The Metro

APWA Chicago Metro Chapter

October 2022

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Inside this issue:

Letter from the Chapter President

Marc Grigas, Strand Associates, Inc.

As we transition from summer to fall, we are thankful for having had a very successful summer full of fundraising for our scholarship programs. In the last newsletter, I called upon our members and sponsors to make our golf outings a success and you all stepped up with your generosity as participants, volunteers and/or sponsors. Thank you. The Chapter is very fortunate to have such a generous group of members that made the summer a fun and fruitful time.

Our reputation as being the best chapter in North America was proven by our contributions at the 2022 PWX, which was held August 28—31 in Charlotte, North Carolina. Wherever you went during the four day event, the Chapter had representation at the convention. PWX had three days full of presentations to educate our industry. Chapter members gave several presentations to the attendees on stimulating topics such as asset management, as-built construction plans, and roundabouts. At the backhoe and loader competitions, our Chapter winner, **Ben Andermann** from Wheatland Township Road District, made a strong showing and dazzled the judges with his precise operations.

Our Chapter was also well represented at the National Awards ceremony. We were fortunate enough to have National award winners in categories for projects, local agencies, individuals, and yes, the Chapter itself. The Chapter won the Presidential Award for Chapter Excellence (PACE) for the 25th time. The award winner is chosen by APWA National to recognize APWA chapters for contributions made to positively impact their membership, profession, and community. This award recognizes chapters that demonstrate this accomplishment in a given year. I would like to thank all that have contributed to the Chapter to make this award a reality.

Marc Grigas
Chapter President

The last night of the convention was capped with our annual Chapter dinner. Our President-Elect, Allison Swisher from the City of Joliet, spent months planning a night the Chapter will not forget at Charlotte's Fahrenheit Restaurant on the 21st floor of the Hyatt Hotel. Similar to last year, the stormy weather early on cleared for our guests to enjoy Charlotte's skyline on

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PWX 2024 – Great Plans Require Great Commitment

by: Robert Kolar, Senior Project Manager, HBK

Chicago is known for making no small plans, especially when it comes to showcasing the strength of public works in the Chicago Metro area. When thousands of public works leaders from all over North America and the world descend upon Chicago from August 18-21, 2024, the Best Damn Chapter in the Nation will be ready! From educational tours, to the Get Acquainted Party, from a 5K race to the loader competition, we will be there to provide a premium experience for our guests. If you have ever been to a PWX, you know that there is no better place to network with your peers. Learn about cutting edge practices! See new equipment! Experience all the host city has to offer! The last part is where we come in. We want to showcase Chicago Metro and the City of Chicago. We are proud to be a leader in public works. And we are proud to be a leader in having fun!

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Download the Sponsor and Support document from the Chapter webpage

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Chapter Newsletter

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The December issue is mailed.

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Suburban Branch Update

By: Reid Magner, PE, Bravo Company Engineering

On August 16th and 17th the Chicago Metro Chapter and the Suburban Branch held their annual winter workshop with assistance from the Professional Snowfighters Association. The event took place at the Medinah banquet facility in Addison. In total over the two days, approximately 180 people participated. What was different this year was that on the second day of the workshop, we hosted the two winter-related APWA certificate programs - the day-long **winter maintenance supervisors certificate program** (about 30 people attended this) and the half-day **winter maintenance operators certificate program** (about 80 people attended this). The two certificate programs were very well received, and participants left armed with ideas to try out in the forthcoming winter season.

A consistent theme in this year's event was how to combine offering excellent levels of service (which the Chicago-area communities demand) with minimal environmental impact.

Attendance at the jointly sponsored workshop.

There are many tools available to agencies that allow them to handle these two requirements in their winter maintenance work, and these were shared and discussed in detail.

There was also a very enlightening panel session on employee recruitment and retention. It is clear that the new CDL requirements are making an already challenging task even harder, but some good ideas about how to rise to this challenge were shared and debated.

As always, the event was supported by vendors, and in particular, the workshop was sponsored by **Vaisala Inc.,** and the afternoon break (ice cream!) was sponsored by **K-Tech Specialty Coatings, Inc**. the makers of Beet Heet deicing product. We are working on making sure we have dates set aside for this next year, so please mark your calendars for August 15th and 16th, 2023 to ensure you can attend next year's winter workshop.

Reid Magner, P.E.

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PWX 2024 (Continued from page 1)

This effort does not come without a cost. We will need hundreds of volunteers to staff the event. There will be much more to come on how you can help us by giving a few hours of your time. The more immediate need at this time is to raise funds to support our efforts. Our goal is to raise $600,000. The Chapter and its five branches have already committed to raising $250,000. We need your help to make up the difference. Whether you can give $50 or $35,000, your help in funding the Chapter's efforts is appreciated. We can set up payment plans to spread out your investment. Our fundraising co-chairs, Dave Lawry (224-955-3019) and Marty Michalisko (630-918-0273), stand by to help you.

The Chapter has a dedicated PWX 2024 page on the Chapter website. It is listed under the **EXPO tab** along the header. You can also follow this link:

http://chicago.apwa.net/PageDetails/29651

On the page, you can stay updated on PWX 24 happenings and also download the sponsorship and support opportunities brochure. If you are reading this newsletter electronically, click here to download the sponsorship brochure.

People still talk about going to Navy Pier in 1993 or Soldier Field in 2013. The joy of knowing you were part of a memorable event as we put together PWX 2024 will stay with you for years to come. You will be supporting a great event. You will be recognized for your efforts. You will be helping to promote our industry, an industry that is based upon service to others.

We hope you were able to attend PWX 2022 at Charlotte, NC this year.

Jennifer Hughes & Mike Millette

PWX 2022 Co-chairs

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Asset Management Recipient: Village of Schaumburg

Project of the Year: Less than $5M, Great Western Trail

3:10 to Joliet

By: Eric Neubauer, HDR

ALL ABOARD! After taking a much-needed summer break in July, the Southwest Branch boarded a train to Joliet (which coincidentally also has a prison) for Demo Days, held at the Joliet Eastside Wastewater Treatment Plant. This is a vendor fair to showcase new products and techniques that can be useful in public works. It provides front-line workers with hands-on demonstrations for everything from pavement preservation/repair to GIS mapping to fire hydrant operation. We had over 30 vendors, four demonstrations and 180 attendees this year. Thanks to **Allison Swisher, Randy Lusk, Tiffany Engelhardt** and **Anna Zachary** for being our Demo Days committee and planning it. All attendees were treated to a pulled pork lunch.

You never know what interesting and new technologies you might find at Demo Days. One of the demonstrations was by a vendor that uses a dog named Jubel for watermain leak detection. This dog can smell the chlorine from a leaking pipe up to 8 feet down and identify the location to dig. THAT IS SOME NOSE! No tap water for this dog. It can only drink water without chlorine so as to not ruin that sense of smell. That is one posh pup!

