“Today technology is much advanced and a bridge can be built offsite and be moved to its final location within couple hours reducing months of delays to several hours” Dr. Attanayake stated after coming back from Utah where he was able to get the first-hand experience of moving a bridge with self-propelled modular transporters (SPMTs). “It was one of the greatest moments in my life when I had the opportunity to witness the entire operation of moving the 354-foot, 3.8 million-pound Sam White Bridge, which is the longest two-span bridge ever moved in the Western Hemisphere, using SPMTs,” he said. Utah DOT started closing the freeway, I-15, traffic in both directions on Saturday March 26 at about 9:30 p.m. and started moving the bridge at 11 p.m. The contractors were able to complete the bridge move by 4 a.m. and then opened the freeway on Sunday March 27 around 7 a.m. The experience and the contacts with Federal Highway Administration officials, DOT officials, engineers, and contractors is vital at the time the CCE researchers are working on a Michigan DOT funded project to develop short-and long-term plans for Michigan to implement such technologies. Dr. Attanayake acknowledges UDOT officials and staff, contractors, and officials from agencies such as FHWA who provided access to the bridge sites, workshops/meetings, and other events to get a wealth of information and knowledge on the latest technologies in Bridge Engineering. Further, he applauds UDOT’s efforts with their outreach activities to educate the public with all the activities and allowing them to witness these great marvels of engineering to appreciate what contributions engineers can make to provide a safe and uninterrupted commute.