

Chapter holds another successful Spring conference

The Minnesota Chapter of the American Public Works Association held their 2012 Spring Conference at Grand View Lodge in Nisswa, May 9-11. We had an incredible time with increased attendance, a vibrant and exciting program, and great camaraderie.

APWA MN Chapter President *Jeannine Clancy* opened the conference on Wednesday night after the Get-Acquainted Reception and Dinner with a welcome and overview for the conference. She then introduced APWA's President Elect *Elizabeth Treadway* who gave conference attendees a welcome from the national association, as well as an overview of the activities and initiatives underway on a national level.



Shari Harley, owner of Candid Culture, provided the presentation Wednesday night as well as the opening session on Thursday morning. Several people on the Planning Committee had heard Shari speak previously, and their excitement about having her present at the Spring Conference was well-placed. Her presentation on Wednesday night was titled, "How to Say Anything to Anyone," and focused on making working relationships more powerful.

The interactive presentation taught us how to establish trust, determine motivators, and increase and implement teamwork. Some great points: Set expectations and



request candor; don't guess, ask; and say, "thank you." Although the subtitle for the presentation was "Setting Expectations for Powerful Working Relationships," it clearly applied to personal relationships as well, as

Shari made clear in a personal example.

Shari's presentation on Thursday morning, titled "Just Say It! Making Difficult Conversations Easy," focused on how to give appropriate and effective feedback. She gave us a simple formula for making the most difficult conversations easier. Noting that most feedback was vague and usually focused on bad behaviors, she let us know how to make it short, specific, and to the point. The feedback needs to be non-personal and actionable, and given in a way that people can hear you and not be defensive. They were truly valuable and transformational presentations. Check out information on Shari and Candid Culture on Twitter, LinkedIn, and Facebook, or learn more at www.leadershipandsalestraining.com.

After Shari, we heard from a panel of public works professionals from North Dakota regarding the explosion in the oil industry, titled "The Bakken is a Rockin'."

The Bakken Oil Formation is centered on, and sits under, western North Dakota as well as parts of Montana and Canada. The panel noted the tremendous impact this growth has created, both publicly and privately. Local governments are experiencing strain on water supply, wastewater, roadways, housing, and all local governmental services. This explosion of development is likely to go on for many years, and as one of the panelists noted, could make large parts of North Dakota look like an industrial park. It was a timely and evocative view of the effects of a boom/bust cycle on infrastructure, as well as the personal lives of the new and original populace.



The conference's morning schedule ended with another great presentation of the Hamline University's/APWA-Minnesota Chapter-sponsored Leadership Academy graduation by *Bill Joynes* (see page 7) and the Chapter's Business Meeting and Strategic Initiatives update.

Calendar of Events

- July 12 **APWA-MN Summer Golf Outing**, Bunker Hills
- Aug. 22 **Executive Committee Meeting**, Golden Valley
- Aug. 26-29 **APWA Congress**, Anaheim, CA
- Oct. 3-4 **MN Fall Maintenance Expo**, St. Cloud
- Oct. 10 **Executive Committee Meeting**, Golden Valley
- Nov. 14 **APWA-MN Fall Workshop**, Earle Brown Heritage Center
- Nov. 15-16 **APWA-MN Fall Conference**, Earle Brown Heritage Center

For the latest information or to register for training opportunities, visit the APWA-MN Chapter website at minnesota.apwa.net.

Save the Date: Summer Golf Outing, July 12

The Minnesota Chapter of APWA is pleased to announce the return of our annual Summer Golf Classic. The event will return to Bunker Hills Golf Course for a second year on Thursday, July 12th. Registration will open at 10 a.m. with a shotgun start at 12 p.m.



Lunch will be available for purchase prior to golf and a dinner of burgers, chicken and brats is included in your golf registration and will follow immediately afterward. If you can't golf during the day, dinner-only registrations may be purchased, and dinner typically starts around 5-5:30 p.m.

