

SUMMER 2026

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NORTH DAKOTA BADLANDS

South Loop Slide Repair in
Theodore Roosevelt National Park
[P.16]

TRANSPORTATION

CONSTRUCTION MANAGEMENT & INSPECTION SERVICES



**2026
ACEC NY
PLATINUM
AWARD**

FDR PARK 29 ACRE TIDAL WETLAND MITIGATION

Agencies: Philadelphia Industrial Development Corporation, for Philadelphia International Airport

Construction Cost: \$20.5M

Duration: 2022-2024

Tectonic Services: Construction Management & Construction Inspection

Location: Philadelphia, PA

RIDGE PIKE SECTION A

Agencies: Montgomery County and Pennsylvania Department of Transportation District 6-0

Construction Cost: \$43M

Duration: 2025-2028

Tectonic Services: Construction Inspection

Location: Plymouth Meeting, PA

MARIO CUOMO BRIDGE

Agencies: NYS Thruway Authority / NYS Department of Transportation

Construction Cost: \$3.9B

Duration: 2013-2019

Tectonic Services: Construction Inspection & Third Party Quality Control Materials Testing

Location: Tarrytown, NY



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2026-2027

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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.

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The *scanner* is published quarterly by ASHE as a compilation of articles written by various authors located across the nation. Any statements of fact or opinion expressed by the authors are their responsibility alone and do not imply a position or opinion by the officers or members of ASHE.

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Kathryn Fink
ASHE National President 2026-2027



New Directions

Together We Drive ASHE

Thank you for the opportunity to serve as your ASHE leader over the next year. Holding the Presidential role is a significant honor and is filled with exciting challenges and commitments. I recognize the devotion necessary to lead the ASHE organization and I am passionate about extending my skills and leadership to promote and enhance the value of ASHE.

I want to thank the Potomac and Chesapeake Sections for hosting the 2026 National Conference and giving me a wonderful welcome to the Presidential position.

Thank you to all the Past Presidents who have built the foundations of our organization and have committed so many volunteer hours to maintain and move ASHE forward.

We, the American Society of Highway Engineers, are increasing our membership and expanding our geographical footprint. We are fostering the growth of professional relationships, industry outreach, and educational opportunities across the country. And we will continue to have a greater impact on the highway and transportation profession.

The success of ASHE has been proven through our ability to overcome challenges and recognize how we must evolve. The ASHE Executive Committee and the Budget/Audit Committee will continue to evaluate the financial resources we have available. We will identify potential options for providing the organization with the necessary resources that it takes to perform our functions. And we will develop an economic forecast to help identify strategic methods to be more efficient with our resources.

My vision for ASHE is to promote our people and our industry to the future generations. Over the next year, I am planning to increase our organization's focus on attracting our youth to the industry. Our transportation infrastructure is the backbone for resources and quality of life. As professionals, we have experiences that will inspire younger generations, so let's connect and encourage young people to bring their innovative ideas into our industry.

I will be reaching out to the Regions and Sections for discussion and input. It will be great to meet in person with many Section leaders and attend Section events. I'm encouraging everyone to share their ideas, seek guidance, and provide feedback. It is so important to me that I engage with our members and facilitate involvement in our organization. We have many opportunities for each of you to contribute your unique skill set that will boost the ASHE organization. Serving on a committee or taking a leadership role in ASHE lends itself to new connections and friendships. The relationships that we build make us better. I look forward to interacting with you and your Sections.

I can't say enough about the people and experiences associated with ASHE. We consistently support one another and create a positive, inclusive environment within our work. Thank you all for your participation and support.

Together, we will build the roads that take ASHE to the future! 



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INFORMATION



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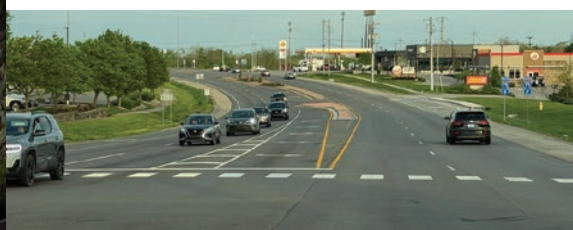
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From scanner's Chair

What a fitting way for the American Society of Highway Engineers to celebrate **250 years of transportation excellence** than by gathering in our Nation's Capital for the **2026 ASHE National Conference** at the end of May.

In this historic setting, *scanner* has continued its tradition of showcasing the groundbreaking transportation projects that are shaping America's future. Across every issue, we have highlighted stories where innovation is recognized, leadership is celebrated, and excellence in transportation engineering is demonstrated.

Each year, *scanner* recognizes the outstanding articles and authors who have shared exceptional projects, innovative solutions, and valuable lessons learned. These stories capture the very essence of our profession—delivering infrastructure that serves the public, advances our industry, strengthens our communities, and responds to society's ever-changing transportation needs.

The **Scanner Article of the Year (SAY) Awards** honor the people and projects that exemplify excellence in transportation and infrastructure. We celebrate the authors who have taken the time to share their expertise, inspire others, and connect local success stories to a national audience. Their contributions strengthen our profession and remind us that, together, we are building far more than roads, bridges, and transit systems—we are building the future.

It is a pleasure to announce the winners of the **2025–2026 SAY Awards**.

2025-2026 Scanner ARTICLE of the YEAR AWARD

1st Place - Champion Award

"Winchester Avenue Reimagined: A Model for Downtown Revitalization, How Ashland, Kentucky Transformed a Four-Lane Thoroughfare into a Thriving Downtown Destination"
Winter 2026 Issue
Author: **Josh Coburn**, PE
ASHE Bluegrass Section

2nd Place - Champion Award

"Transforming a Rural Corridor into a Safer, More Connected Transportation Network"
Spring 2026 Issue
Authors: **Diana Tout**, PE Technical Service Manager, highway, ms consultants, inc. and **Susana Williamson**, Senior Marketing Specialist, ms consultants, inc.
ASHE Central Ohio Section

3rd Place - Gold Award

"Upgrading an Infrastructure While Preserving a Scenic River"
Fall 2025 Issue
Author: **Steve Shadix**, PE, PS, Stantec Consulting Services, Inc.,
ASHE Triko Valley Section



Left to right:
Dan Schmuhl, PE accepting the Second Place Champion Award for Diana Tout, PE and Susana Williamson
Andrew Clarke accepting the Third Place Gold Award for Steve Shadix, PE, PS,
Rhonda Cardone
Dave Stills, PE
Kevin Damron, PE, accepting the First Place Champion Award for Josh Coburn, PE

ASHE Scanner PEOPLE'S CHOICE Award

In addition to the SAY Awards, *scanner* invites every conference attendee to participate in selecting the **People's Choice Award**. Throughout the conference, attendees cast their votes using a QR code, recognizing the article that resonated most with our membership.

This year's Scanner People's Choice Award winner, with 173 votes out of a total of 399 votes:

"New U.S. 27 Bridge Helps Renew Richmond, Indiana"
Spring 2026 Issue
Author: **Holli Burreta**, Parsons
ASHE Circle City

Continued on page 6



Kathy Johnson (right), PE
accepting the People's Choice Award for Holli Burreta

Congratulations to all of our winners, finalists, and every author who contributed to *scanner* this year.

