

FALL 2026

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Duration: 2022-2024

Tectonic Services: Construction Management & Construction Inspection

Location: Philadelphia, PA

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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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INFORMATION



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FALL 2026

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Kathryn Fink
ASHE National President 2026-2027

New Directions

Expanding Our ASHE Corridors

It is exciting news that we have chartered two new ASHE Sections this summer!

Please welcome to our organization the Carolina Coastal Section and the El Paso Section. Even with 2,000 miles between Wilmington, N.C., and El Paso, Texas, we are building new connections no matter what the distance. Interestingly, both these new sections have leaders with history as members of other existing ASHE Sections.

As life takes all of us over hills and through curves, the turn in the road can lead you to a new place without many connections. ASHE is a bridge to professional relationships and development. Even

in areas without existing ASHE Sections, there is the opportunity to start a new section. Being a start-up section leader is an excellent way to meet new people and create connections that will facilitate your personal growth in any area.

If you find yourself relocated to a different area, get involved in the local ASHE section. If there isn't an ASHE Section, take the charge to start one. The National New Sections Committee, led by Brian O'Connor, will guide and support you throughout the process. We are now up to 53 Sections across the nation and prospering with several emerging sections on the horizon.



ASHE Carolina Coastal Section Charter Event: Wilmington, North Carolina – July 2026



Todd King, Section President, explains the ASHE Coastal Carolina Mission



ASHE El Paso Section Charter Event: El Paso, Texas – September 2026



Pictured are Ahmed Valdez, P.E., President of AKV Consulting Engineers and ASHE El Paso Section President; Kathryn Fink, ASHE National President; Jessica Fly, ASHE Southwest Region President; and Sal Alonzo, Project Manager at Camino Real Regional Mobility Authority and featured speaker.

While the fall season means cooler air and less daylight, it also means many ASHE Sections are kicking off their program year and event schedules. Several ASHE Regions will be hosting Transportation Conferences, featuring agency leaders and speakers with a diverse agenda of topics. I look forward to attending many of these events this year and hearing about the local perspectives and initiatives.

Please continue to share your event information with ASHE National. Our National Board is committed to providing personalized involvement with all of the ASHE Sections.

Fall is also a time when we see kids starting off a new school year or going back to college classes. It is a valuable time of year for us to think about how we can inspire our young generations to pursue education and careers in the highway and transportation industry.

Several ASHE Sections have regular outreach activities to visit student classes and speak about the exciting projects and work opportunities that we do in our careers. I encourage more Sections to consider creating a formal committee to focus on outreach to students and entry-level workers.

We can facilitate a forum for youth to meet people working in transportation planning, engineering, and construction. We can share our personal journey of working in a career field that impacts and enhances the mobility of society, and how rewarding it is to be a part of.

As ASHE members, we promote a safe, efficient, and sustainable transportation system. Let's also promote a sustainable workforce so that the accomplishments that we've achieved will last for generations to come.



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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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From scanner's Chair

CHANGING OF AUTUMN LEAVES – LEADING THROUGH CHANGE

As summer gives way to autumn, the changing leaves remind us that change is both constant and necessary. Our transportation industry is experiencing a similar transition—building on experience while embracing new ideas, emerging technologies, and diverse perspectives to prepare for what lies ahead.

Navigating that change takes strong leadership—leadership that recognizes the value of what we have learned while creating space for new ideas and new voices to help shape what comes next.

At the center of this evolution are our people and the leaders who bring them together. The future of leadership is not defined by a single generation but by generations working together. Experience, fresh thinking, technical knowledge, new approaches, and varied perspectives on risk and change are creating opportunities to learn from one another.

Alongside this evolution in leadership is an equally significant evolution in technology. Artificial intelligence, automation, digital design, connected systems, and data-driven decision-making are transforming how we plan, design, construct, and maintain infrastructure. These advancements offer tremendous possibilities, but realizing their full value requires the experience, judgment, and collaboration of the people who put them to work.

And that brings us back to the purpose behind everything we do. Transportation has always been—and will continue to be—about people. We connect communities, support economies, move goods, and help people reach the places that matter in their lives. As both technology and community needs evolve, our leadership must evolve with them—balancing innovation with accountability, speed with thoughtfulness, technical expertise with human connection, and experience with new ideas.

Like the changing seasons, our industry will continue to evolve. Our opportunity is not simply to respond to change, but to help shape it—learning from one another, embracing the strengths each generation brings, and moving forward together to create the transportation systems our communities will need for generations to come.

We look forward to sharing your ideas and inspiring articles!

SAY People's Choice Award

Throughout the 2025-2026 ASHE national conference, attendees cast their votes via a QR code for their favorite article. In total, 399 votes were cast. There were 2 articles ahead of the pack, neck and neck as the voting was tabulated – very exciting! Each article received over 170 votes. The Scanner Committee has decided to give both articles the "People's Choice Award."

Author: Holli Burreta, Parsons

New US 27 Bridge Helps Renew Richmond, Indiana - ASHE Circle City, Spring 2026 issue

Author: Sean Oatman, PE, OHM Advisors

The Roundabout Renaissance Turbo Roundabouts for Safer Intersections - ASHE Central Ohio Section, Fall 2025 Issue

Congratulations to our winners!

Rhonda Cardone

scanner Chairwoman

ASHE New York Metro Section



Rhonda Cardone



scanner publication schedule

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Northeast Region

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Delaware Valley
Harrisburg
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Carolina Piedmont
Chesapeake

Great Lakes Region

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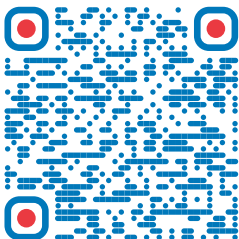
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MARTIN LUTHER KING JR. DRIVE BRIDGE REHABILITATION

By Drew E. Sirianni, PE
ASHE Delaware Valley

The Martin Luther King Jr. Drive Bridge in Philadelphia provides a vital connection for neighboring communities and recreational facilities in the northern and western areas of the city to the business, cultural, and residential centers of the downtown area. The bridge provides three lanes for vehicular traffic and a shared-use-path for pedestrians and cyclists. Located within Fairmount Park adjacent to the Schuylkill River Trail and the Philadelphia Museum of Art, the MLK Drive Bridge crosses the Schuylkill River and passes beneath the combined Spring Garden Street Bridge.

A crossing at this site has existed since the 1690s. The current bridge, constructed in 1965, is the fourth permanent bridge constructed at this exact site. Yet the MLK Drive portion of the 1965 bridge had deteriorated over time, becoming structurally deficient by 2014, weight restricted by 2018, and closed in 2023.

The City of Philadelphia selected Modjeski and Masters to design a context sensitive rehabilitation that restored structural integrity, improved safety, and enhanced the corridor’s visual character while limiting disruption to the traveling public. The \$20.1 million project reopened to the public on September 19, 2025.

