

SAVE THE DATE



PWX Chapter Dinner



2023 APWA KS
Annual Fall Meeting



2024 APWA KS
Spring Conference

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2023 CALL FOR PRESENTATIONS OPEN JUNE 13, 2023 TO SEPTEMBER 27, 2023

The 2023 APWA Kansas Chapter is seeking exciting and thought-provoking presentations in line with our organization member's interests. The program committee encourages proposals from a diverse array of organizational and individual leaders with different perspectives, including employers and practitioner from the public and private sectors, research centers, and training and certification providers.

Special consideration will be given to proposals that share best practices, multidisciplinary and cross-sector solutions and success stories. Presentation proposals are due by September 27, 2023. We are looking to fill four to five different time slots on the one-day conference in Salina Kansas on October 13, 2023. There will be no cost to presenters for attendance and food for the day. We only ask that you travel to Salina to make the presentation on the day of the conference. Presentation time slots are approximately 30 to 45 minutes in length.

If you believe that you have something that would educate and inspire our member of the Kansas Chapter please contact Michael Heigert, (mheigert@benesch.com) with a simple email, with the title of your topic and few sentences about presentation will suffice as you proposal to the organization.

SAVE THE DATE

FALL CONFERENCE OCTOBER 13, 2023 SALINA, KS

2023 PROJECT AWARDS

Project of the Year SC/RC – Structures

- Clair Donnelly Amphitheater
- Owner: City of Maize
- Consultant: Professional Engineering Consultants, P.A.
- Contractor: Dondlinger Construction
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Ross Jensby, City of Maize and Greg Anderson, Dondlinger



Project of the Year SC/RC – Environment

- Haysville Biosolids Dewatering
- Owner: City of Haysville
- Consultant: Professional Engineering Consultants, P.A.
- Contractor: Conco Construction

Project of the Year – Transportation – Less than \$5 Million

- Lawrence Loop from Peterson Park to Michigan Street
- Owner: City of Lawrence
- Consultant: Trekk Design Group, LLC
- Contractor: Kings Construction & Excavation
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair; Jake Baldwin, Engineering Program Manager; Spencer Osborne, Trekk; Derrick Price, Trekk; Taylor King, Kings Construction



Project of the Year SC/RC – Transportation

- K-18 & Karns Roundabout
- Owner: City of Junction City
- Consultant: Kaw Valley
- Contractor: Smoky Hill Construction
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Justin Owens, Kaw Valley



Project of the Year – Disaster or Emergency Repair – Less than \$5 Million

- 63rd Street South over the Arkansas River Bridge Repair
- Owner: Sedgwick County Public Works
- Consultant: Alfred Benesch and Company
- Contractor: Dondlinger Construction
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Daniel Schrant, Sedgwick County Deputy Director of Public Works, Lynn Packer, Sedgwick County Director of Public Works, Mark Lorenz, Vice President Dondlinger Construction, Michael Heigert, Alfred Benesch and Company



Project of the Year – Structures – Less than \$5 Million

- Bowersock Dam Rehabilitation
- Owner: City of Lawrence
- Consultant: Olsson
- Contractor: Dondlinger Construction
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Dave Cronin, City of Lawrence; Grant Luckenbill, Olsson; Aaron Carter, Dondlinger Construction



Project of the Year – Historical Restoration/Preservation – Less than \$5 Million

- Santa Fe Depot Parking Lot
- Owner: City of Lawrence
- Consultant: Bartlett & West
- Contractor: Farmer Excavating
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Dave Cronin, City of Lawrence; Chance Gier, Farmers Excavating



Professional Nomination Diversity

- Owner: City of Lawrence
- Recipient: Evan Korynta
- Photo: Evan Korynta, City of Lawrence ADA Compliance Administrator, Brett Letkowski, TranSystems, APWA of KS Award Chair



Professional Nomination Safety

- Owner: City of Lawrence
- Safety Award: Lawrence Exceptional Performance in Safety Award for the MSO Department's Operational Impact Assessments
- Recipient: Jenny O'Brien
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Jenny O'Brien, Management Analyst, City of Lawrence



Professional Nomination Management

- Owner: City of Lawrence
- Recipient: Angela Buzard
- Management Innovation Award for the Career Advancement Program
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Angela Buzard, General Manager Municipal Services and Operation, City of Lawrence



Professional Nomination Adversity

- Owner: City of Lawrence
- Recipient: Trevor Flynn
- Photo: Brett Letkowski, TranSystems, APWA of KS Award Chair, Trevor Flynn, Assistant Director Municipal Services and Operations, City of Lawrence



Professional Manager of the Year

- Owner: City of Lawrence
- Recipient: Melinda Harger

Our PWX Chapter Dinner will be held at the Fish Market in San Diego on August 29th.

Registration for this dinner will be on our website in July.

