

THE TRANSPORTATION TIMES

AMERICAN SOCIETY OF HIGHWAY ENGINEERS, DELAWARE VALLEY SECTION

2020-21 EDITION #1

President's Message

I hope this message finds you enjoying your summer while in great anticipation of the ASHE 2020-2021 season! I would like to thank **Alexa Harper** for her great work as President in the season past. Alexa set a great example for me moving into this role.

Your 2020-2021 ASHE-DelVal Board of Directors has been working hard through the summer to plan the season and I thought I would take this opportunity to highlight some of those plans.

As you may have read in our earlier email notice (July 15), the Board has approved a budget for the fiscal year. We continue to monitor the finances and adjust the budget as new information pertaining to COVID-19 becomes available. The Board made the difficult decision to replace our in-person dinner meeting program with online sessions, at least through the remainder of the calendar year. The online sessions will be held at Noon, which seems to work better for most during "the new normal." We have an exciting set of topics, presenters, and partnerships planned, on par with our program of years past.



Speaking of "par," the 25th Annual Golf Outing will be rescheduled to June 2021. Due to the current environment, the golf course could not allow for a shotgun start or a reception afterwards; therefore, the decision was made to reschedule. The corporate sponsorships that are typically made for the Golf Outing support the ASHE Scholarship Fund. The Board intends to continue with the scholarship program this year and will be sending out an appeal to companies that have supported it in the past. The appeal will identify alternative methods to provide visibility to sponsoring companies. If you have helped to coordinate a corporate sponsorship in the past, please expect a message from us soon with additional detail.

We had our first online meeting on August 5, in the form of a Technical Session on Engineering Ethics, that was presented by **Fred Brehm** and **Mike Zettlemoyer** of Brehm, Nofer & McCarter, P.C. **Steve DiScullo** and **John Quirus** are recognized for their hard work to put together this inaugural online meeting for ASHE DelVal that included the issuance of PDHs to attendees. The Board reflected on this inaugural online meeting, identified areas where improvements could be made, and is excited to continue with the format to provide continued service to our members.

Our Environmental Committee is growing. **Bob O'Neill** is recognized for his previous leadership of the Committee and this year **Colleen Meiswich** has moved into the role of Environmental Committee Chair. We are excited to have one of the Technical Sessions this season, planned by the Committee, focused on the topic of NEPA/Project Development Process. The Committee will also have representatives working with the ACEC/PA subcommittee initiative on improvement of the PADEP permit submission process.

I look forward to another ASHE season, but will miss the networking and social interaction that occurs at our normal in-person events. Let us hope that our transition back to "the old normal" marches on and that things look different soon. If you have any questions, suggestions, or would like to become more involved in our organization, please feel free to contact me at DSirianni@Pennoni.com.

Respectfully,
Drew E. Sirianni, PE, PTOE
President, ASHE Delaware Valley Section

Meeting Schedule

"Dinner" Meetings

- ◆ September 16
- ◆ October 21
- ◆ November 18
- ◆ January 20
- ◆ February 17
- ◆ March 17
- ◆ April 21

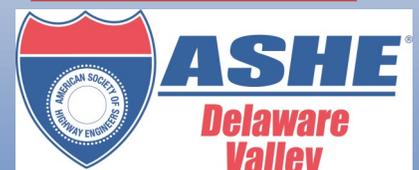
Please see the article on Dinner Meetings on page 2 for more information on our planned program

Technical Sessions

- ◆ November 18
- ◆ February 17
- ◆ April 21

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2020-21 Section Officers and Board of Directors

Our Section Officers and Directors for the current season are listed here. Please thank these individuals for their volunteer service in the administration and operation of our Section.

This slate was sworn in at our April Board Meeting, as we were unable to conduct our usual Annual Meeting in April, at which this would normally occur.

We would like to thank outgoing Regional Director **Rob Prophet** for his dedication and service to our Section over the years. Rob has served in a number of capacities including committee chair for our Golf Outing for many years, and is a Past Section President. We also welcome new Board members **Bob O'Neill** and **Steve Windle**.

We are fortunate to have eight (!) Past Section Presidents on our Board and appreciate having this depth of experience and knowledge to help us run our Section effectively.

