



ASCE
PHILADELPHIA SECTION

THE

NEWS

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Our 113th Year

The Sidney Robin Memorial Newsletter of the Philadelphia Section ASCE

January 2026



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Civil Engineers are global leaders building a better quality of life.



ASCE Mission

Provide essential value to our members and partners, advance Civil Engineering, and serve the public good.



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NON OMNIA POSSUMUS OMNES (WE CANNOT ALL DO EVERYTHING)

SECTION MEETING SCHEDULE 2025–26

The Section Meeting program for the upcoming season is nearing the halfway point as we enter 2026 and our meeting program committee is wrapping up the remaining open spots and loose ends to continue what has been an interesting and informative series of meetings to date. The information we have at this point is provided below for your planning purposes. We would suggest that you use this to mark your calendar at this time and hold the dates.

As we usually do, in coming issues of *THE NEWS*, this information will be “fine-tuned” to provide updates as they are available. We also suggest you visit the Section website for the latest changes in our meeting program. E-mail blasts will be sent out on a regular basis to advise and remind of upcoming events and registration deadlines.

We also note the advantage of joint meetings with other societies and will continue to schedule these as we can.

Also, our Technical Groups and Institutes and our Younger Member Forum will have their usual programs of meetings and events which will be noted in e-blasts.

The remaining meetings will include these.

March 12 – Maggiano’s Center City, topic to be determined

April 14 – breakout sessions, Inn at Swarthmore, topics to be determined (please note this date has changed from information previously provided)

May 14 – Spring Social, The Lucy, Center City

SECTION AWARDS — NOMINATIONS TO OPEN NEXT MONTH

As you may be aware we have typically opened the nominations for Section Awards at the start of the year. We are reviewing the program and requirements at this time and our intent is to start the program and accept nominations later in January. We will provide additional information on this in the February edition of *THE NEWS* as well as in upcoming e-blasts. Thanks for your patience.

Also, as a reminder, in addition to the individual awards we have been offering for many years, we have provided an opportunity for a Project of the Year citation. This is intended to recognize a Philadelphia Section member and his/her project team who have served in a major role on an innovative, challenging, unique, and/or complex project located in the geographic boundaries of the Section (the five county Philadelphia area). We hope you will consider a worthy project for this recognition.

JANUARY JOINT DINNER MEETING

Delaware Valley Section, American Society of Highway Engineers

Wednesday, January 21, 2026

Crowne Plaza Hotel Philadelphia-Valley Forge, 260 Mall Boulevard (across from King of Prussia Plaza), King of Prussia, PA

Cocktails 6:00 PM, Dinner 6:45 PM, Meeting Presentation Follows (approx. 7:30 PM)

SUBJECT: SR 422 Sections M01, M02 and M03, US 422/Pottstown Bypass Reconstruction Program

SPEAKERS: Sal Ali, Principal Assistant Construction Engineer, PennDOT District 6; Dilip Radadia, PE, Project Manager, Jacobs; Tom Cornell, PE, Highway Group Manager/Project Engineer, Jacobs; Chris Naab, PE, Structural Project Engineer, Jacobs

PLEASE NOTE — RESERVATIONS MUST BE MADE THROUGH DELAWARE VALLEY SECTION, ASHE. The Philadelphia Section will NOT be accepting any reservations for this meeting. Reservations can be made electronically through the ASHE Delaware Valley Section website, <https://delvalley.ashe.pro>. Electronic payment can be made through this site as well.

Dinner costs are \$80, with a \$25 price available for government agency employees and students. **Reservations are due by Thursday, January 15.** No refunds will be made for cancellations.

We encourage you to reserve ahead to ensure a place at the meeting. Walk-ins will be accepted on a space-available basis. **THERE IS NO GUARANTEE THAT SPACE WILL BE AVAILABLE IF YOU DO NOT RESERVE A SPACE.** This has always been a popular meeting and a significant turnout is expected.

