WINTER 2026
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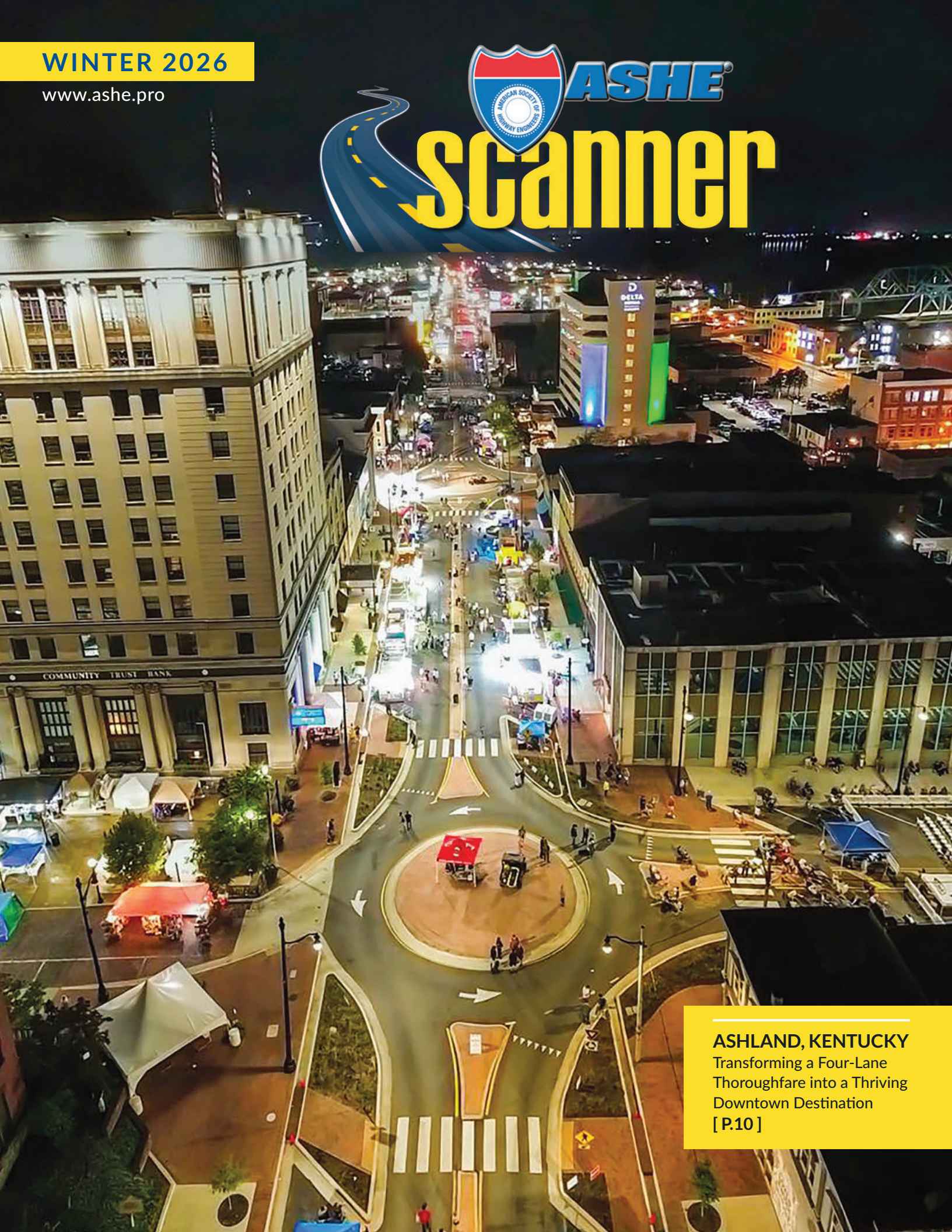

ASHLAND, KENTUCKY
Transforming a Four-Lane Thoroughfare into a Thriving Downtown Destination
[P.10]

ASHE

AMERICAN SOCIETY OF HIGHWAY ENGINEERS

scanner
Rhonda Cardone, *Chairwoman*
Joe Vanhoose, *Editor*
joe@trestlecollective.com
Lauren Heighton, *Content Manager*
lauren@trestlecollective.com
Mark Miller, *Designer*
mark@sixhousestudio.com

MISSION
Provide a forum for members and partners of the highway industry to promote a safe, efficient and sustainable transportation system through education, innovation and fellowship.

NATIONAL HEADQUARTERS
610 Radcon Street
Johnstown, Pa 15904
(814) 696-7430
ashenationalsecretary@ashe.pro
www.ashe.pro

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Jim Shea, PE
ASHE National President 2025-2026

New Directions

Happy New Year to our ASHE members! I hope everyone had a wonderful holiday season spent with family and friends and, hopefully, at ASHE holiday events across the country. As we kick off the new year, I'm excited to share a few updates and reflect on the momentum we continue to build together.

Our renewal season wrapped up this fall, and as we begin the year you will see continued communications from National focused on membership awareness. Membership growth remains a priority for me, and I am committed to keeping that message at the forefront.

In October, ASHE National hosted two membership meetings with regional and section officers to emphasize the importance of promoting membership at the local level. As the year gets underway, I encourage you to consider referring a colleague to ASHE. The cost is low and the benefits are significant, including leadership opportunities, professional development and fellowship.

This fall, I was fortunate to visit eight ASHE sections and will be visiting five more this January. From technical dinner meetings and bowling fundraisers to regional conferences, our sections continue to work hard to provide meaningful programming for our members.

I am consistently impressed by the section leaders I meet along the way. Their commitment to this organization truly makes a difference, and I'm grateful for the opportunity to spend time with them. I'll continue to say it—the energy and impact of ASHE are strongest at the section level, and it shows.

We also continue to make steady progress on technology improvements. The number of sections using StarChapter continues to grow each month, and we are in the early stages of piloting SharePoint with a small group of sections. These enhancements are intended to support our volunteers by making their efforts more efficient and allowing them to spend more time focused on growing the organization and serving members.

This winter, I encourage everyone to make time to attend and support your local section events. It's a great time of year to engage and reconnect. I am also encouraging our National Directors to prioritize visiting sections to strengthen the connection between the National, Regional and Section Boards. Building relationships in person and connecting at our events are key to our continued success.

If you haven't reached out yet about a section visit, I would love to hear from you. I have truly enjoyed visiting sections and look forward to continuing to do so when invited.

As we look ahead, I'm excited for what 2026 will bring for ASHE. I'm hopeful for new section growth, continued organic membership growth, and increased engagement across the organization. I'm confident that, together, we will continue to move ASHE forward in a positive and meaningful way. **Thank you for your leadership, your time, and your commitment to ASHE.**

ASHE scanner

WINTER 2026

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From *scanner*'s Chair

Add a Little Sparkle

As we turn the page into a new year, I hope your holiday season was filled with joy, bright moments, and a little extra sparkle—whether from glowing lights, glittering celebrations or simply the magic of spending time with those who mean the most.

This time of year always brings a special sense of energy and optimism, and it is with that same cheerful spirit that I welcome you to this issue of *scanner*. This edition is especially exciting as it marks the first issue led by our new Editor and Publisher, Trestle Collective, who joins us with fresh ideas, editorial excellence and a strong commitment to elevating the voice of ASHE nationwide. We are delighted to have them join the *scanner* team.

ASHE's strength lies in the professionals who plan, design, build, and maintain our transportation network. Our mission remains steadfast: Connecting Transportation Systems, Connecting Communities and Connecting ASHE.

Across the country, our members are delivering projects that enhance mobility, safety and resilience. Highways now operate within an increasingly interconnected mobility ecosystem—linking communities, supporting industry and integrating with both rail systems and the broader blue transportation network of ports, waterways and coastal corridors. These multimodal connections, from road-to-rail interfaces to water-to-highway freight movements, are essential to strengthening national supply chains, supporting economic vitality and ensuring efficient transportation for people and goods.

What truly defines ASHE is our collective commitment to excellence, collaboration and service. Through education, networking and technical exchange, ASHE remains a national leader in developing safe, effective and future-ready transportation systems.

Thank you for your continued dedication to ASHE and to the communities we proudly serve. With fresh energy, new ideas and the momentum of a bright year ahead, let's continue building the connections—across highways, rail lines, waterways and communities—that move America forward. Here's to a productive, inspiring and uplifting year for all.

Together, let's make 2026 our best year yet! And add a little extra Sparkle!

Rhonda Cardone
scanner Chairwoman
ASHE New York Metro Section

Welcome to a new year and a new *scanner* magazine.
This is the first issue for your new *scanner* editorial and design team – Mark Miller, Lauren Heighton and me, Joe VanHoose.

Thanks to Rhonda and the *scanner* Committee for building such a strong foundation and for entrusting Trestle to move forward. We're excited to get to work on a few updates for the magazine, and we look forward to connecting with the ASHE community to help ensure your best stories are being told – and told well.