Yes, Things are Different! Dinner Meetings and Section Events

With the current restrictions and guidance in effect for large groups and gatherings, we have had to make the difficult decision to not conduct our usual in-person dinner meetings for the remainder of this calendar year. Thus, our September, October and November meetings will be conducted as virtual events. We have communicated with the Radisson Hotel and are at this point planning to resume dinner meetings in 2021. This would allow our January, February, March and April meetings to be "as usual". This is of course subject to restrictions that may be in place as we get closer to those dates. We will keep you up to date on the status and progress of these with our usual monthly fliers and outreach materials.

We anticipate a good program of meeting topics for this season and will continue to provide professional development credit (PDH) as appropriate. While, unfortunately, you will not be able to benefit from the usual networking and social opportunities that each dinner meeting provides, we are hopeful there will be at least the learning and professional development credit available for you while we see what the future brings.

We intend to schedule Technical Sessions as well. Following a successful rescheduling of the session planned for April as a virtual event in August, we will look to use this same format for November and will anticipate returning to an in-person format for the sessions scheduled for February and April.

We appreciate your patience as we do what we can to provide our as-normal-as-possible meeting program within the constraints in place. As we like to say, we're all in this together, and let's hope for the best.

Young Members Committee Happenings

The Committee will continue to follow current guidance on gatherings and group activities as this develops and changes. The next regularly scheduled cleanup of the "co-adopted" segment of Bethlehem Pike in Ambler/Fort Washington would normally be in the Fall (the previous clean-up, anticipated to occur in April, had to be cancelled). Any updates will be provided via e-mail and posted on our website. This effort has been well-received by businesses and residents along this corridor.

Please watch for more information in event flyers which will be available in upcoming e-mail blasts and communications.

Section Membership Update

We are proud to report that we currently have **384 (!)** Section members, making our Section one of the largest in the national ASHE organization. Thanks to those of you who continue to support our Section.

Membership renewals were sent in June. If you haven't already done so, please plan to renew promptly to maintain your membership. As you may be aware, dues must be paid by October to avoid being removed from our membership rolls.

2020-21 Delaware Valley Section Officers and Board of Directors

President

Drew Sirianni, *Pennoni Associates*

First Vice President

Corey Hull, *JMT*

Second Vice President

Nate Parrish, *HNTB*

Treasurer

Isaac Kessler, *Remington & Vernick Engineers*

Secretary

Amber Midgley, *AECOM*

Assistant Treasurer

Steve DiSciullo, *Michael Baker International*

Immediate Past President

Alexa Egan Harper, *Gannett Fleming*

Board of Directors

Term expires 2021

Elaine Elbich, *Pennsylvania Department of Transportation*

Phil Mandato, *Felix Mandato & Sons*

Bob O'Neill, *Lotus Environmental*

Matt Ward, *TranSystems*

Term expires 2022

Peter Berthold, *Pennsylvania Department of Transportation*

Bruce Masi, *Gannett Fleming*

Sarah McInnes, *Pennsylvania Department of Transportation*

John Quirus, *HDR*

Term expires 2023

Jeff Given, *Loftus Construction*

David High, *Traffic Planning & Design*

Mike Mogan, *Rybinski Engineering*

Steve Windle, *McMahon Associates*

Regional Director

John Caperilla, *McTish, Kunkel & Associates*

Section Executive

Bob Wright, *McMahon Associates*

Sponsors/Members in Transportation/Transition

TPD Ranked #4 Civil Engineering Firm to Work For Nationwide

Traffic Planning and Design, Inc. (TPD) has been ranked the #4 Best Civil Engineering Firm to Work For in the nation, as well as #1 overall in its size category on the Zweig Group's **2020 Best Firms To Work For** list. This program recognizes outstanding A/E/C firms for inspiring their teams to perform at the highest levels through providing distinctive and innovative work environments. Firms are evaluated comprehensively on firm culture, workplace practices, benefits, retention rates, professional development, and more, from both management and staff's perspective. When asked anonymously if they believe TPD should qualify as one of the best firms in the industry to work for, TPDers responded:

"No other company I know of focuses so much positive energy on its employees' well-being and family life."

"The firm is very employee-focused and strives to provide the best workplace environment they can."

"Especially during COVID-19, TPD has set up its employees to succeed in [any] environment and will equip them with the tools needed."