The Pottstown Bypass corridor project involves improvements to nearly seven miles of SR 422 between the Berks County line and the Sanatoga Interchange in Chester and Montgomery Counties. This 4-lane section of expressway was originally constructed in the late 1960’s and includes seven interchanges and two major crossings over the Schuylkill River. Minor mainline alignment revisions are planned to meet current design standards, but the “S-curve” alignment at the western limit of the project did require a significant shift in horizontal alignment to flatten the reverse curves and improve the roadway geometry. Additionally, two interchanges were reconfigured, four interchanges will be reconstructed, and one interchange included improvements to ramp termini. The project has been divided into three design sections and will be let and built in seven construction sections. The presentation team will provide an update on the overall program.

This meeting will be eligible for Professional Development Hour (PDH) credit.

FEBRUARY SECTION MEETING

There is no planned Section Meeting for February at this time. If this changes information will be provided in upcoming e-blasts and in the February issue of *THE NEWS*.

PRESIDENT'S MESSAGE



Greetings and Happy New Year!

I hope everyone had a restful and festive holiday season. We're now entering the "dark time" of the year—those cold winter months, which can be a slog here in Philly—but you don't need to worry because ASCE is here to keep things heated up!

January is always an exciting month as our friends at ASHE Delaware Valley invite us out to King of Prussia for a joint meeting. This year, it will be on Wednesday, January 21, and I for one am already excited to bring our two memberships together again for what's sure to be a great event. More details will be shared as we get closer, but please save the date, come hungry, and bring a few extra bucks to participate in ASHE's usual 50/50 sale to benefit their scholarship fund.

After that, we'll dive into a jam-packed February, where we get a change to support our friends at the Engineers' Club of Philadelphia and participate in the annual Delaware Valley Engineers Week events. My message next month will talk more about this, so suffice to say for now that it's a great time to be an engineer of any kind in our region. We can't wait to celebrate with you all!

In the meantime, the Philadelphia Section is continuing to work behind the scenes to improve our operations for you and get ready for some big events coming our way in the future. We welcome your thoughts and feedback on what more we can do to support our members, so please don't hesitate to reach out with your ideas. We'll see you at an event soon, but until then, stay warm and safe!

Best Regards,
Jesse Gormley
President, ASCE Philadelphia Section

HOLD THESE DATES

ENGINEERS WEEK EVENTS SCHEDULED

The Engineers' Club of Philadelphia, through its Delaware Valley Engineers Week Committee, will cite **Engineers Week 2026 (February 19-28)**. We have traditionally extended our local celebration beyond that recognized by National Engineers Week to include our kickoff event. This marks the 74th year of local Engineers Week celebrations.

Engineers Week in the Delaware Valley will officially begin with the **Engineers Week Opening Dinner on Thursday, February 19** (two days before National E Week begins). At this event, we will introduce and formally induct the **Delaware Valley Engineer of the Year**, one of our Section members, **Sarah McInnes** of PennDOT District 6 (please see the separate article on this), and the **Delaware Valley Young Engineer of the Year**, to be named shortly, as well as highlight the various contributions of engineers and engineering students. All Engineers Week award and scholarship recipients will be cited at the Dinner.

The **Young Engineers Social** format is being reviewed and will be revised for the coming year. This is a networking and social event to cite the newly-inducted **Delaware Valley Young Engineer of the Year**. More information will be coming as it becomes available.

Please note this information in your calendar and plan to participate. More details on venues and pricing will be included in future updates.

Please visit the Engineers' Club website, www.engrclub.org, for more information and updates.

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In accordance with our Constitution and Bylaws, only the immediate Past President will serve on the Board, and only for a one-year term. We show the most recent three Past Presidents as has become our tradition.

We thank these folks for their service and wish them well in their spots.

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**COPY DEADLINE FOR FEBRUARY EDITION 2026 ISSUE
JANUARY 23, 2026**

McINNES ELECTED AS DELAWARE VALLEY ENGINEER OF THE YEAR

We are pleased to announce that our own **Sarah McInnes** has recently been elected as the **2026 Delaware Valley Engineer of the Year**. Sarah will be formally installed and recognized at the



Delaware Valley Engineers Week Opening Ceremony in February (please see the separate article on Engineers Week celebrations in this issue). She was nominated for this honor by The American Society of Highway

Engineers, Delaware Valley Section, with our Section and the Delaware Valley Geoinstitute (DVGI) co-sponsoring and supporting the nomination. Section Director **Robin Dominick** offered the nomination speech.

