AMERICAN PUBLIC WORKS ASSOCIATION
APWA NC
North Carolina Chapter

North Carolina Chapter News

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IN THIS ISSUE

President's Message

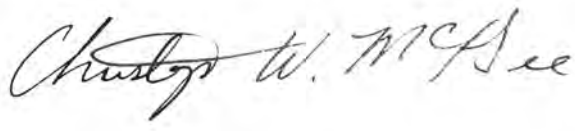
Hello APWA Family! I am excited to welcome 2021, as many of us are glad to have 2020 behind us. I am thrilled to serve you as President of our APWA North Carolina Chapter. My theme for the coming year is CHALLENGE! As I open this message, I want to challenge each of you to continue to be actively engaged in APWA and encourage others to become engaged. APWA has so much to offer; one of the great benefits of increasing membership is there are more people to offer their talents, successes, knowledge, and wisdom. Our diversity makes us stronger!

We all faced many challenges in 2020. Among those challenges were a global pandemic; public works response to national protests and riots, both preparatory and cleanup; and continuity of services throughout the pandemic. These intense challenges sparked emotion while leaving psychological and physical marks on many individuals and the communities we serve. The greatest challenge we may face in 2021 is the responsibility of keeping our staff, families, and ourselves mentally and physically healthy as we continue to develop a new normal.

Inequality and exclusion are central to many of the problems we face, globally and locally, including environment, health, education, and community. Seemingly, we have little or no control over any of these issues, but we must challenge ourselves to take every opportunity to practice equality and inclusion in our families, our work, and our community.

These challenges led to difficulties in developing budgets for your businesses, departments, APWA technical division, and maybe even your personal finances. These challenges also led to growth, both personally and professionally, for many of us, but we must remember there are many in our communities who are still struggling.

I hope this message finds each of you well with a renewed outlook on your future, and the future of APWA, and the challenges that lie before us.



Christopher W. McGee, PE
APWA-NC President

Stormwater Division News

Hello APWA Family! I am excited to welcome 2021, as many of us at the APWA-NC Stormwater Division will hold the first of three virtual workshops this spring/early summer on March 17th. That session will cover the topic of Good Housekeeping and Pollution Prevention.

This has been a hot topic of stormwater permit audits throughout the state. This workshop will touch on how programs are meeting their Good Housekeeping and Pollution Prevention Minimum Measure and will also highlight several municipalities throughout NC and the tools they use to meet this minimum measure of their permit.

Jeanette Powell from NCDEQ will also talk about Good Housekeeping and Pollution Prevention from the State's perspective.

This is a workshop you will not want to miss! Although the Stormwater Division is disappointed that the workshop will not occur in person, the board is glad to still be able to still provide the same educational content through these virtual workshops.

This year's virtual session titles are listed below:

March 17, 2021 2:00-5:00pm
Good Housekeeping and Pollution Prevention

May 19, 2021 2:00-5:00pm
Property Flooding: Don't Let It Drain You!

June 30, 2021 2:00-5:00pm
The Changing Stormwater Climate

Register Here

PARTNER FEATURE

Electric vs. Propane

Heating asphalt in pothole patchers

Written by Hal Hooper, Technical Writer | Bergkamp, Inc.

What is the best power source? Which does the best job at the best price?

For truck-mounted pothole patchers, it generally comes down to electric versus propane.

There are, of course, conflicting opinions on the subject, as well as a fair bit of misunderstanding and misinformation. So, what factors should we consider in our analysis?

Safety and cost are major considerations, along with efficiency, environmental impact and, not least of all, practicality.

Safety

With regular inspection, maintenance and proper use, both propane and electric heaters can be relatively safe to use. But there is far less fear that a malfunction in an electric heater will be detrimental to your health. Often state DOTs will have restrictions on the use of propane heating. There are some tunnels and certain bridges in the United States where you cannot take a propane tank.