LOOKING AHEAD

We encourage every ASHE Section to begin planning for next year’s submissions.

To ensure every Section has the opportunity to showcase its accomplishments, *scanner* has established a publication schedule that assigns each Section a designated issue throughout the year. Please refer to the publication schedule chart below to identify your Section’s assigned issue.

Note: You can send in information related to your sections and your members at any time, such as golf outings, scholarship awards, project awards, site visits and Formula One competitions.

We hope this advance schedule helps your Section plan ahead, identify noteworthy transportation projects, and prepare compelling articles that highlight your achievements while providing the national exposure your Section and Region deserve.

The article submission process is straightforward. **Authors should submit their articles to their Section Secretary**, who will forward them to the **Regional Secretary** for review before submission to *scanner* for publication.

For detailed submission guidelines, article requirements, publication deadlines, and the **SAY Awards judging criteria**, simply scan the **QR code below**.

We look forward to showcasing your Section’s outstanding work in an upcoming issue of *scanner* and celebrating your accomplishments at next year’s **SAY Awards**.

Rhonda Cardone
scanner Chairwoman
ASHE New York Metro Section

scanner publication schedule

SUMMER EDITION

- Northeast Region
 - Albany
 - Clearfield
 - Delaware Valley
 - Harrisburg
 - Southwest Penn
- Mid-Atlantic Region
 - Carolina Piedmont
 - Chesapeake
- Great Lakes Region
 - Derby City
 - Northwest Ohio
- Southeast Region
 - Central Florida
 - South Florida
- Southwest Region
 - Dallas-Fort Worth

FALL EDITION

- Northeast Region
 - First State
 - Long Island
 - New England
 - New York Metro
- Mid-Atlantic Region
 - Blue Ridge
 - North Central West Virginia
 - Old Dominion
- Great Lakes Region
 - Lake Erie
 - Triko Valley
- Southeast Region
 - Alabama
 - Georgia
- Southwest Region
 - Houston
 - Phoenix/Sonoran

WINTER EDITION

- Northeast Region
 - Altoona
 - Central New York
 - East Penn
 - North Central New Jersey
 - Pittsburgh
- Mid-Atlantic Region
 - Carolina Triangle
 - Greater Hampton Roads
- Great Lakes Region
 - Bluegrass
 - Cuyahoga Valley
- Southeast Region
 - Tennessee Valley
 - Tampa Bay
- Southwest Region
 - Central Texas
 - Colorado

SPRING EDITION

- Northeast Region
 - Franklin
 - Mid-Allegheny
 - North East Penn
 - Southern New Jersey
 - Williamsport
- Mid-Atlantic Region
 - Potomac
 - South Carolina
- Great Lakes Region
 - Central Dacotah
 - Central Ohio
 - Circle City
- Southeast Region
 - Middle Tennessee
 - Northeast Florida
- Southwest Region
 - San Antonio

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SPECIAL ADVERTISING RATES

In celebration of the nation’s 250 year anniversary, *Scanner* is offering special advertising rates. Be sure to get in on the discounts! Use the QR code on the right to access the new rate sheet as well as detailed article submission guidelines, article requirements, publication deadlines, and the SAY Awards judging criteria.





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REIMAGINING A HISTORIC CORRIDOR

Old City Market Street Vision Zero Improvements

Michael Mastaglio, PE, PTOE, Vice President Transportation, Planning,
Design & Multimodal Ventures, Urban Engineers, Inc.
ASHE East Penn Section



Completed intersection crossing at 5th Street and Market Street. >

< Construction of the new intersection at 4th Street and Market Street that includes pedestrian bump-outs, ADA ramps, new traffic signals, and raised sidewalk-level bike lanes.

The City of Philadelphia, Pennsylvania, is about to experience one of its most memorable years.

As America prepares for its 250th Anniversary this summer, Philadelphia will be a top destination for international visitors yearning to learn about and celebrate our nation's birth. In addition to the Semiquincentennial, the City is set to host several national events, including six FIFA World Cup matches, the 96th Major League Baseball (MLB) All-Star Game, and the PGA Championship, among others. These events will attract millions of additional visitors and tourists. In anticipation of increased visitor volume, the City has initiated several transportation and infrastructure improvement projects to enhance safety and navigation, while creating a welcoming environment.

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The safety of pedestrians and cyclists is a top priority, as residents and visitors alike take to the City streets. To enhance safety across all road users, the City is employing its Vision Zero Action Plan. Vision Zero is a policy framework focused on eliminating traffic-related deaths and serious injuries through data-driven strategies, enforcement, and education. The approach aims to prevent tragedies by treating traffic safety as a public health issue and emphasizing proactive, systemic solutions. A tool used within Vision Zero policies is the High Injury Network (HIN) designation, which identifies City streets where most traffic-related deaths and serious injuries occur and prioritizes them for improvement. Additionally, the Old City District is implementing its Vision2026 plan, which lays the groundwork for establishing a concept and building stakeholder support for different projects.

By redesigning streets for all users and adopting policies that target the root causes of crashes, conflicts between modes of travel are reduced, vehicle speeds are lowered, and safer, more predictable roadway environments are created.

The Old City Market Street Vision Zero Improvements Project exemplifies Vision Zero strategies. Market Street is one of the country's oldest and most historic corridors. Spanning 2nd to 6th Streets in the heart of Old City, the project has transformed a 340-year-old corridor that connects Independence Hall, the Liberty Bell, and other cultural landmarks from a dangerous roadway into a safe, accessible, and vibrant public space. The redesigned corridor now serves pedestrians, cyclists, transit users, and drivers through an efficient and functional transportation system. The corridor was identified as an unsafe roadway through HIN and prioritized for improvement.

As mentioned, the project falls under the Old City District's (OCD) Vision2026 plan, which sets OCD up to achieve important accomplishments in time for Philadelphia's 250th anniversary.

Improving Multimodal Options

Through the development of the Vision2026 plan, the Old City District, with the support of Independence Historical Trust, engaged with the Office of Transportation & Infrastructure (OTIS), local residents, businesses, and other stakeholders to conduct the Market Street Transformation Mobility Study. The results confirmed community support for enhancements along Market Street to provide safer multimodal options and specified cost estimates for the first phase of improvements.

Urban Engineers (Urban) was the lead Engineer for corridor improvements, including elevated, separated bike lanes, transit boarding islands, dedicated loading zones, and shortened crosswalks with upgraded signaling with leading pedestrian intervals.

KEY UPDATES INCLUDED:

- A road diet to reduce the number of travel lanes from four to two, along with dedicated left-turn lanes at intersections that help calm traffic and reduce conflicts.
- Raised sidewalk-level bike lanes physically separate bike lanes from the roadway, enhancing safety and protection, while introducing mixing zones at the intersections.
- Bumpouts and upgraded ADA ramps to reduce pedestrian crossing distances and enhance accessibility.
- New traffic signals with revised timing to prioritize pedestrians and modernize traffic flow.
- A curbless plaza at Market and 2nd Street, called Tamanend Plaza, to create a more inviting public space and enhance pedestrian movement.