If you have any questions, pitches or ideas on how to make *scanner* even better, please don't hesitate to reach out to us. We look forward to working with you!

TDOT Takes Another Big Step
in Quest to Modernize Apison Pike Near Chattanooga

By Rusty Hampton, Marketing Editor/Media Relations, Neel-Schaffer, Inc.
ASHE Tennessee Valley Section

The Tennessee Department of Transportation's quest to modernize Apison Pike (State Route 317) in the ASHE Tennessee Valley section reached another milestone in June when a third segment in the long-running project was substantially completed and opened to traffic.

Apison Pike stretches from Collegedale through Ooltewah, suburban growth areas for Chattanooga in the southeast corner of Tennessee. This latest segment, 3.1 miles from Ooltewah Ringgold Road to Layton Lane, involved widening the road from two to five lanes, with two travel lanes in each direction plus a dedicated center turn lane.

Other improvements include a new intersection and roundabout at Tallant Road, a new bridge over the Norfolk Southern Railroad to separate the tracks from the state route, four other bridges, eight retaining walls and sidewalks and bike lanes on each side of the road.

One roundabout was built on the Eastern Segment connecting Apison Pike to residential and commercial areas in Collegedale and Ooltewah, TN.

Approximately 6.2 miles of Apison Pike have been widened, improved and/or reconstructed since this project began more than a decade ago, with a total cost of $141.5 million. The first improvement segment (Interstate 75 to Old Lee Highway) was completed in 2012, and the second (Old Lee Highway to Ooltewah Ringgold Road) was completed in 2017. The final segment, from Layton Lane to East Brainerd Road, is pending right-of-way (ROW) and construction funding.

Apison Pike provides access to I-75 and was once a quiet, two-lane rural corridor. As the area has grown, the road began serving as a critical east-west connector in Hamilton County, all while having limited shoulders, substandard intersections and no facilities for cyclists or pedestrians.

Over time, widening and improving Apison Pike became a TDOT Chattanooga-area infrastructure priority for several reasons, including:

RAPID GROWTH IN COLLEGEDALE AND OOLTEWAH

- McKee Foods, maker of the popular Little Debbie snack cakes, is headquartered in Collegedale and will benefit greatly from the improvements. With their recent plant expansion, they have better connectivity to a major regional corridor.
- Steady population increases in Collegedale and surrounding unincorporated areas created commuter demand and residential development pressure.
- Southern Adventist University reached record enrollment in 2024.

SAFETY CONCERNS

- The previous two-lane road saw an increase in accident rates due to sharp curves, inadequate sight distances, and congestion. This four-lane roadway with wide shoulders has improved these safety concerns.
- School traffic, local delivery trucks and commuter vehicles shared the same constrained corridor.

REGIONAL CONNECTIVITY

- Apison Pike became a gateway corridor between residential communities, job centers and the interstate system.
- Improving this road supported TDOT's broader mobility goals for Hamilton County and regional economic development.

Multiple public meetings held from 2008-2010 to gauge community interest in the project found strong support from residents seeking improved safety, relief from increased traffic congestion and improved ability to attract and retain major employers.

Projects of this magnitude are often constructed in segments, or phases, as TDOT deals with multiple factors, including funding, right-of-way acquisition, utility relocation and traffic priorities, including safety concerns and acute congestion.

The Western Segment was constructed first, chosen because of its proximity to I-75 and a large Volkswagen plant as well as many fast-growing neighborhoods that combined to create intense traffic congestion.

The Central Segment towards Collegedale was constructed next, prioritized due to industrial access opportunities.

The Eastern Segment, substantially completed in June, included rail crossings that involved Northern Southern rail coordination, complex utility conflicts and sensitive impacts on Collegedale city center.

WOLFTEVER CREEK GREENWAY

Another important factor that was considered was how to design and build this project in harmony with the popular Wolftever Creek Greenway. Local residents and area bicyclists, runners and recreationalists have enjoyed this scenic greenway for many years.

While the greenway was disrupted during the road construction, the now completed roadway enhanced greenway accessibility, improved safety by providing a safe passway under Apison Pike and upgraded the aesthetics for all users.

(Continued on page 8)

A tunnel was constructed under Apison Pike to provide a safe greenway connector removing the concern of pedestrians crossing the highway at-grade.

“This is a great day for the City,” Collegedale Mayor Morty Lloyd said. “... We’ve built the proper infrastructure. And now we as a City are poised to do even greater things.”

One of the bridges constructed on the Eastern Segment was over 1,100 feet long and traversed a major railroad line, a connector road, part of the Wolftever Creek Greenway, and Wolftever Creek.

BRIDGE OVER RAILROAD, WOLFTEVER CREEK, CITY GREENWAY AND LOCAL ROAD

One major component of the Eastern Segment project was a 1,115-foot bridge over multiple facilities that follows the new roadway alignment. A large skew between SR-317 and the railroad below created the need for a pier cap (the Straddle Bent) that could span the entire railroad ROW.

The foundation for the pier cap was two 8.5-foot drilled shafts transitioning to 8-foot columns directly below the cap. The Straddle Bent was over 128 feet long, with over 111 feet free span. The welded plate box girder that made up the cap was 7 feet 10 inches by 8 feet 2 inches, with top and bottom flanges ranging from 3 to 4 inches thick. The total weight of the Straddle Bent was over 520,000 pounds.

Constructing this giant pier cap took extensive planning and thorough coordination with the railroad. This work required multiple railroad track outages as well as a temporary bridge to be constructed over Wolftever Creek to allow for deliveries of the structural steel. While different options were considered, it was decided to assemble the Straddle Bent on the ground and make a single pick to lift the Straddle Bent into place.

The Straddle Bent was delivered in three separate pieces and spliced together with 3-inch-thick splice plates. The splices were held together with over 1,400 1-inch bolts on each of the two splices. Once the cap was assembled, one 300-ton crane and another 200-ton crane were used to make the lift onto the supporting columns.

PLEASED WITH PROGRESS

TDOT officials have been pleased with the improvements made over the last 13 years.

“This is a project that’s been in the mill for quite some time. It’s good to finally see it delivered and come to fruition,” said Commissioner Will Reid, who has worked for TDOT in various roles for the past 11 years. “Obviously, Collegedale’s the home to McKee Foods, and Apison Pike’s also a vital link between Ooltewah and Apison. I think that this is a very good example of why investment in transportation matters.”

He added, “We’re a really fast-growing state, as we all know. In order to keep pace, infrastructure has to be at the top of that list.”

“This is a great day for the City,” Collegedale Mayor Morty Lloyd said. “So many communities around our country max out their residential capacity without taking into consideration key infrastructure, that being roads.

“In Collegedale, we’ve done it just the reverse. We’ve built the proper infrastructure. And now we as a City are poised to do even greater things.”

Bridge over Chestnut Creek which joins Wolftever Creek as the northern border to the roadway alignment, with the railroad to the south. One of five bridges constructed as part of the Eastern Segment.

Winchester Avenue Reimagined: A Model for Downtown Revitalization

HOW ASHLAND, KENTUCKY TRANSFORMED A FOUR-LANE THOROUGHFARE INTO A THRIVING DOWNTOWN DESTINATION

By Josh Coburn, PE
ASHE Bluegrass Section

ASHLAND, Ky. — For decades, Winchester Avenue served as little more than a conduit for commuters rushing to and from the Simeon Willis Memorial Bridge and the Ben Williamson Memorial Bridge connecting Kentucky to Ohio over the Ohio River.

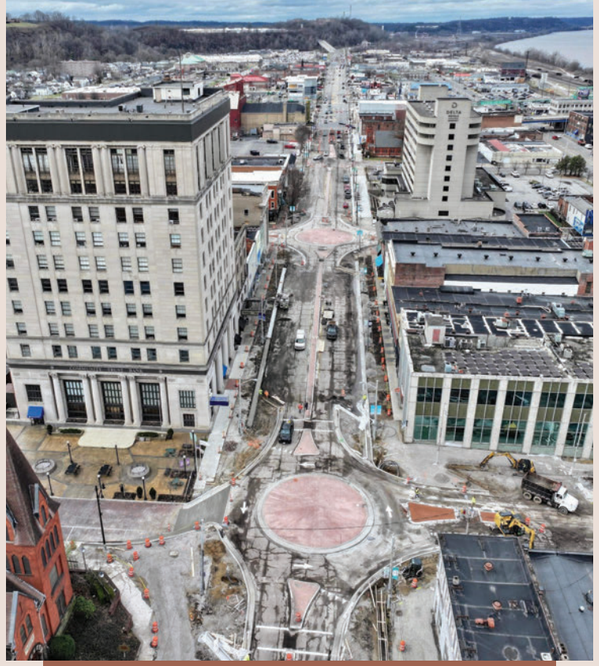
The four-lane corridor, originally designed to handle thousands of vehicles streaming into Downtown Ashland's steel mill and railroad operations during the 1980s, had become a victim of its own obsolescence. As industry closed and relocated, traffic volumes plummeted as the road's configuration remained unchanged, creating a dangerous paradox where empty lanes invited excessive speeds through what should have been a pedestrian-friendly downtown core.