This is TPD's 18th year on the list, and 3rd year ranking #1 in its size category (2020, 2010 & 2009). TPD is concurrently ranked the #77 fastest-growing firm in the nation on the Zweig Group's **Hot Firms** list, for their consistent and impressive growth. Since 1989, TPD has continually demonstrated a commitment to providing exceptional staff benefits, including technology resources and flexible schedules to encourage a healthy work/life balance and aggressive professional development. TPD accepts these awards for another year with pride and commits to continuing to work to provide an outstanding workplace and environment for the entire TPD family.

Recent Moves

Regional Director **John Caperilla** has moved into a new position as Project Manager at McTish, Kunkel and Associates at its office in Allentown. John was most recently with Cedarville Engineering.

Section Director **Mike Mogan** has taken on the role of Business Line Manager, Design at Rybinski Engineering, having previously been with Bergmann.

Section Director **Matt Ward** recently moved from his spot as Bridge Project Engineer at Urban Engineers to TranSystems.

We wish John, Mike and Matt good luck in their new endeavors.

DVSP Program Sponsorship - "16 Candles..."

Our Section started the Delaware Valley Section Patron (DVSP) Program in the 2005-06 season to allow supporting firms to be recognized. As you may be aware, the proceeds of the DVSP go directly to support our Section's Scholarship Fund. For a \$200 fee for the season, sponsoring firms are cited for their support with their logos displayed on our website and in each edition of THE TRANSPORTATION TIMES. This also provides a "hot link" to access the firm's website directly from ours.

Last season, 32 firms committed to be sponsors, and they are represented by their logos, shown on page 5 as well as on our website. **Many thanks to those of you who have participated in this program and helped support our Section!**

If you are not already a DVSP and would like to join or find out more about the program, please contact Bob Wright (information provided on page 8). We will be starting Season 16 of DVSP in the fall and will contact all current sponsors about renewal in September.

DVSP benefits (\$200 for the season)
Logo and Hotlink on Section Website (delvalley.ashe.pro)
Logo in THE TRANSPORTATION TIMES

*We are pleased to note that five DVSP participants - **AECOM, McCormick Taylor, McMahan, TPD and Urban Engineers** - have been sponsors for all 15 years of the Program. Thank you for your long-time support!*

If you have an interest in being part of any Committee, please contact Section President Drew Sirianni (information is provided on page 8).

Please note that some committees have co-chairs to assist in the often-complicated tasks they must handle.

Section Committees/ Chairs

Adopt-A-Highway
Amber Midgley

**ASHE/PennDOT
Breakfast Meeting**
Alexa Egan Harper

Auditing
Bruce Masi

Dinner Meetings
Steve Windle

Environmental
Colleen Meiswich

50/50
Sean Pence
Kevin Rice

Golf
Mike Mogan

Hotel
Phil Mandato

Membership
Dave High

Newsletter
Bob Wright

Nominating
Corey Hull

Program
Jeff Given
Drew Sirianni

Project of the Year
Matt Ward

Public Relations
Corey Hull

Scholarships
Sarah McInnes

**Social/Society
Relations**
Elaine Elbich

Student Chapters
Mariah Kerr

Technical Papers
Bruce Masi

Technical Sessions
Steve DiSciullo
John Quirus

Website
Pete Berthold

Young Members
Steve DiSciullo

Environmentally Speaking...

Our Environmental Committee provides this regular feature in *THE TRANSPORTATION TIMES* on items of interest from the environmental side for our awareness and information. Thanks to the Committee for its help in providing this.

The Commitments!...please forgive the obscure 1991 movie reference...this month's article is a joint venture between Ryan Whittington (HNTB) and Committee Chair Colleen Meiswich (AD Marble).

The Environmental Commitments Mitigation Tracking System (ECMTS) has moved to ECMS, PennDOT's electronic construction management system, replacing the previously used paper form. The new ECMTS link in ECMS functions similarly to the former paper form and allows the design team to list detailed mitigation commitments, provide information on where to find the mitigation commitment in the bid package, and link directly to applicable special provisions. During construction, PennDOT and inspectors have access to these mitigation items directly and are able to document compliance in real time. For more information, see the "ECMTS New Functions Memo" available in the ECMS File Cabinet.