Sarah serves as the Senior Assistant Construction Engineer, Construction Services for PennDOT District 6. In this role, she oversees a large staff of 55 and a multifaceted program that includes construction project delivery, structure control, materials, consultant agreements, surface treatment, constructability and schedule review, and project closeout. As part of her current leadership role, she is directly responsible for one of the largest staffs at District 6 and for hiring and mentoring staff and engineers for the Construction Unit. Previously, she served as the District Geotechnical Engineer for over 13 years, managing both in-house staff and consultant agreements to deliver geotechnical engineering services across the district. She implemented new geotechnical technologies and asset management strategies that improved project delivery and reduced long-term maintenance costs. She began her career at PennDOT in 1997.

Sarah was recognized as our **Philadelphia Civil Engineer of the Year** this past spring. She is a prolific contributor to engineering literature, with over 20 technical papers presented at national and international conferences. Her publications cover a wide range of topics, including karst-related highway design, sinkhole evaluation, lightweight backfill solutions, steel H-pile performance, rockfall hazard analysis, and slope performance prediction. She is an active member of several technical societies and groups including DVGI.

We proudly congratulate Sarah on this well-deserved honor.

A JOYOUS HOLIDAY SEASON TO ALL (AND TO BE, AS USUAL, 'LAYM'*...)

The Officers and Board of Directors of the Philadelphia Section extend our very best wishes to all Section Members, their families and friends for a safe, enjoyable and memorable holiday season and a prosperous and productive 2026.

We at *THE NEWS* would also like to send the same good wishes. For what might now be an official tradition, we have our own unique and unusual way of offering this, as you are no doubt (and painfully) aware, with our **Lightly Amusing Yuletide Message*** (with the maybe-unfortunate but quite descriptive acronym of LAYM...). In the spirit of tis' better to give than to receive, we continue to try to give you the best we can in each edition, information you can use and otherwise, and we hope you receive it in the spirit that it is presented.

As is also usual with tradition, and we hope this has NOT become one (but fear that it may have, only because of longevity), it seems that we at *THE NEWS* get to the time that the January issue is in need of cranking out, and then wonder if we will have the inspiration to assemble a LAYM. This has often led to a bit of a mental debate on whether to continue this tradition, with the debate going on among the voices in your Editor's head. With "mental" being part of this, we know it will be a short debate... But then it always seems something happens and we get inspired (and lucky you, we got inspired this year). Maybe next year we'll try a contest again... Accordingly, for your holiday enjoyment, this year's LAYM is below.

And our usual disclaimer, it in no way reflects the views or opinions of our Section. And also as usual, outrages can be registered at newseditor@asce-philly.org.

Things happening have made 2025 an interesting year
The world seems to be in tatters both far and near
Our leaders can't quite lead, it's been a real mess here
But Happy Merry Everything from our Section

Lots of anguish over files from a person we won't name, unseen
Shutting down government, delaying budgets, results not so keen
Many defenses and excuses, bleeped out, a little too obscene
But Happy Merry Everything from our Section

New President and new ideas, things some of us fear
Callous actions by our leaders, no empathy, shed not a tear
Not much thought and planning, more, hey, hold my beer
But Happy Merry Everything from our Section

Meanwhile, in our own lives, thankful for family and friends
Time to look back, appreciate it all, and make amends
To let us start off with a clean slate as the year ends
But Happy Merry Everything from our Section

We vow to be good, unlike our leaders, that will be our aim
Happy Holidays, Merry Christmas, good New Year, we'll proclaim
And even look for the good in yet another LAYM*
But Happy Merry Everything from Our Section

Time to deck the halls, be festive, be social, celebrate
Don't forget milk for Santa and some nice cookies on a plate
Toys with some assembly required that will keep us up late
But Happy Merry Everything from our Section

Time to put work aside, take time for some introspection
See our family and friends and reinforce the connection
'Tis always better to give than receive, that's good direction
But Happy Merry Everything from our Section

Good holidays, happy new year, we wish you them warmly
Enjoy, plan time with those who matter, put work aside uniformly
Hopefully a more reverent holiday message from President Gormley
But Happy Merry Everything from our Section

Miracles happen, as we have a Pope from 'Nova and Chicago
Let's be optimistic that better times are coming, but maybe slow
Stay positive, celebrate your chosen occasion and put aside politics
And a good new year to all, Happy Merry Everything 2026!