< Construction of the road diet to reduce the number of travel lanes from two to one in each direction, along with dedicated left-turn lanes at intersections that helped calm traffic and reduce conflicts.



Sidewalk-level bike lane and pavement construction at 3rd Street and Market Street. >



Balancing Historic Preservation with Modern Safety

Integrating modern traffic-safety design into a dense, historic district with high tourism and business activity was not without challenges. Due to the events surrounding the summer of 2026, the construction completion date is set for April 2026. Engineering and final design were completed in late 2023, with construction breaking ground in the fall of 2024, resulting in a tight timeline. However, construction is well on its way to being completed on schedule.

Initially, the concept featured street-level bike lanes separated by curbed concrete islands. However, just before the preliminary design submission, the team identified long-term maintenance challenges with this approach. In response, Urban's design team pivoted to a raised sidewalk-level bike lane design, an engineering solution that improved safety, reduced maintenance needs, and simplified future upkeep. This type of bike lane is unique in the U.S., making Philadelphia an early adopter of the technique that prioritizes cyclists' safety.

The need to balance modern needs with historic appearance along the historic corridor requires extensive coordination among several stakeholders with diverse interests. The Pennsylvania Department of Transportation (PennDOT), Southeastern Pennsylvania Transportation Authority (SEPTA), Philadelphia Water Department, Indego Bike Share, Independence National Historic Trust (INHT), and the National Park Service each had unique perspectives and priorities. Navigating these diverse needs required effective and consistent communication.

Every detail of the project was thought out and carefully examined to preserve Market Street's history and charm. When it came to selecting materials, stakeholders were presented with a palette of options that blended the OCD's historic style with modern elements. Each material was meticulously chosen for function and aesthetics. For example, granite cobbles were intentionally selected as the roadway paving surface at Tamanend Plaza to reflect Philadelphia's historic character and provide traffic calming. However, crosswalks, which require ADA accessibility, were paved with concrete unit pavers, chosen for their smooth finish, uniform size, and ability to be laid with minimal spacing.

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The team embraced these challenges, successfully blending design that balanced modern mobility and safety standards with the physical, historic, and community constraints of a nationally significant corridor.

This unique project makes Market Street safer and more welcoming by enhancing bike and pedestrian facilities, calming traffic for drivers, and improving overall quality of life, in line with Vision Zero principles. 🇺🇸



< Completed raised sidewalk-level bike lanes physically separate bike lanes from the roadway, enhancing safety and protection.

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Sucevic, Piccolomini

& Kuchar Engineering, Inc.



SR 0028 Section 112



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Building a Future through the Younger Members Program

By Elizabeth Harasty, PE, Greg Barnes, Jenna Evans, PE, James Macfarlane, PE

When you think of ASHE, what comes to mind? For many, it's the technical meetings, industry discussions, and the excitement of gathering with colleagues at the annual National Conference. While those are great cornerstones of the organization, one of ASHE's greatest strengths is its investment in the next generation of transportation professionals through its Younger Members program. The Younger Members group is critical to the growth of ASHE, but more importantly, it's critical to the health and future of our industry.

The transportation profession is built on the transfer of knowledge from one generation to the next. Every engineer remembers the mentors who answered questions, provided guidance, and helped navigate the early years of their career. The ASHE Chesapeake Younger Members Committee, led by Jenna Evans, PE, and James Macfarlane, PE, is dedicated to creating opportunities for those connections to happen. Through a variety of social and networking events held throughout the year, the committee brings together engineers at all stages of their careers, from recent graduates entering the workforce to senior professionals who are still young at heart.

These connections are about much more than exchanging business cards. They create an environment where younger engineers can ask questions, gain career advice, and learn from the experiences of those who have navigated the industry before them. Whether discussing technical challenges, project experiences, licensure, leadership opportunities, or career

paths within civil engineering, the conversations that happen at Younger Members events help build confidence, foster relationships, and strengthen our professional community.

The transition from undergraduate studies into the professional world can be a challenging. While universities provide a strong technical foundation, many new graduates quickly discover the realities of project delivery, client communication, multidisciplinary coordination, and workplace expectations can feel overwhelming at first. The Younger Members group helps bridge the gap by connecting emerging professionals with peers and experienced mentors who understand those challenges firsthand and make the transition from the classroom to the workplace feel far less daunting.

One of the unique aspects of the Younger Members program is its emphasis on building relationships in relaxed and enjoyable settings. Over the years, ASHE Chesapeake has hosted a wide variety of events that encourage members to connect outside of the office. Popular activities have included kayaking and paddleboarding excursions, group hikes, brewery tours, indoor go-karting competitions, and even a Ghost Tour in historic Fells Point, Baltimore. These events provide an opportunity for members to get to know one another on a personal level while creating lasting professional connections.

Younger Members are also encouraged to participate in some of ASHE Chesapeake's signature events, including the annual Golf Outing and the Member Appreciation Event held at the



Spooky times on the Fells Point Ghost Tour



ASHE members on a go-kart track—start your engines!



Outdoor adventures with a group of ASHE hikers



Enjoying the day and colleagues while kayaking

Orioles' Camden Yards Warehouse. By engaging in these larger chapter events, younger engineers have the chance to expand their professional networks, meet industry leaders, and become more involved in the organization as a whole.

The benefits of these programs extend far beyond individual careers. As experienced professionals share their knowledge and younger engineers bring fresh perspectives and new ideas, the entire industry becomes stronger. These interactions help cultivate future project managers, technical experts, and industry leaders who will one day guide the profession forward.

The success of ASHE and the industry at large depend on the engagement and development of its future leaders. By creating an environment where knowledge is shared freely and relationships are built naturally, the Younger Members program is helping shape the next generation of engineers who will design, improve, and maintain transportation infrastructure across the country. Along the way, it reminds us that some of the most valuable lessons in our profession are learned not in a classroom or conference room, but through the people we meet and the connections we make.

An aerial photograph showing a two-lane road with a yellow center line and a black metal guardrail. A concrete structural wall runs along the left side of the road, separating it from a steep, eroded hillside. The hillside shows distinct horizontal layers of light-colored sandstone and darker, reddish-brown clay. Patches of green trees and shrubs are scattered across the landscape. The sky is not visible.

The North Dakota Badlands are renowned for their multi-colored layers of clay, sandstone, and coal. These distinctive geologic formations create the unparalleled scenic landscape of Theodore Roosevelt National Park.

However, the same geologic makeup that shapes the Park's beauty also contributes to the instability and erosion that create persistent challenges for roadway maintenance.

Continued on page 18

SOUTH LOOP SLIDE REPAIR IN THEODORE ROOSEVELT NATIONAL PARK

By Brian Zuroff, PE
ASHE Central Dacotah Section

Finished structural wall along the scenic loop.

In 2019, a series of landslides in the park’s South Unit caused two sections of the Scenic Loop Drive to collapse, resulting in a 6.15-mile road closure that lasted more than four years.

In 2023, the National Park Service (NPS), in partnership with the Federal Highway Administration (FHWA), initiated a \$41 million project to provide a long-term, permanent repair for the damaged roadway.