The format will once again be a four-person scramble, with prizes awarded to 1st, 2nd, and last place. However, if you have attended this event in the past, you know that each and every foursome will be eligible for exciting door prizes, courtesy of our gracious Chapter sponsors.

If your company would like to sponsor the event, there is still time; please contact *Kathy Warren* with inquiries. Platinum and Gold sponsors have the option to host a tee box to meet and greet golfers throughout the day and have their company logo prominently at the event throughout the day.

Keep an eye on your inbox the first week of June. Registration forms will be sent via e-mail and snail-mail. As always, this event fills up quick. So don't wait to get your registration materials in ASAP.

Any questions? Please contact *Jason Sprague* at (612) 217-4420 or at jsprague@sehinc.com.

**Submitted by Jason Sprague
Membership and Special Events Committee**



- *Kevin Gutnecht and Bev Farraher* for obtaining the proclamation from Gov. Dayton for Public Works Week!
- *Minnesota Department of Transportation and the University of Minnesota* for their technical and staff support for the APWA-MN Spring Conference!

Chalkline is a quarterly publication of the Minnesota Chapter of the American Public Works Association (APWA-Minnesota Chapter). Publication dates are March, June, September, and December. Articles for the Fall 2012 issue may be submitted for consideration by August 31 to *Kathy Warren* at kwarren@usinternet.com. The *Chalkline* is available in PDF format on the APWA-MN website at minnesota.apwa.net.

Message from the President

All of us are advocates for public works, right?

In September 2007, APWA President *Larry Frevert* established a “Special Task Force to the Government Affairs Committee (GAC) – State and Local Advocacy.” In doing so, he recognized that local chapters can and must do a better job of advocating at the state and local level.

He said, “By nature, public works personnel seem to shy away from showing political support or opinions.”

He went on to say, “Who better to partner with our elected and appointed policy makers than our public works professionals who know first-hand the condition of our infrastructure and the funding needed to sustain it...”

At our Chapter’s Spring Conference, APWA President Elect *Elizabeth Treadway* asked for our assistance with the APWA Advocates program. Here’s the deal: APWA has made it easy for our voices to be heard regarding support for adequate investment in public infrastructure; the need for reasonable regulations and protection from unfunded mandates; the need for support for streamlining government oversight; and the need for support for sustainability and environmental stewardship.

APWA has set up a program in which members can register to be an advocate in their congressional district. Once registered, APWA will guide the member through the process of sending emails or letters on important infrastructure matters. Think about Minnesota’s congressional delegation. Some of them have a pretty substantial influence on infrastructure funding.

For more information on APWA Advocates, visit www.apwa.net/be_involved/apwa-advocates; or contact *Tracy Okoroike* at (202) 218-6702 or apwaadvocates@apwa.net.

Jeannine Clancy, APWA-MN President



Jeannine Clancy
APWA-MN President

APWA-MN Website redesign effort currently underway

As discussed in previous issues of the *Chalkline* newsletter and at the Spring Conference, work continues on the APWA-MN website redesign effort. The redesigned site will offer members a range of useful and current information, interactive features, and an archive of historical Chapter documents and news.

Look for the redesigned site (see a screen shot of the home page at right) later this year, prior to the Fall Conference.



Minnesota Chapter members receive seven APWA awards

The Minnesota Chapter Awards Committee is proud to announce another successful year in regards to the national APWA awards program. We submitted 21 awards for the 2012 National APWA Awards Program. All were submitted electronically using the new award submittal site, which was implemented this year by APWA.

The following agencies, members and projects were selected for national awards. Each of them will be honored at the APWA National Congress held in Anaheim, CA, in late August. If you see any of these folks, please be sure to congratulate them!



- **City of Minneapolis 2011 Tornado Response:** Exceptional Performance in the Category of Adversity.
- **City of Golden Valley I/I Project:** Exceptional Performance in the Category of Journalism.
- **City of Woodbury:** Sustainability Practices.
- **Carl Michaud, Hennepin County:** Professional Manager of the Year, Solid Waste.
- **Chris Petree, City of Lakeville:** Young Leader.
- **Ann Johnson, University of Minnesota:** Donald C Stone Award for Excellence in Education.