A SAFER, WIDER CROSSING FOR EVERYONE

The MLK Drive Bridge project’s primary objectives were to create a safer, wider bridge cross section that could

accommodate a shared use path and to improve the bridge’s structural condition.

Constructability was central to the design process. The team worked within tight spatial constraints—including navigable river clearances below, limited horizontal space due to the Spring Garden Street Bridge piers, and a vertical restriction from the bridge overhead—to develop a rehabilitation plan that reused existing elements while meeting modern load and safety standards.

Because the bridge spans both the Schuylkill River Trail and a navigational channel, construction planning also had to maintain access for trail users and river traffic. The design addressed immediate structural needs while supporting the city’s vision for improved bicycle and pedestrian safety.

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Martin Luther King Jr. Drive Bridge with the Combined Spring Garden Street Bridge, looking west.

The final design included a full deck replacement and widening, extensive superstructure repairs, substructure modifications, approach roadway reconstruction, and profile adjustments to resolve chronic drainage issues. The bridge’s geometry consists of a three-span continuous section totaling 608 feet with a 58 degree skew per Pennsylvania Department of Transportation (PennDOT) designation, and a single curved span with a 20 degree skew. It shares two piers with the combined Spring Garden Street Bridge. The superstructure comprises two steel box beams supporting a stringer floorbeam system.

Replacing the original 45-foot, 10-inch deck with a 49-foot, 8.25-inch deck posed a significant challenge, requiring 9-foot, 2.125-inch overhangs. This was especially complex in span one at the northwest corner, where the new overhang extended beyond the wall that supported the original deck. The severe skew left the deck unbalanced relative to the box girder, requiring additional support. The team implemented an innovative solution using steel beams embedded within the deck to anchor the overhang and provide adequate support.

To address deterioration at the floorbeam to girder connections, the team developed targeted repairs that allowed reuse of the existing superstructure frame. More than 10 distinct repair details were created to maximize material efficiency and reduce environmental impact. During construction, additional section loss discovered after deck removal required real time engineering solutions.

INNOVATION IMPROVES SAFETY, ACCESS

Innovation was central to the project. At the northwest corner, where no deck extended beyond the box beam and traditional counterbalancing was impossible, deck beams were embedded within the deck to strengthen the connection to the box beams and support the large overhang. The contractor, H&K Group, Inc., also engineered a complex temporary overhang formwork system, working closely with the design team to ensure the unconventional 9-foot overhangs could be safely constructed.

To improve access for repairs and painting inside the confined box girders—previously accessible only at their ends—new midspan access holes and doors were added. A deep floorbeam in span one required replacement, and a splice was designed so the beam could be installed between the box girders without disturbing existing utilities.

When deck removal revealed additional section loss and unexpected corrosion, the owner, designer, contractor, and inspection teams met frequently onsite. This real-time collaboration allowed rapid development and verification of revised repair details, ensuring issues were resolved efficiently.

PRIORITIZING PUBLIC SAFETY AND CONNECTION

The bridge design prioritizes social considerations and safety by incorporating a 10-foot, 6-inch shared use path for pedestrians and cyclists, separated from traffic by a curb and barrier. A signalized crosswalk and multi use path further enhance pedestrian safety. Public and stakeholder meetings during early project phases helped shape the design to meet community needs.



Deck beams in Span 1 to help support the north overhang at the acute corner of the West Abutment.



East abutment wingwall where existing stones were reused wherever possible.



Because the bridge lies within Fairmount Park and crosses over the Schuylkill River Trail, coordination and scheduling were critical to minimizing impacts. The trail closure was limited to six months, and multiple detour routes—developed with PennDOT and the City of Philadelphia—were created for vehicles, pedestrians, and cyclists traveling across the bridge.

AESTHETICS AND SUSTAINABLE FEATURES

The rehabilitation plan prioritized reusing existing elements while meeting modern load and safety standards, extending the bridge’s service life and reducing environmental impact.

A context-sensitive approach was essential due to the bridge’s location in the park. The design preserved the granite abutment facing and aligned the bridge’s appearance with the Spring Garden Bridge through coordinated colors and barrier shapes.

Collaboration with the Philadelphia Art Commission ensured the aesthetics met public expectations. The result enhances community connectivity and accessibility while complementing the surrounding landscape and historic character.

EXCEEDING OWNER NEEDS

As prime design consultant, Modjeski and Masters led the project from the outset, providing structural expertise, safety analysis, and stakeholder coordination. The design team prepared design documents and supported the city during construction, addressing unforeseen conditions and ensuring compliance with city, PennDOT, and community standards.

The Martin Luther King Jr. Drive Bridge Rehabilitation reflects long-standing service to the City of Philadelphia and to the Delaware Valley. By improving safety, accessibility, and sustainability, the project advances Philadelphia’s vision for a more connected, inclusive transportation network and demonstrates the impact of thoughtful, community-oriented engineering.



PASSING IT ON: Strengthening Our Industry Through Mentorship

By Joe Strafaci, PhD, AICP, Mentoring Program Chair

The transportation industry thrives on knowledge—knowledge built over decades of planning, design, construction, and operations, and continually reshaped by innovation and evolving community needs.

As members of the American Society of Highway Engineers (ASHE), we recognize that sustaining this momentum depends not only on technical expertise but on the intentional transfer of experience and insight from one generation of professionals to the next. We are sure that if you look back on your own careers, there is a common thread of someone at some point taking the time to help and guide us along the way.

In honor of this tradition, ASHE New England is proud to present its inaugural Mentoring Program designed to strengthen our community, empower emerging professionals, and reinforce the long-term resilience of the transportation workforce. At its core, the program is about strengthening our industry by being intentional about how we develop the next generation with the goal of starting earlier, staying engaged, and creating real access to the profession.

And that starts well before someone steps into their first job.

BUILDING AWARENESS EARLY

One of the key long-term goals of the ASHE New England effort is expanding access. For us, this means reaching students at the high school and even middle school level of all

backgrounds where awareness of transportation careers is often limited.

If the past 20 years have taught us anything, it's that our infrastructure has reached a critical juncture requiring repair, rehabilitation, or, in many cases, replacement. We are no longer building interstates but improving what we have for the next generation. There are simply not enough engineers to take on this task, and it requires all of us, as a team, to be as strong as the individuals who make it up.

However, in the booming technology, finance, and law sectors, many students don't realize that these industries even exist or the critical role they play in our everyday lives. There is also a lot of opportunity, but if the students aren't aware of it, how can they be expected to pursue it?

By creating these early connections, we hope to help students see what is possible for them. We want to show these opportunities in engineering, planning, construction, traffic safety, public policy, community engagement, managing fleets, or other adjacent services.