A unique and challenging aspect of the project was the requirement to maintain the historic character of the six-mile roadway while designing and constructing soldier pile retaining walls on the sides of unstable hills and buttes—all within and adjacent to culturally and environmentally sensitive areas. Consequently, the project’s dual objectives were to stabilize the failed roadway and to minimize impacts on natural and cultural resources, while preserving the scenic integrity of the Badlands.

The project scope encompassed reconstruction of 6.15 miles of roadway and improvements to nine pullouts, parking areas, and scenic overlooks. Additional work included stabilizing the slopes and the roadway by constructing seven soldier pile walls.

The soldier pile wall shoring method consists of vertical steel soldier piles, which are installed in drilled shafts and encased in concrete. They are placed at regular intervals with horizontal lagging materials such as timber planks installed between the piles to retain soil.

Other work included lime subgrade stabilization, replacement of more than 100 metal, HDPE, and reinforced concrete pipe culverts and drop inlets, repair of historic stone masonry headwalls, installation of concrete sidewalk, parking pads, curb and gutter, and placement of asphalt concrete pavement.

The fundamental answer to the question, “How do you keep the road from sliding down the hill?” is simple: a substantial amount of deep foundation work.

A total of 660 drilled shafts (caissons), 30 inches wide, were constructed at 5 feet on center spacing. The shafts averaged 40 feet deep, with the deepest reaching 60.5 feet. In total, the project included 15,426 linear feet of drilled shafts and 21,637 linear feet of structural steel soldier piles.

To maintain proper alignment of the piles, structural concrete was placed from the bottom of the shaft up to the planned bottom elevation of the timber lagging wall face. Above the structural concrete, lean concrete backfill was used to stabilize the remaining shaft. At each soldier pile, one or two rows of ground anchors were drilled into the native embankment hillsides to act as tiebacks, increasing lateral stability. Ground anchors were grouted up to four times to increase anchor to soil contact bonding.

Dickinson Ready Mix supplied nearly 6,400 cubic yards of concrete for the project. All concrete incorporated Type IL cement with 30-percent fly ash to meet stringent high-sulfate-resistance requirements. More than 5,000 cubic yards were delivered for the drilled shafts, using a 4,500-psi Class A mix with 30 percent fly ash to encase the soldier piles, along with lean concrete backfill to stabilize shafts prior to embankment excavation.

Continued on page 20



Installation of second row of drilled shafts.



Freshly placed concrete curb along the scenic loop.



Encasement of vertical steel soldier piles in concrete.



Drilled shafts prepared for concrete encasement.



Crews working to install a parking lot at the scenic loop viewing area.





SOUTH LOOP SLIDE REPAIR

An additional 1,390 cubic yards were supplied for curb and gutter, sidewalk, paved medians, and miscellaneous structures such as culvert headwalls and toe walls, also using a 4,500-psi, 30-percent-fly-ash mix. Roadway curb and gutter was colored Onyx, while in parking areas, curb and gutter, ABA parking pads, and sidewalks were tinted Sequoia Sand.

Repairs, landscaping, and final restoration were completed, and the full 36-mile Scenic Loop Drive reopened to the public in Fall 2025. This project was awarded the North Dakota Ready Mix & Concrete Products Association's 2025 Gold Star Award in the Governmental Category at the association's annual banquet on Jan. 14. 

This article was originally published in the North Dakota Ready Mix & Concrete Products Association's Annual Gold Star Awards Book. Reprinted with permission. For further information, contact NDRM&CPA Executive Director Brian J. Zuroff, PE at (701) 319-9168 or bzuroff@ndconcrete.com.

Finished reconstruction of the scenic loop.



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MileMarkers

News From Across ASHE-Miles



ASHE 2026 NATIONAL CONFERENCE: CELEBRATING 250 YEARS OF TRANSPORTATION INFRASTRUCTURE AND INNOVATION IN THE NATION'S CAPITAL

What a conference it was.

The American Society of Highway Engineers held its 2026 National Conference from May 27–31 at the Bethesda North Marriott Hotel and Conference Center in Bethesda, Md. — and by every measure, it delivered. Nearly 400 transportation professionals from across the country gathered in the heart of the nation's capital for four days of learning, networking, celebrating, and, yes, a little espionage.

This year's theme, *Celebrating 250 Years of Transportation Infrastructure and Innovation in the Nation's Capital*, could not have found a more fitting home. Washington, D.C. —

the city where policy is made, where history lives on every corner, and where the roads and bridges that connect our nation have been debated, designed, and championed for generations — was the perfect backdrop for ASHE's premier annual event.

The conference was hosted by the ASHE Potomac and the ASHE Chesapeake Sections and co-chaired by Cerasela Cristei, PhD, P.E., and Anis Shaikh, P.E., both ASHE Potomac Section, whose vision, dedication, and countless hours of planning made every moment of the week possible.



Teeing Off

Golf Tournament at Crossvines Golf Club

Before the conference officially opened, early arrivals had the chance to kick things off the right way — on the fairway. The Thursday Golf Tournament was held at the beautiful Crossvines Golf Club in Poolesville, Md., a scenic vineyard course that proved to be the perfect setting for a day of friendly competition and networking.

With a fun scramble format, a 9 a.m. shotgun start, on-course contests, and prizes for 1st, 2nd, and 3rd place, longest drive, and closest to the pin, the tournament was equal parts of sport and camaraderie. Players enjoyed 18 holes and a catered Awards Luncheon — all before the rest of the conference had even begun. It was, in every sense, the perfect warm-up act.



Players rode in style through the course on ASHE branded golf carts.

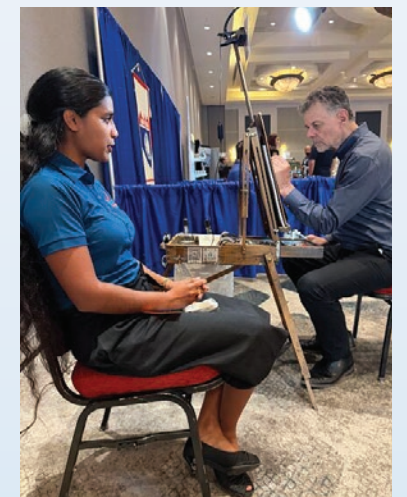


Kathryn and the Winning Team

A Strong Start

Icebreaker Reception

The energy was high from the very first evening. Thursday's Icebreaker Reception in the Exhibit Hall set the tone for the entire conference — a warm, lively gathering with heavy hors d'oeuvres, carving stations, an open bar, and a caricature artist who kept guests laughing well into the evening. It was the kind of kickoff that reminds you why in-person gatherings matter: the handshakes, the laughter, the spontaneous conversations that spark collaborations you never saw coming.



The official welcome to ASHE 2026 National Conference inspired new connections and reunited friends from ASHE chapters everywhere. Clockwise from top-left: Bill and Khatereh, Caricature in the making, Icebreaker activity.