Incomplete combustion in a propane heater can cause an excess of carbon monoxide. Breathing the gas from a leak can cause hypoxia, a form of oxygen deprivation. And, of course, it is highly flammable. There is a real threat that if left unattended or the thermostat is not watched, a propane patcher will melt or burn a percentage of the asphalt mix just like a stove burner left on too long.

Most pothole patching equipment operates with open flames burning under the units to heat the HMA. This is NOT in compliance with CNG vehicle tank requirements. In fact, CNG tank operational manuals emphatically state there must not be an open flame within 30 feet of a CNG vehicle or dispensing station.

The risk of electric shock from an electric heater is practically non-existent. Protected by a ground fault circuit interrupter (GFCI), the electric heater, its systems and controls will trip at 5 mA for worker safety. The inventor of the GFCI famously put his daughter in a bathtub full of water and dropped a toaster into it with investors looking on to prove his product worked. It does.

Cost and Efficiency

For most people, cost is among the most important factors when purchasing a truck-mounted pothole patcher. The initial purchase cost of the equipment, the cost of regular maintenance, eventual replacement and the cost of daily power consumption all play a role in the actual cost. Cost-per-unit of energy, by itself, doesn't show the whole picture.

A November 2017 article from ForConstructionPros.com titled "The Heat is On" discusses the cost-effectiveness of heating choices for asphalt plants:

"It is widely accepted that most fossil-fuel-fired burners operate at 80 to 85 percent efficiency when new. On its best day, a burner is wasting 15 to 20 percent of its heat – which goes into the air as exhaust and burner emissions. As the burner ages, its efficiency drops. And because fuel-fired asphalt

heaters are maintenance-intensive, if they are not properly maintained and tuned to keep their efficiency up, their efficiency drops even more significantly. In fact, by the time the burner is 7 to 8 years old, a fossil-fuel burner's efficiency can easily be at only 50 to 60 percent, meaning that up to 50 percent of the heat is wasted – going into the air as exhaust.

In comparison, an electric-powered asphalt tank or hot oil heater operates at 100 percent efficiency from day one – 100 percent of the heat is applied to the product, with no heat or emissions exhausted into the air. And over the lifetime of the heater, the electric efficiency never drops."

Because electric heaters provide 100 percent efficient heat, the daily power consumption actually comes in at a lower price point than propane. Additionally, electric heaters require little to no maintenance, further reducing operating costs. And because they last three to four times longer than the typical propane burner, they reduce capital costs as well.

Practical Use

It is widely believed that a propane heater can get up to temperature faster than electric heat. While that may be true, the difference is minimal and largely irrelevant. Truck mounted patchers are not heating a load of asphalt from a room-temperature condition. They are maintaining the temperature of a load of hot asphalt. Additionally, nighttime preheating options are a common feature on electric units. When the hot mix is loaded, the thermostatically controlled generator takes over and can maintain the heat of the mix at the same temperature it is loaded.

Heating with propane can be dangerous. This truck caught fire when a flameout occurred.

Electric coil heating eliminates propane burner flameouts, hotspots, and the need for an additional fuel source for heating.

Another advantage of electric heat is better product quality. Because electric heaters provide even heat across the entire mix, they prevent the overcooking that can occur directly over the flame area when using propane heaters.

And some electric units can even continue to heat the load during transit using a power take-off from the vehicle engine. This eliminates the cooling and reheating of the mix that can decrease the quality of the patch.

Not all electric units can run during transit, so be sure to look for this feature when making a purchase decision.

Environmental Impact

As discussed earlier, on its best day, a propane asphalt heater has to vent 15 to 20 percent of its heat into the air as exhaust and burner emissions. This only gets worse as the heater ages.

Of course, electricity doesn't just appear from the ether. Despite 100 percent heating efficiency at the end of the line in an electric heater, the electricity needs to be created in the first place. But electricity is a cleaner source of energy in almost all applications. In the case of truck-mounted patcher units, the electricity used for pre-heating the unit comes from the local power grid. During daily use, it is generated from the truck's diesel engine, which would be running anyway.