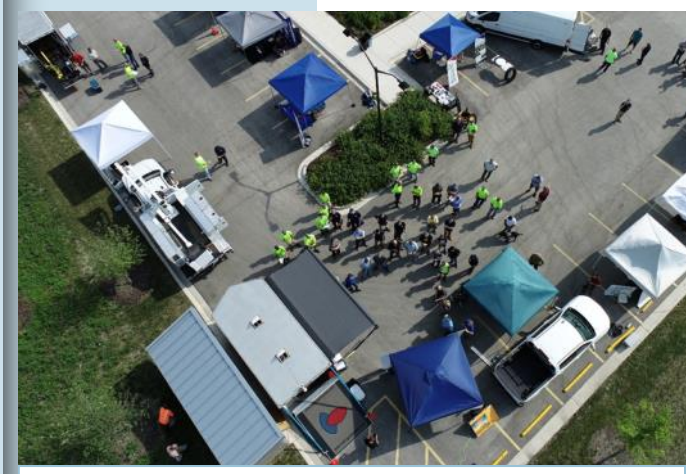
As is Southwest Branch tradition, Demo Days closed with a modern-day version of a shootout; a bags tournament. Congratulations to Matt and Greg from the Village of Plainfield for being our winners.

The Southwest Branch has filled out our calendar of events for the reminder of the year. Hope to see you at one of our events.

- September 7, 2022 – GIS Mapping for Tree Inventories (Great Lakes Urban Forestry Management)
- October 5, 2022 – Lift Station Assessments (Trotter)
- November 2, 2022 – Disaster Assessment and Partnerships (American Red Cross)
- December 2022 – SSWWA/Southwest Branch Holiday Party

Jubel, a working dog used for watermain leak detection

Southwest Branch bags tournament



Demo Days aerial photo

Waiting for pulled pork lunch!

Eric Neubauer recognizing branch presidents and officers

Lake Branch Updates

By: Michael Brown, Director of Public Works, Village of Lake Zurich

We're in the heat of it now! June had some great events located throughout Lake County. On June 2ND, the annual Lake Branch awards banquet was held at Mickey Finn's in Libertyville (see below for the list of 2022 winner's).

On June 16th Lake Branch partnered with the Fox Valley Branch to host an educational and networking event at the Wild Onion Pub in Barrington. We closed out June with an afternoon at the Sunset Pavilion in Lake Zurich with a presentation by our very own 2021 APWA Top Ten Public Works Leaders Brigitte Berger-Raish.

July 15th brought us a very wet golf outing at the Arboretum in Buffalo Grove. A special thanks to all of those who muscled through the weather and played through the light stuff…

Next up…..

August 16th Educational Event-Introduction to Plan Reading-Village of Buffalo Grove Public Works Facility, followed by a networking event at Buffalo Creek Brewery in Long Grove.

August 28-31st PWX

September 20th tour of the Mundelein Public Works Facility followed by a networking event at Tighthead Brewery in Mundelein.

November 15th, Veteran's Day Event

CONGRATULATONS 2022 AWARD WINNER'S

Transportation -Less than $5M
Nippersink Boulevard Reconstruction-Village of Fox Lake

Emergency-Less than $5M
Stearns School Road Emergency Repair-Lake County DOT

Historical-Less than $5M
Robert Parker Coffin Road Bridge-Village of Long Grove

Environment-$5M to $25M
Water System Improvements-City of Waukegan

Asset Management Award
Village of Buffalo Grove

Commendation for Exemplary Service to Public Works
Dane Bragg-Village of Buffalo Grove

Professional Manager of the year-Water Resources
Dave Haisma

Professional Manager of the year-Right of Way
Phil Freund-Village of Barrington

Professional Manager of the year-Transportation
Scott Fontanez-Village of Buffalo Grove

Samuel A. Greely Award
Michael Brown-Village of Lake Zurich

Asset Management June 16th

Lake Branch Scholarship Golf Outing July 15TH

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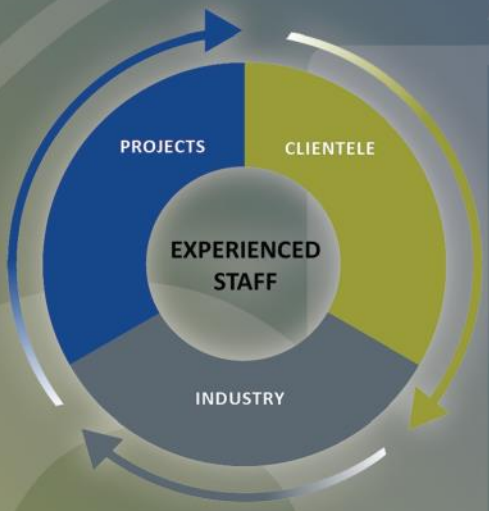

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Recoverable Energy in Water Systems

By: Captain Robert Lewis, bobalew5@sbcglobal.net, PE, retired engineer

Recovering energy from water is not a new concept. The typical method utilized is to convert kinetic energy from impoundments (potential energy). Electricity is typically generated using hydropower in elevation rich topography. However in large metropolitan areas great volumes of water are being transmitted long distances regardless of topography. This is true in several Great Lakes states. The City of Chicago as an example transports billions of gallons of water every day. The economics of this aqua transit limits the transmission conduits to certain sizes (due to cost of pipe, right of way and construction) and requires higher pressures to deliver the demand volume. When pressure and volume are high enough, recoverable energy exists.

How can any municipality harvest electrical energy from their water system? You can recover energy from existing system pressure. Most water provider contracts do not allow the purchaser to use delivery pressure to operate their water system. The energy at the point of delivery is typically dissipated by a pressure reduction valve (PRV). The energy wasted at the PRV can be harvested at any PRV location. The cost of doing so needs to be examined, i.e. is it economical to do this. This article will address the typical determining factors and studies to consider.

The economic viability of PRV energy recovery depends primarily on incoming *volume* and *pressure*. Secondary concerns are *flow* peaking factors, *funding* sources and attributes of the *facility* location. There are many factors to consider however these five factors can make any location unfeasible in short order and efficiently eliminate prospects, avoiding unnecessary studies and costs.

Why should you consider investigating the feasibility of recoverable energy at PRV sites?

- The cost of energy continues to rise affecting water system costs
- Public objection to increasing water rates
- Water conservation programs are reducing water fund revenue

What are the potential benefits of PRV energy recovery?

- Can lower operating costs, abating future rate increases
- Zero carbon, eco-friendly green energy production has public support
- Uses proven systems like pump and motor sets similar to existing water systems, operates using existing SCADA systems and can be fully automated.

What are the potential uses for the recovered energy?