We want to help these students see what is possible and provide context for why learning subjects such as physics or trigonometry is so important, and why writing skills are, in some cases, equally important. It gives context to what they're learning in the classroom and shows how it applies in the real world.



Kristine Gorman (Parsons), Carrie Lavallee (MassDOT)



ASHE NE Mentors and Mentees connect with Board Members who hold leadership positions across the transportation industry, creating valuable opportunities to build relationships, gain career insights, and learn directly from established industry leaders.

More importantly, it gives them a reason to consider a path they might not otherwise consider.

WHY MENTORSHIP MATTERS

Our mentoring initiative is being led by Joseph R. Strafaci, PhD, PE, AICP, a bridge engineer, planner, and educator with 15 years of experience.

"For me, mentorship is the cornerstone of my success in this field. It has allowed me to understand the different paths my career could take, identify what I both like and dislike, and challenge me to grow both professionally and personally," Joe said. "In my experience as a mentee, I realized how critical it is for us to pass that knowledge down—whether in the classroom or in our daily comings and goings.

"We can teach the next generations not only our successes, but more importantly, our failures, because to me, to progress and advance, the next generation needs to grow beyond what we are. That is the challenge many of us need to take on as we advance."

Continued on page 16



"As President of ASHE New England, and in my role as Chief Engineer at the Massachusetts Department of Transportation, I have the opportunity to work with talented transportation professionals at every stage of their careers. One thing I've learned is that while technical knowledge is essential to what we do, some of the most valuable lessons in our careers come from the people around us—the colleagues who take the time to offer advice, share their experiences, challenge us, and help us see opportunities we may not have seen ourselves. New England has an incredible depth of experience across our transportation community. We have engineers, planners, contractors, consultants, public-sector leaders, and industry professionals who have spent years solving difficult problems and delivering projects that have shaped our region. At the same time, we have a new generation of professionals bringing fresh ideas, new technologies, different perspectives, and tremendous energy to our industry. This mentorship program gives us an opportunity to bring those groups together."

— Carrie Lavallee, P.E.

A STRUCTURED APPROACH THAT WORKS

In the spirit of this vision, the ASHE New England Mentoring Committee has taken that idea and put a framework around it. Joe worked with Maria Firan of Jacobs and Sarah Goldstein of HNTB to help build out this vision.

“Maria is an excellent engineer and brings firsthand experience chairing the WTS mentoring committee, which has been an astounding success,” Joe said. “I was overjoyed when she agreed to take on this additional responsibility, especially as she is just wrapping up her Master’s program at Northeastern.

“Sarah is one of my former mentees. I got to know her last year and was equally impressed by her background, future goals, and approach to mentoring. I think the insights brought by both Maria and Sarah will be critical to the success of this program.”

The 2026 mentoring program runs for six months from July through December and connects early-career professionals and students with experienced leaders across transportation, planning, public policy, and construction. It’s structured but still grounded in real-world interaction.

Participants take part in five group sessions designed to bring different perspectives together, along with monthly one-on-

one meetings that allow for more focused conversations. These check-ins are where a lot of the real value happens—talking through challenges, sharing experiences, and building confidence over time.

The program wraps up with a December graduation, but in many ways, that’s just the starting point. The relationships and insights developed during those six months tend to carry forward well beyond the formal program.

WHAT’S NEXT

Launching the Mentor Program is just the first step.

“My goal is to get this program off the ground and then expand it to the collegiate and high school level through the outreach committees I am building simultaneously,” Joe said. “Given my experience, this seemed like the logical first step, so we as a committee can learn what works well and what we can improve. I am really excited to see where this goes and invite everyone at all levels to enroll either as a mentor or mentee.”

For more information about the ASHE New England Mentoring Program or to participate, please connect with ASHE New England leadership at Joseph.Strafaci@tylin.com



Maria Firan (Jacobs) and Mentoring Chair provides an overview of the program during the kickoff event



Isabel Diaz (FPA) and Joseph Strafaci (TYLin), ASHE Young Member Director, meet during Speed Networking Sessions



The ASHE 2026 Mentees. Pictured left to right Sarah Goldstein (HNTB), ASHE Mentoring Co-Chair; Maria Firan (Jacobs), ASHE Mentoring Co-Chair; Joseph Strafaci (TYLin), ASHE Young Member and Mentoring Director; Yingning Ma (Bloom Companies); Isabel Diaz (FPA); Owen Williams (HNTB); Liam Maher (Kimley-Horn); Kyle Raffery (McClure Vision)

PAVING THE WAY

Turning Constraints into Creative Solutions

By Chris Rideout, PE
ASHE Georgia

When it comes to roadways, sometimes the best solution is rethinking the design altogether. Incorporating multi-modal travel in a high-capacity roadway that provides local access to residents and businesses can be a challenge—but that was the task for the Windy Hill Boulevard project in the City of Smyrna, Cobb County, Georgia.

This innovative urban highway design incorporates local access lanes, bicycle lanes, pedestrian trails, and express lanes to improve east/west traffic flow. Two strategically placed bridges allow local vehicles and pedestrians to safely cross over the express lanes, reconnecting neighborhoods once cut off from the rest of the city.

Given the corridor's density and high volume of daily travel, the project required a significant level of coordination with the public, the school system, and public safety officials.

From a simple drawing on a napkin to full construction, Windy Hill Boulevard evolved through challenges and decisions that ultimately shaped its outcome. Along the way, several key takeaways emerged—less about the final design, and more about what it takes to successfully deliver a complex project.

Here are the lessons our team learned along the way:

- **Effective communication requires as much attention as the design itself.** The project was funded by both City of Smyrna and Cobb County Special Purpose Local Option Sales Tax (SPLOST). This created a unique partnership between the City and the County that required ongoing communication and alignment throughout the life of the project.
- **Helping people visualize the project can change the conversation.** A major component of the public outreach and engagement strategy was the development of a 3D rendering video, complete with moving cars, bicyclists, and pedestrians. Showing the project in motion at the Public Information Open House (PIOH), numerous stakeholder events, and on YouTube helped the community better understand the project's scope, concept, and impact.
- **Complex designs can lead to streamlined solutions.** The final design provided parallel, but separate, roads to provide dedicated spaces to pedestrians, cyclists, local traffic, and commuter traffic. Two strategically placed bridges carry local traffic, cyclists, and pedestrians over the express lanes. These design elements added significant complexities to the project, but the end result is a much safer corridor that allows all modes of travel to enjoy the corridor while still meeting the aesthetic requirements set by stakeholders.
- **Maintaining traffic can shape the design as much as the final condition.** The existing roadway presented many challenges such as hilly terrain, high water tables, and an aging corridor that did not meet current speed design standards. The corridor experiences nearly 40,000

The extensive traffic modeling conducted by our Traffic Engineering team ensured the bridges accommodated traffic flow while closely aligning with existing grades to minimize impacts on local businesses. Working through these design elements early in the design process helped avoid larger challenges later in the project.