APWA PACE Award. Submittal of the above nominations made the Minnesota Chapter eligible for APWA's Presidential Award for Chapter Excellence (PACE) Award. The PACE award was submitted in late May.

As this issue of the *Chalkline* was being put together, APWA-MN learned we had received the 2012 PACE Award for the eighth consecutive year.

The Awards Committee extends a huge "thank you" to all of the nominees for their hard work and effort put into developing their respective APWA award submittals, as well as all their contributions to public works.

APWA-MN Awards Program. As we head into summer, the Awards Committee will turn its focus again to promotion of the Chapter awards program. Nomination forms for Chapter awards will be distributed to chapter members by mid-summer, and must be returned to the Awards Committee no later than **September 28, 2012**. Over the next few months, please think of deserving colleagues, projects or employees, and nominate them for Chapter awards.

Environmental Stewardship Award. In addition, don't forget about the Chapter Environmental Stewardship Award, an award that recognizes public works agencies and programs for outstanding efforts made to better the environment.

More information on Chapter awards can be found on the Minnesota Chapter website. All Chapter award recipients will be announced at the APWA MN Chapter Fall Conference.

Submitted by **Amy Grothaus**
Chair, Awards Committee

Welcome, new APWA-MN Members!

- **Chris Anderson**, City of Saint Paul
- **Nicholas Crovetti**, University of Minnesota
- **Mark DuChene**, City of Lakeville
- **Jake Duppony**, University of Minnesota
- **Jon Eaton**, City of Eagan
- **Darin Ellingson**, City of Minnetonka
- **Katy Gehler**, City of Prior Lake
- **Amy Grannes**, City of Eagan
- **Lee Gregory**, Sir Lines-A-Lot
- **Laurence Gustafson**, Cretex Concrete Products
- **Thomas Hall**, University of Minnesota
- **Sarah Hazelwood**, University of Minnesota
- **Dave Hunt**, City of Saint Paul
- **Mark Lobermeier**, S E H Inc
- **RJ Kakach**, University of Minnesota
- **Adam Nafstad**, City of Albertville
- **Rob O'Connell**, TKDA
- **Kirk Peterson**, Water Conservation Services Inc
- **Lubov Radtke**, University of Minnesota
- **Kaylyn Ronke**, University of Minnesota
- **Bill Rosenau**, City of Owatonna
- **Tony Schrantz**, Water Conservation Services Inc
- **Eric Seaburg**, City of Golden Valley
- **Brent Thompson**, City of White Bear Lake
- **Seng Thongvanh**, City of Prior Lake
- **Harry Tran**, University of Minnesota

Delegate's Report:

APWA Congress, August 26-29, Anaheim, CA.

General session speakers, 120+ education sessions, 400+ exhibitors, get acquainted party, tennis tournament, young professionals reception, golf tournament, first timers meeting, awards and recognition ceremony, diversity brunch, chapter dinners, 5K run. Bring the family and join them at Disneyland following your day at Congress APWA Special; save up to \$15 per ticket after 4 p.m. Register today at www.apwa.net/congress.

New Membership Structure. Starting July 1, 2012, APWA will increase the membership dues by \$15 per member (excluding retired and student members) to allow all members to access APWA's online educational library of more than 100 online public works education resources including public works webcasts (CLLs), e-books, podcasts, and more. Members must log into the members only section of www.apwa.net. If you have not set yourself up as a member through the APWA website and need assistance, please contact *Angela Popenhagen* or someone at APWA. This is an incredible resource and can be used to obtain CEUs, training for employees, or just for fun. It is available 24/7, searchable by subject, and can be viewed at your leisure.

Institute for Sustainable Infrastructure & Envision™.