The ECMTS spreadsheet should still be prepared at the end of the preliminary engineering (PE) phase of each project and provided to the PennDOT PM. The PM will use the spreadsheet to enter the mitigation measures into ECMS. Always check with the Environmental Manager in the District that you are working in because the exact procedures may vary by District.

"Summer" Tech Session Successful

As noted in President Sirianni's Message on page 1, our Technical Session Committee was able to reschedule the Session on Engineering Ethics planned for April 15. This was conducted as a virtual event on August 5 with over 60 attendees. Thanks to those who helped make this happen.

Please keep in mind for all events listed in this edition, the dates and venues are subject to change given restrictions that may be in place that are unforeseen at this time. Our Section will be communicating any changes, postponements and rescheduling to you as they are determined. We appreciate your patience and understanding on this.



Golf Outing Rescheduled!

Our **25th (!) Annual Golf Outing** has unfortunately had to be rescheduled given current restrictions on gatherings. It will be conducted on **Monday, June 14, 2021 at Spring Ford Country Club** in Royersford. Please mark this date in your calendar and plan to attend. (We're giving you lots of advance notice so you can take time to practice accordingly!)

As usual, the proceeds of the Outing will benefit our Section Scholarship Fund.

Please mark your calendars and hold the date for this. More information will be coming on this next spring.



L&V ENGINEERING



Taylor Wiseman & Taylor ENGINEERS | SURVEYORS | SCIENTISTS



2019 Projects of the Year

Our Section recognized two efforts as part of our Project of the Year competition last season. As has been done in the past, the process was broken into two categories based on construction cost (under \$10 million and \$10 million and over).

Summaries of our award-winning projects are provided here. For additional information, please see the ASHE Scanner, available on-line at ashe.pro/scanner.html.

Project of the Year – Over \$10 million

Richmond Street Improvements and SEPTA Westmoreland Trolley Loop

The **Richmond Street Improvement Project (SR 95, Section AF1)** is a \$32.6 million effort that transformed the section of this roadway in the Port Richmond section of Philadelphia and laid the groundwork for a future multi-modal transportation pilot project. Reconstruction planning was necessary to improve the substandard roadway pavement, trolley tracks, uneven sidewalks, and poor street lighting on the roadway between Ann Street and Westmoreland Street. Pedestrian and vehicle safety were high priorities as narrow travel lanes caused residents to park halfway on the sidewalk to prevent damage from passing cars and trucks.



In cooperation with the Federal Highway Administration (FHWA), the City of Philadelphia, and the Southeastern Pennsylvania Transportation Authority (SEPTA), the Pennsylvania Department of Transportation (PennDOT) agreed to extend the construction improvements of the adjacent I-95 Section GR1 project. Gannett Fleming, Inc. was contracted to provide preliminary and final design engineering including, highway/civil, environmental, geotechnical, electrical, mechanical, track and transit electrification, and traffic engineering services.

Project elements included minor widening of the cartway, full-depth pavement reconstruction, new sidewalk, signage and pavement markings, pedestrian scale

LED street lighting, new tracks and electric traction for the SEPTA Route 15 trolley, and improvements at the SEPTA Westmoreland bus/trolley loop. These improvements highlight the importance of the PennDOT Connects Policy and the planning collaborative among multiple agencies and stakeholders from design through construction in a transient urban environment. As an example, during the design process, the project team worked with SEPTA to accommodate proposed future articulated streetcars planned to replace the current fleet and anticipated multimodal transportation needs at the Westmoreland loop, including fully ADA-accessible loading platforms, which would better serve the transit routes. A shelter for riders and new restroom facility for drivers were part of these enhancements.

The project team was able to refurbish and replace aging underground utility infrastructures such as water, sewer, and gas lines with more reliable and safe upgrades. Utility poles were also replaced on the east side of the street and added to the adjacent side to accommodate wider travel lanes. Another measure implemented to address mobility concerns involved limiting thru traffic to one lane northbound rather than a full closure and detour. This resulted in maintaining vital pedestrian and emergency vehicle access during construction.