N-ASCE*

ERIE CANAL'S 200TH ANNIVERSARY: HOW A TECHNOLOGICAL MARVEL FOR TRADE CHANGED THE ENVIRONMENT FOREVER

If you visit the Erie Canal today, you'll find a tranquil waterway and trail that pass through charming towns and forests, a place where hikers, cyclists, kayakers, bird-watchers and

other visitors seek to enjoy nature and escape the pressures of modern life. However, relaxation and scenic beauty had nothing to do with the origins of this waterway.

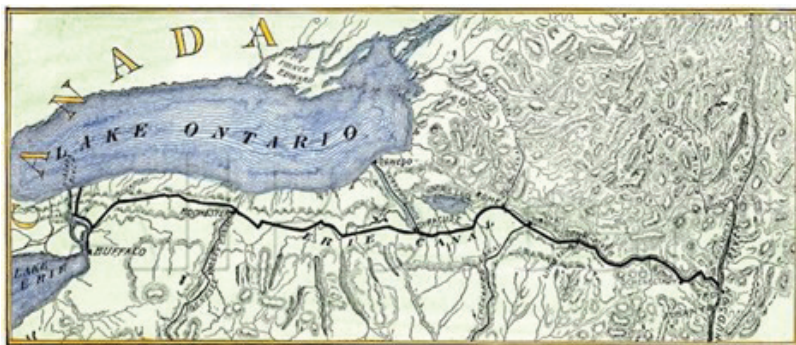
When the Erie Canal opened 200 years ago, on October 26, 1825, the route was dotted with decaying trees left by construction that had cut through more than 360 miles of forests and fields, and life quickly sped up.

Mules on the towpath along the canal could pull a heavy barge at a clip of 4 miles per hour, far faster than the job of dragging wagons over primitive roads. Boats rushed goods and people between the Great Lakes heartland and the port of New York City in days rather than weeks. Freight costs fell by 90%.

As many books have proclaimed, the Erie Canal's opening in 1825 solidified New York's reputation as the Empire State. It also transformed the surrounding environment and forever changed the ecology of the Hudson River and the lower Great Lakes. For environmental historians like me, the canal's bicentennial provides an opportunity to reflect upon its complex legacies, including the evolution of U.S. efforts to balance economic progress and ecological costs.

The Haudenosaunee Confederacy, the Indigenous nations that the French called the Iroquois, engaged in canoe-based trade throughout the Great Lakes and Hudson River valley for centuries. In the 1700s, that began to change as American colonists took the land through brutal warfare, inequitable treaties and exploitative policies. That Haudenosaunee dispossession made the Erie Canal possible.

After the Revolutionary War, commercial enthusiasm for a direct waterborne route to the West intensified. Canal supporters identified the break in the Appalachian Mountains at the junction of the Mohawk River and the Hudson as a propitious place to dig a channel to Lake Erie. Yet cutting a 363-mile-long waterway through New York's uneven terrain posed formidable challenges. Because the landscape rises 571 feet between Albany and Buffalo, a canal would require multiple locks to raise and lower boats.



Federal officials refused to finance such "internal improvements." But New York politician DeWitt Clinton was determined to complete the project, even if it meant using only state funds. Critics mocked the \$7 million megaproject, worth around US\$170 million today, calling it "DeWitt's Ditch" and "Clinton's Folly." In 1817, however, thousands of men began digging the 4-foot-deep channel using hand shovels and pickaxes.