We've all heard about LEED-certified projects, but as you know, the certification is attached to a specific building project — whether a City Hall, library, fire station, etc. There are usually parking lots, storm water management, or other site features associated with the building that add to the certification, but what about projects that are just civil infrastructure? APWA, ASCE, and ACEC have joined together to form the Institute for Sustainable Infrastructure (ISI). The mission of the ISI is to develop an accepted rating system for civil infrastructure. The hopes are that it will provide guidance for operating in an environment of constrained resources and encourage stakeholders to look at the full project life cycle. It will not specify all aspects of the project, but look at processes and outcomes of a project. We are building 2050 today! To learn more, visit www.sustainableinfrastructure.org.

Submitted by *Angela Popenhagen*
APWA-MN Delegate

New APWA online library debuts July 1

Beginning July 1, all APWA members will see a significant increase in the value of their membership.

On that date, APWA members will be able to participate in live Click, Listen & Learn presentations without a registration fee, access previously recorded Click, Listen & Learn programs at no charge, access content from past International Public Works Congress and Exposition sessions at no extra charge, read downloadable versions of select books from the APWA Store at no charge, view select podcasts, and track Continuing Education Units and Professional Development Hour credits without an administrative recording fee.

Members will be able to access this content at any time, making scheduling and the approval process no longer necessary.

The APWA Board approved a dues increase of \$15 per member (excluding retired and student members) to

fund this new benefit. For example, an individual membership will be \$164 (up from \$149 a year) ago, beginning with the July 1, 2012, membership renewal cycle. However, the cost for just one Click, Listen & Learn program is \$175 for members and \$300 for non-members. Taking advantage of just one of the resources in the 24/7 online library more than pays for the increase in your individual membership.

The renewal cycle will remain the same. As an example, a member whose membership does not expire until January, will be able to take advantage of the new 24/7 online resource library for six months without incurring any additional cost.

For more information, contact your Chapter leaders or call APWA at 1-800-848-APWA.



Submitted by *Brad Patterson*
Chapter Membership Manager, APWA

(continued from page 1)



Thursday afternoon's technical tour was at the Brainerd International Raceway (BIR). It was an amazing experience that started with a terrific overview of the 500+ acre facility. BIR had its modest beginnings 40 years ago, and it has now been developed into a world class racing facility.

After experiencing a downturn about 10 years ago, the facility was purchased by Jed Copham, who has energetically developed and expanded the facility into an amazing race arena. The signature 3-mile racetrack still exists as well as its dragstrip, but Jed has also added a number of other racetrack options including snowmobile events in the summer and winter. In addition to the racing events, BIR offers performance driving courses and several courses for public safety training.

The group enjoyed hearing about the infrastructure and maintenance at the site, and also having the pleasure of watching some up close racing on the racetrack and dragstrip, and touring the car museum. Thanks to *Lee Gustafson* for helping to set up this wonderful event!



Friday morning started with updates from *Anne Finn* (League of Minnesota Cities) and *Margaret Donohoe* (MN Transportation Alliance) regarding the Legislature, and *Commissioner Tom Sorel* regarding the Minnesota Department of Transportation. As we all know, we are going through some interesting times, with a lack of bipartisan accord and limited resources. As usual, Anne and Margaret gave a through review of the Legislature's actions, and lack of action (see page 9 to read a summary of the 2012 session).

Commissioner Sorel described MnDOT's initiatives, including Minnesota GO — a collaborative vision for transportation. The Minnesota Department of Transportation launched the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life,

economy and natural environment. The effort is based on an understanding that transportation is a means to other ends, not an end in itself. It also recognizes that infrastructure is only one of many elements necessary to achieving a high quality of life, a competitive economy and a healthy environment. This 50-year vision for transportation will require consistency and collaboration across jurisdictions and sectors to be fully achieved. Although MnDOT initiated the effort to develop the vision, this is a vision for all forms of transportation and ownership of the vision is a shared responsibility.

The conference ended with a captivating presentation on the global economy by *David Davies* of Hamline University's Department of Anthropology, titled "China, America and the Global Economy." Mr. Davies described how the contemporary global economy has been, and continues to be, powerfully influenced by the economic, political, and cultural dynamics of the relationship between America and China. He noted how our future's are linked, describing the historical context of the US-China relationship and its effect on investment in infrastructure, and discussing issues related to cooperation, competition, and concern for the future.