Continued on page 21

This eastbound view shows how both bridges were placed at existing grades and the express lanes cut under.



Looking westward from the West Bridge towards the intersection of South Cobb Drive (SR 280) and Windy Hill Road.



Local traffic and pedestrians can visualize how traffic will flow with this conceptual snapshot from the 3D rendered model.



vehicles daily in addition to significant pedestrian traffic from students walking to three separate schools along the corridor.

To minimize the impacts on traffic flow, the City maintained four lanes of traffic throughout construction. Providing these travel lanes shaped the phasing, temporary signals, and other traffic strategies for the construction phase of the project. The existing signals were upgraded or rebuilt, and temporary signals were installed to maintain access for businesses, residents, and schools.

Our team coordinated closely with the Cobb County Department of Transportation (CCDOT) and city engineers, public safety officials, transit officials, and school representatives to ensure these systems functioned safely and minimized disruption throughout construction.

- **Budget considerations must remain top of mind.** Despite rapidly inflating general construction costs in the region, our design team undertook a significant value engineering (VE) analysis effort during the design process. The selected VE options maintained the overall functionality and appeal of the project and saved more than \$5 million.
- **Early coordination sets the pace for the entire project.** Utility coordination began early in the design process. While widening was shifted to the north to avoid power transmission poles, the project still required relocation of a large AT&T duct bank. Our Municipal Utilities team also designed new water mains and sanitary sewer lines. Both the duct bank and water and sewer efforts were bid separately and let to construction ahead of the roadway project to avoid potential delays.

In addition, the project required an intricate storm network design to accommodate not only the new roadway, but the anticipated redevelopment along the corridor. This work was done simultaneously to a broader storm basin analysis for the City, allowing the corridor improvements to integrate into larger drainage basin planning for the City.

Now complete, the Windy Hill Boulevard corridor is already delivering a range of benefits to the surrounding community. By separating local, pedestrian, and commuter traffic, the design improved safety while reducing congestion and overall mobility. Enhanced pedestrian features—including safer crossings, walking paths, and protected bus stop locations—make the corridor more accessible, particularly for students and residents. Improved connections to transit and surrounding neighborhoods, along with a more cohesive and visually appealing environment, are helping support future redevelopment and better link key destinations like parks, schools, and local amenities.

Windy Hill Boulevard is a cornerstone for the many improvements planned by the City to the overall Windy Hill Road area. By combining thoughtful design, early problem-solving, and extensive coordination with the community, the project shows how transportation improvements can serve both regional mobility and the surrounding community. 🇺🇸

This award-winning urban highway design is an excellent model of what local collaboration and ingenuity can accomplish.

REBUILDING A REGIONAL LIFELINE

The Modernization of I-480 Over Lee Road

By Adam Delfs, ODOT D12
ASHE Lake Erie

In the heart of Northeast Ohio, one of the region's most vital transportation arteries has undergone a transformational upgrade.

The Interstate 480 corridor, stretching across the Cleveland metropolitan area and carrying more than 180,000 vehicles each day, serves as a lifeline for commuters, freight, and local businesses alike. After nearly five decades of service, the dual bridge decks over Lee Road—originally constructed in 1971—had reached a critical stage. Multiple surface replacements had extended their life, but the growing strain of heavy daily traffic made deterioration increasingly unavoidable.

By 2020, during the height of the COVID-19 pandemic, deep potholes emerged across both decks, prompting emergency repairs and highlighting an urgent need for a long-term solution. The Ohio Department of Transportation (ODOT) determined that a full deck replacement was essential and initiated an accelerated design and construction schedule to ensure the corridor remained safe and reliable.

While deck replacements are often straightforward, the I-480 project brought unique engineering challenges. Expansion joints were locked against backwalls, preventing the bridge from expanding and contracting as intended. Engineers opted to shift the structures from a traditional expansion joint system to a semi-integral abutment system—an innovative approach requiring modifications to existing abutments and the installation of a precisely aligned keyed diaphragm to prevent future structural binding.

Given the corridor's massive daily traffic volume, maintaining mobility during construction was paramount. ODOT evaluated several traffic management strategies before selecting a contraflow plan.

This approach shifted two lanes of traffic onto adjacent pavement with protective barriers, enabling half-width deck reconstruction and reducing the number of construction joints. The strategy minimized disruption and improved construction efficiency while keeping all lanes open.

Innovation continued at the material level. The project incorporated E5 internal curing admixture, designed to enhance concrete hydration without requiring external water curing. This technology saved valuable time, allowing crews to accelerate the schedule and deliver a stronger, longer-lasting deck.

Beyond reconstruction, the project integrated sustainable and aesthetic enhancements. Fiber-wrapped pier columns and concrete caps improved resilience against environmental wear, while the resurfaced roadway provided a smoother driving experience. Reduced rolling resistance contributes to better fuel efficiency, delivering benefits that extend well beyond the structure itself.