The construction work produced engineering breakthroughs, such as hydraulic cement made from local materials and locks that lifted the canal's water level about 60 feet at Lockport, yet it obliterated acres of wetlands and forests. After riding a canal boat between Utica and Syracuse, the writer Nathaniel Hawthorne described the surroundings in 1835 as "now decayed and death-struck."

However, most canalgoers viewed the waterway as a beacon of progress. As a trade artery, it made New York City the nation's financial center. As a people mover, it fueled religious revivals, social reform movements and the growth of Great Lakes cities. The Canal's socioeconomic benefits came with more environmental costs: The passageway enabled organisms from faraway places to reach lakes and rivers that had been isolated since the end of the last ice age.

To symbolize the global connections made possible by the new canal, participants poured water from Lake Erie and rivers around the world into the Atlantic at Sandy Hook, a sand spit off New Jersey at the entrance to New York Harbor. Observers at the time described the ritual of "commingling the waters of the Lakes with the Ocean" in matrimonial terms. Biologists today would consider the "Wedding of the Waters" event a biosecurity risk.

The Erie Canal and its adjacent feeder rivers and reservoirs likely enabled two voracious nonnative species, the Atlantic sea lamprey and alewife, to enter the Great Lakes ecosystem. By preying on lake trout and other highly valued native fish, these invaders devastated the lakes' commercial fisheries. The harvest dropped by a stunning 98% from the previous average by the early 1960s. Tracing their origins is tricky, but historical, ecological and

genetic data suggest that sea lampreys and alewives entered Lake Ontario via the Erie Canal during the 1860s. Later improvements to the Welland Canal in Canada enabled them to reach the upper Great Lakes by the 1930s.

Protecting the \$5 billion Great Lakes fishery from these invasive organisms requires constant work and consistent funding. In particular, applying pesticides and other techniques to control lamprey populations costs around \$20 million per year. The invasive species that has inflicted the most environmental and economic harm on the Great Lakes is the zebra mussel. Zebra mussels traveled from Eurasia via the ballast water of transoceanic ships using the St. Lawrence Seaway during the 1980s. The Erie Canal then became a "mussel expressway" to the Hudson River.

The hungry invading mussels caused a nearly tenfold reduction of phytoplankton, the primary food of many species of the Hudson River ecosystem. This competition for food, along with pollution and habitat degradation, led to the disappearance of two common species of the Hudson's native pearly mussels.

Today, the Erie Canal remains vulnerable to invasive plants, such as water chestnut and hydrilla, and invasive animals such as round goby. Boaters, kayakers and anglers can help reduce bioinvasions by cleaning, draining and drying their equipment after each use to avoid carrying invasive species to new locations.

During the Gilded Age in the late 1800s, the Erie Canal sparked a utilitarian sense of environmental concern. Timber cutting in the Adirondack Mountains was causing so much erosion that the eastern canal's feeder rivers were filling up with silt. To protect these waterways, New York created Adirondack Park in 1892. Covering 6 million acres, the park balances forest preservation, recreation and commercial use on a unique mix of public and private lands.

Erie Canal shipping declined during the 20th century with the opening of the deeper and wider St. Lawrence Seaway and competition from rail and highways. The canal still supports commerce, but the Erie Canalway National Heritage Corridor now provides an additional economic engine.

In 2024, 3.84 million people used the Erie Canalway Trail for cycling, hiking, kayaking, sightseeing and other adventures. The tourists and day-trippers who enjoy the historic landscape generate over \$300 million annually.

Over the past 200 years, the Erie Canal has both shaped, and been shaped by, ecological forces and changing socioeconomic priorities. As New York reimagines the canal for its third century, the artificial river's environmental history provides important insights for designing technological systems that respect human communities and work with nature rather than against it.

Thanks to author **Christine Keiner**, Chair, Department of Science, Technology, and Society, Rochester Institute of Technology.

* N-ASCE – not always something concerning engineering...