A Day That Had It All

Friday morning opened with a bang. The Opening Session featured a spirited welcome from a George Washington impersonator, none other than Rich Clifton, P.E., who set the stage — quite literally — with a reflection on 250 years of American transportation history. The National Anthem was performed by Diego Billington, a George Mason University Art Department student, and Conference Secretary Elizabeth Harasty led the Pledge of Allegiance, filling the room with a sense of pride and purpose that carried through the rest of the day.

The keynote address was delivered by Joung Lee, Deputy Director and Chief Policy Officer of the American Association of State Highway and Transportation Officials (AASHTO). Lee, who began his career with the Federal Highway Administration in 2000 before joining AASHTO in 2007, has spent his career at the intersection of transportation policy and national leadership. He founded Young Professionals in Transportation in 2008, serves on advisory boards for the Brooks Center for Infrastructure at Cornell University and The Road Gang in Washington, D.C., and last year represented the United States at the World Road Congress in South Korea — a full-circle moment, as he shared, for someone who grew up doodling highway interchanges as a child in Seoul. His remarks were both inspiring and grounding, a reminder of how far

the transportation profession has come and how much meaningful work lies ahead.

Following the Opening Session, concurrent technical sessions ran throughout the day across multiple tracks, offering attendees a rich menu of professional development opportunities. Exhibitors who filled the hall, and the energy between sessions — over coffee, snacks, and spirited debate — was exactly what ASHE conferences are known for.

The Friday Awards Luncheon, hosted by the ASHE Past National Presidents, was a highlight of the afternoon. The Scanner Article of the Year awards were presented by ASHE Scanner Chair Rhonda Cardone, and the Projects of the Year were recognized across three categories:

Over \$100M: Wekiva Parkway Section 8 Interchange Design Build Project — Florida Department of Transportation District Five

\$30M to \$100M: 42nd Street Access Improvements Infrastructure/Transit Access Enhancement — Naik Consulting Group, for the Metropolitan Transit Authority Construction & Development, New York

Under \$30M: US 301 Concrete and Asphalt Test Road Facilities — VIA Consulting Services Inc., for Florida Department of Transportation District 2



Friday registration



Rich Clifton as George Washington



Cerasela with Joung Lee



Friday opening



Keynote Speaker Joung Lee

The Person of the Year award was presented by National President Jim Shea to Bill Cuttler, P.E., VDOT NOVA District Engineer — a well-deserved recognition of outstanding service to the profession.

Friday's technical sessions offered a rich and wide-ranging exploration of the challenges and innovations shaping transportation infrastructure today. Attendees gained firsthand updates on two of the region's most compelling recovery and resilience stories — the ongoing Key Bridge Rebuild and the I-40 Pigeon River Gorge repairs following Hurricane Helene — alongside a dedicated session on Key Bridge Disaster Response and Recovery. The program delved deeply into alternative delivery and project finance, with two P3 Procurement Panel sessions and presentations on both national trends and local lessons in alternative delivery and funding.

Maryland's own transportation landscape featured prominently, with sessions on BRT Implementation in Montgomery County, the Chesapeake Bay Crossing Study, and the Howard County Ellicott City Flood Tunnel — a project born from hard-won lessons in flood mitigation. Public owners and designers alike found relevant takeaways in sessions on Leading Through Complexity, the Concept of a 100-Year Roadway Foundation, and the importance of early MUTCD application in roadway design.

The Ennis Project and Sustainable Transport Highway Dissemination and Workforce Development sessions rounded out the infrastructure portfolio, while forward-looking presentations on Jacksonville's autonomous transit circulator program and Connected and Automated Vehicle policy impacts offered a compelling glimpse into the future of mobility.



Person of the Year Award is presented to Bill Cuttler (left) by Jim Shea



Project of the Year: Over \$100M Winners, Florida Department of Transportation District Five



Project of the Year: \$30-100M Winners, Naik Consulting Group



The Award Plaques: Who will win in 2027?



Project of the Year: Under \$30M Winners, VIA Consulting Services Inc.



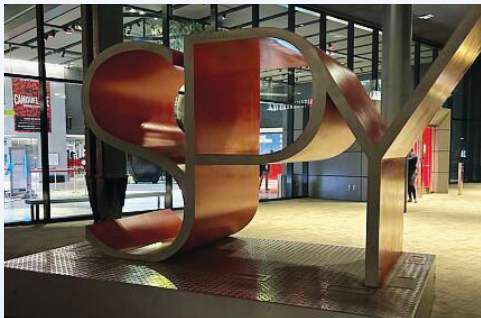
Friday Technical Presentation: Key Bridge



Friday Technical Presentation: Mike Sakata Presentation

Friday evening took a decidedly thrilling turn.

Buses departed for the International Spy Museum, where attendees were treated to dinner, access to world-class exhibits, and entertainment that was anything but ordinary — including a lipsologist and a fortune teller. It was one of those unforgettable conference nights that people will be talking about for years.



From left to right: SPY fun on the rooftop. Anis going under cover. ASHE Lipsologists. SPY fun on the rooftop. SPY fortune teller.

Saturday

Technical Sessions, Tours, and a Gala to Remember

Saturday brought another full slate of concurrent technical sessions, along with standout technical tours including a behind-the-scenes visit to the Transurban I-495 Operations Center and Facility. Guest tours throughout the week offered something for everyone — Great Falls, the National Archives, the Steven F. Udvar-Hazy Center, the Smithsonian National Zoo, and an Old Town Alexandria Food Tour that gave attendees a true taste of the region.

Saturday evening was the crown jewel of the conference. The President's Reception in the Grand Foyer — on the terrace, weather permitting — welcomed guests with light hors d'oeuvres and open bars before the Annual Awards Banquet and Business Meeting began.

Cristei opened the evening with a warm welcome and conference recap before the awards program recognized the best and brightest in the ASHE community:

National Scholarship Award – presented by Glenn Kartalis, National Scholarship Committee Chair

Scanner People's Choice Award – presented by Rhonda Cardone, ASHE Scanner Committee Chair

Gene G. Smith Award – NY Metro Section

George Hart Award – Houston Section

Terence D. Conner Award – Middle Tennessee Section

Robert E. Yeager Award – Georgia Section

Young Member of the Year – James Nguyen, P.E., nominated by the Georgia Section

Member of the Year – Paul McNamee, P.E., nominated by the Harrisburg Section

Shirley Stuttler Lifetime Achievement Award – Christopher Rizzolo, P.E., nominated by the Central Florida Section

The evening's most anticipated moment came with the Installation of Officers, led by Immediate Past National President Don DiZuzio. Outgoing National President Jim Shea, P.E., delivered heartfelt remarks before passing the gavel to Kathryn E. Fink, P.E., of the ASHE Pittsburgh Section, who was welcomed with a standing ovation as ASHE's incoming National President.

The 2027 Conference representatives Kevin Damron (Co-Chair - Bluegrass Section) and Tim Robinson (Committee Chair - Derby City Section), then took the stage to give attendees a preview of what's in store for next year — and judging by the excitement in the room, Louisville has big shoes to fill and clearly knows it.

The formal program gave way to Casino Night, where the revelry continued until nearly midnight, with prizes, open bars, and the kind of joyful energy that only comes at the end of a truly exceptional conference.



