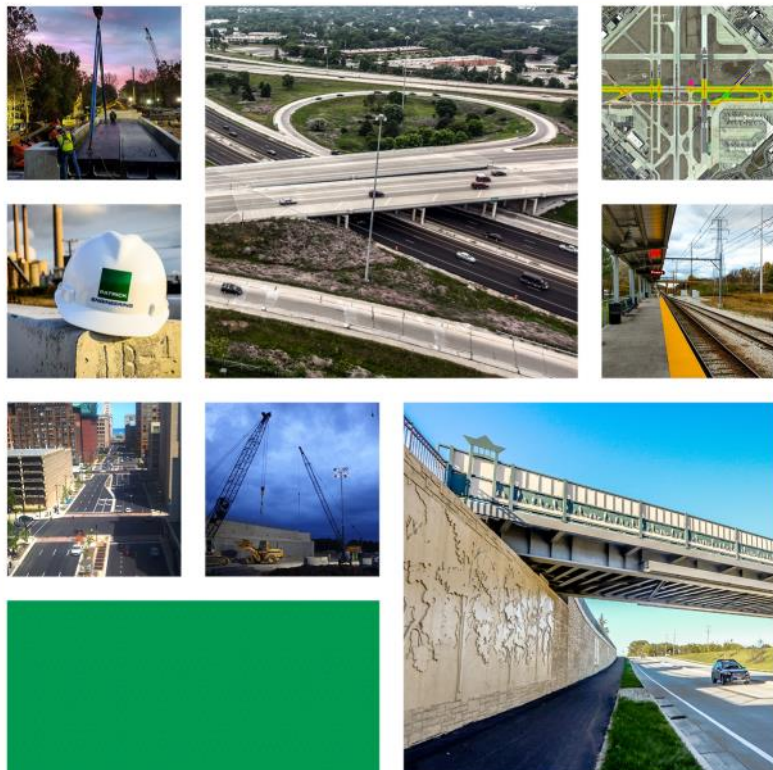
CONTACT [DANIEL DINGES](mailto:ddinges@bartlett.il.gov)

DDINGES@BARTLETTIL.GOV



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kdesmaretz@hwlochner.com
312.735.1820

John P. Kos, PE
jkos@hwlochner.com
312.994.9767

Alan Hasler, PE
ahasler@hwlochner.com
630.210.6924



1011 Warrenville Road, Suite 20
Lisle, IL 60532

225 W. Washington, 12th Floor
Chicago, IL 60606



Millburn Bypass, Lake County



Resurfacing, York Township

APWA Diversity

By: Michelle Lipinski & Jill Hayes

As a transportation professional, we hear a lot about intersections. Intersection congestion, intersection safety, alternative intersections... and on and on. But we would like to talk about a different kind of intersection - *the intersection of transportation and health*.

"Is that a thing??" You may be wondering, and to be honest... I'm not sure it's a thing. But it should be.

The intersection of transportation and health is more than building sidewalks and bike lanes. In recent years, active transportation has become an important part of transportation policy. And for good reason! It is well documented that multi-modal transportation networks offer health benefits, environmental benefits, and economic benefits to the communities they serve.

But there is more to it than infrastructure. The intersection of transportation and health creates an environment where the *HEALTHY CHOICE* is the *EASY CHOICE*. You can build (or design) sidewalks all day long, but if no one chooses to walk on them, they won't reap the benefits of daily movement. And the first lesson the world's healthiest, longest-lived people is daily, natural movement.

The world's longest-lived people don't pump iron, run marathons or join gyms. Instead, they live in environments that constantly nudge them into moving without thinking about it.