Today, Winchester Avenue tells a different story. Through an innovative redesign that combines three proven traffic-calming strategies—roundabouts, reverse angle parking and lane reduction—the City of Ashland has transformed this corridor into a model of urban revitalization that is attracting attention from transportation agencies across the region.

(Continued on page 12)

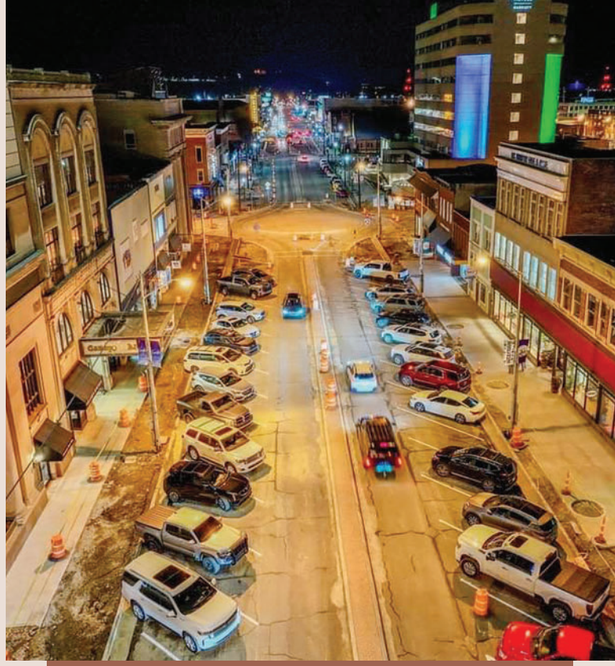
Winchester Avenue Corridor after Construction (looking East)

Winchester Avenue Corridor before Construction (looking West)



Construction of the mini-roundabouts at the intersections of 15th Street (background) and 16th Street (foreground)

Construction of the mini-roundabout at the intersection of 16th Street



Opening night for back-in angled parking located between 15th Street and 16th Street

THE CHALLENGE: REIMAGINING A DECLINING CORRIDOR

The problem facing Ashland was multifaceted. Winchester Avenue's four lanes and long signal phases encouraged speeds of 55-70 mph through the heart of downtown, creating hazardous conditions for pedestrians and making it difficult for local businesses to attract foot traffic. Shoppers viewed the avenue as a route to pass through, not a destination to explore.

"We had a corridor designed for a different era," explains Stephen Sewell, PE, PTOE, the lead designer from Palmer Engineering who spearheaded the project. "The infrastructure no longer matched the community's needs or aspirations for their downtown."

The city's vision extended beyond simple traffic management. Having already invested in transforming downtown through projects like Broadway Square Public Space, the historic Paramount Arts Center rehabilitation, and the 47-acre Central Park enhancements, Ashland sought to complete its downtown transformation under the branding "Create With Us."

THE "TRIFECTA OF SAFETY"

Palmer Engineering's innovative solution combined three safety strategies that, while individually proven, had rarely been implemented together on a central urban corridor:

Lane Reduction (Road Diet): The team reduced Winchester Avenue from four lanes to two, immediately calming traffic and creating space for enhanced pedestrian infrastructure.

Five Modern Roundabouts: Replacing traditional signalized intersections with mini-roundabouts at each cross street improved traffic flow while eliminating the stop-and-go patterns that contributed to speeding and air pollution.

Reverse Angle Parking: Perhaps the most novel feature for the region, back-in angle parking replaced parallel parking along storefronts. This configuration offers superior visibility when exiting parking spaces, easier sidewalk access for loading packages and a parking experience familiar to anyone who has parallel parked.

The results have been dramatic. Vehicle speeds along the corridor have dropped to a consistent 25 mph—a reduction of more than 60% from previous conditions. This speed reduction has fundamentally changed how people interact with downtown Ashland.

BUILDING PUBLIC SUPPORT THROUGH ENGAGEMENT

Introducing three significant changes simultaneously required extensive community outreach. The project team recognized that technical excellence alone wouldn't ensure success; the community needed to understand, accept and ultimately embrace the transformation.

The team organized multiple stakeholder meetings, facilitated discussions with local business owners, and held public forums to gather input. To address concerns about the unfamiliar reverse angle parking, the project team created realistic visualizations and established a demonstration area where residents could practice the technique before implementation.

"Public buy-in was absolutely critical," Sewell said. "We needed people to see beyond the construction inconvenience to the long-term benefits for their community."

OVERCOMING TECHNICAL HURDLES

Beyond the social challenges, the project presented significant technical obstacles. The downtown corridor contained numerous underground utilities embedded over decades of development.

When proposed storm sewer installations conflicted with existing infrastructure, the Palmer design team opted for curb cuts rather than underground pipes, avoiding the substantial costs of utility relocation. Through the use of decorative plates, the gutter line was able to continue through the new bulb-outs while the plates bridged over the gutter allowing pedestrians to access the crosswalks.

Construction also uncovered unexpected historical features, including coal chutes extending from basements beneath sidewalks to the curb line—remnants of Ashland's industrial heritage. Rather than removing these artifacts, the design team worked around them by bridging over and sealing the chutes, preserving the area's historical character while modernizing its functionality.

(Continued on page 14)

Completed Mini-Roundabout at the intersection of Winchester Avenue and 15th Street

Winchester Avenue Corridor after Construction (looking East)

MEASURABLE COMMUNITY BENEFITS

The transformation's impact extends far beyond traffic statistics. Downtown Ashland has experienced increased foot traffic, with pedestrians now comfortable exploring multiple storefronts without returning to their vehicles. Enhanced amenities including benches, improved lighting, and reduced crossing distances have made the corridor genuinely walkable.

Environmental benefits have also emerged. Eliminating traffic signals has reduced vehicle idling, improving local air quality while decreasing ongoing maintenance and energy costs. Some drivers seeking faster routes have shifted to adjacent corridors, further reducing congestion along Winchester Avenue.

New businesses have begun moving into the downtown area, attracted by the improved pedestrian environment and increased foot traffic. Visitors now park at venues like the Paramount Theater and stroll the corridor, patronizing restaurants and shops before attending events.

A MODEL FOR OTHER COMMUNITIES

The Winchester Avenue Project has attracted regional and national attention. The City of Ashland has hosted tours and conferences showcasing the successful integration of safety features, sustainability initiatives and community-focused design. Other cities facing similar challenges—declining downtown cores designed for outdated traffic patterns—are studying Ashland's approach as a potential model.

Completed ahead of schedule and within its $7.1 million construction budget, the project demonstrates that transformative infrastructure improvements can be both innovative and fiscally responsible.

LESSONS FOR URBAN REVITALIZATION

The Winchester Avenue Project offers several key lessons for communities considering similar transformations:

INTEGRATION MATTERS.
While individual traffic-calming measures provide benefits, their combined implementation can create synergistic effects that fundamentally change how people interact with urban spaces.

COMMUNITY ENGAGEMENT IS ESSENTIAL.
Technical solutions must be accompanied by robust public outreach and education that addresses concerns, demonstrates benefits and builds grassroots support.

HISTORICAL CONTEXT DESERVES RESPECT.
Modern improvements can coexist with historical preservation when designers remain flexible and creative in problem-solving.

INFRASTRUCTURE SHAPES BEHAVIOR.
By redesigning the physical environment, communities can influence how residents and visitors experience downtown areas, shifting perception from thoroughfare to destination.

LOOKING FORWARD

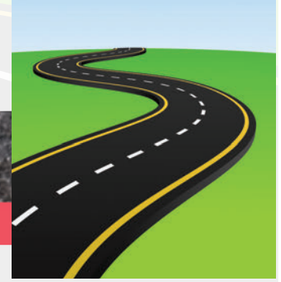
As downtown Ashland continues to flourish, Winchester Avenue stands as evidence that thoughtful engineering, combined with community collaboration, can revitalize urban corridors in ways that enhance quality of life, support local businesses, and create sustainable development patterns.

For communities across America grappling with downtown decline and obsolete infrastructure, Ashland's experience offers both inspiration and practical guidance. The "Trifecta of Safety" implemented on Winchester Avenue demonstrates that creative design solutions, grounded in proven traffic-calming principles and supported by genuine community engagement, can transform not just streets but the entire character of downtown districts.

The project exemplifies Palmer Engineering's philosophy that infrastructure should serve communities, not merely move vehicles—a principle that is reshaping how engineers and planners approach urban revitalization in the 21st century.

As The Wheel *Turns*

ASHE Members on the Move!