- Use on site to run water pumping system
- Can be used to run adjacent LED street light system
- Can run adjacent electric vehicle recharging station

What are some unique ownership and operational issues to consider?

- The facility maybe classified as an electrical generating station with specific operational requirements and permitting
- Staff may need additional training and certification to work at the facility
- Detailed plans, specifications, scheduling and permitting are required to avoid construction change orders and understand equipment delivery times.

What are some State and Federal funding issues to consider?

- Project classification: This is a recoverable, not renewable energy project
- Payback periods: Some funding may require 7 years or less to equate the cost of construction with the cost of energy produced
- Permitting: The project may require a permit from the Federal Energy Regulatory Commission. (FERC), an exemption is usually granted, but an application is required

What kind of studies are needed?

It is recommended to use a five step feasibility process for PRV sites. This provides considerable value in each step with costs moving from lowest upward to the required full amounts after feasibility is established. This allows major capital investments to be delayed until best site and viability are identified and verified. Also creates maximum time to seek funding and grant assistance for construction cost assistance. Those five steps are:

- Site feasibility study (multiple sites can be done simultaneously)
- Preliminary engineering investigation
- Design engineering with detailed plans, specifications, schedules and permitting
- Construction Inspection
- Facility Commissioning, staff training, O&M development

In general project costs are relative to size, location and site conditions. Factors to consider are:

- Site constraints, location and access
- In coming pressure and flow dynamics
- Age, condition and physical space in the existing facility

Past study examples: (costs varies due to type, size & location)

- Town of 15,000; 1 location, 0.5 MGD, $1,500 for feasibility study
- Town of 50,000; 3 locations, 6 MGD, $10,000 for feasibility study

Sharing a Vision of Asset Management

By: Dan Kaup, MPA—Director of Public Works, Vill. of Wheeling, and Kyle Johnson, Assistant Public Works Director,—Vill. of Buffalo Grove

In late 2020, then-president Mike Hall approached Dave Lawry and I to ask if we would be willing to form a new committee focused solely on asset management. While the practice of asset management is not new to the public works profession, Mike sensed a widespread hesitation on the part of many in the field, and wanted to provide a resource to assist them in adopting proactive capital and asset planning practices. Dave and I agreed, and in January 2021 we formed the inaugural Chapter Asset Management Committee, along with Kyle Johnson of Buffalo Grove, Schaumburg's Dan Randolph, Carolyn Grieves of Baxter & Woodman, and Scott Threewitt of Plainfield.

Asset Management Presentation at PWX 2024

The group quickly recognized that Asset Management is not merely a software, but rather a philosophy. You cannot simply "plug in" the solution and expect it to work; organizational culture must support this venture. Within a month, we submitted the Committee Charter for consideration. The document adopted by the Chapter focuses on providing resources in three areas: to advocate for asset management as a best practice, serve as the voice of the Chapter on asset management as a standing resource to its members, and provide educational material and events on the benefits and usefulness of asset management.

The group built a two year work plan for 2021 and 2022, which focused on first eliciting feedback from the Chapter members on what needs they have in the world of asset management. The most consistent responses focused on how to sell the purchase of asset management software to a City Manager and the elected officials, and how to successfully implement the software program once purchased.

Based on this feedback, the Asset Management Committee set to work to design training opportunities to meet the needs of the membership. The Committee hosted an educational session at the 2022 Chicago Metro Expo event in May. The session focused on the interests of the Chapter membership gleaned through the survey. The presentation first discussed how best to demonstrate the value of an asset management software program to a Village Manager/Administrator, or to a Board or Council of elected officials. Often, a Public Works Director understands the need to improve the department's ability to collect clean data, track work performed on infrastructure, and plan for the future replacement of these assets with a software program. Many times, those asset managers struggle to articulate the value to those responsible for approving the significant expenditure that comes with the software. The group discussed how to make a case for the purchase through cost savings and efficiency. Second, the presentation offered two success stories of communities that have implemented asset management software.

The presentation was successful enough that the committee submitted an abstract of the session to the National APWA for consideration at this year's PWX conference. The selection committee approved the abstract, and so we will be presenting on this topic in Charlotte, N.C. in late August. Please join us at 4pm on Tuesday, August 30th!

Most recently, the Committee hosted an additional "lunch and learn" educational opportunity, hosted by the Lake and Fox Valley Branches of the Chapter APWA. The seminar focused on implementing asset management software from the perspective of a management analyst, with more of a ground-level experience. The training highlighted three management analysts from two different communities, and was attended by over forty guests. The Committee plans to host at least one more lunch and learn event in 2022 which will continue to build upon the responses of our audiences and expand our reach across the Chapter.

While the Chicago Metro Chapter Asset Management Committee has made solid progress in assisting others to better understand the value of asset management as a practice, we are continually seeking new ideas to improve our efforts. We aim to serve as the best resource we can, sharing our unique experiences. But, we also recognize that your experiences are also unique. We are interested in hearing from APWA members who may want to hear more on a specific facet of asset management, and welcome any comments or suggestions anyone may have. Asset Management is a movement occurring nationwide, so please help us make Chicagoland the success story others point to as an example to follow!

Suburban Branch Intern Sendoff

by: Ted Sianis, Village of Buffalo Grove, Suburban Br. PR & Networking Co-Chair

The APWA Suburban Branch held their annual Construction Site Tour and Intern Send-Off on July 25th at the City of Elmhurst's Wasterwater Reclamation Facility. 31 people attended the event this year! **Paul Burris**, the City's Utility Operations Manager, did a wonderful job presenting the multi-year and multi-project process. Paul presented the projects goals, lessons learned, and outcomes all while walking us around the plant. Not only was the tour interesting but educational taking the attendees from the start of the treatment process where sanitary flows enter the plant, to the outfall where water rejoins the environment. After the tour ended, the group headed over to a local Elmhurst establishment, where we hosted and sent off our summer interns with a small party. The Suburban Branch would like to thank the **City of Elmhurst** 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!

Future public works professionals? Interns attending the send-off.

Paul Burris presenting the treatment process to attendees.

President (Cont'd from pg 1)

the rooftop as we bid farewell to Charlotte. The next morning, on the last day of the convention, it was time to get back to work.

We all know by now that Chicago will be hosting the 2024 PWX in less than two years. Our PWX committee members gathered with the host Chapter of Charlotte, along with the 2023 host, San Diego, to discuss lessons learned from planning the 2022 convention. The level of effort and planning to host a PWX is overwhelming but our Chapter is positioned for the challenge.

It's hard to believe that the Chapter is already planning for 2023. Leading into the year, the officers took a new approach to engaging our membership to identify members motivated for leadership positions. We prepared and distributed a Chapter survey for our members to complete. This survey provided an overarching way to contact our membership to understand the personal motivation and interests in their involvement with the Chapter and Branches. We were able to gather valuable information to position the chapter and branches for another year of success in 2023. Our executive committee and committee chairs will further plan the coming year at our annual

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The Chicago Metro Chapter of APWA receiving the PACE award for the 25th time!