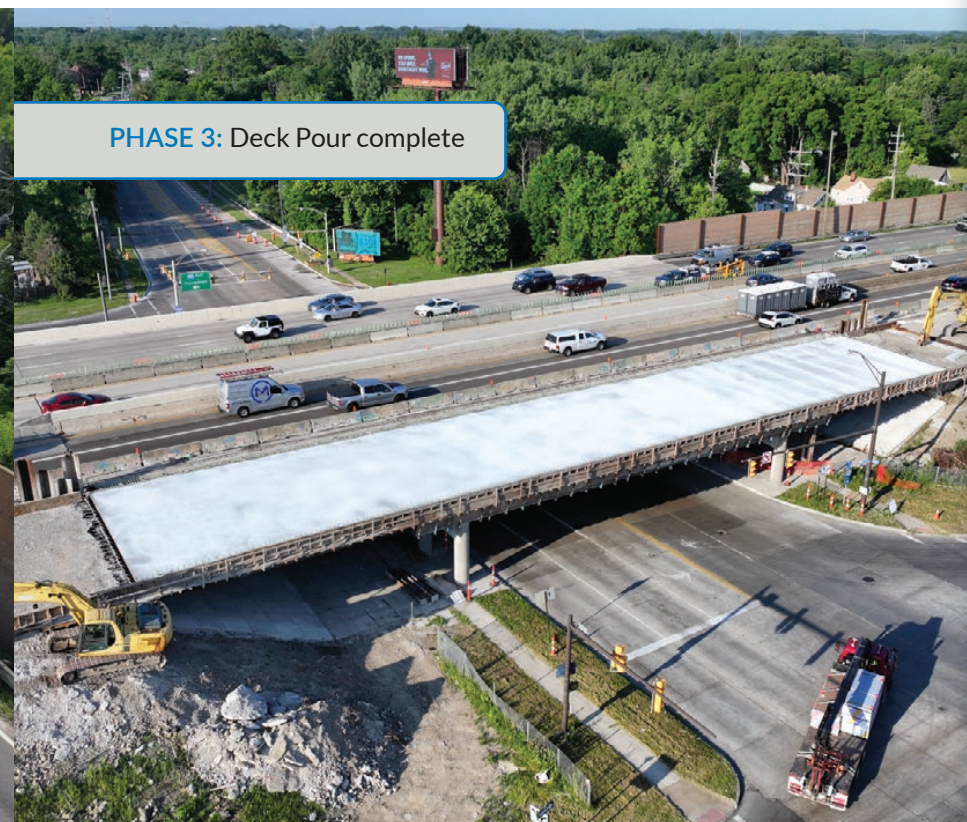
Continued on page 24



PHASE 1: Overhead view



PHASE 2: Angled perspective



PHASE 3: Deck Pour complete



PHASE 3: Preparations to pour deck



PROJECT COMPLETE

The I-480 bridge deck replacement over Lee Road stands as a testament to modern engineering, forward-thinking design, and the importance of maintaining infrastructure that keeps communities moving. Through innovation, collaboration, and careful planning, ODOT has delivered a safer, stronger, and more resilient corridor for the region's future. 🇺🇸



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Brandywine Creek Bridge Replacement - SR 3101 Section DRB

By Drew E. Sirianni, PE
ASHE Delaware Valley Section

View of upstream face of the bridge, natural concrete.



The State Road (SR) 3101 Section DRB Project began due to the deteriorated condition of the six-span, 482-foot, reinforced concrete arch bridge carrying South Creek Road over East Penn Railroad and Brandywine Creek on the boundary of Pennsbury and Chadds Ford Townships in Delaware County, Pa.

Built in 1925 to replace the 1856 Pyle's Mill Twin Bridges, the structure required a sustainable modern crossing to maintain community connectivity and support vehicular, bicycle, pedestrian, and boating travel. Achieving this goal was marked by complex challenges and unique circumstances, taking 18 years to complete.

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COMPLEXITY

The project site lies within the National Register–listed Twin Bridges Rural Historic District. The district’s period of significance from 1914– 1947 includes the bridge’s 1925 construction. The bridge, adjacent parcels, and the East Penn Railroad were all considered contributing resources. This designation triggered the Section 106 Consultant Party process, adding substantial complexity as every design element—including structure type—required rigorous review.

During the alternatives analysis, seven options were evaluated: rehabilitation; replacement at the original pre 1925 at grade railroad crossing; replacement on the existing alignment; new alignments up to 100 feet upstream or downstream; and full avoidance outside the historic district. Each option was assessed for safety, maintenance, social and economic effects, environmental impacts, and aesthetics.

Public and stakeholder outreach began in March 2008 and included three formal Consultant Party meetings. GPI developed photorealistic and 3D renderings to support decision making. After extensive coordination, a replacement structure on the existing alignment was selected.

The new bridge—a six span, 533 foot long precast BEBO Type Arch structure—was designed to meet current width standards, provide two 10-foot lanes with 3-foot shoulders, and satisfy railroad clearance requirements. The concrete arches span roughly equal distances between piers, with aggregate backfill to the top of the spandrel walls. SR 3101 was fully closed during construction, which required a multi-phased demolition and erection plan, temporary causeways, and temporary railroad access.

Additional factors contributing to project complexity included:

- Brandywine Creek’s designation as a navigable Scenic River, requiring Pennsylvania Fish and Boat Commission coordination and an Aids to Navigation (ATON) Plan to maintain recreational use.
- SR 3101’s role as PA Bike Route L and part of the Brandywine Valley Scenic Byway, necessitating a five mile bicycle detour during closure.
- Environmental commitments related to exceptionally valuable wetlands and potential impacts to bog turtles and Northern Red bellied Cooters, requiring in-stream restrictions, exclusionary fencing, and species relocation.
- Challenging geotechnical conditions involving gneiss and schist bedrock, requiring a mix of spread footings, micropiles, overexcavation, and R 7 rock protection, with careful foundation stepping at Wingwall B.
- Hydraulic modeling for 100 and 500 year storms and a Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision (CLOMR) to revise floodplain mapping.
- Coordination and flagging for demolition and construction activities over the railroad.

INNOVATION

Several innovative applications of existing techniques distinguished the project. Precast BEBO E-Series (E84T) concrete arch components offered design flexibility and cost savings. Flowable fill was considered, but aggregate backfill was chosen to allow geogrid installation tied to the spandrel walls.

The arches and spandrel walls received spray-applied waterproofing in addition to the specified membrane, and the structure was capped with a concrete deck slab. The deck was waterproofed and overlaid with a 2.5-inch asphalt course to satisfy Section 106 commitments. A modified height PA Type 10M bridge barrier aligned with the pilasters, and protective coating was applied to exterior concrete surfaces.

SOCIAL & ECONOMIC CONSIDERATIONS

The project lies 1.3 miles north of the Delaware state line and 1.5 miles south of SR 3101’s intersection with US 1. The area sits between the First State National Historic Park and the Brandywine Battlefield, near the southern end of the Continental Army line during the 1777 Battle of Brandywine.

In the early 20th century, wealthy Philadelphia families transformed former farmland into large country estates, a period that ended in the late 1940s but left a preserved rural landscape and historic resources, including this bridge. The new structure maintains vital community connections and supports efficient, multimodal travel that fosters social and economic growth.

SAFETY

The existing bridge’s limited width and inadequate structural capacity restricted travel and prohibited vehicles over 12 tons, including emergency responders. It lacked shoulders on the bridge and approaches, and falling concrete and exposed rebar created hazards for recreational creek users.

The new, wider bridge restores continuity in the roadway network, supports legal truck loads, and improves bicycle and pedestrian mobility through wider shoulders, better sight distance, and upgraded signage. The vertical alignment was also raised about 6 inches to meet East Penn Railroad clearance requirements.

AESTHETICS AND SUSTAINABLE FEATURES

Through the Section 106 process, removal of the existing bridge was determined to have an adverse effect on the Twin Bridges Rural Historic District. As a result, the replacement bridge type and design details were developed with the Consulting Parties to minimize impacts.

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Deck construction and precast spandrel wall panels completed.



The selected bridge type was chosen for its resemblance to the original structure, and additional architectural elements were incorporated to enhance compatibility with the historic setting. These included painted black/green steel railings and guide rail, pilasters with caps, recessed pier panels, railing delineation, and installation of existing and new plaques on the pilasters. Although staining the exposed concrete was considered, the natural cured concrete color was retained to match the original bridge. An asphalt colored deck overlay was also used for consistency.