YOUNGER MEMBER FORUM NEWS

Laurel Welch, Forum Editor
Kevin Walsh, Forum President 2025-26
HNTB, jkwalsh@hntb.com



ASCE Philly/ASHE DeVal Joint Winter Mixer December 2

Roughly 25 professionals attended the joint happy hour hosted by ASHE DeVal and ASCE YMF Philly at Puddler's Kitchen & Tap in Bridgeport. It was a fantastic turnout, and we were thrilled to see so many familiar faces come together to reconnect and kick off the season. The food was excellent, the atmosphere was lively, and it was a great opportunity to catch up with colleagues, share a drink, and enjoy a fun evening together.

We appreciate everyone who made the event such a success and look forward to seeing you again at our upcoming gatherings! A special thanks goes out to all who generously brought non-perishable food items, as these contributions will make a meaningful difference for local families in need.

Winter Social – Coming Up!

Support Our Annual Charity Raffle!

The YMF Winter Social and Charity Raffle is right around the corner (the date will be announced early in the new year). We are excited to support local non-profit organizations and STEM initiatives once again in our community. Each year, this event brings together nearly 150 professionals and students and raises more than \$6,000 for great causes.

We're inviting our members to help make this year's impact even greater. If you or your company are interested in donating, we'd love to hear from you!

To contribute or ask questions, please contact **YMF Vice President Christopher Medora** at christopher.medora@aecom.com.



THANKS TO OUR SPONSORS

As we approach the midpoint of the season, we note that we have 14 firms participating in our Section sponsorship program. We extend our special and collective THANKS to each sponsor for their financial commitment and support.

Sponsor's business cards are printed in each edition of *THE NEWS*. Their logos are displayed in a special Sponsors section of our website, where we provide direct links to their own sites so prospective employees can review all available and up-to-date positions. We also offer sponsors the opportunity to have a "spotlight" article in an edition of *THE NEWS*.

If you have an interest in joining our sponsorship program, please contact **Bob Wright** at newseditor@asce-philly.org for more details.

MEMBERS/SPONSORS IN THE NEWS

Urban Engineers has announced the promotion of Section Past President **Angelo Waters** to Senior Vice President. In his new role, Angelo, as a Business Unit Director, will be charged with driving operational success, developing strategic initiatives resulting in growth, and supervising the administrative and technical excellence for their respective business units.

Angelo has dedicated his entire 25-year career to Urban, rising from a Project Engineer to Project Manager, and Department Head, before assuming his current role as the Integrated Engineering Services Business Unit Director. In this role he leads a multidisciplinary team of professionals across environmental, ports and waterways, construction services, land development, and structural, mechanical, electrical, and plumbing engineering for a diverse set of clients, including, among others, the City of Philadelphia, Pennsylvania Turnpike Commission, and Southeastern Pennsylvania Transportation Authority (SEPTA), as well as the Pennsylvania Department of Transportation, Schuylkill River Development Corporation/Schuylkill Banks, and Philadelphia Industrial Development Corporation.

Urban President/CEO **Jim Billela** noted, "This and other recent promotions are just the beginning of some well-deserved moves and recognitions the firm will be announcing in the near future to celebrate the talented, hard-working, and dedicated professionals we are proud to have in the Urban family."

We wish Angelo well in his new position.

TIME TO PAY YOUR DUES... OR RECRUIT A NEW MEMBER? OR UPGRADE?

As a reminder, it's time to renew your ASCE dues for the coming year, if you haven't already done so. You may have seen the e-mail reminders on this and the day of reckoning (more or less...) is at hand.

Please keep in mind that ASCE isn't just for civil engineers. While you may be surprised to learn this, ASCE allows non-engineers to be members as well. With the recent changes and consolidations in membership grade, one can now join as a full Member, which is available to those having "an interest in the advancement of the purposes and objectives of the Society" as well as civil engineering-degreed individuals. Non-CE-degree applicants were previously accepted at the Affiliate Member grade, but this has been folded into the Member grade with the noted recent revisions.

At the other end of the "spectrum", for those of you more senior and experienced members, the Fellow grade of membership is worth consideration. This is the highest level of membership one can attain on one's own and is a laudable and esteemed achievement.