Design-Build project secures clean, affordable water supply

By: Stephen T. Crede - Department Manager/Water & Municipal Services, Burns & McDonnell

With the end date of its water supply agreement drawing near, the Village of Homewood, Illinois, was facing the possibility of increased water supply rates and reduced reliability. After assessing long-term plans, Homewood decided not to re-sign with its current provider. This gave the village enough time to work out an agreement to receive its treated Lake Michigan water from a different provider: Chicago Heights, which gets its water from nearby Hammond, Indiana.

As part of the transition, Homewood partnered with Burns & McDonnell to design and construct an 11 million-gallon-per-day booster pump station and nearly 2.5 miles of 30-inch transmission main, using a progressive design-build approach. The $12.25 million project — the largest public works project in Homewood's history — was financed within the village's existing rate plans.

Under the progressive design-build delivery framework, the team seamlessly facilitated collaboration between the village and the design-build team at the earliest possible stages of the project. This collaborative approach allowed the design to progress with input from all interested parties. As the design evolved, our team was able to make

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2021 Homewood Water Delivery

Visit the Chapter website to stay informed on Chapter and Branch hapenings.

West Branch DuPage River Regional Trail Connectivity

by: Brock Lovelace, PE (FPDDC); John P. Kos PE, Dave Shannon PE and Brad Noack PE, SE (Lochner)

The West Branch DuPage River Trail is a 26-mile-long regional trail paralleling the West Branch of the DuPage River and when complete will connect the North Central DuPage Regional Trail on the north to the East Branch DuPage River Trail on the south. The trail will provide surrounding areas with connections to miles of forest preserve trails, nine municipalities and unincorporated areas, access to three branches of the Illinois Prairie Path, the Great Western Trail, the North Central DuPage Regional Trail, the Southern DuPage Regional Trail, and the DuPage River Trail in Will County.

Existing aerial view of IL 38 bridge and river

While most of the trail is complete, the section between the West DuPage Woods Forest Preserve north of IL 38 (Roosevelt Road) and the Blackwell Forest Preserve south of IL 38 is the last and most challenging segment to be constructed. The Forest Preserve District of DuPage County hired Lochner to provide Phase I planning services, Phase II contract plans and specifications and Phase III construction engineering services for this section of the trail. Lochner's experience with alternative structural designs and pedestrian facilities resulted in a final design that met the diverse needs of the trail users while working within the Forest Preserve District's budget.

Lochner performed an extensive exploration of various corridors within the project area, conducted structural studies, and developed several trail alternatives. These alternatives were presented to stakeholders at public meetings, where they were discussed, and a preferred alternative was selected. Approximately 0.7 miles in length, the trail alignment will cross two Illinois Department of Transportation (IDOT) roadways, as well as the West Branch of the DuPage River. The crossing of Gary's Mill Road, an unmarked IDOT route, will be at-grade with enhanced pavement markings and signage to improve the safety of trail users. The crossing of IL 38 and the West Branch of the DuPage River will be on an 800-foot-long hybrid structure consisting of a concrete tub structure, a curved steel beam section, and a prefabricated truss main span. The design minimizes construction costs and long-term maintenance concerns.

During Phase I, a stakeholder engagement program was used to identify the needs of various types of trail users, including pedestrians, school children, bicyclists, and equestrians, as well as nearby residents. Lochner supported the Forest Preserve District in fostering an atmosphere of open dialogue and collaboration through which different groups were able to learn and understand, from each other, the variety of needs of the project and how the project was developed to meet as many of those needs and desires as possible while finding a balance between multiple views and opinions.

The project will also include the enhancement of a portion of the West Chicago Wastewater Treatment Plant property and a parcel owned by the Forest Preserve that previously was the site of a church. These areas will be restored to a more native condition with appropriate plantings to support a variety of insects and wildlife. To reduce the impact of the construction of the trail connection at Forest Avenue, the final alignment will be established on-site through consultation with Forest Preserve

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Proposed WBDRT bridge over IL 38 bridge and river

Plainfield 143rd Street Wins INFRA Grant, Moves Forward

By: Ally Fields - Government Affairs Manager , Crawford, Murphy & Tilly

With the help of a 2021 USDOT Infrastructure for Rebuilding America (INFRA) grant, the Village of Plainfield's 143rd Street extension project is moving forward. This critical project will allow for the reroute of Illinois 126 (IL 126) out of downtown Plainfield, improving safety, reducing congestion, and elevating quality of life for residents. These benefits led to its selection as one of only 24 projects awarded INFRA grants in the 2021 cycle.

Since 1990, the population of the Village of Plainfield has rapidly expanded, from just over 4,500 people to nearly 45,000 in 2020. Simultaneously, Kendall County and western Will County have seen considerable economic growth and dramatically increased freight traffic. In addition to population growth in Plainfield, from 2005 to 2015, freight-related employment grew 138% in Will County as the county became the largest inland port in North America, moving over $65 billion worth of products annually. Contributing to this expansion is spirits manufacturer Diageo, which possesses a bottling site and warehouse in Plainfield that employs over 600 people and manufactures millions of cases of spirits per year. Recently, the company opened an additional 1.5-million-square-foot facility along 143rd Street that is set to produce an additional 25 million cases of beverages per year.

Between the village's booming population, regional freight growth, and strategic access to I-55, Plainfield faces new challenges with congestion in its downtown. In its current configuration, IL 126 runs through Plainfield's downtown, on Lockport Street and Main Street. To address this, the Village developed its Plainfield and Regional Community Connector (PARCC) program. The project will reroute truck traffic out of the village's downtown by completing an extension of the 143rd Street corridor.

The PARCC program will extend 143rd Street in two directions: west from Ridge Road to Steiner Road and east from Illinois Route 59 to Illinois Route 126. The east extension will allow the Village to reroute IL 126 onto the new, extended 143rd Street. This will provide a more efficient route for trucks, cars, and busses accessing I-55 while improving safety and removing heavy traffic from the Village's downtown core. After the project is complete, IDOT will take jurisdiction over the new, extended roadway. The Village will take jurisdiction over the downtown streets and plan additional streetscape improvements.