Structure mounted signage recommended by the Scenic Rivers Program was installed to highlight the scenic character of Brandywine Creek.



This level of public involvement and display of satisfaction of their role in the design process exceeded all expectations.”

MEETING & EXCEEDING OWNER’S NEEDS

The project’s purpose was fulfilled. The Pennsylvania Department of Transportation noted in their letter supporting this award that stakeholders, consulting parties, and the public were keenly aware of and interested in this project from its onset.

“They were engaged early on through the Public Involvement process,” the PennDOT letter said. “Their opinions and feedback were considered throughout the design process and into construction culminating in a community celebration of the bridge’s reopening on November 14, 2025, which featured food trucks and fireworks! 🇺🇸

AsTheWheelTurns

ASHE Members on the Move!



Cunningham, Dominick Recognized by Philadelphia ASCE Section

ASHE Delaware Valley Section members Janet Cunningham and Robin Dominick were recognized by the Philadelphia Section of the American Society of Civil Engineers (ASCE) as part of its 2026 Awards Program. These awards were presented at the Philadelphia Section’s annual Spring Social on May 14.

Janet Cunningham picked up the Philadelphia Civil Engineer of the Year Award, the Section’s highest honor. She is the founder and chief executive officer of JBC Associates, Inc., a professional construction management firm.

Cunningham has been a trailblazer over nearly the last four decades in breaking barriers for women in engineering while building a highly recognized and respected firm. She has provided an instrumental role in mentoring the next generation of engineers, advocating for diversity and championing the advancement of women in the engineering and construction industry.

She founded JBC Associates in 1988 and has grown it into one of the largest and most respected professional construction management firms in Pennsylvania. Now with more than 80 employees, JBC Associates has been recognized as one of the top 100 fastest growing privately held companies by the Philadelphia Business Journal for several years. The vast majority of JBC’s work is performed for the public sector for agencies

that include PennDOT, the Pennsylvania Turnpike Commission, the City of Philadelphia, and SEPTA.

Robin Dominick received the Section’s Structural Engineer of the Year Award. She serves as a senior project manager for Pennsylvania as well as a bridge design discipline leader for CDM Smith’s North Region.

Dominick has more than 27 years of combined management and design experience in all aspects of highway and railroad bridge design, sign structures, retaining walls, and culverts. She has worked closely with agencies including PennDOT, the Delaware Department of Transportation, and SEPTA on numerous assignments.

In addition to her vast experience with bridge design projects, Dominick has worked as a technical advisor for public-private partnership (P3) projects in the U.S., including in Puerto Rico. Additionally, she managed the coordination of public projects adjacent to, over, or under the CSXT Railroad right-of-way in six states.

Locally, Dominick is the structures task lead and project manager for the Interstate 95 Section BS2 reconstruction project, which encompasses nearly a mile of this vital highway in Northeast Philadelphia.



Janet Cunningham



Robin Dominick

Revitalizing Beale Street

Building a More Accessible and Vibrant Downtown Kingman

By Caitlin Brady, Roadway Maintenance Division Manager, Maricopa County
ASHE Phoenix-Sonoran

One of Beale Street's "First Friday" events at dusk, with the street filled with people and stalls representing local businesses.



In the heart of downtown Kingman, AZ, Beale Street has long served as an important commercial and community corridor. Yet aging infrastructure and accessibility challenges were limiting its ability to serve residents, businesses, and visitors.

The City of Kingman envisioned something more: a downtown that preserved its historic identity while creating a safer, more accessible and inviting public space.

Continued on page 36

Completed in June 2024, the \$7.1 million Beale Street Streetscape Revitalization transformed that vision into reality. The project brought together the City of Kingman, WSP USA Inc. (WSP) as the prime engineering consultant, and Banicki Construction as the prime contractor.

Solving the Challenges of an Existing Downtown

Reconstructing a historic downtown street presented challenges far different from those encountered on a new roadway. Existing building elevations, narrow entrances, drainage requirements and limited right-of-way created fixed constraints that had to be reconciled with modern Americans with Disabilities Act (ADA) accessibility requirements.

The design team used an iterative process to coordinate street elevations, building entrances, sidewalk grades, and drainage. Street elevations were adjusted where necessary, accessible ramps were incorporated, handrails addressed vertical differences, and stairs were used only where an alternative accessible entrance could be maintained. Ultimately, the project provided full ADA accessibility along the street and into adjacent buildings.

Accessibility improvements became defining features of the completed corridor. Sidewalks were widened from approximately six feet to 10 feet. Accessible parking was provided on every block, new ramps incorporated detectable warning strips, and high-visibility intersection and mid-block crossings improved pedestrian safety. Traffic-calming bulb-outs at intersections further shortened crossing distances and created additional pedestrian space.

One of the main Beale Street intersections during the construction phase of the project.



Maintaining Access During Construction

Designing the improvements was only part of the challenge. Beale Street’s businesses needed to remain accessible while the roadway and sidewalks immediately outside their doors were reconstructed.

To minimize impacts, construction was concentrated in one- to two-block phases. This approach allowed work directly in front of individual businesses to be completed within shorter periods rather than subjecting them to prolonged disruption. Temporary access was provided and at least one accessible entrance was maintained throughout construction.

The City and contractor also employed traffic-control devices, protected pedestrian pathways and night work to maintain safe access.

Creating a Streetscape That Belongs to Kingman

The project team did not want Beale Street to emerge as a generic modern streetscape. Instead, Kingman’s history and its connection to Historic Route 66 became integral to the design.

Route 66 imagery was incorporated into benches, trash receptacles, and other streetscape furnishings. New street trees, wayfinding, and lighting strengthened the pedestrian environment, while historic brick was reused in portions of

One of the high visibility crosswalks that were added as a part of this project.



The benches that have been added throughout Beale Street are an example of the Route 66 themed visual enhancements that were a key part of the Downtown Infrastructure Project.



the sidewalk. Reusing the material both preserved a tangible connection to Kingman’s past and reduced construction waste.

Sustainability was also incorporated into the landscape design. Plans specified low-water-use plants approved by the Arizona Department of Water Resources, including Evergreen Elm, Chinese Pistache, Blue Grama, Gopher Plant and Desert Spoon.

More Than a Transportation Project

Perhaps the project’s greatest achievement is what now happens on Beale Street.

Wider sidewalks provide additional space for pedestrians and outdoor dining, and the City established a sidewalk café permitting program that allows businesses to take advantage of the expanded public realm. Electrical and banner provisions incorporated into new street lighting also support community celebrations and seasonal events.

The transformation is especially visible during Kingman’s First Friday events. Beale Street becomes a community

gathering space filled with local businesses, vendors, live music, and residents. The project submission notes that these events also attract visitors from surrounding communities, extending the project’s benefits beyond transportation and into tourism and economic development.