Bowman Welcomes Jim Prisk

Pittsburgh, PA – **Jim Prisk**, PE has joined Bowman as Transportation Market Sector Leader. Prisk, an active member of ASHE's Franklin, Pittsburgh and Mid-Allegheny Sections, has more than 35 years of engineering design and management experience, with emphasis on operations and resource management, project planning, and project delivery. He has managed a broad range of public and private transportation engineering and environmental projects throughout Pennsylvania, Ohio, West Virginia and Maryland. As a market sector leader, Prisk will serve as a member of Bowman's East Coast Transportation team with an emphasis on western Pennsylvania.

Urban Engineers Appoints Ronald Swerdon as Senior Project Manager for Transit

Ronald Swerdon, PMP, CQPA, has joined Urban Engineers, Inc. as a senior project manager for transit. In this role, Swerdon will lead major infrastructure initiatives across the firm's public transit portfolio, overseeing quality and cost management programs and supporting strategic growth initiatives. His work will build on Urban's longstanding success in providing Program Management Oversight services for the Federal Transit Administration. Swerdon has more than 20 years of experience in the transportation industry, including serving as project manager for the Maryland Transit Administration's Light Rail Vehicle Overhaul Project and as Project Management Consultant (PMC) deputy program manager for the Baltimore Red Line transit megaproject.

David Hieber Returns to Dewberry as Vice President and Department Manager in Fairfax, Virginia

David Hieber, PE, DBIA, has rejoined Dewberry as vice president and department manager for the mid-Atlantic transportation structures group. Hieber previously worked for Dewberry from 2007-2018. He will be based in the firm's Fairfax, Virginia, office. Hieber has over 25 years of experience in structural engineering working closely with local, state and federal agencies. His background includes analysis, design, development, and preparation of contract plans and construction cost estimates for highway bridges, pedestrian bridges, retaining walls and other transportation structures. Hieber currently serves as vice-chair of the American Council of Engineering Companies, Metropolitan Washington's (ACEC/MW) Transportation Committee and is a former president of the ASHE Potomac Section.

Innovative Lidar Techniques Advance Bridge Surveying While Enhancing Safety and Minimizing Traffic Disruption

By Matt LaLuzerne
ASHE Carolina Piedmont

The Challenge: SURVEYING IN A HIGH-TRAFFIC, STRUCTURALLY SENSITIVE ENVIRONMENT

The Cape Fear Memorial Bridge, a vital artery for commercial and public traffic along US 17/US 76/US 421 in Wilmington, N.C. needs replacement.

Built in 1969, the existing four-lane, steel vertical-lift bridge requires frequent maintenance and inspections that cause traffic delays and unreliable travel times. As a critical link for local communities and freight movement to and from the Port of Wilmington, the structure no longer meets the demands of modern traffic and lacks accommodation for bicycles and pedestrians.

To lay the groundwork for replacement, the existing structure needed to be scanned in detail to support a safe and efficient design.

But scanning this bridge posed significant logistical hurdles. Traditional surveying methods would have required extensive lane closures and nighttime operations, exposing crews to safety risks and causing public inconvenience. Moreover, the bridge's inherent vibrations and structural movements threatened the accuracy of conventional differential leveling techniques.

The Solution: A HYBRID LIDAR APPROACH

To overcome these challenges, McKim & Creed deployed a hybrid Lidar methodology that combined terrestrial static scanning with mobile Lidar acquisition. This approach allowed the team to collect precise geospatial data while maintaining uninterrupted traffic flow.

Using a Riegl VZ600i terrestrial laser scanner, the team first captured high-resolution static point clouds from safe zones near the bridge's tender house. These scans served as control references for calibrating mobile Lidar data collected via a Riegl VMX-2HA system mounted on a Chevrolet 2500 pickup truck. The mobile system included Global Navigation Satellite System (GNSS) antennas, inertial measurement units (IMUs) and high-resolution cameras, enabling data collection at posted speed limits without occupying the roadway.

Virtual Control: ALIGNING MOBILE DATA WITHOUT PHYSICAL OCCUPATION

One of the most innovative aspects of the project was the use of static scans as a virtual control framework.

Instead of physically occupying control points on the bridge deck, the team extracted common features—planes and discrete points—from the static dataset. These were formatted and imported into Riegl's RiProcess software to guide the alignment of mobile Lidar data.

This virtual control method eliminated the need for surveyors to work in live traffic zones, significantly enhancing safety. It also ensured high-precision alignment of the mobile dataset, validated through overlay comparisons between static and mobile point clouds.

Safety and Risk Mitigation: A CORE PRIORITY

Safety was paramount throughout the project. By avoiding lane closures and nighttime operations, the team minimized exposure to traffic hazards.

Chevron targets and validation points were strategically placed at safe intervals, and GNSS data was collected using base-rover configurations with double occupations to ensure accuracy. Where GNSS was not feasible due to obstructions or safety concerns, conventional surveying methods anchored to North Carolina Department of Transportation (NCDOT) baseline control were employed.

(Continued on page 18)

PROJECT LOCATION:
Cape Fear Memorial Bridge
US 17/US 76/US 421
New Hanover County, North Carolina

Cape Fear Memorial Bridge Lidar: *McKim & Creed executed a hybrid lidar workflow integrating terrestrial static scanning with mobile lidar acquisition to generate high-resolution geospatial datasets of the Cape Fear Memorial Bridge, all while preserving continuous traffic operations.*

Credit: McKim & Creed

Cape Fear Memorial Bridge Aerial: *The Cape Fear Memorial Bridge in Wilmington, N.C., serves as a primary transportation link between Brunswick and New Hanover counties, carrying heavy daily commuter and freight traffic and supporting the region's coastal travel and commerce.*

Credit: Parker Golden / McKim & Creed

The project's Quality Management Plan (QMP) further reinforced safety and precision. It included competency assessments, adherence to standard operating procedures and rigorous audits at each phase. Experienced personnel oversaw quality assurance, ensuring compliance with NCDOT Survey Standards.

Timeline: ACCELERATING SCHEDULES WITHOUT SACRIFICING ACCURACY

The hybrid Lidar approach not only improved safety but also accelerated the project timeline. By collecting data during regular traffic hours and eliminating the need for lane closures, the team avoided scheduling delays typically associated with nighttime or restricted-access operations.

The result was a unified, multi-record mobile point cloud calibrated to survey-grade accuracy—ready for engineering analysis and feature extraction.

Terrain models and digital break lines were extracted using TopoDOT software and final datasets were imported into Bentley's Open Roads Designer for analysis. The project met Type A High Accuracy standards (horizontal ≤ 0.07', vertical ≤ 0.05'), demonstrating that speed and safety need not compromise precision.

Conclusion: A MODEL FOR FUTURE INFRASTRUCTURE SURVEYS

The Cape Fear Memorial Bridge survey showcases how cutting-edge technology can transform infrastructure projects. By leveraging a hybrid Lidar methodology, McKim & Creed delivered a high-accuracy dataset while protecting survey crews and minimizing public disruption. This approach not only met the technical demands of the project but also aligned with broader goals of safety, efficiency, and innovation.

As transportation agencies seek smarter ways to manage aging infrastructure, the techniques demonstrated in this project offer a compelling blueprint. With virtual control frameworks, mobile scanning platforms and robust quality management, engineers can achieve more—without putting people or progress at risk.

Matt LaLuzerne is the National Director of Geospatial Services for McKim & Creed.

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Massillon Road Roundabouts

Full-Circle Solution: Dual Roundabouts Deliver Safety and Mobility in Green, Ohio

By Tony Lenhart, PE, Team Leader - Transportation, American Structurepoint
and Rosemarie Kelly, Marketing Communications Copywriter, American Structurepoint
ASHE Cuyahoga Valley Section

Massillon Road is a vital travel route in Green, Ohio. The two-block area ranked as the most heavily traveled in the city of 27,000, carrying more than 24,000 vehicles daily.

The heavy traffic congestion has plagued the road's south corridor, a prime commercial business and retail hub. The City of Green desperately needed an efficient, cost-effective solution to solve its traffic congestion issue on Massillon Road while also enhancing public safety.

The city turned to American Structurepoint to design two multilane roundabouts to replace signalized intersections at Boettler Road and Corporate Woods Circle/Thorn Drive to improve traffic flow, ease congestion, and enhance public safety.

A Safe, Sustainable Solution

The roundabout solution emerged as the most effective option for meeting the Green's needs. American Structurepoint's traffic analysis indicated that signal improvements at both intersections would require a 9-lane-wide roadway to accommodate projected traffic volumes.

The firm's corridor capacity analysis revealed that the traffic signal alternative would achieve a Level of Service (LOS) of "E," which would result in unstable traffic flow, low speeds, significant delays and traffic volumes at or slightly above capacity. In contrast, the same capacity analysis determined the roundabout alternative would achieve a LOS of "B," providing stable traffic flow.

According to the U.S. Department of Transportation (USDOT), roundabouts improve safety, reduce congestion, reduce pollution and save money. Compared with signalized intersections, roundabouts result in a 78% reduction in fatal and injury crashes and a 35% reduction in pedestrian crashes.