The PARCC program is designed to improve safety and enhance economic opportunity throughout the region. Providing an improved truck route will improve travel times for freight and commuters accessing I-55 from Plainfield and Kendall County. The project will result in considerable reductions in air pollution over the status quo by reducing idling and delays, particularly for heavy vehicles. Finally, the project will alleviate congestion on Main Street and

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Plainfield Rendering

Plainfield Rendering

Emerging Trends in Public Works Facilities: Path to Net-Zero

By: Brent Sevcik, AIA, EIT, LEED AP, ENV SP is Principal of Greeley and Hansen Architects

Across the nation, Public Works Facility managers are taking action to meet community-wide greenhouse gas (GHG) reduction targets. This is not a challenge for tomorrow, but today. GHG emissions are driving the warming of the planet and increasing extreme weather events. Carbon dioxide accounts for about 80% of our nation's GHG emissions primarily through the burning of fossil fuels[1]. Consequently, there has been considerable interest in transitioning public works facilities from fossil fuels to cleaner energy sources. This endeavor requires facility managers to evaluate the carbon footprint of their operations and consider pathways to align with broader community sustainability and resiliency targets while increasing the reliability and efficiency of operations.

Reducing or eliminating GHG emissions requires a strong plan to re-imagine asset performance, build staff commitments, and commit the financial investments to realize. The plan includes taking stock of current sources of GHG emissions and understanding how investments made can realize their best value. The United States Environmental Protection Agency's Local Greenhouse Gas Inventory Tool provides facility managers a good first step and is simple to use. However, managers should consider a more robust analysis using data specific to their operations before making significant investments. With an understanding of baseline GHG emissions, facility managers can develop strategies to reduce emissions, taking into consideration the useful life of the assets and replacement costs aligned to emission reduction targets.

For most facilities, increasing energy efficiency should be the priority since it provides the most cost-effective way to reduce GHG emissions and costs of operations. Energy audits, commissioning, building automation systems, and building envelope upgrades should be explored for built assets. These investments typically realize a financial payback in less than five years.

Next, consider the feasibility of renewable energy sources, like the increasingly prevalent use of photovoltaics. While the use of solar energy demonstrates leadership and commitment to GHG reduction goals, the return on investment depends on a multitude of factors: available square footage and resulting power generation capacity, net metering agreements, availability of grants, and the cost of electricity. In areas where the current cost of electricity is low or in cases where net metering agreements do not fully compensate for electricity sent back to the grid, solar may not realize a financial payback. Depending on the availability of land, it may be more advantageous to invest in a community off-site solar project to realize economies of scale. Other potential renewable energy sources that are beneficial at the municipal level are combined heat and power strategies to recover energy from waste and renewable biogas from wastewater treatment.

Reducing fleet GHG emissions is the next strategy to consider. Similar to improving the efficiency of built assets, municipalities should look at improving the efficiency of their fleet. Fleet tracking systems and telematics help identify inefficiencies due to excessive idle times in traffic, vehicle fuel usage, and travel times. Combined, the data provides fleet operators the ability to identify opportunities to increase efficiency though route optimization, maintenance, and vehicle replacement.

After realizing the strategies of the GHG emissions reduction plan, a facility's operations will be cleaner and its annual energy expenses will be considerably lower. These savings can be used to finance the transition to net-zero emissions. For most, this investment will entail the phased conversion of gas-fired building systems and internal combustion engine fleet to electric. The success of this approach is dependent on electricity generation that is clean and renewable. Currently, approximately 20% of electricity in the United States is derived from renewable sources[2]. Municipalities are taking a leap of faith that their investments in electrification will be supported by a de-carbonized grid in the future. Policies at the state and federal level, improved renewable technology, and public pressure appear to be working in concert to make a clean grid feasible in the next 30 years. In the meantime, municipalities who seek net-zero operations sooner are pursuing virtual power purchasing agreements and buying renewable energy credits to real-

(Continued on page 28)

The Path to Net-Zero

Common Construction Efficiency Failures

By: Matt Christ, PE, Construction Engineer, HR Green - mchrist@hrgreen.com

After months or even years of careful design work, the construction phase of an infrastructure project can feel like one long struggle to mitigate potential schedule delays. With construction being the most visible and costly phase of an infrastructure project, any delays in the schedule can place tremendous stress on those officials responsible for delivering the project.

By involving construction professionals early in the design phase, project teams can better identify areas for implementing additional levels of construction efficiency. Consider these top sources of construction inefficiency that a knowledgeable construction partner can help you navigate.

1. Utility coordination

If not implemented early enough, utility coordination can lead to months of delays and derail a construction project schedule. Circumventing a delay may mean facing costly redesigns to eliminate the utility conflict.

Starting utility coordination during the design phase is the best way to identify utilities for relocation or avoidance before they become an issue during construction. The sooner these conflicts are found, the less impact they will have on the project schedule. Agencies can wait to solicit contractor bids on the project until it's confirmed that the utilities are out of the way.

This efficiency challenge can also be addressed by having a subsurface utility exploration (SUE) process in place early in the design phase. Being able to do subsurface exploration can help verify that no new utilities have gone in even after design phase utility coordination. It's a useful tool for determining the exact location (and depths) of the utility.

Finally, contractors may also have the option of resequencing the project phases if utility issues are identified early enough in the construction phase. By building other portions of the project first, contractors can buy utilities time to relocate infrastructure and keep progress going on the project.

2. Permit applications

Fortunately, the solution here is simple, even if it's too often overlooked. To maximize construction efficiency, contractors must prioritize obtaining permits as early as possible. In most instances, it is possible to identify which permits will be required as early as the

design phase. In other cases, it's not so easy. It's best to confirm that these documents are as complete as possible so that what may be a six-month process is not inadvertently doubled when the permit office reports that information is missing, and the process must begin again.

Working with an experienced construction engineering and inspection (CEI) firm well versed in permitting requirements can give public agencies and municipalities an edge in construction efficiency.

3. Constructability reviews

A constructability review performed during the design phase by a construction professional can be a valuable asset in making sure that the infrastructure design is buildable. This is the ideal time to check quantities, confirm use of

(Continued on page 29)

Design Build (Cont'd from page 12)

design decisions within the context of the capital budget and life cycle cost, maximizing the value of the project and meeting the village's cost and schedule goals.

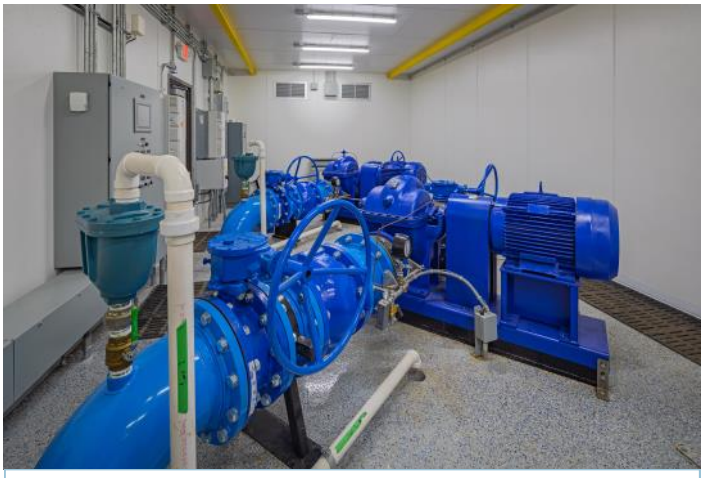
To begin this project, our team completed soil borings, surveys, wetland analysis and hydraulic and geotechnical analyses of the transmission main route. We continually coordinated with the Illinois Department of Transportation, the U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Metropolitan Water Reclamation District of Greater Chicago, the Village of Thornton, the City of Chicago Heights and the Illinois Environmental Protection Agency to discuss permitting and easement requirements. Our team also led the corrosion control study to mitigate the risk of corrosion within water service lines to maintain clean water standards for the community.