After completion, local businesses reported increased patronage while community events strengthened civic pride. The project also received Phoenix Magazine’s Arizona Travel Award for Best Revitalization.

Beale Street still performs its fundamental role as transportation infrastructure, but it now does much more. By integrating accessibility, pedestrian safety, historic preservation, sustainability, and economic development, the project transformed a roadway into a community destination—and created a downtown street designed not simply to move people through Kingman, but to invite them to stay. 🇺🇸

At the Intersection of Engineering and Local Government When a Highway Engineer Becomes a Public Servant

By Edmund Snyder, ASHE Albany Section President
ASHE Albany

Engineers shape communities every day working behind the scenes to figure out complex problems on the projects they complete. Municipal leadership is often shaped by community engagement, lived experience, and a desire to serve.

When these two paths meet, communities can benefit. I have seen these benefits first-hand as a Town Council member for Charlton, N.Y.

Municipalities are experiencing different challenges today than in years past, and having the ability to bring technical expertise to the policy table is valuable. Engineers are trained to identify problems, evaluate constraints, analyze data, and implement solutions that consider safety, cost, and long-term performance. When that mindset is applied beyond design plans and construction projects and into local governance, the results can be transformative for a community.

As a newly elected member to the Charlton Town Council, I brought an engineer's data-driven, systematically focused approach that has helped the Town confront infrastructure challenges that might otherwise have lingered for years or incur professional services fees for expert help.

Managing Aging Drinking Water Infrastructure and Regulatory Compliance

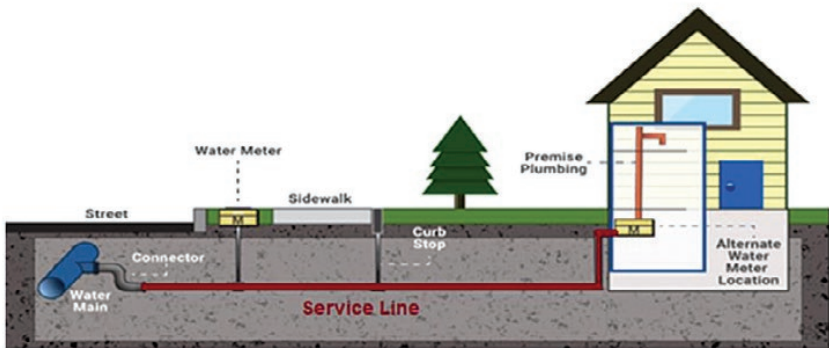
Soon after joining the Town Board, I took a leading role in overseeing Charlton's drinking water infrastructure.

Like many communities, Charlton faces aging assets, incomplete records, and growing regulatory obligations. Among the most pressing was compliance with U.S. Environmental Protection Agency (EPA) requirements for lead service line identification and reporting.

Verification of each of the 677 service lines needed to be performed. Shortly after joining the board, I found the Town was facing a threat by the EPA with a fine of \$71,545 per day for not reporting and being deemed noncompliant. This challenge posed an opportunity for us to create a Town inventory and resolve this potential risk management problem.

By organizing available records, coordinating field verification, and establishing a structured database, Charlton was able to meet federal reporting requirements while also gaining a clearer understanding of its system. This analytical approach improved transparency, reduced uncertainty, and positioned the Town to have real data rather than assumptions.

For residents, the benefit was confidence that their drinking water system is managed responsibly and regulatory compliance was being met.



Example of a Service Line If a system doesn't know a material for the entire length of the service line, it is the lead status unknown service line.

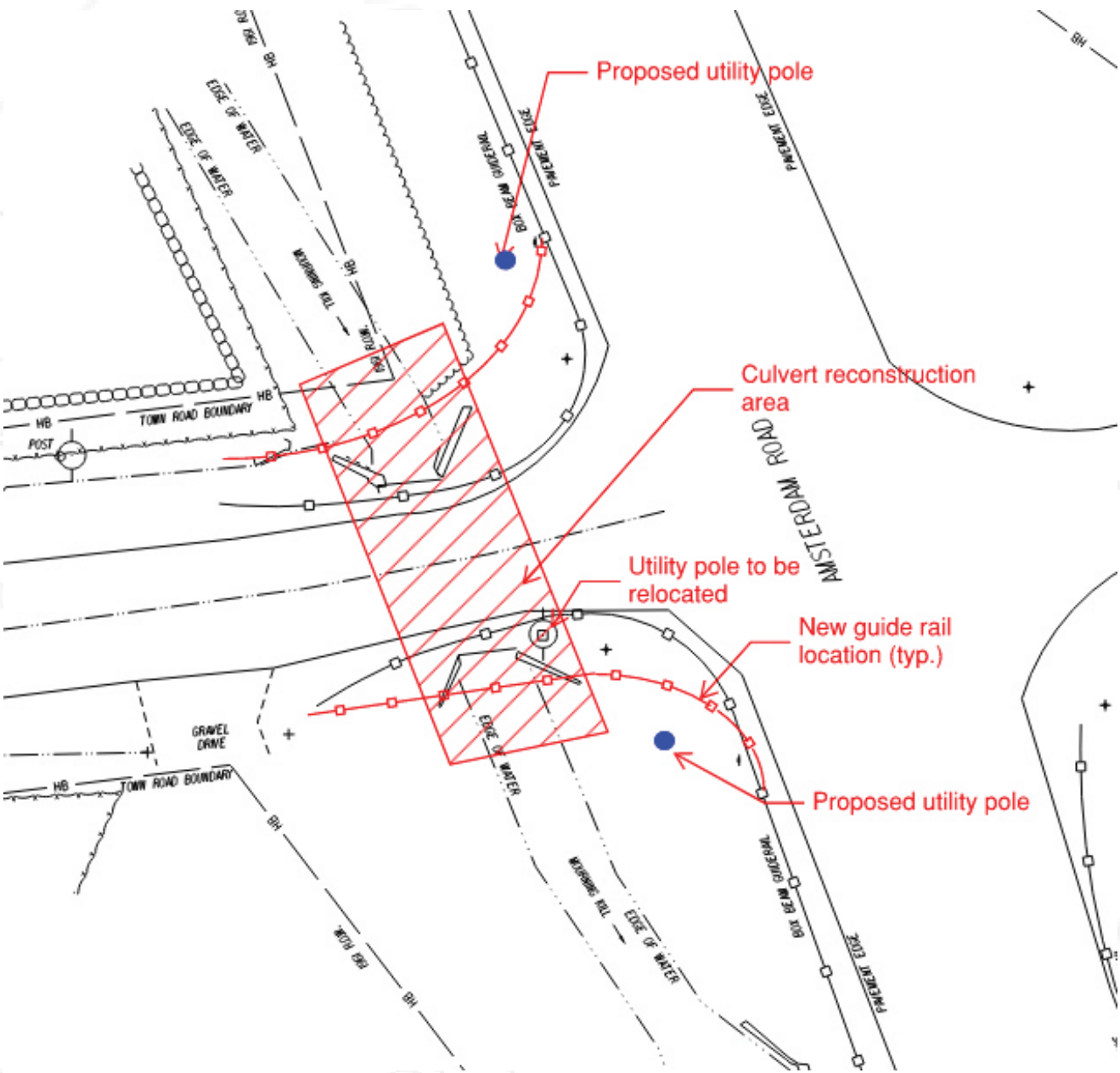
Coordinating Utility Relocation for a Culvert Replacement

Technical coordination is often one of the most underestimated challenges in municipal projects. That challenge became clear to members of the Town Council when we began preparing for a large culvert replacement project that had lingered for years due to the required multiple utility pole relocations.