Gala National Board



From left to right: ASHE Zoo visitors. Air & Space Museum. Great Falls hike.

A Heartfelt Thank You

The success of the 2026 ASHE National Conference was the result of extraordinary effort by an extraordinary team. To every sponsor, exhibitor, technical session presenter, volunteer, and committee member who gave their time and talent — thank you. To the nearly 400 attendees who traveled from across the country to be part of this celebration — thank you. And to the ASHE Potomac and Chesapeake Sections, whose pride in this organization shone through in every detail — it was an honor.

We'll see you in Louisville in 2027!

MAXIMIZING

“One Mobilization”

By Justin Hina, P.E., RSP1 with Gresham Smith
ASHE Derby City

Developed and delivered at a programmatic scale, asphalt resurfacing is a major program for the Kentucky Transportation Cabinet (KYTC). The program develops hundreds of projects each year, mobilizing a vast workforce and substantial funding to repair, rehabilitate, and enhance the state’s pavement assets. Through a multi-route pilot project, KYTC tested the effectiveness of implementing improvements generated from a holistic review of safety and operational performance alongside the resurfacing effort. The results were very promising!

Delivered through KYTC’s Statewide Traffic Engineering and TSMO Planning contract, seven corridors were evaluated for safety and operational performance as well as maintenance needs. Identified improvements included roadway reconfiguration, sidewalk and pedestrian crossing improvements, rail crossing enhancements, signal upgrades, drainage infrastructure maintenance, tree trimming, centerline rumble strips, and intersection lane realignments.

The seven routes included six corridors in northern Kentucky and one in western Kentucky and put weight behind the opportunity to leverage “one mobilization”. That “one mobilization” would be, effective to the traveling public, just the temporary impact required to receive

a fresh, smooth blacktop but would actually carry the thoughtfulness of the proactive KYTC. The pilot initiative packaged each route’s collection of improvements alongside resurfacing and KYTC leveraged funds from programs and sources outside of the resurfacing program to support. At scale, the adoption of this initiative into a resurfacing program can ensure that every mile of state-maintained road receives thoughtful review and data-driven investment on a recurring cycle.

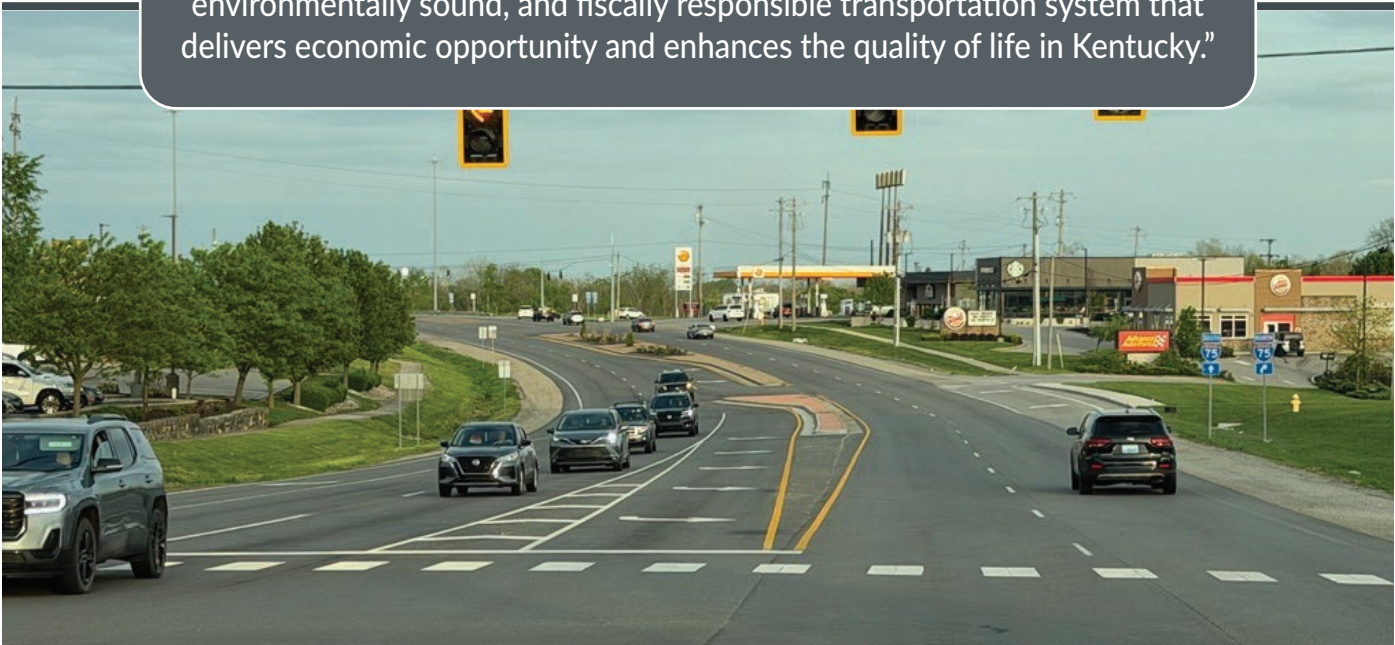
ABOUT THE ROUTES

Three of the corridors were on U.S. 25 beginning in Boone County and continuing into Kenton County. Two of those were adjacent and were developed for construction as one. Each section was similar in land use and configuration. They are urban four-lane undivided roadways with high access point density. These corridors were identified as prime candidates for a reconfiguration to a three-lane section to better organize traffic flow and improve safety performance. Paired alongside that adjustment were curb, sidewalk, and drainage inlet repairs as well as signal controller and head upgrades. The corridors received competitive bids and were awarded for construction.



Signal head upgrades being installed at the intersection of US 25 and Goodridge Dr.

KYTC has developed a program to maximize the benefit of one mobilization in clear alignment with their mission “to provide a safe, efficient, environmentally sound, and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky.”



Reconfigured left-turn lane to a positive-offset with upgraded signal heads

Another of the corridors was KY 14 in Boone County. The current route is an urban major collector with a rural four-lane cross section, segments of sidewalk, a raised median, and left-turn lanes. Improvements included removal of lengths of the raised median around intersections to reconfigure the left-turn lanes to a positive offset as well as the repair of deteriorated JPC pavement in a channelized turn lane. The project was awarded to a contractor at a bid 20% below the official KYTC estimate.

KY 16 in Kenton County is an urban three-lane roadway with continuous sidewalk along, at a minimum, the east side. It contains an at-grade rail crossing, multiple sharp curves, and a handful of signalized intersections with challenging geometrics. The railroad crossing is located where the center turn-lane is unnecessary, making it a great candidate for centerline hardening to prevent navigation around the gate arms. The corridor pavement shifts from asphalt to concrete and, while the resurfacing would normally only consider the asphalt, this project was able to include concrete joint maintenance and rehabilitation. The project was awarded in-line with the estimated cost.

U.S. 42 in Boone County is a rural two-lane road and the improvement opportunities were constructing centerline rumble strips to help prevent centerline crossovers,

enhancing the awareness of a major intersection with signage and flashing beacons, and improving sight distance with tree trimming. The project was awarded with a bid slightly below the official estimate.