Incorporating a progressive design-build, instead of design-bid-build or other traditional delivery methods, was crucial for the project's success. This approach saved the village five months of time that would otherwise be spent in the bid phase. Additionally, the monetary savings were significant. The project was initially projected to be $14 million but through the design-build approach, $1.75 million was saved with the truncated and expedited schedule. The project was able to stay under the initial budget put forth by value engineering procedures and meet an expedited schedule, which allowed our team to receive all 2.5 miles of 30-inch pipe at once, saving the village $600,000 of escalation costs of pipe.

Our collaborative and relationship-focused approach was the solution needed to keep this project on budget and on schedule. Through frequent communication with Homewood and taking the time to understand the challenges the village was facing, the team addressed any concerns in a timely manner and with attention to detail. Timing for this project was also critical. Without the fast-paced design-build approach, construction for this project would have stretched out well into the pandemic resulting in lost time and costly measures associated with site shutdowns. The part of the project completed during the pandemic required additional steps to encourage employee health and keep the job site running safely.

Throughout the design-build project, our team consistently evaluated the project, keeping cost and schedule front of mind. Through that approach, we were able to present value engineering ideas to the village, thus saving millions of dollars and months off the overall schedule. This allowed our integrated design and construction team to make suggestions for alternate installation methods, designs or materials that would enhance project value, thus enabling a fully transparent and collaborative project delivery.

Construction and startup of the transmission and booster station are now complete and water is flowing for village residents and businesses. This major-capital critical infrastructure investment enabled Homewood to continue providing clean and reliable water service for residents and businesses throughout the community at a reduced and stable water rate.



2021 Homewood Water Delivery

Large-scale Efficiencies – Civiltech's Program Management Services

By: Chris Wolff, P.E., Director of Chicago Office, cwolff@civiltechinc.com,
Tamara Gaumond, Content Strategist, tgaumond@civiltechinc.com

Municipalities and other public agencies can be responsible for delivering hundreds or even thousands of infrastructure projects each year, varying considerably in budget, scope, location, schedule requirements, coordination needs, and resource demands. To help manage these complexities, groups of related projects are often managed as programs to coordinate resources and realize goals and efficiencies above the individual project level. A project has a finite lifespan; a program typically has a multi-year timeframe corresponding to a larger capital improvement plan or recurring annual maintenance budget. Program management is coordinated project management at scale.

Civiltech's Program Management Services enable an agency to efficiently manage its available resources in order to most effectively deliver projects to its constituents.

Project prioritization may incorporate several factors with scoring represented visually to aid in decision making.

A Holistic Perspective

As an example, a municipality may plan to resurface a section of North Street. The municipality must ensure the project is properly designed, estimated, coordinated, scheduled, and constructed. A major component of Civiltech's Program Management services is to provide the needed project management and engineering support for each project.

However, Program Management goes beyond providing resources to manage individual projects. When viewing North Street as part of an annual street maintenance program, we are able to analyze the bigger picture bringing the experience, tools, and expertise to answer questions such as: What is the condition of every street in the network? Which streets should be resurfaced in the next 5 years? Are any utility improvements planned in the same locations and can we coordinate schedules to eliminate duplicate work? Is our annual street maintenance budget adequate to keep the network in a state of good repair? Are tools available to streamline our existing processes for identifying and tracking projects? Can we cut costs to deliver more projects each year within the same budget constraints? How do we measure success and report results to our constituents?

Hand-In-Hand Approach

As program managers, we function as an extension of our clients' teams to help meet their objectives. We provide dedicated staff, often embedded within client offices. That dedicated Program Management staff then pulls resources from across Civiltech's service offerings as needed to accomplish tasks.

This tight integration allows us to understand how best to help. Our approach includes analyzing client workflows, learning pain points, and identifying inefficiencies. We then problem solve and suggest tools and process improvements to close gaps between current and potential program performance.

Tasks and Services

Our primary task is to shepherd each project through each phase of its lifecycle, from project selection to construction closeout, which may involve a range of engineering services.

Our oversight may also include management of the data systems that track projects and manage assets. Updating these tools, especially consolidating data from separate systems, can be a powerful way to realize process improvements, such as eliminating duplicate data entry, reducing human error, centralizing workflows, improving project tracking, and providing transparent reporting of program metrics. Our experience includes

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Program Management (Cont'd from 22)

working with external vendors to migrate data and workflows into the cloud.

Benefits to the Agency

Program management offers an opportunity to unlock cost savings at the annual capital spend level, as process improvements result in cost savings over time. A program management contract can also consolidate several services that may be separately contracted. Doing so can allow for better resource allocation and reduced management and administrative needs, lowering total annual consultant services costs.

Case Study: The C*NECT Program

C*NECT is a consultant team contracted by the Chicago Department of Transportation (CDOT) to provide program management services in support of major capital improvement and annual maintenance programs. Civiltech, along with its 50/50 MBE joint venture partner Infrastructure Engineering, Inc., is the prime consultant on this large-scale program that provides comprehensive engineering services throughout the life cycle of thousands of public way improvements across the City every year.

Civiltech's Program Management Services are scalable and adaptable to the needs of any public agency

C*NECT staff provide project programming, survey, cost estimating, design, construction management, IT solutions, GIS mapping, project coordination, and overall program management services. A major goal of the team is to provide our services to CDOT at the lowest possible cost, and we strive each year to do more with less. By implementing efficient management strategies and tech savvy solutions, we have reduced consultant engineering costs by over $2 million annually.

Civiltech developed a collector app to be a tool for the C*NECT team to survey and analyze the pavement condition of every residential street throughout the City.

Flexible, Collaborative, and Scalable

Although the C*NECT example featured here is a large program, Civiltech's flexible and collaborative services are scalable and adaptable to the needs of any public agency. Our team is able to work with clients to develop a strong understanding of an agency's needs and craft a management program that meets the agency's performance goals and provides efficiencies beneficial to a variety of metrics.