LEGISLATIVE UPDATE:

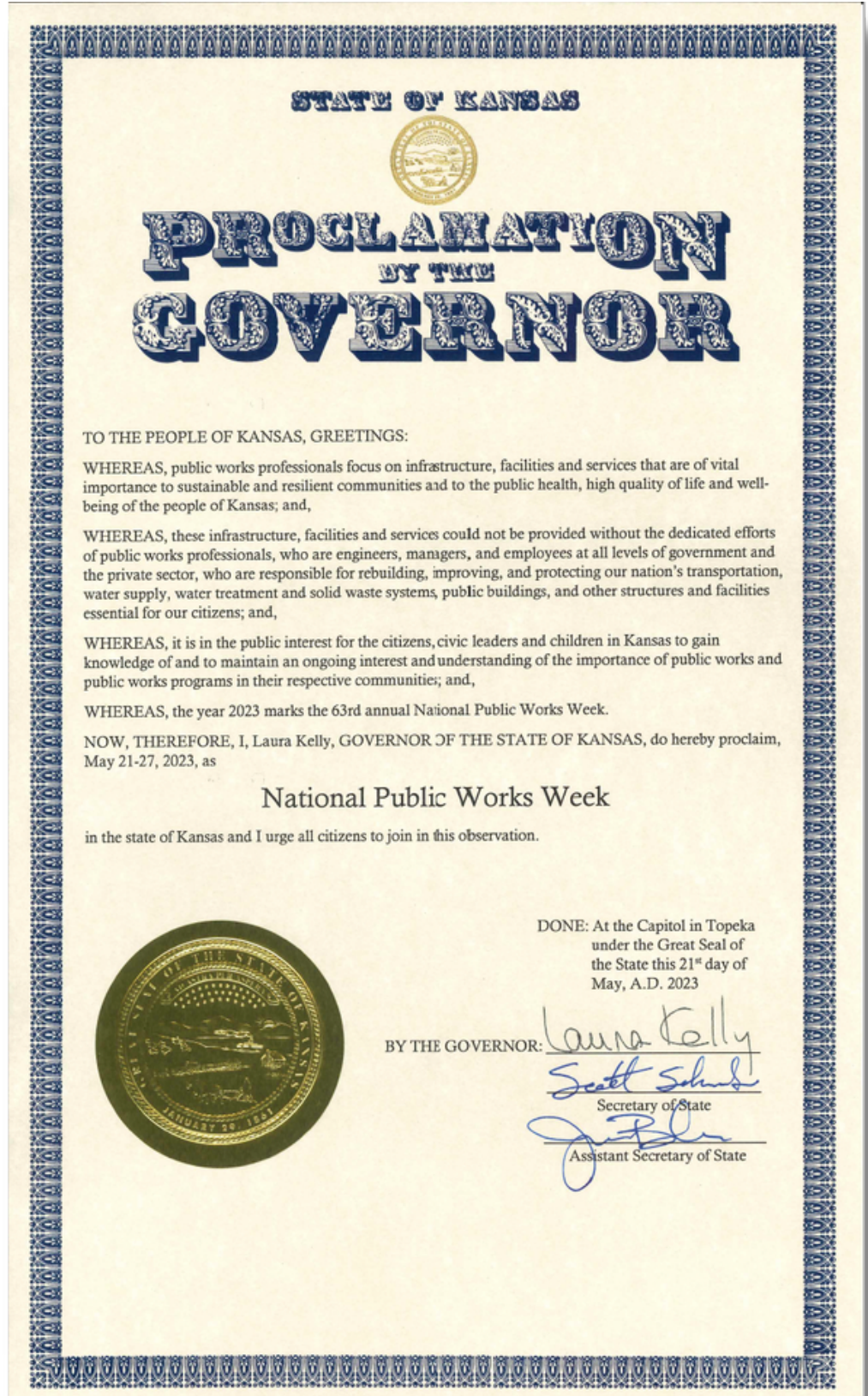
Currently activity in Congress has slowed down for the start of the summer, but keep updated and stay connected with proposed legislation and activity by doing the following:

- Visit the APWA website on Government affairs
- Sign up to receive action alerts via text by simply texting PWX to 52886
- Connect with National APWA on LinkedIn, Twitter, Facebook, and Instagram

The State Legislative session has ended and will not resume until January 2024. Now would be a great time to contact your State Legislator. A short visit will go a long way in building rapport when you need to contact your legislator about issues that concern public works. A short meeting or introduction is also a good idea for your Congressional representatives that are back from Washington, D.C.