Project Cost - \$32,600,000
Owner - PennDOT
Designer - Gannett Fleming
Contractor - AP Construction
Construction Manager - Urban Engineers

This project was completed on November 12, 2019, and exceeds community and stakeholder goals by addressing roadway concerns, pedestrian safety, traffic operations, utility planning, and long-range planning for the SEPTA trolley modernization pilot program. It provides the framework for revitalizing the surrounding neighborhood through improved mobility for residents and travelers through the community.

An innovative design was needed to provide ADA compliant sidewalks along Richmond Street because of the existing sidewalk cross slopes and many obstructions found along the curb line and house line. An ADA-compliant pedestrian access route (PAR) was achieved by varying the cross slopes of the furnishing zone and frontage zone, to achieve an acceptable 2% cross slope. All obstacles including poles, signs and trees, were located along the curb line or furnishing zone. All building entries, front doorsteps or basement access doors were located within the frontage zone. The roadway cross slopes and curb height also needed to vary to achieve the appropriate sidewalk grades would tie into the existing grades of the buildings and building steps. Each step and basement access door, 188 in total, needed to be surveyed and held as control points to provide sidewalk that would meet ADA requirements.

Due to limited available surface areas, the project team used subsurface infiltration beneath the widened portion of Melvale Street to address stormwater management water volume requirements. The Stormwater Management Practice (SMP) used a “green” highway grate inlet to collect water and discharge into the subsurface infiltration trench with a perforated pipe underdrain, which then transferred it into a stone storage bed. Adjoining dual catch basins were designed to provide an outlet to the existing combined sewer.

Implementation of important safety measures for the public was critical during construction. Sidewalks remained open during utility phases, and sidewalk reconstruction was made possible using temporary cold patches of asphalt in areas disturbed by construction activities. This practice was completed at the end of each workday to help ease pedestrian travel on sidewalks. The project team also used plywood and barrels to protect the public from open foundation pits used for light and trolley wire support poles along the sidewalk.

Project of the Year – Under \$10 million
Liberty Bell Trail – Lansdale Trail Section

The **Liberty Bell Trail** is part of the Montgomery County Proposed Primary Trail Network in Pennsylvania. Once completed, the trail will extend 25 miles and will connect Bucks County with the Schuylkill River Trail, providing access to Philadelphia and Valley Forge. The newest portion of the public trail network in Lansdale, one mile in length, opened for use on October 26, 2019. Due to supply issues with decorative light poles, the completion date for other aspects of the project was extended to February 2020. Design of this section of the trail began in 2014. The 10-foot wide, off-road, multi-use trail runs through the heart of downtown Lansdale. As part of the public trail network, it will facilitate non-vehicular transportation in and around the Borough and Montgomery County for commerce, commuting, and recreation.

One of the exciting challenges was making a critical connection across an active railroad line. The Southeastern Pennsylvania Transportation Authority (SEPTA) was a key partner in delivering this project, which includes significant features such as a new at-grade rail crossing and a prefabricated bridge to cross a large drainage channel adjacent to SEPTA's tracks. In addition to Lansdale Borough (the project owner) and SEPTA, other project stakeholders included the Pennsylvania Department of Transportation (PennDOT), the Delaware Valley Regional Planning Commission (DVRPC), Montgomery County, and the Pennsylvania Northeastern Railroad (PNR).



This project is significant both for Lansdale as well as for neighboring townships. Upon its opening, this alternative to vehicular transportation began to provide practical connections for residents and tourists to a variety of transit options and a vibrant downtown business district, which increased commuting and recreational opportunities. This effort went above and beyond in considering and addressing local and regional stakeholders. Through a collaborative development process involving multiple agencies and local governments it was designed and constructed as a contextually sensitive solution that provides connectivity through alternate means, complimenting the existing roadway and sidewalk network, and local and regional transit options.

Prior to the start of this project, other sections of the Trail were constructed north of Main Street and south of the SEPTA Lansdale Line and Stony Creek Railroad junction. Led by the Borough, these projects were funded and completed by a variety of public sources and several Public-Private Partnerships (P3). Construction was funded 100% by a Federal Transportation Alternatives Program (TAP) grant.