Winning Streak Keeps Woodstock Public Works Busy

By: Barb Szul, Grant Writer and Christina Betz, Executive Director - Operations, City of Woodstock

Woodstock's Public Works Department has been feverishly working over the past year not only providing essential city services but doubling efforts because of a series of wins for the rural city, a population of 25,630.

The Woodstock Public Works Department is the largest department within the city, and is responsible for engineering, streets, parks maintenance, facilities and grounds, vehicle maintenance, water treatment and distribution, wastewater treatment and collection, and other public works programs and projects. The 50-member public works team always has a lot on its plate. On top of all this, the past year has been a whirlwind for the team because of winning submissions to a telecommunication company's contest and two grant programs that have added dollars to the city coffers for various upgrades.

Following are specifics on how the wins are keeping Woodstock's Public Works team on the move and what the winnings have reaped:

1. Makeovers plus music from T-Mobile.

Florida Georgia Line at McHenry County Fairgrounds

T-Mobile crowned Woodstock as the winner of its Hometown Techover contest in September 2021. The city won $3 million in prizes including: a 5G network enhancement and public space tech upgrade; T-Mobile prize packs including free wireless service and home internet, 5G phones and HDTVs for 100 lucky residents; a $250,000 donation for a Little League® field refurbishment; a $200,000 community grant including technical assistance services from Smart Growth America (SGA) towards choosing impactful community growth projects; and a FREE concert from chart-topping, multi-platinum country music duo, Florida Georgia Line!

Woodstock entered the contest believing it was a little town that could do big things. When Woodstock won, the Public Works team took a proud but deep collective breath. They would be excited and busy. Along with immediate involvement in multiple and ongoing planning meetings to collaborate with T-Mobile on the various upgrade projects, one of the first accomplishments was to negotiate and execute a site agreement with T-Mobile on how they would attach a wireless antenna to Woodstock's water tower near McConnell Road. This was completed in early March 2022.

Groundbreaking Ceremony at Sullivan Field

This June, major decision-making focused on the best ways to improve the city's baseball fields for Woodstock's young players. The final plan included upgrades to two premier ballfields located at Emricson Park, with Sullivan Field getting a full field refurbishment for $133,000 and Dream Field getting an infield refurbishment for $105,000. The field surface upgrades specifically include excavation, regrading to improve drainage, and grass and/or turf refurbishment. The natural grass product selected for the fields is called Healthy Grass Technology (HGT), and it is the same grass surface frequently used in Major League Baseball stadiums such as Wrigley Field in Chicago.

Then most recently, Florida Georgia Line performed at the McHenry County fairgrounds on August 13th. The Public Works team knew their role was to provide exceptional support and various special event supplies to the organizers so thousands of Woodstock residents and their friends or family would have a great experience during the concert and while entering and leaving the fairgrounds.

(Continued on page 26)

Woodstock PW (Cont'd from page 25)

2. Woodstock's first roundabout.

In May, construction of the city's first roundabout began. The City had pursued the installation of a roundabout at the five-point intersection of South, Lake, and Madison Streets for close to a decade. Engineering consultant, Hampton, Lenzini, and Renwick (HLR) have and continue to put in extensive efforts on this project by assisting the City with the initial project studies and grant applications, with property acquisition, and now with construction administration.

This $2.75 million project is being constructed by H. Linden & Sons, Inc., and it is anticipated to be completed by December 2022. To

help fund this project, the city received an award through a Surface Transportation Planning (STP) grant from the McHenry County Council of Mayors in the amount of $1.5 million.

Roundabout Rendering for Madison-Lake-South Intersection

Although an outside contractor is completing project construction, the roundabout has kept the Public Works team busy with some unique and unexpected project surprises such as a storm sewer backup into a residential basement, a water main break requiring a multi-day boil order, a lead service line replacement, unanticipated delays in power pole relocations, and a city-owned fiber cable repair.

3. Historic renovations.

This August, Gov. J.B. Pritzker announced that Woodstock had been awarded just under $3 million through the Rebuild Illinois Downtowns and Main Streets, a capital grant program. The city will receive the funding from the Illinois Department of Commerce and Economic Opportunity to revitalize the Woodstock Opera House (which was built in 1889) and the Historic Downtown Square.

Woodstock Opera House on the Historic Downtown Square

Woodstock Public Works assisted early on to help with cost estimates and project timelines for the grant application. Now the Public Works team is working closely with the Opera House director to select the best historic preservation consultants for the job.

Undoubtedly, Public Works will continue juggling both daily work activities and high-profile capital improvement projects for many years to come, and the hard work of all involved will again be celebrated when the long-anticipated projects are complete.

Please feel free to send questions or comments on this article to:

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Christina Betz, Executive Director - Operations: cbetz@woodstockil.gov

President (Continued from page 11)

leadership retreat in Starved Rock come November.

After the leadership retreat, we will enter the holiday season. The Chapters annual holiday party will once again be held at the Medinah Shriners Banquets on December 8th. I strongly encourage you to come out and participate at our various events. Further details can be found on our website at http://chicago.apwa.net/. Build your networks and enjoy time with your friends with the APWA Chicago Metro Chapter!

Downtown Charlotte, NC at the Chapter Dinner

Trail Connectivity (Cont'd from pg 14)

District environmental resource specialists. The alignment will be tailored to avoid high-value resources and sensitive areas. A specification will also be included in the construction documents to protect resources that are located adjacent to the trail from disturbance and damage during construction.

To meet the IDOT's Bureau of Design & Environment (BDE) strict requirements, Lochner worked closely with District 1 staff to complete a detailed analysis that confirmed the proposed trail's running grades, cross-slopes and curb ramps were compliant to the American with Disabilities Act and Public Right of Way Accessibility Guidelines. Through that analysis, advanced crossing details, detailed geometric designs, and proposed modifications to an existing IDOT traffic signal to accommodate pedestrian equipment were identified.

Lochner worked with the Forest Preserve District staff and funding agencies (CMAP, IDOT, DMMC) to help secure $4.04M in TAP funding to augment the previously secured STP funding. As part of the grant application process, collaborating with representatives of the local municipality (City of West Chicago) and to enhance usage of the trail to existing neighborhoods in the area, a local connector trail was added to the alignment that connects the proposed regional trail to neighborhoods to the west of IL 59 at Forest Avenue. IL 59 is a barrier to pedestrians and bicyclists and this addition provided an important and valuable link to the Forest Preserve and trail system for the residents of West Chicago.

"The District is excited for the long-awaited completion of the West Branch DuPage River Trail to finally come to fruition after its vision was established nearly 40 years ago," said Brock Lovelace, manager of engineering and environmental services for the Forest Preserve District of DuPage County. "As is often the case in regional trail construction, the most complex section to build is the last to be completed, and this project is no exception. Planning for this final segment began seven years ago and through the involvement of numerous federal, state, and local agencies, along with public interest groups, the regional trail will truly be an asset to DuPage County and beyond with its connections to hundreds of miles of other trails and thousands of acres of open space."