Roundabouts are an eco-friendly and sustainable design choice over intersections with traffic signals. Studies show that each roundabout eliminates 250,000 pounds of carbon dioxide emissions and 20,000 gallons of gasoline consumption annually. Maintaining a traffic signal costs approximately $8,000 per year in maintenance and electricity; in contrast, a roundabout incurs no such costs.

(Continued on page 24)

Aerial view of the two completed roundabouts that make travel safer and more efficient along Massillon Road in Green, Ohio.
Credit: American Structurepoint staff

The service life of a roundabout is 25 years versus the 10-year service life of signal equipment.

Therefore, the roundabout became the clear choice to meet the city's needs, improve public safety and generate substantial construction savings. Moreover, future maintenance costs for the roundabout will be lower than those for intersections controlled by traffic lights, further aligning with the city's objectives.

Innovation and Unique Features

American Structurepoint engineers leveraged best practices from their successful roundabout projects across Ohio to design a tighter center circle. This design efficiently accommodates truck traffic while streamlining the overall flow for all vehicles. Additionally, it significantly reduced right-of-way requirements, which was vital for maintaining access to existing businesses during construction.

The team also incorporated dual oversized dotted lines and channelizing lines into the center circle's design to promote lane discipline and show where crossing maneuvers were permitted.

Another unique challenge involved designing the Boettler Road and Massillon Road roundabout while also addressing an existing stream in a tight space along the nearby Franks Parkway. The team developed a solution to incorporate the new roadway over the stream and used a uniquely sized box culvert measuring 4 feet by 20 feet to route the stream.

This unusual culvert successfully encased the stream and allowed stormwater to flow smoothly beneath the road. This solution improved public safety while also accommodating environmental needs.

Design Complexities

High daily traffic volumes necessitated an intricate maintenance of traffic (MOT) to maintain safety and minimize disruption. A complete road closure was not feasible. To address this, the team developed a multi-phased MOT plan to maintain 3 lanes of travel on Massillon Road at all times.

Given the project's proximity to Interstate 77, it was crucial to prevent traffic congestion from causing queuing on the interstate. The team designed the MOT scheme to effectively manage traffic flow and prevent congestion on the interstate, ensuring smooth travel for all. The MOT plan incorporated lane reductions, lane shifts and temporary pavement to maintain traffic flow during construction.

The relocation of overhead utility lines also added complexity during project construction. The team successfully coordinated with the electric utility on pole placement and relocation staging to keep construction on schedule.

Aesthetics and Sustainable Features

Project improvements delivered the following safety benefits: reduced traffic congestion, safer pedestrian connectivity, LED street lighting for enhanced night driving, wider sidewalks to accommodate pedestrians and bicycles, and a safer route to nearby Green High School.

Rectangular rapid flashing beacons, activated by pedestrians, were added at every crossing to give drivers a clearer warning when someone is in the crosswalk. The tight circle of each roundabout forces drivers to slow down, and the most severe types of intersection crashes–right-angle, left-turn and head-on collisions–are highly unlikely. The roundabouts contribute to less traffic congestion in the area by eliminating the need for traffic signal timing coordination at closely spaced intersections, such as those at Massillon Road.

Distinctive landscaping incorporated at each roundabout's center circle adds to the project's aesthetic appeal by creating a sense of place and enhancing community identity along the corridor. This will become more evident as the landscaping matures and grows over the next few years.

One notable feature is a sign honoring the Green High School Bulldogs. The Green community actively participated in selecting the landscaping for the center circle at the Boettler Road-Massillon Road roundabout by voting on various options. Additionally, underground utility duct banks, built to reduce overhead utility clutter, enhance the corridor's aesthetic.

The roundabouts opened to traffic in August 2024. Recognized for its positive impacts, American Structurepoint and the City of Green received the 2025 Outstanding Highway Project Award for Projects Over $5 Million from the ASHE Cuyahoga Valley Section. The team also received the Project of the Year Award from the ASHE Great Lakes Region in the Under $10 Million category.

American Structurepoint engineers developed an intricate maintenance-of-traffic plan for the busy corridor that kept traffic moving while balancing safety for construction workers and motorists. Through carefully sequenced lane reductions, lane shifts and temporary pavement, the team maintained three open lanes throughout construction, minimizing disruptions for thousands of daily motorists.
Credit: American Structurepoint staff

Installation of the uniquely S-shaped culvert at the Boettler Road and Massillon Road roundabout to convey a nearby stream underneath the new roadway.
Credit: American Structurepoint staff

Completed Boettler Road and Massillon Road Roundabout open for traffic. Distinctive landscaping at the roundabout's center circle adds to the project's aesthetic appeal by creating a sense of place and enhancing community identity along the corridor.
Credit: American Structurepoint staff

Old Dominion Section
Hosts John Midyette Memorial Scholarship Golf Tournament

In October, the ASHE Old Dominion Section hosted its 14th annual golf tournament at Birkdale Golf Club – the first under its new name, the John Midyette Memorial Scholarship Golf Tournament. This year's event was renamed in honor of John Midyette, a dedicated member and leader who made lasting contributions to both the Old Dominion Section and the Mid-Atlantic Region.

The section was especially honored to have John's son, John Michael Midyette, and his son-in-law, Alex Rowsey, join as participants. The tournament continued its proud tradition of raising funds for the Section's annual scholarship, while celebrating John's legacy of service and support to ASHE.

JOHN MIDYETTE

Kathryn Fink,
ASHE National 1st Vice President
and Kevin O'Meara,
ASHE Old Dominion Section President

Ken Kerr,
Kathryn Fink,
John Michael Midyette,
and Alex Rowsey

Brian Roberts,
Martin Loftus,
Jason Hunt,
and Elliott Powell

Rockaway Bridges
GET NEW LIFE

REHABILITATION PROJECT ENHANCES SAFETY, ACCESSIBILITY, AND LONGEVITY FOR NEW YORK'S COASTAL GATEWAYS

By Paul Nietzschmann, PE, Chris Sarmiento, PE, Romolo DeSantis, and Sam Tabikh, PE
ASHE New York Metro Section

Preserving Vital Connections Between Boroughs

Stretching across the scenic Rockaway Peninsula, two bridges form critical lifelines between Queens, Brooklyn and the coastal communities beyond. The Cross Bay Veterans Memorial Bridge (CBB) connects Broad Channel to the Rockaway Peninsula, while the Marine Parkway–Gil Hodges Memorial Bridge (MPB) links Flatbush Avenue in Brooklyn to Jacob Riis Park and Fort Tilden in Queens.

Together, these crossings handle more than 40,000 vehicles each day, serving as essential commuter routes and emergency evacuation corridors.

To ensure their continued reliability, the Metropolitan Transportation Authority's Bridges and Tunnels (MTA B&T) launched a $33 million design-build rehabilitation in collaboration with El Sol Contracting and Construction Corp. and Dewberry, the project's lead designer. The program focuses on extending the bridges' service life, enhancing safety for all users, accessibility and integrating innovative monitoring and design technologies.

(Continued on page 32)

Aerial View of the Cross Bay Bridge - Looking North.

The Marine Parkway Bridge

Reinforcing Structural Integrity with Modern Materials

At the Cross Bay Bridge, inspections revealed deterioration in the navigational span's concrete corbels, which are supported by cantilevered T-girders at both ends. Instead of a costly and disruptive full replacement, engineers employed a cutting-edge rehabilitation strategy that fused traditional engineering with modern technology.

The rehabilitation included:

- Carbon Fiber Reinforced Polymer (CFRP) layers for additional externally applied structural strength;
- A Structural Health Monitoring (SHM) system to measure corbel strain in real time; and
- A redundant steel beam support system as an added safeguard against future failure.

This approach not only restored the structure's integrity but also provided MTA with ongoing diagnostic capabilities to monitor the bridge's health throughout its extended lifespan.

Redundant structural support system catches the bridge should the corbels fail

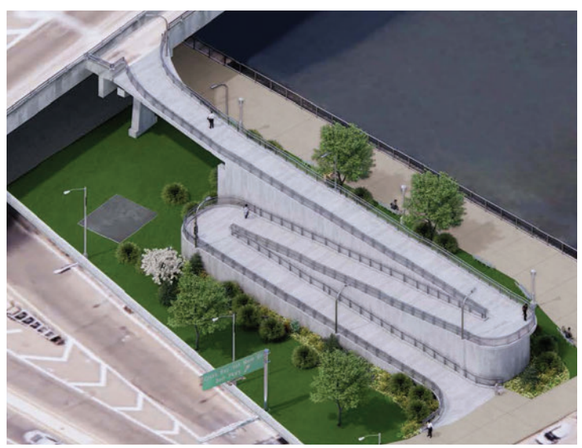
Carbon Fiber Reinforced Polymers strengthening the corbels

A Bridge for All: ADA Ramp Adds Access and Safety

The project also introduced a new ADA-compliant pedestrian ramp, completing a continuous bike and pedestrian path across the entire Cross Bay Bridge.