Thanks to the APWA Minnesota Chapter Planning Committee for all of their work!



Submitted by John Rodeberg
APWA-MN Secretary/Treasurer

Plans underway for Chapter dinner at 2012 Congress

This year's Chapter Congress dinner is being put together with a blend of southern California flair, and a mix of Blues and Disney — what a combination!

The event will be geared towards great networking in a very casual atmosphere and will be held at the Anaheim House of Blues, located right in the middle of Downtown Disney. The event will be held on a second-floor balcony, which affords fantastic views of Downtown Disney and spectacular sunsets.

Though it's surrounded by toy stores and themed restaurants, the bands that grace the stage at the House of Blues represent the top names in punk, metal, and

hardcore — as well as country, blues and pop. Aside from its superb sound system, House of Blues is also known for their passion of food and beverages.

This year's Chapter dinner will be held as expected, on Tuesday, August 28. Details of the dinner will be sent out at a later date, so for right now, mark your calendar, because you won't want to miss this year's event.

If you have any chapter dinner questions, contact *Lee Gustafson* at lgustafson@eminnetonka.com.

Submitted by Lee Gustafson
APWA-MN Vice President

Multiple training opportunities exist for Chapter members

Look for Chapter emails this June and July announcing the opening of registration for the fall start of the Leadership Academy, Underground Utility Construction Inspector School, and Public Works Certificate Program.

Leadership Academy. Our seventh graduating class (pictured below) from the Leadership Academy was awarded their certificates at the Spring Conference at Grandview Lodge this May. The academy is a mini-masters program that provides practical knowledge, tools, and skills public works professionals need to manage effectively. The academy is partnered through Hamline University and provides 90 hours of training, meeting one and a half days a month for seven months.



Underground Utilities Construction Inspector School (UUCIS). On May 15, our third graduating class from the UUCIS was awarded their certificates. While MnDOT offers training and certification for roadway construction,

there is a lack of available training for inspectors of underground utility construction. The UUCIS addresses this gap, along with providing training on project administration, communications, and record keeping. The UUCIS consists of eight half-day classes held once a month from October to May.

Additional location this fall. Moorhead will be the site of our first ever webcast of a Chapter training activity. The Richfield-based UUCIS class will be webcast to AE2S' office in Moorhead, with Brian Bergantine from AE2S serving as the moderator/facilitator for the eight sessions.



Public Works Certificate Program. The Public Works Certificate Program is a 23-credit program consisting of four semesters of public works classes and two semesters of communication classes. Students attend 320 hours of classroom instruction and the program is targeted to leading front line workers and new supervisors. The program is offered through North Hennepin Community College on Tuesdays and Wednesdays, 3-6:30 p.m., beginning August 28-29.

Submitted by Tom Montgomery
Chair, Education & Training Committee

Idea Center: Pavement facelifts help iron out old wrinkles

Nearly all of us drive, bike, or walk on asphalt pavements every day, but very few of us have likely ever stopped to think how massive an investment these pavements collectively represent. In just over 100 years in the United States, we have gone from the first modern asphalt pavement project to more than two million miles of asphalt-paved roadway — a truly astounding civil achievement that doesn't even consider private drives, parking lots, airfields, and other surfaces.

The majority of these pavements were constructed in times of plentiful and cheap domestic oil. As a bottom-end product of the crude oil refining process, asphalt's viscosity and adhesive properties made it the logical choice for the rapid surfacing and renewal of a growing paved road network. The ascent of oil prices, in part, has given pause to this strategy; as more is being done at the refinery to distill less-coveted products such as asphalt into fuel, now the oil beneath our tires looks increasingly valuable.

Simply milling and wasting asphalt materials is therefore no longer a desirable option. This has profoundly shaped the thinking about asphalt pavement rehabilitation: What can be done to re-use or renew this resource in which so much of our infrastructure is intertwined? The answer to that question is increasingly to recycle the pavements in place. Reclaimed or recycled asphalt pavements (RAP) can provide a high-quality aggregate akin to imported materials such as a MnDOT Class 5.