Of the more than 160,000 members in 177 countries that are represented by ASCE, just 3 percent hold the prestigious honor of being an ASCE Fellow. These individuals have made celebrated contributions to the profession and developed creative solutions that have changed lives around the world.

The specific requirements for application for Fellow are listed on asce.org.

DECEMBER JOINT "MULTI-SOCIETY MEETING"

December 9, 2025

Maggiano's Little Italy, Center City

I-95 Emergency Construction (Cottman Avenue Interchange) – Detours and Community Impacts

As has become a holiday/ December tradition of sorts, The Engineers' Club offered its annual Multi-Society Meeting. In keeping with this description, the Club enlisted the sponsorship of the Women's Transportation Seminar (WTS), Philadelphia Chapter, the American Society of Highway Engineers (ASHE), Delaware Valley Section, and the Institute of Transportation Engineers, Mid-Atlantic Section (MASITE) in addition to our Section. The venue is a familiar and favorite "haunt" of our members, but this meeting was lunch, not our usual dinner (yet still good food and lots of it).

A chilly day for early December saw a room full of attendees, something we are very used to for our meetings, to network, donate items to the Club's **Toys for Tots** collection, and hear an interesting treatise of the I-95 incident that shut down the highway in June 2023 but for which literally herculean efforts were undertaken and accomplished to get the mainline roadway back into service in an unheard-of 12 days. The panel of presenters included, from left in the photo, **Fran Hanney**, Senior Assistant District Executive-Operations, PennDOT District 6, **Sandi Yeakley**, Senior Project Manager, Benesch Associates, and **Rich Montanez**, First Deputy Commissioner-Transportation, Philadelphia Department of Streets, flanking the event's moderator, **Jaclyn Whelan**, Project Manager-Design, Conrail (and 2025 Delaware Valley Young Engineer of the Year).



Vince DeFlavia, Engineers' Club President, opened the meeting and welcomed a small contingent of Marines representing the local Toys for Tots Marines program to inform all on the effort. This meeting continued the tradition of inviting attendees to bring a toy for donation to this cause and the Marines collected the donated toys to give to deserving children at upcoming events.

President DeFlavia acknowledged the representatives of the co-sponsoring societies in the room (President-Elect **Dennis Wilson** took a bow...) and then introduced the moderator and panel for the presentation. The panel reviewed the intricate and complicated maintenance of traffic, detours, and handling of impacts of the addition of the over 100,000 vehicles that would normally be using I-95 during the emergency construction every day to the alternate routes. Several interesting questions were posed to the presenters for additional information.

SECTION MEMBER, SPONSOR, AGENCY PARTNER HONORED AT WTS GALA

The Philadelphia Chapter of the Women's Transportation Seminar (WTS) conducted its annual Awards Gala, "**Inspiring Evolution**", on December 4. The Chapter's 2025 awards were presented to recipients at the event, with a Section Member, Section Sponsor and Section Agency Partner among those cited. These include:

- **Philadelphia Award** – Christian to Crescent Cable-Stayed Bridge Project, with the City of Philadelphia Department of Streets (Section Agency Partner) among the honorees
- **Innovative Transportation Solution Award** – Broad, Germantown and Erie, with the City of Philadelphia Department of Streets (Section Agency Partner) and Bowman (Section Sponsor), the project designer, among the honorees
- **Woman of the Year Award** – **Karen Jehanian, PE**, Remington & Vernick Engineers (Section Life Member)

Congratulations to all who were cited by the Chapter at this event.



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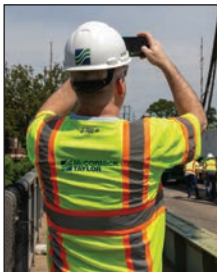
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As you may be aware, our Section offers a Section Sponsorship Program to allow firms to help provide our various activities and programs for our membership and the Civil Engineering community in the Philadelphia area. This involves

a financial commitment which is reflected in the placement of the participant's logo and business card in *THE NEWS* and on the Section's website, along with several other benefits. Additionally, we have established an informal

recognition of government and quasi-government agencies for the assistance they have provided us, through volunteer assistance and award recognition among other things. Our Agency Partners' logos are shown below.