Designed with gradual slopes and rest landings every 30 feet, the ramp allows for seamless access for all users, including cyclists, pedestrians and those with mobility challenges. Supported by reinforced concrete and H-piles, the ramp winds upward with two switchbacks before transitioning into a steel girder deck span.

This adaptive design accommodates access to a New York City Department of Environmental Protection (NYCDEP) water main beneath the bridge deck span portion. The ramp is complete with new railings, lighting and landscaping, which provide both function and aesthetic appeal.



Rendering from Pedestrian Ramp Visual Quality Plan

Marine Parkway Bridge: Testing the Future of Bridge Decks

At the Marine Parkway–Gil Hodges Memorial Bridge, the team is implementing prototype aluminum orthotropic deck panels—a first for this type of structure. These panels, lighter and more corrosion-resistant than traditional steel, significantly reduce structural stress and improve long-term durability.

The closed-deck prototype design improves traction and overall ride quality.

Smart Infrastructure: Weigh-In-Motion Enforcement

To further protect the newly rehabilitated structures, both bridges now include Weigh-In-Motion (WIM) systems.

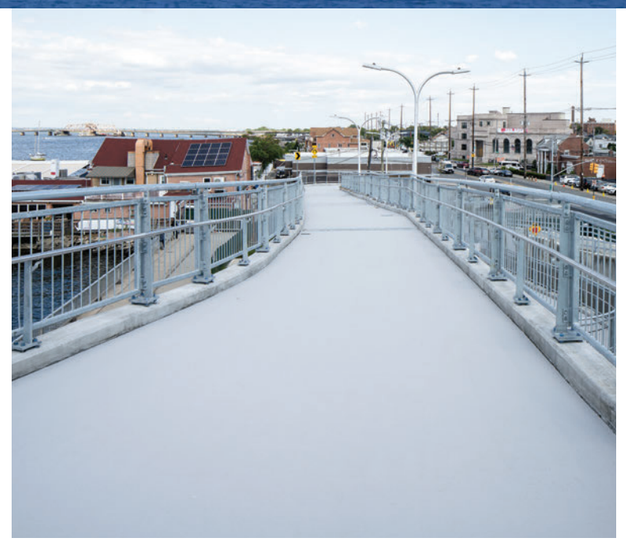
These systems use sensors and cameras to automatically detect overweight vehicles that can cause premature damage to bridge decks and supports, and when fully operational, will directly fine violators. With as many as 8% of trucks exceeding weight limits daily, WIM technology ensures compliance and helps extend the bridge's service life.

The Value of Renewal: Building Smarter, Safer, and Stronger

The rehabilitation of the Cross Bay and Marine Parkway bridges demonstrates the value of proactive investment in public infrastructure. By using innovative materials, adaptive designs and smart monitoring systems, MTA B&T is transforming maintenance into modernization.

This project not only restores two essential transportation links but also enhances safety, accessibility and sustainability, ensuring that these coastal gateways continue to serve New Yorkers for generations to come.

(Continued on page 34)



View from top of new ADA compliant pedestrian ramp

View from New ADA compliant pedestrian ramp

Conclusion:
Engineering Tomorrow's Legacy

Projects like these prove that infrastructure renewal is more than repair—it's reinvention. The Rockaway Bridges initiative exemplifies how modern engineering, thoughtful design and community-focused investment can breathe new life into structures that have long shaped New York's identity.

Through vision, innovation and collaboration, the Rockaway bridges are modern, resilient symbols of progress, connecting the city's past to its sustainable future.

Aerial View of the Cross Bay Bridge - Looking South. The redundant support system is installed at the navigation span at bottom left. The newly installed ADA-compliant pedestrian ramp is at the center top, connecting to the on-ramp.

ASHE North Central and South Jersey Sections Celebrate 2025 Project of the Year Awards

In April, the ASHE North Central New Jersey Section proudly joined forces with the ASHE South Jersey Section to celebrate the 2025 New Jersey Project of the Year Awards. This collaborative event recognized outstanding transportation projects across the state, showcasing innovation, sustainability and engineering excellence. Four projects were honored across distinct categories:

PROJECT OF THE YEAR UNDER $5 MILLION

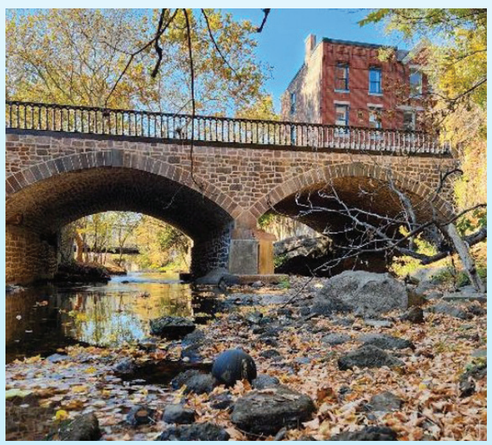
Rehabilitation of Bridge 140.4 over Assunpink Creek

By TPD | Client: Mercer County

This project focused on rehabilitating a 151-year-old two-barrel masonry arch bridge while meeting the stringent requirements of the New Jersey Historic Preservation Office (NJHPO).

Innovative Features:

- The historic Washington DC Bridge Rail was carefully removed, preserved and reinstalled.
- Original slate sidewalks and curbs were temporarily stored and reinstalled to maintain the bridge's historic character.



PROJECT OF THE YEAR $5 TO $30 MILLION

US Route 30 over Beach Thorofare

By WSP | Client: NJDOT

This complex rehabilitation of a historic single-leaf bascule bridge aimed to improve safety and extend the bridge's service life while preserving its historic features.

Key Innovations:

- Maintained both vehicular and marine traffic during construction.
- Used advanced materials to reduce span weight.
- Enhanced connectivity between nearby communities.

PROJECT OF THE YEAR $30 TO $100 MILLION

Deicing Pad Design and Installation at Atlantic City International Airport (ACY)

By Michael Baker International | Client: South Jersey Transportation Authority

Recognizing the need for a centralized deicing facility, SJTA partnered with Michael Baker International to design and install a state-of-the-art deicing pad.

Project Highlights:

- Designed to accommodate peak aircraft operations and meet EPA standards by capturing 60% of deicing fluid runoff.
- Included support facilities such as fluid storage tanks, control buildings and vehicle access roads.
- Improved environmental sustainability and operational efficiency, reducing delays and repeated deicing procedures.

PROJECT OF THE YEAR DESIGNED BY A DBE FIRM

County Bridge R-24, Mill Road over Rockaway Creek

By KMA Consulting Engineers, Inc. | Client: Hunterdon County

This project exemplified the successful integration of historic preservation with modern engineering.

Notable Achievements:

- Eliminated a 15-ton weight restriction to support modern traffic.
- Replaced or strengthened 66% of the truss steel.
- Used high-strength dome head bolts to replicate the aesthetic of original rivets.

ASHE Northeast Florida Section Hosts the Second Annual Southeast Region Conference in Jacksonville, FL

On Oct. 9, the ASHE Northeast Florida Section hosted the Second Annual Southeast Region Conference at the stunning Hyatt Regency Jacksonville Downtown Riverfront

The event featured a keynote address from the Florida Department of Transportation (FDOT) District 2 Secretary and six insightful technical sessions presented by distinguished speakers from across the Southeast. Attendees enjoyed a delicious lunch accompanied by a thoughtful panel discussion.

The day concluded with a River Jam Happy Hour held in the waterfront ballroom foyer, followed by a fun-filled karaoke session in the Hospitality Suite. Region Board members were in attendance along with more than 190 ASHE members and colleagues. A special recognition was given by National President Jim Shea.