For the corridor in the western part of Kentucky, U.S. 45X (Kentucky Avenue) through the city of Paducah is an urban four-lane road. The traffic evaluation immediately revealed the facility as a quality candidate for a reconfiguration to three-lanes. Additionally, numerous traffic signals were identified for replacement with an all-way-stop condition, and a pedestrian refuge island was planned for the median of a mid-block crossing between a parking lot and a hospital. The project was awarded with a bid slightly lower than the KYTC estimate.

This pilot project demonstrated a new approach to a very well established roadway maintenance program. While construction market forces may not always be as favorable as they were during this evaluation period, KYTC has developed a program to maximize the benefit of one mobilization in clear alignment with their mission “to provide a safe, efficient, environmentally sound, and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky.”



Derby City Awards Scholarships with TopGolf Event

By Donna Hardin

The ASHE Derby City Section awarded two \$2,000 academic scholarships after its second annual TopGolf fundraiser.

Held in March, the event featured 12 teams and more than 70 players participating, raising \$4,590.24, a 31% increase from the inaugural event in 2025. Derby City also saw an increase in players, teams and sponsors. The two scholarships were awarded to Amin Golkarfard and Lillie Walton.

Congratulations to Amin and Lillie, and thank you to our members and sponsors for your support. Here's to making an even bigger impact in 2027!



Derby City Scholarship Chairman, Durbin Richardson (center), awards the \$2,000 checks to Lillie Walton (left) and Amin Golkarfard (far right)



Thank you and congratulations to the winning team, HMB Professional Engineers, LLC



A player watches his shot from a third-floor bay at TopGolf Louisville



ASHE Northeast F1 Event Drives Big Success

By Susan Gavini, Dewberry

The ASHE New England Section (ASHE NE) hosted a one-of-a-kind Formula One event in Boston's Seaport District along the waterfront, and from the moment the engines started, the energy was high.

The event brought together industry peers, partners, and clients for an experience that was equal parts networking and fun. It featured team-based racing on immersive simulators, all competing for the ASHE NE Victory Cup.

Events like this reflect what ASHE NE values most: building strong relationships across the transportation community while sharing memorable experiences.

For the virtual races, engineering teams were paired up with coaches from different agencies. Parsons sponsored the event and the firm's team, coached by Sarah Tanner from the Massachusetts Bay Transportation Authority, ultimately won the event. Dewberry's sponsored team was led by Joe Pavao with coaching provided by Neil Boudreau of MassDOT. Other Team Sponsors included Li-Ro Hill, Jacobs, and McCourt Construction.

ASHE NE fosters connection, collaboration, and professional growth across our industry. A big thank you to all the sponsors who made this event possible and elevated the experience for everyone involved.

ASHE NE looks forward to seeing everyone again soon—and continuing the conversations started trackside.



Clockwise from top: Game on! ASHE NE members with the respective race teams.

Dewberry having fun and celebrating teamwork! Susan Gavini, Multi-Committee Volunteer, Dewberry, Roza Nazari, Member, Dewberry, and Monica Seidah, Director of Membership Committee show off their new ASHE NE hats!

Two ASHE drivers pushing the pace. Joe Pavao, ASHE NE Vice President, Dewberry celebrates with a toast to the winning Parsons team.

I-40 Interchange at Donelson Pike Relocation and Reconstruction: *MAKING WAY FOR A NEW BNA*

By Cody Crews, P.E., Gresham Smith
ASHE Middle Tennessee

The Interstate 40/Donelson Pike Interchange Relocation and Reconstruction project reimagined one of Nashville's busiest transportation gateways, improving safety, efficiency and direct access to Nashville International Airport (BNA). As the airport continues to shatter passenger records—the airport welcomed 24.7 million in its most recent fiscal year—the project lays critical groundwork for the next phase of BNA's multi billion dollar expansion.

Led by the Tennessee Department of Transportation (TDOT) in collaboration with Gresham Smith and the Metro Nashville Airport Authority (MNA), the project introduced a diverging diamond interchange (DDI) to replace the outdated configuration built in the 1980s. The new design reduces conflict points, improves traffic flow, and creates BNA's first direct eastbound I-40 connection—all while accommodating heavy left turn movements and maintaining airport access during construction.

"This project lays the foundation for the ongoing growth and expansion of the airport, and it serves as an exciting and successful collaboration with TDOT and the Metro Nashville Airport Authority that will make a major impact on providing efficient access to the airport and the interstate," said TDOT Chief of Engineering Shane Hester.

Continued on page 36

"This project lays the foundation for the ongoing growth and expansion of the airport, and it serves as an exciting and successful collaboration with TDOT and the Metro Nashville Airport Authority that will make a major impact on providing efficient access to the airport and the interstate."

Relocated Donelson Pike threaded between Nashville Airport terminal and runway accessing I-40 via new Diverging Diamond Interchange (DDI).



New Donelson Pike DDI greatly improves vehicular access between airport and downtown Nashville.

SYNCHRONIZING WITH EXPANSION

This project was unique in that TDOT’s work overlapped with MNAA’s massive Terminal Area Roadway Improvements (TARI) program, which was being delivered under an accelerated progressive design-build contract. The new Donelson Pike alignment was positioned between the TARI project and an active runway, creating a complex interface that required close coordination. To stay aligned with the airport’s aggressive schedule, TDOT had to compress its traditional design bid build process to maintain project continuity.

Monthly coordination meetings including TDOT, MNAA and Gresham Smith were essential for fostering collaboration and resolving challenges quickly, enabling both projects to progress without delay. For example, the team developed a temporary grade separated interchange as a solution to maintain full traffic capacity to the airport while MNAA advanced its excavation—removing roughly 400,000 cubic yards of rock—ahead of schedule.



Temporary tunnel to access airport parking lot during construction.



Construction of DDI bridges while maintaining I-40 traffic lanes.

ENGINEERING BESIDE A BUSY AIRPORT

Designing a new interstate interchange within an active international airport campus introduced an intricate set of challenges. The project team coordinated closely with the Federal Aviation Authority (FAA), Air Traffic Control, and various airport stakeholders to ensure the work did not impact aviation operations.

The roadway alignment had to maintain geometric precision to protect runway airspace, factoring in horizontal offsets for aircraft classifications and establishing strict vertical controls. Because FAA guidance does not typically address construction of major public roadways adjacent to runways, the project team had to interpret and adapt aviation standards innovatively to balance public roadway safety with federal airspace requirements.

MANAGING COMPLEX UTILITIES

Early design coordination helped identify schedule risks associated with dense networks of utilities crossing the site. The team coordinated relocations for a TVA transmission tower, more than two miles of Colonial Pipeline petroleum lines and communication infrastructure critical to BNA’s operations.

- A TVA transmission tower was relocated to provide vertical clearance early in the process.
- Relocation of two of Colonial Pipeline’s petroleum lines required an estimated \$35 million effort, including a 1 mile horizontal directional drill at depths of 120 feet.
- MNAA constructed a new consolidated one mile duct bank to house four major communication providers—reducing future risk of utility conflicts and simplifying maintenance.