Travis Lowe, (BHL & Associates) lead the APWA round table for June. Below are a few points from his summary of this year's Kansas legislative session:

- 800 bills were filed.
- Over 90 bills were signed by Governor Kelly.
- 16 bills were vetoed, plus many line item vetoes.
- The State Budget fully funded the State Highway Fund with no extraordinary transfers from the State Highway Fund.
 - In addition, \$220 million was scheduled over 4 years from the State General Fund to assist local governments in matching Federal funds.
- The phase out for state tax on food by 2025 does not include local sales tax on food.



SAVE THE DATE

MAY 8 - 10 2024

KS APWA
 SPRING CONFERENCE
 IN LAWRENCE, KS

2024 SPRING CONFERENCE COMMITTEE

CALL FOR VOLUNTEERS

The Spring Conference Committee organizes all activities related to the chapter spring conference for both the Joint APWA/KCHA Conference and the Kansas Chapter only conference. Duties of the conference committee include:

- Reserving facility to host conference and arranging for hotel accommodations
- Arranging agenda including speaking topics and speakers
- Providing space and accommodations for vendors
- Food and beverage for the conference
- Registration information and notification to membership
- Speaker Gifts and Door Prizes
- Coordination with Chapter Awards
- Coordination with Scholarship Auction Committee
- Coordination with Scholarship Golf Committee

Please contact Brandon Bayless if interested, bbayless@lawrenceks.org

SCHOLARSHIP AUCTION CHAIR

CALL FOR VOLUNTEER

The Scholarship Auction Committee organizes a scholarship fundraising auction that occurs every year except those years that the Mid-Am conference is held. The Committee is comprised of individuals that generally assist with the donation of items to the auction and planning the event itself. The Auction Committee also coordinates keeping track of the items purchased, who purchases them and how much they are purchased for. The chapter treasurer is typically a member of the Auction Committee to assist with the collection of the auction funds. Typically, the Scholarship Auction raises between \$10k and \$15k and is conducted on the night prior to the last day of the annual Spring Conference.

Please contact Michael Heigert if interested, mheigert@benesch.com



Volunteers from a local business celebrate planting trees in the new streetscape.

Street trees as traffic calming devices

Shane McQuillan
 City Forester
 City of Des Moines, Iowa
 Member, APWA Emergency Management
 Committee Knowledge Team

Working for public works in the Forestry Department, we often team up with Engineering for a variety of different projects.

It could be a road widening project (impact to existing trees both private and public), underground infrastructure, stormwater installation, etc. The list is diverse, and our city strives to keep tree impacts to a minimum while also planting trees per our mitigation ordinances. Within the arborist world, a well-known benefit of trees on street rights-of-way is that they have been shown to reduce traffic speeds. The basic idea behind this is when drivers have an object to gauge speed from (as opposed to a vast open space), this gives real-time feedback and speeds will slow. In the City of Des Moines, we plant in rights-of-way; however, I was

still surprised when one of our traffic engineers approached me citing this effect for a new street project.

Jeff Wiggins had been working with a neighborhood for some time. Community engagement is very much encouraged throughout our City departments, and as most municipal staff know, it can save a lot of issues down the track to involve as many people as possible from the get-go. There were many benefits to this particular project. Here are some of the more pertinent impacts:

1. A newly reconstructed road.
2. Over 100 new trees for the neighborhood.
3. Engaging a local nonprofit to install and maintain the trees (which also employs local teenagers)

4. Working in a historically under-served neighborhood.
5. Enlisting volunteers from a local business.

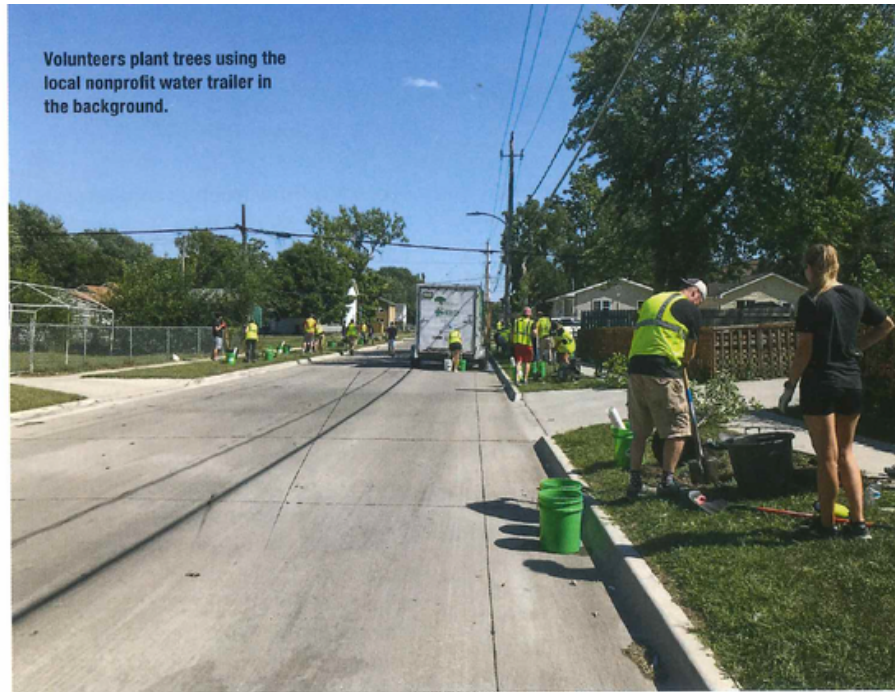
From the engineering perspective, here is Jeff Wiggins to explain the engineering aspects of this project:

The City of Des Moines Traffic Calming Program was established in 2017 to address speeding vehicle traffic in residential areas. The goal of the program is to reduce vehicular speeds and discourage traffic not related to residential use to provide a more livable neighborhood that encourages walking and biking. Des Moines has implemented a variety of traffic calming devices, utilizing national standards and best practices, such as those developed by the FHWA and ITE. One of the tools not explicitly included in the toolkit of traffic calming devices developed by these organizations—but included by NACTO in its list of speed reduction mechanisms—is street trees.

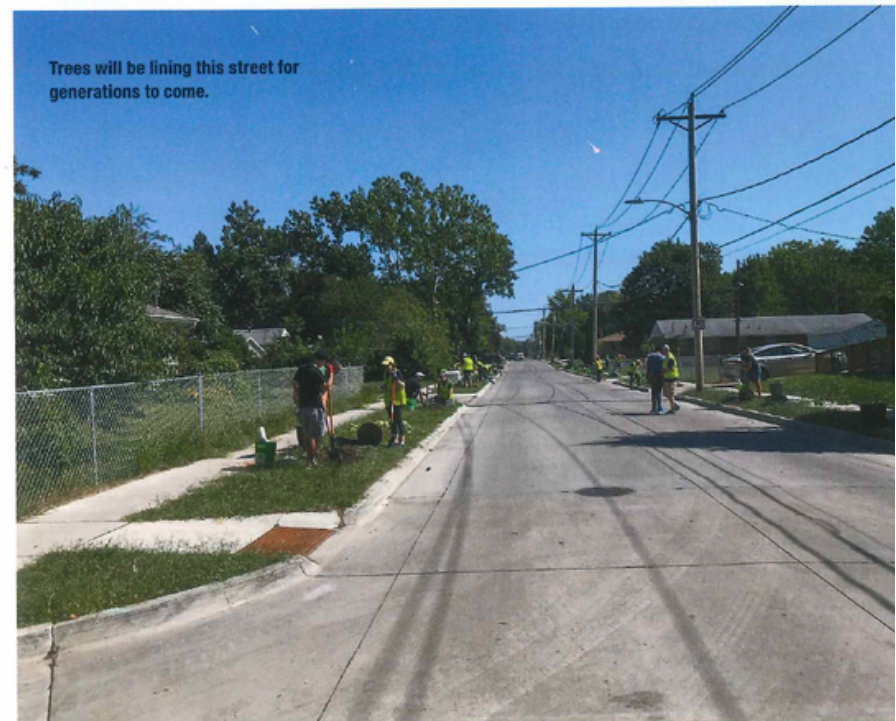
Many municipalities include street trees in their toolbox of traffic calming devices intended to slow traffic. Why? Street trees provide a wide range of benefits to a community, including offering scale and interest to the built environment, combatting carbon emissions and heat island effect, providing visual and physical protection for people walking, encouraging walking and biking, and decreasing driver stress.

From a traffic calming perspective, “street trees narrow a driver’s visual field and create rhythm along the street” (NACTO). They provide a cue to drivers that they are in a place where people live, work and play, causing them to slow and be more mindful of the surroundings. They are complementary to Complete Streets efforts and assist in reducing the kinetic forces that can lead to bodily harm, especially for those outside a motor vehicle.

Street trees were planted in coordination with a recent Des Moines traffic calming project in a historically underserved residential area a couple



Volunteers plant trees using the local nonprofit water trailer in the background.



Trees will be lining this street for generations to come.

miles northeast of downtown. The local street carries up to 1,100 vehicles per day and speed characteristics that made it eligible for further consideration through the traffic calming program. Bracketed by stop signs, 10 of the 11 blocks were completely reconstructed a couple years earlier (no trees before or after) as part of a regional sewer interceptor project. While traveling uninterrupted through the heart of the neighborhood, only 37% of houses

along the two-thirds-mile corridor are addressed on or front the street.

Traffic calming devices implemented in summer 2022 included speed humps, signage improvements, a raised intersection—and street trees. During the conceptual phase of the project, members of the neighborhood association were explicit in their desire to slow vehicular speeds to protect the young and old residents who live there. They

APWA MID AM EXPO HIGHLIGHTS