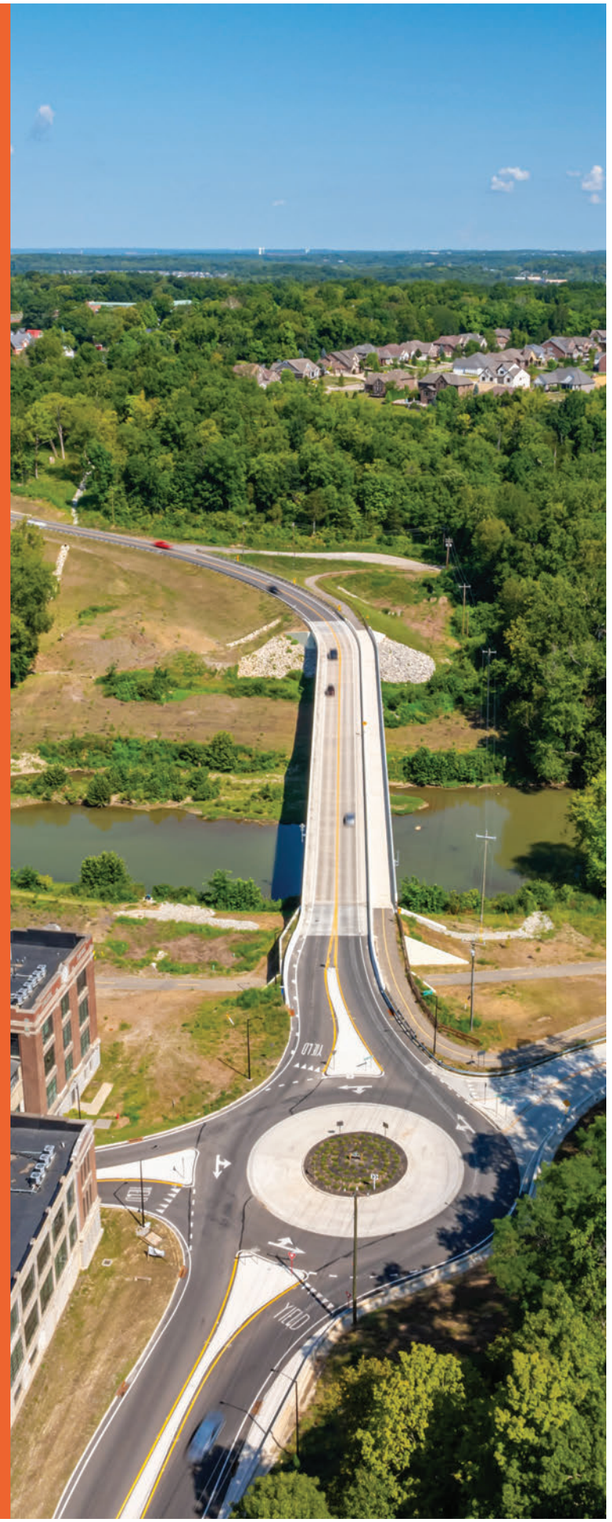
The following day, the Section arranged a site tour of the signature Shands Bridge Replacement project. Despite less-than-ideal weather, the group finished strong with a visit to a local brewery.

The Northeast Florida Section and the Southeast Region wish to express their sincere gratitude to our many sponsors who made the conference a success, as well as a heartfelt thank you to our speakers for their invaluable contribution, and to our attendees for your energy and insights!

A special thank you goes out to our conference chairs, Tricia Milliken and Danielle Blanchard, for their exceptional leadership and commitment.

Thank you to everyone involved, and we look forward to continuing this program within ASHE Southeast Region for years to come!

The ASHE Southeast Region Conference hosted in Jacksonville featured a keynote address from the FDOT District 2 Secretary, technical sessions, a panel discussion and site tour of the Shands Bridge replacement.



As The Wheel Turns

ASHE Members on the Move!

Urban Engineers Promotes Leaders

SVP

Urban Engineers is strengthening its executive leadership team by promoting **Douglas Buchek**, **Jeffrey Roken**, PE, **Angelo Waters**, PE, and **Gary Etter, PE**, to *senior vice presidents*.

VP

Additionally, Urban has appointed **Paul Archibald**, PE, PTOE, **Jason Babel**, PE, **Peter Brennan**, PE, LEED AP, **Antonio Ditri**, PE, **Mark Felici**, **Luigi Marraffino**, **Ron Swerdon**, PMP, CQPA, and **Andrew Van Schooneveld**, PE, to *vice presidents* in the firm.

These promotions reflect the firm's commitment to recognizing leaders who support operational excellence, demonstrate strategic vision and contribute to Urban's growing portfolio of work.

ASHE Central Texas

Promoting Traffic Safety Through Golf and Giving:

ASHE Central Texas Hosts Its First Annual Golf Tournament

By Mia Diya-Bernhard, P.E., PMP, President & CEO of Aeparmia Engineering

The Central Texas Section of the American Society of Highway Engineers (ASHE CTX) proudly hosted its annual Golf Tournament on April 17. The event brought together professionals from across the transportation and infrastructure industries for a day of camaraderie, networking and purpose.

With 67 players and six generous sponsors, this first annual event marked an exciting milestone for the CTX Section and highlighted ASHE's commitment to advancing our profession and community.

GOLFING FOR A CAUSE

The tournament was held at the historic Lions Municipal Golf Course in Austin, one of Texas' most beloved courses, where participants enjoyed a morning of friendly competition under clear skies and perfect golfing conditions.

Beyond the fun and fairways, the true mission of the event was clear—to support traffic safety education and advocacy across Central Texas. Proceeds from the tournament benefited the scholarship committee and two remarkable nonprofit organizations: EndDD.org (End Distracted Driving) and the Kailey Mills Foundation, both dedicated to reducing roadway fatalities through education, awareness, and community action.

IMPACT BEYOND ENGINEERING

As professionals working daily to design, maintain and improve our transportation systems, ASHE members understand the profound importance of roadway safety. By supporting these organizations, the CTX Section sought to extend its impact beyond the drafting table and job site, connecting technical expertise with community advocacy.

The funds raised will help advance programs that educate drivers and families about the consequences of distracted and impaired driving, ultimately helping to save lives on Texas roads.

COMMUNITY ENGAGEMENT AND COLLABORATION

The event drew strong engagement from local firms, agencies and public partners who share ASHE's mission of promoting safe, efficient and sustainable infrastructure.

Participants represented a cross-section of the transportation community, from engineers and planners to contractors and utility specialists. Together, they demonstrated that the Central Texas engineering community builds infrastructure and awareness, compassion and lasting connections.

Ryan Thomas, ASHE Central Texas President

1st Place Team: Atkins, 2SAM, TetraTech

2nd Place Team: RS&H

3rd Place Team: AS

Longest Drive Winner: Ellen Beaman

Speaker Michael Chacon

The tournament concluded with an awards ceremony and raffle, bringing plenty of laughter, celebration and gratitude. More importantly, it reinforced the spirit of collaboration and community that defines ASHE CTX. Events like this strengthen professional relationships and create lasting traditions that will continue to grow year after year.

As the keynote speaker during the awards luncheon, Michael Chacon, PE, director of the Texas Department of Transportation's (TxDOT) Traffic Safety Division, delivered a presentation focused on the division's mission and impact. Chacon shared how the division supports safety across Texas, highlighting programs to reduce distracted driving and improve roadway safety. He emphasized the importance of community engagement and partnerships with organizations like ASHE CTX.

REFLECTIONS AND FUTURE COMMITMENT

As Chair of the tournament, I was deeply moved by the enthusiasm and generosity of everyone involved. For a first-year event, the turnout was beyond expectations and reflected the strength of our growing Section.

This success could not have been achieved without the incredible support of our volunteers, sponsors and players who came together with a shared purpose to make Central Texas roads safer for everyone.

Looking ahead, ASHE CTX is committed to expanding this annual tournament as a networking cornerstone and a fundraising platform for causes that align with ASHE's core values: safety, service and stewardship. Our Section extends heartfelt thanks to everyone who made this event a success and invites members and partners to join us next year as we continue to build stronger, safer highways and communities across Texas.

ASHE Scholarship Totals from 2021 to 2025

Region Totals

Great Lakes
$108,100

Mid-Atlantic
$170,719

Northeast
$800,286

Southwest
$111,500

Southeast
$105,774.70

National
$10,000.00

ASHE Regions Grand Total
$1,306,379.70

Thank You!