(bnoack@hwlochner.com)

Emerging Trends (Cont'd from pg 19)

ize de-carbonized benefits of electrification immediately.

Reducing GHG emissions and achieving net-zero emissions in public works is a challenge that has no one-size fits all approach. Nevertheless, the rewards are significant. By relying more on carbon-free energy, public works managers will better future-proof their operations against fossil fuel cost volatility, realize higher quality working environments, and benefit from more efficient building systems. The time is now for public works leaders to take advantage of these operational opportunities and demonstrate less reliance on fossil fuels while escalating the progression of clean, renewable energy sources.

Brent Sevcik, AIA, EIT, LEED AP, ENV SP is Principal of Greeley and Hansen Architects, and can be reached via email at: bsevcik@greeley-hansen.com.

[1](U.S. Environmental Protection Agency, 2020)

[2](US Energy Information Administration, 2022)

Construction Efficiency (Cont'd from page 20)

appropriate pay items, identify potential impacts or opportunities to optimize phasing, and confirm that there's adequate space to develop a work zone.

Having a construction engineer's perspective before the project progresses to construction provides tremendous value in boosting efficiency. While the design team must take a broad view of the project and focus on the overall function when the infrastructure is complete, the construction engineer is considering the nuts and bolts of how to actually build the project. The constructability review is an opportunity to identify areas where planning wasn't fully fleshed out, or quantity errors have not yet been addressed. By identifying those potential impacts and costs early on, it becomes easier to develop solutions to mitigate them.

4. Maintenance of traffic (MOT) staging

There's tremendous potential to improve construction efficiency simply by reorganizing a project's phasing. Working on multiple stages at the same time, combining several smaller stages into one, or working in a different sequence that makes more sense can be the difference between finishing a project on schedule versus experiencing delays. While these options are typically considered early in the design phase, significant benefits can be realized by involving a construction engineer who can leverage their construction perspective for MOT.

Working on much of the entire job concurrently affords the contractor flexibility to schedule their crews to perform required tasks more efficiently throughout the project limits while meeting the need for time savings.

Construction efficiency is key in keeping projects on schedule, reducing the likelihood of cost overruns. While an experienced contractor can pivot in the face of the unexpected, a truly savvy construction engineering partner will plan upfront to reduce the odds of impacts that derail the schedule.

If you're looking for a partner to drive your next project to greater levels of construction efficiency, contact HR Green today.

Matt Christ, PE, Construction Engineer, HR Green - mchrist@hrgreen.com

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PWX 2022 Pictures are posted on the Chapter FB page.

PWX Brew Tour and 5K run

By: Zach Matyja, Director of Client Services, RJN Group, Inc.

The Chicago Metro Chapter, as always, was well-represented at the PWX Brewery Tour in Charlotte. The clan boarded busses from the Convention Center Saturday afternoon and headed out to three breweries – Birdsong Brewing, NoDa Brewing, and Heist Brewery. Lots of beers (and a few rogue ciders and seltzers) were enjoyed by all and the Queen City didn't disappoint in their hospitality or libations!

The king of brews, Carl Schoedel!

PW 5K Finishers: L-R, John Mayer, Zach Matyja, Rachel Lang, Marc Grigas
Congrats on your finish!

Scott Rodseth, one small step!

The Chicago Metro Chapter was represented at the PWX 5K fun run. Brian King and Marc Grigas finished in the top ten! Congrats! All our runners did great considering the start time was 7:00 am and the starting line was a good 20 minute walk from downtown Charlotte! Temps were hot during the day and the early run started before the temps started rising. View all the race results here:

https://results.raceroster.com/v2/en-US/results/xyuhdmzc2ztvnntb/results?subEvent=144176

Zach Matyja

zmatyja@rjnmail.com

The brew tour at Bridsong Brewing Co.

The brew tour last stop at Heist Brewery

2	977	Brian King	20:04.0	20:04.7	06:28 min/mi	Male	50	ST. CHARLES	IL
7	965	Marc Grigas	22:22.8	22:23.9	07:13 min/mi	Male	41	LOCKPORT	IL
16	847	John Mayer	24:34.8	24:37.7	07:55 min/mi	Male	58	WARRENVILLE	IL
20	838	Rachel Lang	24:54.1	24:57.5	08:01 min/mi	Female	39	HINCKLEY	IL
49	836	Zach Matyja	35:15.9	35:22.7	11:22 min/mi	Male	43	WHEATON	IL

Chicago Metro PWX 5K Rankings and Times

PWX Pictures, II

Plainfield 143rd (Cont'd from pg 17)

facilitate the development of a multi-modal, walkable downtown Plainfield.

While the benefits are clear, the reroute is a significant undertaking and will require considerable funding. For that reason, the Village of Plainfield has worked closely with elected officials and regional agencies to secure funding from several avenues to assist with the project. In total, $50.5 million in project funding will come from five different non-local sources, including a grant from the Illinois Competitive Freight Program.

The last piece of the puzzle was a 2021 grant from the U.S. Department of Transportation's (USDOT) Infrastructure for Rebuilding America (INFRA) program. INFRA grants are geared toward projects that will contribute to the safer and more efficient movement of people and freight. Working with CMT, the Village submitted an application that highlighted these benefits, as well as key priorities of the administration's interests – including the significant transit benefits of the project for Pace's commuter service from Plainfield to downtown Chicago. With the award of the $5 million INFRA grant, the Village of Plainfield has maximized the federal share of the 143rd Street Extension project.

CMT is proud to be serving the Village of Plainfield across this project's lifecycle, from providing engineering services to assisting with the preparation of the successful INFRA grant application. Ally Fields leads funding services for CMT and can be reached via email at afields@cmtengr.com.

The Metro

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The Metro

Upcoming 2022 events

Oct 11, Joint Lake/Suburban Branch Meeting
Oct 13, Latin Dancing with Lessons - Baila Thursday - APWA Celebrates Hispanic Heritage Month
Oct 20, APWA Young Professionals TopGolf Event
Oct 21, Fox Valley Branch Education Event: DuKane Precast Tour

Nov 1, Fox Valley County Update
Nov 12, Fox Valley Branch Feed My Starving Children Mobile Pack
Nov 15, Lake Branch Veterans' Day Event

Dec 8, Chapter Holiday Party
Dec 13, Fox Valley Branch Holiday Party
Dec 20, Lake Branch Holiday Party

http://chicago.apwa.net/

2022 Top Ten Public Works Leader of the Year recipients
Mike Millette (6 from left)

If you'd like to be a 2024 PWX Chapter sponsor, reach out to Arlan Schattke via email: aschattke@tinleypark.org for info and a brochure.