This approach, however, fails to fully utilize the coveted residual asphalt, which is where cold-in-place (CIR) and stabilized full-depth reclamation (SFDR) become vital. Both CIR and SFDR work on the same principal: preserve as much material in place as possible and combine it with a controlled amount of stabilizing or renewing additive such as cement, foamed asphalt or asphalt emulsion to create new asphaltic material. Both are typically capped with a traditional asphalt overlay.

CIR, comparable to mill-and-overlay, requires a structurally adequate base and recycles only a 3- or 4-inch portion of the asphalt layer; SFDR, an alternative

to total reconstruction, can be constructed on stable subgrades and will reuse anywhere between a combined 6 to 12 inches of the asphalt surface and underlying aggregate materials. According to the Federal Highway Administration (FHWA), the costs of constructing CIR and SFDR over their traditional counterparts can result in up to 67 and 55 percent savings, respectively. Each also provides structural benefits beyond the use of unstabilized RAP, possibly resulting in a reduction of the costs of future maintenance.

To achieve their maximum benefit, it is critical that CIR and SFDR are applied to the appropriate project. Although most common on rural sections that can tolerate grade changes, city streets and parking lots can also benefit from these processes if properly vetted.

A feasibility study may include coring, boring, and sampling of existing materials; visually surveying the pavement condition; performing Falling Weight Deflectometer (FWD) testing to evaluate in-place pavement structure and subgrade soil stiffness; and using Ground Penetrating Radar (GPR) to estimate materials thicknesses.

Once a project has been selected, the next step is using a laboratory mix design that incorporates materials obtained from the project site. In the lab, an experienced technician will prepare samples with several different additive contents in order to test curing, strength, moisture, and cracking resistance, and other properties pertinent to the constructability and long-term performance of the stabilized mixture. The selected additive content will be optimized for these properties and will be used in the field by the contractor to guide expectations and control the additive application rate. Diligent field quality control of additive application, moisture content and compacted mix density rounds out the elements necessary to provide a successful and long-lasting approach to the rehabilitation of marginal pavements.

Submitted by Neil Lund, PE
Pavement Consulting Group, Braun Intertec



Highlights and impacts of the 2012 legislative session

On May 11, 2012, the Legislature adjourned the 2012 session one day shy of the 120-day maximum allowed by law. The latest forecast indicates that the state will finish the biennium with a surplus of \$876 million, which must be used to restore the rainy day fund and re-pay school districts for those funds the Legislature withheld in order to balance the state budget.

The surplus allowed the Legislature to focus on other issues other than balancing the budget, one of which will be re-election. Re-districting has put all seats up for election this fall, with the new lines creating overlaps of incumbents that could have a bearing on the face of the 2013 Legislature when it convenes next year.

Although based on media coverage, one would think that their only accomplishment was the passage of a bill to fund a new stadium for the Vikings, a few other things got done.

Following is a summary of issues that seem relevant to city engineers.

Tax bill:

- Freezes LGA (cities < 5,000 not subject to freeze).
- Sets no levy limits.
- Vetoed by governor.

Pension bill with no significant changes.

No significant mandates, but no mandate relief.

Design-build pilot program:

- Extended until all nine authorized projects are completed.
- Project approval vested with Rick Kjonaas.

The House and Senate passed a \$496 million bonding bill (HF 1752/SF 1643). The House passed the bill by a vote of 99-32 (81 super majority needed), and the Senate passed a nearly identical bonding bill by a vote of 45-22 (41 super majority needed). The House voted to concur with the Senate amendments, and re-passed the amended bill, eliminating the need for a conference committee. Gov. Dayton signed the bill.