Emission regulations in some areas require permits for propane-based equipment. Going electric is not only better for the environment, it can eliminate the need for expensive permits.

PARTNER FEATURE

Here's How WithersRavenel is Working with NC Researchers Tracking COVID-19 in Wastewater

Written by Caitlyn Myers, Senior Marketing Associate | WithersRavenel

Now that pandemic-focused attention has turned to preventive measures such as the recently approved Pfizer and BioNTech vaccines, much of the public discussion has been centered on who can get the vaccine and when. But as pharmaceutical companies are toiling away developing and distributing vaccines, another group of scientists has been tracking COVID-19 without needing to test a single patient. A coalition of North Carolina university researchers, led by Principal Investigator Rachel Noble, is monitoring COVID-19 viral shedding in wastewater to better understand which communities have been affected by the virus.

Noble's team consists of members from the University of North Carolina (UNC) System campuses, including UNC Chapel Hill, UNC Wilmington, UNC Charlotte, East Carolina University, and North Carolina State University. Their work is funded by a $1.8 million grant from the North Carolina Policy Collaboratory, funded through Federal CARES Act funding.

Similar university, government, and privately funded studies of viral shedding in wastewater are being conducted in multiple jurisdictions throughout the United States and in many countries worldwide.

Virus Shed In Wastewater

When people have a viral respiratory infection, they often (but not always) shed a significant portion of viruses in their fecal material. When infected individuals in a community contribute their fecal material to the community wastewater system, viral pathogens that end up in the raw wastewater stream are then transmitted from homes and businesses to wastewater treatment facilities.

Those viral pathogens in the incoming material can be quantified using advanced analytical methods. After wastewater treatment and disinfection by chlorination or UV light, the viruses are eliminated before the waste is discharged into the environment.

Noble and her team wanted to know whether SARS-CoV-2 virus shed could be quantified in wastewater and what trends might emerge after monitoring several wastewater treatment facilities over time.

Study Methodology

First, the team needed to secure the participation of the wastewater treatment plants. After reaching out to multiple facilities across the state of North Carolina, they formed partnerships with local governments and utility operators in large and small communities in both rural and metropolitan areas. Ultimately 20 wastewater treatment plants were selected to be monitored.

Next, the team needed to define the study area. Specifically, they needed to identify the geographic limits each plant serves.

A principal benefit of examining wastewater is to provide a snapshot of the aggregate signal of COVID-19 in a community, rather than focusing on sampling individuals as clinical tests do.

This is where WithersRavenel enters the picture.

Before he became the Chief Experience and Innovation Officer at WithersRavenel, Eddie Staley was a Professional Land Surveyor and Geographic Information Systems Professional. In 1997, Eddie was hired as the Project Manager for the development of NC OneMap. NC OneMap is a public collection of North Carolina maps, images, and geographic data, including water and sewer utility data.

"OneMap was a huge undertaking back in 1997, stretching the limits of GIS and the very young Internet," Eddie recalls. "This was a time of dial-up modems, AutoCAD release 14, and websites were a novelty—only around 300,000 in early 1997."

At the time, not one utility in the more than 60 counties Eddie developed data for had any type of digital information for water or sewer. The project was a paper-to-digital transformation exercise on a scale that has not been repeated at the state level since, although the site did receive an update in 2004.

The original intent of the site was to support economic development, regionalization of utilities, and asset management funding gap analysis. NC OneMap data has been used for a multitude of statewide projects since its launch. For example, many of the utility funding projects WithersRavenel prepares grant applications for today—including CDBG-I, SRF, and AIA—use this data to verify age of infrastructure.

Noble's team wanted to use NC OneMap for their study, and they reached out to Eddie for help in understanding how to leverage that resource. Eddie showed the team how to access the sewershed data for Raleigh and Cary, which was already available online.

Some of the other collaborating facilities the team had partnered with were not currently represented in NC OneMap, but they were able to provide key figures like sewer volumes and flow rates. Eddie and the WithersRavenel GIS Team were able to put these numbers into context by outlining their sewershed boundaries as well.