With utilities owned by third parties and work occurring within a limited construction window, successful coordination was essential. Drawing on experience from state and local highway projects, I helped facilitate communication between the Town and the utility companies. Understanding typical utility timelines, clearance requirements, and right of way constraints allowed the Town to anticipate conflicts, sequence work efficiently, and avoid costly delays.

What could have become a schedule-disrupting issue was instead resolved through planning, documentation, and clear expectations -- principles of engineering project management applied in a municipal setting.

Continued on page 40



Evaluating Speed Limits Through Data, Not Assumptions

Speed limits on local roads in small rural towns are often shaped by tradition or resident concerns rather than formal analysis. When questions from residents arose about unposted roadways, this engineer encouraged an evidence-based review.

All the Town-owned roadways were reviewed for determination of their posted speed if any. We created an inventory of the roads and discovered 19 roadways currently have unposted speed limits.

Motorists' speeds are a concern frequently voiced by many of the residents; speed studies, roadway characteristics, crash history, and land use context were examined to determine appropriate speed limits. The discussion shifted from subjective debate toward data, measurable factors, and safety outcomes.

In several cases, speed limit reduction requests were sent to the New York State Department of Transportation for approval since the Town didn't have the authority to set the speed limit. By grounding decisions in analytics, the Town strengthened the credibility of its actions and had supporting documentation to the safety-based logic behind the changes.

Improving Pedestrian Safety After a Tragic Loss

Perhaps the most impactful contribution came in response to a double pedestrian fatality on a county-owned roadway within the Town. While the roadway was outside Charlton's direct control, the Town recognized its responsibility to advocate for resident safety.

I helped lead discussions with County officials, identifying feasible countermeasures and documenting safety concerns through traffic patterns, sight distance evaluations, and pedestrian demand analysis. This technical foundation supported the case for a new crosswalk installation and related safety improvements.

Rather than assigning blame or yielding to jurisdictional constraints, the Town focused on developing a solution. Although the County does not install, maintain, or support mid-block crosswalks, we advanced a design that demonstrated the need and feasibility of such a treatment at this location.

Through detailed analysis and coordination, we developed design plans incorporating a mid-block crosswalk and associated safety enhancements, which the County ultimately reviewed and accepted. The result is a safer corridor and a collaborative approach to addressing a tragedy.



Why Engineers Think Differently at the Decision Table

Those were just three examples of what I encountered within my first five months of being in office.

As engineers, we are trained to ask, "What is the problem? What are the constraints? What does the data say?" This mindset can complement the sometimes-broader perspectives of elected officials who bring community insight, policy experience, and constituent voices.

In local government, this means more actions implemented from verified data and sound engineering judgement. It means recognizing that infrastructure decisions made today will affect operations, maintenance costs, and public safety for decades.

A Model for Communities Everywhere

The experience of a highway engineer serving on a Town Council illustrates the value of technical expertise in public service. Infrastructure challenges are becoming more complex, regulatory requirements more stringent, and public expectations/demands higher. Communities benefit when individuals with engineering backgrounds step into leadership roles and help bridge the gap between policy and practice.

This is not about replacing judgment with spreadsheets, but about enhancing judgment with analysis and technical experience.

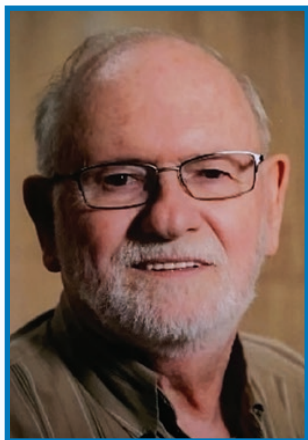
When engineering principles guide decision making alongside community values, municipalities are better equipped to deliver safe, resilient, and efficient systems for the people they serve. 🇺🇸

MileMarkers

News From Across ASHE-Miles



Remembering John Edward Stuttler, Jr.



JOHN STUTTLER

ASHE member John Edward Stuttler, Jr., of Cochran, Pa., passed away at home on July 23. He was a 1963 graduate of Franklin Area High School, then went on to Allegheny Technical Institute to receive his associate's degree in electronics. John proudly served in the U.S. Army Signal Corps in Germany during the Vietnam War era.

On May 7, 1988, he married the love of his life, Shirley A. Cauvel Stuttler. She preceded him in death on Dec. 3, 2022.

John had an extensive career with General Electric Locomotive Division, Erie, working in all aspects starting as an electrical engineer and retiring in 2002 as a locomotive test engineer.

He was a proud member of ASHE – Franklin Section. John and Shirley attended every ASHE conference until her death and then John attended even after Shirley's passing. He was a fixture at the ASHE Franklin meetings, venison dinners and golf outings. He even brought his very own pontoon boat to a recent steak cookout – one he built himself. He will be terribly missed by all his ASHE friends.

In lieu of flowers, donations may be made in John's memory to the veterans' organization or humane society of choice.

Remembering Joe Sasso, Jr.



JOE SASSO

Joseph A. Sasso, Jr., age 54, of Richland Township, Pa., passed away unexpectedly on July 21. He was the cherished husband of Jamie Ruggeri and devoted father of Aviana and Lena Sasso.

Joe was a proud alumnus of The University of Michigan and graduated with a Bachelor of Science in Civil Engineering.

He had a distinguished engineering career spanning nearly thirty years. Over the last twelve years he worked at CDR Maguire Engineering, where he most recently served as the Chief Operating Officer.

"Joe's legacy will continue to be felt throughout our organization, and he will be deeply missed," CDR Maguire said in a statement.

As a respected leader and mentor to many, Joe made lasting contributions to the field and the people who had the privilege of working alongside him. Joe was a member of several ASHE sections in Western Pennsylvania.

In lieu of flowers, donations can be made to The Sheep Health Care Center:
<https://sheepincclinic.org/donations/>

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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 Coastal	52
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 1,108

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
El Paso	51
Houston	137
Phoenix Sonoran	38
San Antonio	140

Subtotal 596

National Total 7,966

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



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