Provisions of interest are as follows:

- Local Bridge Program: \$30 million
- Local Road Improvement Program: \$10 million
- Railroad warning devices: \$2 million
- Transportation Economic Development: \$3 million
- Outstate Transit: \$6.4 million
- Wetland mitigation for roads: \$6 million
- Southwest LRT: \$0

- Business Development Program: \$50 million
- Waste Water Infrastructure: \$15 million
- Storm Sewer I & I Abatement Grants: \$4 million
- Coal Tar Abatement: \$0

A new program was created in the bonding bill as sort of a catch-all for projects not specified in the bill.

The Business Development through Capital Projects Grant Program makes competitive grants available to local governmental units for eligible projects and public infrastructure required to support an eligible project, which may include: pre-design, design, acquisition of land or buildings, construction, furnishing, and equipping a new or renovated building. The definition of public infrastructure includes streets, roads, bridges, and parking ramps.



A total of \$50 million was provided to DEED for this new program to administer competitive grants to local units of government for capital projects and public infrastructure. During the debate on the bill, two amendments were added that earmark some of the \$50 million. A grant of \$2 million from the \$50 million will be given to the Harriet Tubman Center, and a \$500,000 is directed to a new floodwall in South St. Paul.

The governor signed the transportation omnibus policy bill, Chapter 287, which includes provisions from the 2011 transportation omnibus policy bill, HF 1284/SF 1072, that did not become law, as well as provisions from the 2012 omnibus transportation policy bill, HF 2685/SF 2321. Chapter 287 includes the following provisions of general interest to city engineers:

- Provision for cities that dropped below 5,000 population after the last census to receive in 2013 an amount from the MSAS fund equal to the sum allocated in 2011. Provides that in the future if a city falls below 5,000 population it is deemed to be eligible for MSAS funding until the fourth year of the decade.
- Special permit fees will be deposited in the bridge inspection and signing account rather than the trunk highway account.
- Increased authorization for the Metropolitan Council to issue Regional Capital Bonds. An amount not exceeding \$39.6 million may be issued and, of this authorization, up to \$4.2 million may be made available to fund capital projects that would otherwise have been funded using replacement transit service provider reserves that were reduced in 2010.

continued on page 11

Members tour Lowry Bridge

Hennepin County's new Lowry Avenue Bridge in Minneapolis is currently under construction. The new bridge will replace the original structure, which was built in 1905 and reconstructed in 1958. The bridge was closed in 2008 due to known structural issues and demolished via implosion in June 2009. The new bridge is expected to improve traffic flow and pedestrian access.

On April 26, APWA-MN members toured the bridge construction site under the leadership of Hennepin County Senior Construction Engineer Paul Backer. Nineteen chapter members got a firsthand look at the bridge, which is scheduled to open this summer.



The project involves construction of a new cable-stayed tied-arch bridge over the Mississippi River and the Canadian Pacific Railroad. The new 1,575-foot span bridge is supported by two piers in the river, steel cables running through the bridge deck, and 36 cables connecting the bridge's main span to 90-foot-high steel arches.

If you were unable to attend the tour and would like to learn more about the bridge, please visit the project website at lowryavenuebridge.com.

Submitted by
Justin Messner
Membership and Special
Events Committee

First Minnesota Roadway Maintenance Training and Demo Day held in April

On a brisk, but sunny Tuesday in early April, the first Annual Minnesota Roadway Maintenance Training and Demo Day was held at the University of Minnesota, St. Paul Campus. The event was formally known as the Minnesota Spring Maintenance Training Expo, but in the spirit of innovation and in response to our changing times, the event was re-formatted, re-branded, and a new venue was selected for 2012. The Minnesota Roadway Maintenance Training and Demo Day is geared towards front-line employees, supervisors, and superintendents, but anyone in the public works profession could benefit by attending.

The event was a great success with a total of 178 participants, 25 vendors, and 17 speakers. The day focused on a general session and classroom training in the morning with demonstration sessions in the afternoon, which allowed participants to see a hands-on demonstration and apply the information they learned earlier in the classroom. Topics for the classroom and demo sessions included tree maintenance, pavement rehabilitation, and load securement; the general session

focused on commercial driver's license rules and regulations.