Once the team had a clear understanding of the study area, they could begin collecting wastewater samples, sending them to the university laboratories for quantitative analysis and sharing the data with epidemiologists who are tasked with tracking and interpreting their findings in relation to clinical data.

Study Findings And The Benefits Of Examining COVID-19 In Wastewater

Similar to work conducted by her close collaborators, Noble's team quickly confirmed that it was possible to detect and quantify SARS-CoV-2 virus shed in wastewater. At the same time, they and other researchers put quality assurance protocols in place to ensure that the viruses detected in the wastewater were not transmissible to the technicians analyzing the samples.

A principal benefit of examining wastewater is to provide a snapshot of the aggregate signal of COVID-19 in a community, rather than focusing on sampling individuals as clinical tests do. Wastewater-based analyses do not depend on the availability or accuracy of patient testing, and it is not skewed by which infected individuals choose to get tested. If the infected individual contributes their waste to a community system that is being analyzed, they will be evaluated as a contributor to the overall signal.

Because viral shedding can begin before an infected individual develops symptoms, and may occur in asymptomatic individuals, monitoring wastewater allows public works and public health officials to work hand-in-hand to identify potential virus hotspots, increase health surveillance, and ultimately

increase public health service response.

Concerns About Data Security

Given the potential benefits of wastewater monitoring and the low risk of infection from taking samples, it is easy to wonder why the practice has not become more widespread, if not universal. The chief reason is data security.

In order for researchers to work backwards from a sample taken at a plant to the place and time an infection started, they need to know how long it takes for waste to travel from a given source to the plant. This calculation can be accomplished through a hydraulic model, which simulates the flow of waste through the sewer system.

Many local governments are reluctant to release information related to their sewer's hydraulic model, however, because access to that information would open up the possibility of bad actors interfering with the system.

Noble's team has worked with all of the plant operators and local governments in the study to protect the integrity of their hydraulic modeling data, including preventing it from being shared with anyone not directly involved in the project.

The team also understands that public perceptions of privacy are an important part of the discussion. They pointed out that it is not possible to link any of the samples to individuals or households.

Next Steps For Tracking COVID-19 In Wastewater

At this time, the project is transitioning from the study phase to the results and action phase. The team is developing a communication process to share their findings.

The Centers for Disease Control and Prevention has provided funding to the State of North Carolina and 7 other states to do a pilot project of a more widespread sampling effort as part of a National Wastewater Surveillance System. In response, the team is developing more concrete and timely methodologies for taking, analyzing, interpreting, and reporting on samples in the upcoming pilot project.

The success of this project not only has implications for the continued fight against the COVID-19 pandemic, but also for other present and future epidemics. Others have used similar wastewater-based epidemiological approaches but for different reasons, such as to track prevalence of other epidemics (e.g., polio) and opioid use.

If these projects move forward, there may be interest in updating the maps available via NC OneMap throughout the state. If that is the case, WithersRavenel is ready to become a partner in the ongoing effort to find and fight the coronavirus as well as future epidemics.

PARTNER FEATURE

Precise Grade Matching Pays Off in Fairhope, Alabama

Written by Angus W. Stocking, L.S. | American Highway Products

Fairhope is a small city, just 15,000 residents, situated on the cliffs and shoreline of Mobile Bay on Alabama's Gulf Coast. It can seem like Fairhope is a long way from anywhere, but people seem to like it—the city has been named one of the best small towns in the South by Southern Living magazine, and others. Infrastructure maintenance can be a challenge here for all the usual reasons, and one unusual one—the city has a history of devastation and flooding by hurricane, including Hurricane Frederic in 1979, and Hurricane Katrina in 2005.

But the city doesn't have a problem keeping manholes at grade after roadway resurfacing projects, not in recent years anyway. "Starting about fifteen years ago, a salesman came to town and showed us this adjustable riser, and we've been using it ever since," explains Dan McCrory, superintendent of Fairhope's Water and Sewer Department. "They work perfectly for what we want to do, which is keeping our manholes precisely at grade. And if we don't use them, we get big dips in our asphalt roads."