These proactive measures, along with collaboration across multiple agencies, minimized delays and prevented future infrastructure conflicts.

DELIVERING INNOVATION AND RESULTS

The I-40/Donelson Pike Interchange was completed approximately 13 months ahead of schedule—an impressive outcome given its scope and complexity. To encourage acceleration of the TDOT construction project, MNAA offered up to \$6 million in contractor incentives for early delivery, an investment that paid off in reduced disruption and earlier mobility benefits.

“The department’s partnership with the airport authority is an example of creative solutions that benefit Tennesseans,” said then Deputy Commissioner and Chief Engineer Will Reid. “We support efforts to expedite this project, which will ease congestion around the airport and provide a safer, more reliable traveling experience on our roads.”

Beyond the speed of delivery, safety remained a top priority throughout project work. Despite the compressed schedule, TDOT and partners upheld a culture of safety surpassing industry requirements.

The design also incorporated sustainable features, including protection of Simms Branch and McCrory Creek through sediment basins, stream mitigation, and wildlife resistant plantings designed for airspace safety. A new noise wall along I-40 westbound now shields nearby neighborhoods, while improved traffic flow reduces emissions from idling vehicles.

A LASTING MODEL OF COLLABORATION

The I-40/Donelson Pike Interchange now serves as a critical link in Nashville’s growing transportation network—and as a national example of what’s possible when multiple agencies effectively work together.

By integrating innovative engineering, shared planning and constant communication, the project team delivered a safer, more efficient airport connection that supports both aviation and ground mobility for decades to come. 🇺🇸

Relocated Donelson Pike DDI safely crisscrosses traffic providing unopposed turn movements accessing I-40.



AsTheWheelTurns

ASHE Members on the Move!



Sara Ferrari Irick to Lead Highway & Traffic Initiatives Across the Delaware Valley Region



Sara Irick

French & Parrello Associates (FPA) has promoted Sara Ferrari Irick, PE, CME, PMP, TDM-CP, to Manager of Highway and Traffic for the Delaware Valley Region. Irick brings nearly two decades of transportation engineering experience, with expertise spanning roadway design, planning, transportation demand management, traffic signal systems, EV infrastructure, stormwater engineering, and environmental permitting.

In her new role, Irick will oversee regional operations for FPA's Highway & Traffic Discipline, guiding the delivery of transportation and infrastructure projects across the Delaware Valley Region, including Southern New Jersey. She will also focus on strengthening partnerships with local governments and state agencies, as communities across the region continue to invest in transportation infrastructure and mobility.

Beyond her project experience, Irick is actively involved in professional leadership and industry mentorship. She currently serves as President of the ASHE Southern New Jersey Section, where she has expanded professional development programming and strengthened student outreach as the organization marks its 40th anniversary.



McKim & Creed Announces Promotion of Nick Miguez to National Survey Director and Strategic Survey Leadership Appointments

McKim & Creed is pleased to announce the promotion of Nick Miguez to National Survey Director, a key leadership role in which he will oversee all firmwide survey operations. This promotion reflects the firm's continued investment in strengthening its geomatics capabilities and delivering exceptional service to clients across its footprint.

In his new role, Miguez will lead the strategic direction, operational excellence, and innovation of McKim & Creed's surveying services nationwide. His promotion is part of a broader organizational enhancement designed to elevate regional leadership and align resources for continued growth.

As part of these organizational improvements, the firm also announces the following appointments:

- **Chad Burchette** has been promoted to Regional Director of Survey, Mid-Atlantic
- **Matt Roberts** has been promoted to Regional Director of Survey, North Carolina
- **Tyler Ware** has been promoted to Regional Director of Survey, South Carolina
- **Ryan Lockhart** has been promoted to Regional Manager of Survey, Wilmington (NC)

Miguez brings extensive experience in professional land surveying and project management. His expertise spans construction layout, boundary surveys, wetland delineation, topographic mapping, GPS, and route surveys, as well as supporting critical emergency response efforts. Miguez's forward-thinking approach and technical leadership position him to successfully guide McKim & Creed's surveying operations into the future.

Throughout his career, Miguez has directed survey operations for a diverse client base, including port authorities, energy companies, departments of transportation, municipalities, land developers, contractors, and engineering firms.

Miguez's promotion, along with the advancement of regional survey leaders, underscores McKim & Creed's commitment to building a strong, collaborative leadership team focused on innovation, quality, and client success.



Nick Miguez

"Nick has consistently demonstrated exceptional leadership and a commitment to delivering accurate, timely surveying services," said David Jones, McKim & Creed's Senior Vice President of Geomatics. "He upholds the highest standards of compliance and documentation, and his technical expertise makes him the ideal choice to lead our surveying operations as we continue to grow and innovate."

About McKim & Creed:

McKim & Creed is an award-winning, employee-owned civil engineering firm operating in North Carolina, South Carolina, Virginia, Pennsylvania, Delaware, Ohio, Florida, Georgia, Louisiana, and Texas. McKim & Creed specializes in services for the energy, transportation, federal, land development, water and building markets, including survey and mapping; airborne and mobile lidar/scanning; unmanned aerial systems (UAS); subsurface utility engineering (SUE); and hydrographic and conventional surveying; water and wastewater; MEP, fire protection and structural engineering; and industrial design-build. For more information about McKim & Creed, visit www.mckimcreed.com.

AMERICAN SOCIETY OF HIGHWAY ENGINEERS

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Change Service Requested



ASHE

National Membership

Regions and Sections

Northeast Region

SECTIONS

Albany	75
Altoona	171
Central New York	46
Clearfield	195
Delaware Valley	333
East Penn	121
First State	242
Franklin	101
Harrisburg	465
Long Island	38
Mid-Allegheny	94
New England	50
New York Metro	235
North Central New Jersey	101
North East Penn	167
Pittsburgh	576
Southern New Jersey	189
Southwest Penn	221
Williamsport	70

Subtotal 3,490

Mid-Atlantic Region

SECTIONS

Blue Ridge	45
Carolina Piedmont	71
Carolina Triangle	219
Chesapeake	277
Greater Hampton Roads	62
North Central West Virginia	69
Old Dominion	86
Potomac	143
South Carolina	84

Subtotal 1,056

Southeast Region

SECTIONS

Alabama	57
Central Florida	131
Georgia	633
Middle Tennessee	316
Northeast Florida	225
South Florida	57
Tampa Bay	76
Tennessee Valley	112

Subtotal 1,607

Great Lakes Region

SECTIONS

Bluegrass	142
Central Dacotah	73
Central Ohio	210
Circle City	65
Cuyahoga Valley	111
Derby City	93
Lake Erie	272
Northwest Ohio	44
Triko Valley	155

Subtotal 1,165

Southwest Region

SECTIONS

Central Texas	84
Colorado	43
Dallas-Fort Worth	103
Houston	137
Phoenix Sonoran	38
San Antonio	140

Subtotal 545

National Total

7,863

Professional Status	56%
Government	12%
Consultant	75%
Contractor	5%
Other	8%

**EMERGING SECTION
LOCATIONS:**
Carolina Coastal
El Paso
Illinois
Kansas City



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