	2021-2022	2022-2023	2023-2024	2024-2025
Great Lakes Region				
Bluegrass	$ 1,000.00	$ 1,000.00	$ 1,500.00	$ 2,000.00
Central Dacotah	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 0.00
Central Ohio	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00
Circle City	N/A	N/A	$ 4,400.00	$ 4,000.00
Cuyahoga Valley	$ 3,000.00	$ 3,000.00	$ 7,000.00	$ 3,000.00
Derby City	$ 1,200.00	$ 1,500.00	$ 1,500.00	$ 3,000.00
Lake Erie	$ 2,500.00	$ 4,500.00	$ 4,500.00	$ 3,000.00
Northwest Ohio	$ 0.00	$ 0.00	$ 0.00	$ 1,500.00
Triko Valley	$ 6,500.00	$ 6,500.00	$ 6,500.00	$ 6,500.00
Grand Region Total	**$ 22,200.00**	**$ 24,500.00**	**$ 33,400.00**	**$ 28,000.00**
Mid-Atlantic Region				
Blue Ridge	$ 0.00	$ 5,000.00	$ 0.00	$ 0.00
Chesapeake	$ 13,000.00	$ 12,000.00	$ 11,000.00	$ 15,000.00
Carolina Piedmont	$ 0.00	$ 0.00	$ 0.00	$ 2,500.00
Carolina Triangle	$ 8,000.00	$ 8,000.00	$ 16,000.00	$ 16,000.00
Greater Hampton Rds	$ 4,000.00	$ 3,227.00	$ 3,616.00	$ 3,876.00
North Central WV	$ 0.00	$ 0.00	$ 1,500.00	$ 4,000.00
Old Dominion	$ 4,000.00	$ 2,000.00	$ 4,000.00	$ 14,000.00
Potomac	$ 8,000.00	$ 3,000.00	$ 3,000.00	$ 6,000.00
South Carolina	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Grand Region Total	**$ 37,000.00**	**$ 33,227.00**	**$ 39,116.00**	**$ 61,376.00**
Northeast Region				
Albany	$ 3,000.00	$ 1,500.00	$ 1,500.00	$ 1,500.00
Altoona	$ 4,500.00	$ 4,500.00	$ 1,500.00	$ 1,500.00
Central New York	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Clearfield	$ 5,500.00	$ 7,000.00	$ 7,500.00	$ 7,000.00
Delaware Valley	$ 11,250.00	$ 4,750.00	$ 15,000.00	$ 17,000.00
East Penn	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 10,000.00
First State	$ 15,000.00	$ 23,000.00	$ 25,000.00	$ 25,000.00
Franklin	$ 10,000.00	$ 10,000.00	$ 11,000.00	$ 12,000.00
Harrisburg	$ 26,000.00	$ 17,000.00	$ 25,000.00	$ 25,000.00
Long Island	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Mid-Allegheny	$ 1,500.00	$ 1,500.00	$ 0.00	$ 3,000.00
North Central NJ	$ 15,000.00	$ 15,000.00	$ 8,500.00	$ 15,000.00
New England	N/A	N/A	$ N/A	N/A
New York Metro	$ 33,000.00	$ 33,500.00	$ 17,500.00	$ 25,000.00
North East Penn	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 21,000.00
Pittsburgh	$ 0.00	$ 0.00	$ 2,500.00	$ 5,000.00
Southern New Jersey	$ 19,500.00	$ 20,000.00	$ 24,000.00	$ 24,000.00
Southwest Penn	$ 13,500.00	$ 11,000.00	$ 18,500.00	$ 14,000.00
Williamsport	$ $2,057.00	$ 2,313.00	$ 2,627.00	$ 2,749.00
Grand Region Total	**$199,807.00**	**$191,563.00**	**$200,167.00**	**$208,749.00**
Southwest Region				
Central Texas	N/A	$ 10,000.00	$ 10,000.00	$ 12,000.00
Colorado	N/A	N/A	N/A	$ 0.00
Dallas-Fort Worth	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Houston	$ 0.00	$ 4,000.00	$ 8,000.00	$ 17,500.00
Phoenix Sonoran	$ 10,000.00	$ 10,000.00	$ 15,000.00	$ 15,000.00
San Antonio	N/A	N/A	N/A	$ 0.00
Grand Region Total	**$ 10,000.00**	**$ 24,000.00**	**$ 33,000.00**	**$ 44,500.00**
Southeast Region				
Alabama	$ 2,050.00	$ 0.00	$ 1,500.00	$ 500.00
Central Florida	$ 600.00	$ 0.00	$ 0.00	$ 0.00
Georgia	$ 6,000.00	$ 6,000.00	$ 6,000.00	$ 6,000.00
Middle Tennessee	$ 5,000.00	$ 7,000.00	$ 4,000.00	$ 7,000.00
Northeast Florida	$ 19,494.70	$ 7,130.00	$ 10,000.00	$ 12,500.00
South Florida	$ 0.00	$ 0.00	$ 0.00	$ 2,000.00
Tampa Bay	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Tennessee Valley	$ 0.00	$ 0.00	$ 0.00	$ 3,000.00
Grand Region Total	**$ 33,144.70**	**$ 20,130.00**	**$ 21,500.00**	**$ 31,000.00**

CALL FOR ABSTRACTS

DEADLINE: FEBRUARY 20, 2026

THE ASHE 2026 NATIONAL CONFERENCE TECHNICAL PROGRAM COMMITTEE IS SEEKING PRESENTATION ABSTRACTS FOR THE 2026 NATIONAL CONFERENCE.

REQUIREMENTS FOR ABSTRACTS:

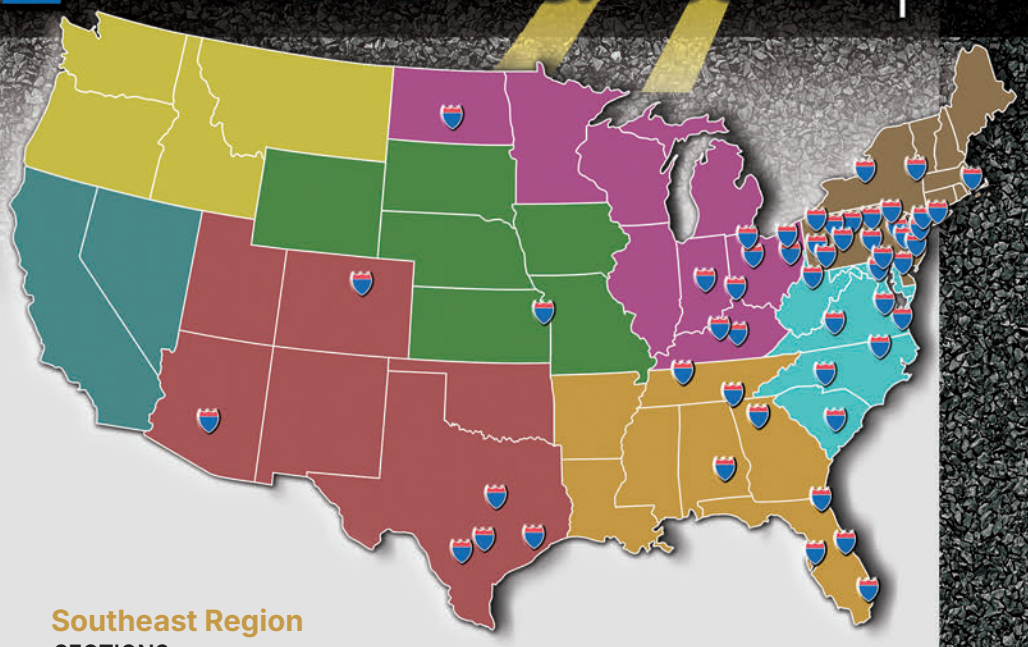
- MUST BE IN ENGLISH.
- MUST FIT ON ONE PAGE. NOT TO EXCEED 250 WORDS. TRACK: PROJECT DELIVERY & WORKFORCE, DESIGN, OR LEGISLATION/POLICY/GOVERNMENT
- PROVIDE NAME, COMPANY, ADDRESS, PHONE NUMBER AND EMAIL FOR ALL SPEAKERS.
- NAME YOUR ABSTRACT AS FOLLOWS: ASHE2026 -LAST NAME -ONE OR TWO WORDS DESCRIBING THE TOPIC (EX. ASHE2026-SMITH-AUTONOMOUS-VEHICLES).
- SUBMIT ABSTRACTS TO THE CONFERENCE EMAIL (BELOW) WITH CORRECT NAMING CONVENTION

FOR QUESTIONS OR INFO
E-MAIL:
2026CONFERENCE@ASHE.PRO
WEBSITE:
WWW.2026CONFERENCE.ASHE.PRO

AMERICAN SOCIETY OF HIGHWAY ENGINEERS
610 Radcon Street
Johnstown, PA 15904

Change Service Requested

ASHE National Membership



Regions *and* Sections

Northeast Region

SECTIONS	
Albany	85
Altoona	201
Central New York	48
Clearfield	193
Delaware Valley	341
East Penn	125
First State	232
Franklin	103
Harrisburg	421
Long Island	34
Mid-Allegheny	94
New England	50
New York Metro	180
North Central New Jersey	120
North East Penn	155
Pittsburgh	543
Southern New Jersey	200
Southwest Penn	240
Williamsport	71
Subtotal	**3,436**

Mid-Atlantic Region

SECTIONS	
Blue Ridge	50
Carolina Piedmont	52
Carolina Triangle	223
Chesapeake	290
Greater Hampton Roads	72
North Central West Virginia	51
Old Dominion	79
Potomac	172
South Carolina	68
Subtotal	**1,057**

Southeast Region

SECTIONS	
Alabama	57
Central Florida	128
Georgia	685
Middle Tennessee	293
Northeast Florida	225
South Florida	47
Tampa Bay	64
Tennessee Valley	152
Subtotal	**1,651**

Great Lakes Region

SECTIONS	
Bluegrass	147
Central Dacotah	70
Central Ohio	211
Circle City	62
Cuyahoga Valley	114
Derby City	100
Lake Erie	249
Northwest Ohio	43
Triko Valley	152
Subtotal	**1,148**

Southwest Region

SECTIONS	
Central Texas	74
Colorado	46
Dallas-Fort Worth	85
Houston	97
Phoenix Sonoran	148
San Antonio	38
Subtotal	**488**

National Total	**7,780**
Professional Status	56%
Government	12%
Consultant	75%
Contractor	5%
Other	8%

Want to join and don't see a Section near you?
Visit our website to see how to start a new Section. www.ASHE.pro

Emerging Section locations:

Carolina Coastal
Illinois
Kansas City