For fifteen years, Fairhope has been specifying the American Highway Products' Pivoted Turnbuckle Manhole Riser, and about 25 are installed each year, mainly by contractors during paving operations. The AHP risers are sturdy, flexible rings made of galvanized steel, and they can be ordered in precise diameters to match any manhole, and in precise (increments as fine as a quarter-inch) thicknesses to match paving lifts. The "pivoting turnbuckle" is an adjustable linkage that allows the risers to be set loosely in an original utility rim, then expanded with a Phillips screwdriver (used as a lever) to seat tightly and securely. According to the company's website, "A 60 lb. force applied 7 inches from the center of the pivoted turnbuckle exerts a 5,600 lb. tangential force in the Manhole Adjusting Riser Rings that will be bent to fit the out of round, worn manhole opening."

Put another way, when leverage is used properly it is an almost irresistible force. As applied in this riser, it forces a tight fit at the right height to match new paving, and provides a new, at-grade rim for the old manhole lid. The turnbuckle has certainly proved itself in Fairhope. "When we have a paving project coming up, we get with the engineer of record, and we encourage them to use these risers," says McCrory. "Over fifteen years, they have a very good record of reliability here."

Ease of installation is certainly one of the attractions for McCrory. "Raising risers the old way—excavating, replacing grade rings, refilling and paving—could take hours," he says. "With adjustable risers, it literally takes fifteen minutes or less, and the match is more precise because the risers are made to order. They save us a lot of time and money, and our roads stay in better shape too."

At-grade risers are better for roads in many ways, compared to concrete ring replacement. They don't set low, so water doesn't collect around the manhole lid, and they don't set high, so vehicle tires don't jar the lid and rim continually. And since risers are usually set just before paving runs, the newly raised manhole is surrounded by new, contiguous pavement, and that prevents water and freeze/thaw damage in the pavement around the manhole. All in all, it definitely pays to raise manholes as precisely as possible when paving or repaving, and that's why Fairhope uses pivoted turnbuckle adjustable manhole risers. "They're a great product," says McCrory. "... I expect we'll be using them at least another fifteen years!"

ACHIEVEMENTS

Hickory employee receives 2020 Streets Achievement Award

Submitted by Forrest Jones, Public Works Director | Town of Garner

Bobby Hatley, who works in the City of Hickory's Street Division, received the 2020 Streets Achievement Award from the North Carolina Chapter of the American Public Works Association (APWA).

Forrest Jones, past-president of the APWA NC-Streets Division, presented Hatley with the award during the Hickory City Council meeting on Tuesday, January 19.

The Streets Achievement Award is given each year by the Streets Division of APWA-NC to recognize an outstanding public employee working in the profession of street maintenance or construction.

Hatley has worked in the City of Hickory's Public Services Department since December 2011. He started as an Equipment Operator in the Street Division and was promoted to Heavy Equipment Operator in July 2014. He was promoted to the position of Street Maintenance Supervisor in July 2019 and currently serves in this role.

"Bobby is an incredible asset to the City of Hickory's Street Division and a deserving recipient of this honor," said Public Works Director Steve Miller. "We appreciate his many contributions to the City of Hickory and the public works profession, and we congratulate him on this achievement."

...the remnants of Hurricane Florence washed out a vulnerable, aging corrugated metal pipe culvert in a residential area of Durham, closing the road.

...McAdams was equipped to respond quickly to the City's needs for design and construction support of the Buckingham Road culvert repairs.

...McAdams is committed to the long-term improvement to the City of Durham's aging stormwater infrastructure and the safety and health of its citizens.

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Young Professional Spotlight

Get to know Allison Molleson

Submitted by APWA-NC Young Professional Committee

In Her Own Words

I've always enjoyed challenging myself and learning new things. From very early on I wanted to be a marine biologist. A very dedicated and challenging math teacher was always convinced I would be an engineer. After absolutely hating Oceanography 101, I decided to take his advice. I am so glad I did. The complex problems I get to challenge myself with every day keep me engaged and help me find a way to make our communities just a bit better.