Project Cost - \$992,415
Owner - Lansdale Borough
Designer - Pennoni
Contractor - Grace Industries
Construction Manager - Traffic Planning & Design

This project is a small and significant piece of the puzzle of a larger project, and successful completion was complex. The primary challenge was the opening a new at-grade rail crossing. To overcome this, the Borough partnered with SEPTA, which recognized this was mutually beneficial. Early discussions identified that SEPTA was having issues with its local transit routes, and the buses were using inadequate locations to “dwell” during the layover periods. The buses were additionally occupying a travel lane on a local road, and transit users had very poor amenities. The original design was revised to include a transit center on Railroad Avenue, dedicated to SEPTA buses, and architecturally complimentary amenities were provided for the transit users, including waiting areas, refuse receptacles, lighting, and information boards.

Another major challenge was a layer of poor soils directly adjacent to the railroad tracks. The contractor had difficulty developing a sheeting and shoring system that would comply with the American Railway Engineering and Maintenance-of-Way Association (AREMA) requirements. The project team was able to resolve this challenge by planning a weekend railroad closure which allowed the contractor to open-cut the embankment to facilitate construction of the bridge. The use of a prefabricated concrete arch structure permitted the bridge to be constructed in a day. It would not have been possible to comply with the short window for the weekend railroad outage without this innovative construction method.

Throughout construction, safety was top priority. Due to the trail's proximity to the railroad tracks, continuous safety management was required. All personnel, both design and construction, working near the SEPTA railroad tracks or within its right-of-way, were required to complete and maintain the SEPTA Roadway Worker Safety Training program. Any work that had the potential to foul the tracks also required the presence of a SEPTA flagger, in addition to a designated watchperson from the construction team. Regular communication was held with SEPTA staff, and job safety briefings were held daily.

Maintenance and protection of traffic was provided in accordance with the contract special provisions, project specific plans and sequence of construction, and appropriate Publication 213 requirements. Work on Railroad Avenue also required close coordination with SEPTA Transit personnel. Pedestrian safety measures were provided to include trail and sidewalk closed signage and alternate walking routes.

Contact Us

THE TRANSPORTATION TIMES, the newsletter of the Delaware Valley Section, is published and distributed to our members several times each season to advise and update all on current events and happenings in our Section.

If you have news items for future editions of THE TRANSPORTATION TIMES, please feel free to contact us.

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REMINDER

Deadline for copy/
information for the next
edition of THE
TRANSPORTATION TIMES

October 23

VISIT OUR WEBSITE!

Please visit delvalley.ashe.pro for all the Section's current information you'll need to keep up-to-date on things.

Projects of the Year (continued)

The Project of the Year Committee reviewed a total of **four** submissions for the competition. In addition to the two winning entries, other projects considered were the following:

Roadway Improvements Associated with the Higher Rock Commercial Development

SR 3037, Kennedy Boulevard bridges over 21st Street, 22nd Street and 23rd Street

Thanks to all firms that submitted for this program.

And thanks to **Bruce Masi** and the Technical Papers Committee for their help in putting this information together, as well as **Nate Parrish** and the Project of the Year Committee for their work in evaluation and selection of the submissions.

2021 National Conference - Our Section A Co-Sponsor

As you may be aware, our Section is a proud co-host of the **ASHE National Conference in 2021!** Our counterparts at the East Penn and North East Penn Sections will share the sponsorship duties and responsibilities in this joint effort.

We have provided information on the Conference on our website. The scheduling and organizing are underway, so if you are interested in helping the efforts, please respond to our National Conference e-mail (2021Conference@ashe.pro).

Future editions of THE TRANSPORTATION TIMES will include updates and information on this as it becomes available. We hope you will be able to attend!



A Gateway to
Transportation Adventures

American Society of
Highway Engineers

June 9 - 13, 2021

Reminder - Membership Applications Are Now Electronic!

If you know someone who is considering becoming an ASHE member, our Membership Application can be downloaded and completed, then submitted via e-mail, with payment available via PayPal. Please visit our website

delvalley.ashe.pro and click on the **Membership** tab for more information and details on this.



Bring a Colleague Make a Friend

- Show why we are the Premier Networking Organization
- Invite co-workers to an event
- Share your enthusiasm for ASHE
- Make new personal and professional Friends

We hope this will make the process of becoming a member of our Section more efficient. Please feel free to share this information with anyone you know who may be interested in joining our Section.

American Society of Highway Engineers — Mission Statement

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