Minnesota LTAP coordinated and facilitated the event, and a number of other organizations sponsored the event and provided volunteers for the planning committee. APWA-MN is one of those sponsoring organizations; Chris Petree (Lakeville), Dale Reed (White Bear Township), and Shannon Tyree (formerly City of St. Paul, now sunny Arizona) represented the Chapter on the planning committee.

The entire planning committee worked diligently to put together the event. The event is sustainable and can possibly be held at different locations around the state every year, something the planning committee is strongly considering. If you or your staff didn't have a chance to attend this event in 2012, I'd encourage you to put it on your calendar in 2013!

Submitted by **Chris Petree**
APWA-MN Director

News Around Town

American Engineering Testing, Inc. (AET), a leading engineering consulting firm, hired *David Van Deusen*, as a principal pavement engineer. Dave received his bachelor's degree in geo-engineering and master's degree in civil engineering from the University of Minnesota. He started his career with the university as a research engineer investigating pavement responses to heavy vehicle and environmental loadings. He will focus his efforts with AET's pavement group, providing pavement engineering and geotechnical services to clients in the upper Midwest and nationally.

Bolton & Menk, Inc. The annual ranking of the Top 500 Engineering Design Firms was released in the April 23rd issue of *Engineering News-Record (ENR)*. The ENR ranking is determined by the amount of revenue generated in 2011. Bolton & Menk, Inc., placed at #242 and has continued their ascent on the list since 1996.

Minnesota-headquartered engineering and architecture firm **Short Elliott Hendrickson Inc. (SEH®)** promoted *Tracy Ekola*, PE, as the new operations leader for the company's more than 300 employees in Minnesota, North Dakota, South Dakota, and Iowa. Tracy will be responsible for the delivery of quality services to clients, and projects representing civil engineering, transportation, environmental, water and wastewater, aviation, and architectural design.

Daniel Edgerton, PE, a senior associate with **Stantec**, has been appointed to the City of Saint Paul Planning Commission for a three-year term. Edgerton leads the water and natural resources practice for Stantec (formerly Bonestroo) in Saint Paul. He has a 30-year background in municipal engineering and infrastructure planning and management, with an emphasis on

sustainable stormwater planning and design. Edgerton has worked for numerous communities in the Twin Cities metro area and around the state on both new development and revitalization of existing development. His appointment to the 21-member advisory board by Mayor Coleman was approved by the Saint Paul City Council at its January 27, 2012, meeting. Edgerton holds both a bachelor and a master of science degree in civil and environmental engineering from the University of Wisconsin, Madison.



TKDA's Bret Farmer received the 2012 President's Award from the American Council of Engineering Companies of Minnesota (ACEC/MN) at an annual meeting held on May 18, 2012. The distinguished award is presented to an employee of a member firm who has made significant contributions of time and effort for the benefit of ACEC/MN and the engineering profession.

WSB & Associates, Inc. welcomes *Jacqueline (Jack) Corkle*, PTP, AICP, as a senior transportation planner in its Minneapolis office. Corkle has more than 14 years of experience in strategic and policy planning, transportation planning, public outreach and coordination, grant writing, and environmental documentation. She also has first-hand county experience and offers valuable insight into their projects.



(2012 legislative session, continued from page 9)

- Modifies various bridge inspection procedures and requirements including the frequency of inspections.
- Flashing lights and studded tires for bicycles allowed.
- Turnbacks of several state trunk highways to local governments.
- Public impound lot definition clarified.
- Roundabout signal exemption provided.
- Busses on highway shoulders expanded.
- Emergency lights on collector vehicles required.
- Authorizes MnDOT to enter into contracts for a construction manager/general contractor, also known as CM at Risk.

In case you're wondering what happened to them, following are some of the provisions that were not included in the final package:

- MnPASS authority expansion to I-35E corridor (MnDOT will move forward with this project based on existing authority).
- Transportation projects authorized to continue during state government shutdowns.
- Circle Pines debt service payments from MSA account.
- Water Conservation Rates, SF 1567, was passed, allowing cities flexibility to set rates and policies that promote conservation of water.

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