With the City of Durham I had the opportunity to work on many projects that updated infrastructure throughout the entire city. I had the chance to learn a lot about the area and help the residents. Since joining ESP, I've had the opportunity to explore projects in many areas of North and South Carolina. I really enjoy the opportunities to learn about the area and work with great people. I look forward to learning so much more and getting to know more about North Carolina.

Looking Forward

Allison is looking to connect and get to know other engineers and public works representatives in all sectors. She also looks forward to learning more and becoming a more well-rounded engineer.

Outside of Work

I am planning a wedding for this year. When I'm not working, I enjoy traveling, coaching soccer, playing mini golf, watching sports, and visiting penguins every chance I get. This photo was taken by Allison on New Year's Day in 2020 at a castle near Amsterdam. She and her fiancé were able to spend the beginning of the new year traveling before everything shut down.

Interested in partnering with APWA-NC Young Professionals Spring Virtual events?

CLICK HERE.

A Little Advice

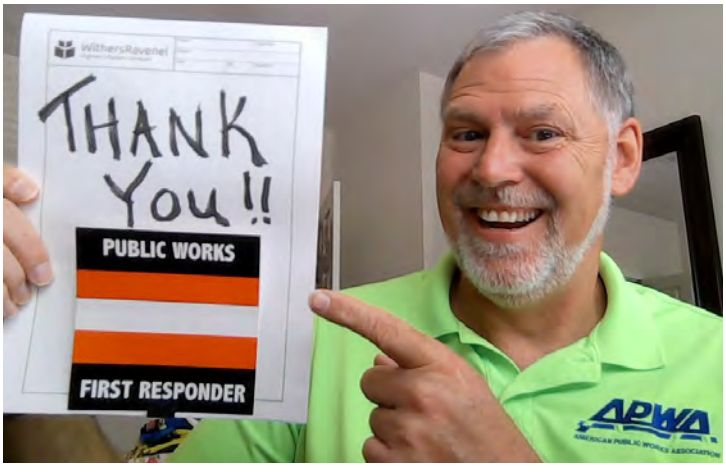
I think it's important to take time and teach ourselves something new each day. I think it is easy to get lost in the day-to-day duties and get stuck in a routine. Sometimes new ideas and technologies can easily slip by that would improve the projects we are working on. Brainstorming with others in the public works community, researching new technologies, and reaching out to others in our same positions can make us more successful every day.

Young professionals are the lifeblood of American Public Works Association's North Carolina Chapter and its communities. Whether you are new to North Carolina or a native, new to public works or a pro, APWA's Young Professional North Carolina Chapter (YPNC) can help you connect through events, a newsletter, our partners, and other associated YP organizations. ***For more information on how to get involved, contact YPNC Chair Kaylyn Forte, PE at forte@mcadamsco.com.***

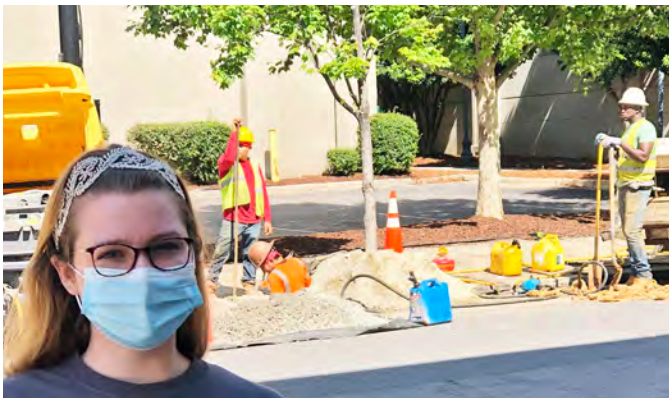
APWA is proud to announce "Stronger Together" as the theme for the 2021 National Public Works Week Poster. This year's exciting poster challenges our members and their citizens to think about the role public works plays in creating a great place to live. By working together, the impact citizens and public works professionals can have on their communities is magnified and results in the ability to accomplish goals once thought unattainable.