Blue Zones Power 9 ([Power 9® - Blue Zones](#))


Making the healthy choice the easy choice involves a combination of built environment, social support, and personal choices. And as busy, working professionals trying to keep up with the demands of work, life and family needs, many of us are guilty of neglecting the daily walk/run/bike ride on those beautiful paths. Even the ones we helped build! So, one of the goals of the APWA Diversity Committee this year is to support the social and personal side of building better environments. We will be sponsoring events which promote personal connections and healthy lifestyles. Planned events include:

Nature walk at a Forest Preserve,

Yoga

Veggies for Breakfast cooking demo and nutrition webinar,

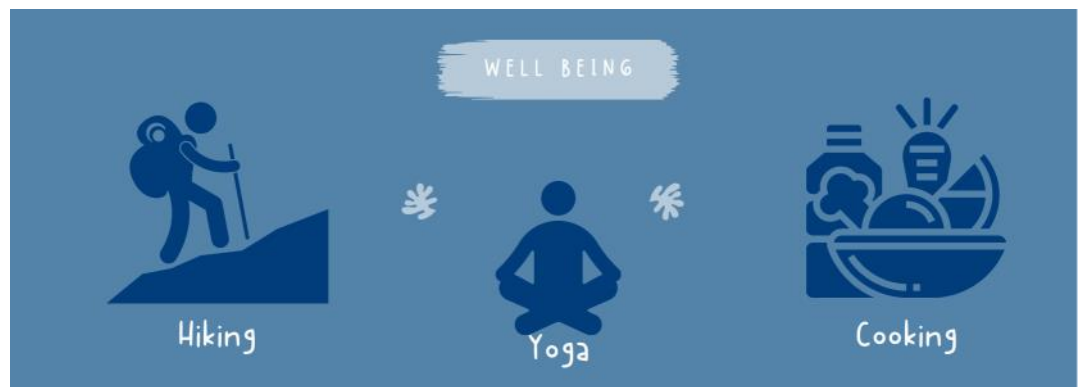
We hope to see many of you at these events where together we can explore the intersection of transportation and health. Events will be posted on the Chapter website and communicated via email.

Looking forward to 2022! 

Contact information:

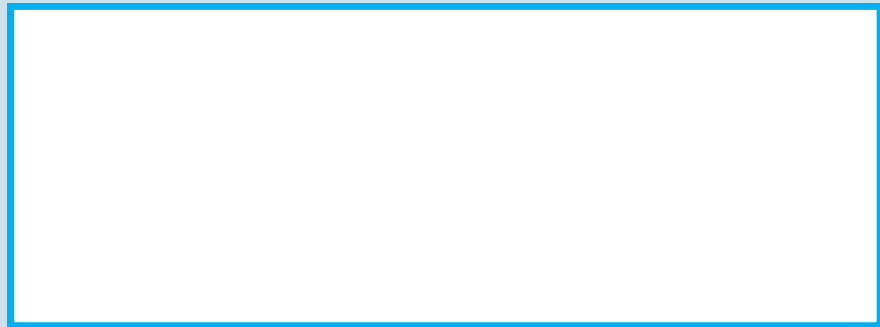
Jill Hayes email: jahayes09@gmail.com

Michelle Lipinski: Michelle.lipinski@rubinoeng.com





1200 Wilmette Ave
Wilmette, IL 60091
Eng. Div.
E-mail: publicity@apwachicago.net



Save the Date:

2022 Events

Jan 11, Fox Valley Branch 2022 Awards Banquet
Jan 12, Southwest Branch January Meeting / Awards Banquet
Jan 26, Suburban Branch: Awards Lunch
Jan 27, City Branch - Lessons Learned While Implementing the Evanston Bike Lane Program
Mar 18, Chapter Awards Banquet - SAVE THE DATE
Mar 20, Fox Valley Branch Chicago Steel Hockey Game
Mar 24, City Branch - Damage Prevention the Chicago Way
May 18-19, Expo in Villa Park
June 30, Chapter Golf Outing
Aug 28-31, PWX Charlotte, NC

IPSI 2022 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 Chapter website at <http://chicago.apwa.net/>



PWX 2022: Ready and Resilient

August 28-31 | Charlotte, NC



Visit the Chapter [Facebook](#) page, [Twitter](#) account and/or [YouTube](#) Channel to see more Chapter and Branch activity.