Join us in celebrating this year's National Public Works Week! #NPWW

This year's NPWW Poster was developed by Kirsten Ulve, a New York City-based illustrator and designer who blends crisp conceptual design, bold color and a sense of fun. Purchase your 2021 National Public Works Week Poster in the APWA Store!



APWA Director, Region III, Keith Pugh, PE, PWLF supporting NPWW virtually in 2020.



MEET CIVIC

A local online credit union born out of a commitment to serve people who serve our communities.

Our goal is simple. We leverage technology to provide online and mobile features that to add efficiency, cut costs and boost productivity.

Our branches are in the back pockets, briefcases, and handbags of our members.

Civic offers lending and deposit options for personal, business, and nonprofit accounts. We offer multiple ways to grow capital, preserve earnings and manage cashflow.

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> TO IMPROVE THE LIVES OF OUR MEMBERS.

VISION STATEMENT

We serve local government units, employees, family members and volunteers in the channel and capacity in which they want to be served; to improve their lives and the communities in which they live.

CORE VALUES

Integrity
Accessibility
Honesty
Friendliness
Fairness
Dependability
Efficiency

Federally insured by NCUA

OPPORTUNITIES TO SERVE

PWX 2022 Conference
Charlotte Convention Center

AUGUST 28-31 2022

Subcommittees will be building momentum as we proceed into 2021 with a full complement of activities underway in early summer. There are opportunities to serve and we're recruiting throughout the early spring. Doran and Elizabeth will be holding training sessions in early 2nd quarter 2021 for all those who are subcommittee chairs, to help with budgeting and expectations of each to meet our long-term objectives. As we shared before, some subcommittees will have brief roles and others will be staffed with volunteers for a year or more. There have been "raised hands" already and assignments made. If you are interested in service as a volunteer to lead a group, we will have two co-chairs for each. Please contact with your questions or show of interest:

PWX
PUBLIC WORKS EXPO
CHARLOTTE

Doran Maltba: DMaltba@toknc.com or (336) 345-1547
Elizabeth Treadway: elizabeth.treadway@woodplc.com or (336) 210-9011

Download the PWX 2022 Sponsorship Packet

Subcommittee co-chairs are needed for the following:

1. National Roadeo (2)
2. Get Acquainted Party (1)
3. Speakers' Gifts (2)
4. Local Chapter Hospitality (1)
5. Welcome Bags (1)
6. The Futures Program (2)
7. Daily Door Prizes (2)
8. Exhibitor Hospitality (2)
9. Sport Events/Golf (2)
10. Reception for National Board (1)
11. National Board Spouse Tour (2)
12. Technical Tours (1)
13. Opening Session Entertainment (1)

Other Conference Updates

You've probably seen the announcement that we have had to cancel the Snow and Winter Maintenance Conference for a face-to-face meeting in 2021. No one wants to have that happen as we all want to be able to network and enjoy the company of our peers across North America. We are hopeful that PWX 2021 in St. Louis will be an "in-person" event and any decision on that meeting will be made in the Spring.

WELCOME NEW MEMBERS

The APWA-NC Chapter would like to welcome the following new members:

NAME	TITLE	COMPANY/ MUNICIPALITY
Edward Allen	PW Stormwater	Wendell Public Works
Jonathan J. Anderson	Project Manager	City of Conover
Kathleen Balaze	Stormwater Professional	WithersRavenel
Charlie H. Baldwin	Solid Waste Crew Supervisor	Town of Chapel Hill
Barbara Barefoot	Admin. Assistant	Town of Smithfield
M. Ted Barker	Const. Contracts Admin.	City of Greensboro
Robert Barnes	PW Stormwater	Wendell Public Works
Cody E. Barnes	Resident Project Representative	McKim & Creed Inc.
Darby Bishop	Maint. Tech.	Wendell Public Works
Lisa S. Booze	Stormwater Specialist	Town of Cary
Thomas Bradley	Street Superintendent	Town of Garner
Travis Butler	Automotive Maintenance Supervisor	City of Gastonia
Kenneth Colf	Assistant Public Works Director	City of Conover
Joseph Collins	PW Stormwater Mgr.	Wendell Public Works
Megan Dale	Management Analyst	Town of Chapel Hill
Russell Davis	Program Manager	City of Asheville
Caroline Dickey		The Kercher Group, Inc.
Bonnie Frazier		City of Fayetteville
David Gay	PW Main Crew Lead	Wendell Public Works
Donald E. Hickman		City of Raleigh
Robert Holst	PW Grounds	Wendell Public Works
Dakota Honeycutt	Building Maint	Wendell Public Works
Austyn Howell	St. Div. Superintendent	City of Burlington
Mike Jones	PW Ground	Wendell Public Works
Timothy R. Kerigan	HR Director	Town of Smithfield
Lara L. MacAulay	Street Project Engr.	City of Raleigh

NAME	TITLE	COMPANY/ MUNICIPALITY
Kenneth McLean	PW Crew Leader	Town of Wendell
Andre Miller	Capital Project Mgr.	Town of Chapel Hill
Carrie Mitchell	Environmental Engineer	Town of Wake Forest
Allison Molleson		ESP Associates, Inc
Rick Mustian	Code Enforcement	Wendell Public Works
Mohammad Nazari-Sharabian	Watershed Modeling Engineer	City of Fayetteville
Kumar A. Neppalli	Traffic Engineering Mgr.	Town of Chapel Hill
Mackenzie Nowacki		
West Overman	Deputy Public Works Director	Beaufort County
Jacob Parker	Refuse Services Supervisor	City of Rocky Mount
Tracy Pilson	Staff Engineer	Kercher Group
Robbin A. Randolph	Engineering Technician	Public Works
Brandon Roberts	Construction Inspector	City of Hendersonville Engineering
Michael Rupinski		City of Charlotte
Miranda Saunders	PW Stormwater	Wendell Public Works
Mark Senior	Senior Project Engineer	WK Dickson & Co., Inc
Ali Shallal	Engineer III	City of Fayetteville
Ali M. Sohi	Civil Engineer	City of Greensboro
Steven Alex Somers	Fleet Specification Writer	City of Charlotte AP
Brian Sorrells		Town of Sunset Beach
Dustin James Stephens	IS Analyst	Winston-Salem Forsyth County Utilities
Nicholas Valletta	Construction Inspector	Town of Garner
Danny Watson		LaBella Associates
Allan Weeks	Superintendent Building and Ground	City of Goldsboro
Joseph Wheeler		Town of Pineville

CHAPTER CONTACTS

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Vice President Mae Bryant City of Charlotte AP Mae.Bryant@charlottenc.gov	*Treasurer* Dale James City of Greensboro jamesstephend@bellsouth.net	*Delegate* Jeffery P. Brown, PE Cumberland County jbrown@co.cumberland.nc.us
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APWA-NC 2021 DIVISION PRESIDENTS

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Want to be in the next issue?

NEWSLETTER SUBMISSION DATES

Each technical division is responsible for submitting at least one article per newsletter. Remaining deadlines for 2021 are May 17, August 16, and November 15. Content of the article is very flexible. Suggestions include trends in your industry, information about your division conference, or simply projects in your area. This is your chance to get creative while educating others about what is happening in your division. Please submit your articles and photos to Bri Labbate at blabbate@withersravenel.com prior to Monday, May 17, 2021.

AMERICAN PUBLIC WORKS ASSOCIATION
APWA NC
North Carolina Chapter

The American Public Works Association is dedicated to education in the related areas of public works. We help our members, the public, and policy makers work together to provide the public works services needed to keep our communities operating smoothly and safely in concert with the latest environmental and public health standards. Through the national association and our 63 chapters in the US and Canada, we offer a comprehensive array of services to meet this educational mission.