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Journal of the Louisiana Section

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Failure to Act: The Impact of Current Infrastructure Investment on America's Economic Future

FEATURE:

National Failure to Act Economic Study Released

NEWS:

Dr. Mattei appointed to Mississippi River Commission

Lake Pontchartrain Causeway Bridge named as the newest ASCE Historic Landmark

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The Louisiana Section of the American Society of Civil Engineers was founded in 1914 and has since been in continuous operation. The Section consists of the entire state of Louisiana and is divided into four branches that directly serve over 2000 members. They are the Acadiana Branch centered in Lafayette, the Baton Rouge Branch, the New Orleans Branch, and the Shreveport Branch.

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President's Message By Kurt M. Nixon, PE, PLS

January is a time of setting resolutions and goals, to reflect on the year which passed and look forward to the year ahead. Hopefully as you look forward there are many exciting opportunities on the horizon. However, as many of you know, in ASCE world January is not the beginning, but the middle. The new board has already met multiple times; a new agenda has been set; tasks and responsibilities assigned; and, work underway.

Let me confidently assure you that this board is working on many initiatives to advance the profession and strengthen our Section. And what better way to utilize my President's message than to communicate some of our new initiatives currently under way.

- Louisiana State SPAG Program As you may or may not be aware, ASCE National ended the SPAG Program on October 1, 2012. This program brought out some of the best attributes of our Section over the years. Tapping the creativity and community outreach abilities of our membership. In an effort to continue that creativity and outreach, the Louisiana Section is establishing its own SPAG Program. This program will provide matching funds for successful submission of Louisiana branch activities. The four key areas of supported activities will be: history and heritage; student involvement; eWeek; and, public outreach. The total budgeted pool of money for all successfully submitted projects this year is \$3000. I encourage you to speak with your branch president about submitting an application if you have an exciting and fresh idea in one of our four key areas..
- Student Stipends to Spring Conference Louisiana Section currently helps cover some of the costs for students to attend the annual ASCE Zone Leadership Training held by ASCE National. This is a great event and something we want to continue to sponsor. At the same time, we have done little to nothing to encourage and sponsor students to attend our own State Spring Conference. This means we are helping fly a student to Rhode Island but not drive to Shreveport. Many of these students will remain and work within our State upon graduation. They will be future Section members, Branch Officers, and Section Leaders. We need to start connecting them with Branch and Section events while they are still students. Therefore, the Section Board has agreed to cover the cost (including registration, travel, and lodging) of sending the president of each Student Chapter to the Spring Conference.
- COPRI Chapter I am proud to announce that the Louisiana Section has formed a chapter of the Coast, Oceans, Ports & Rivers Institute (COPRI). This is only the third chapter of COPRI behind the Boston and Los Angeles Sections. Through the tireless efforts of Jon Risinger, the Executive Committee of the new chapter has been formed and already met multiple times. They are currently working on plans for their first event. I see this Chapter providing a great benefit to our membership, as many of our members work on coastal and port issues. If you are interested in being involved with the Section's Chapter of COPRI please email Jon.D.Risinger@us.mwhglobal.com.

 Constant Contact – The Section now has an account set up with Constant Contact. This new will account be available to the Branches and Institute Chapters and will allow them to easily send out mass emails. It will also allow online registration and



Kurt M. Nixon, PE, PLS

payment. The second part of this feature, the online registration and payment should be a great benefit to our members and local officers.

 Lake Charles Half Day Seminar – The Louisiana Section has four Chapters which encompass our entire state. Two of these Chapters, Acadiana and Shreveport, are geographically large. The large footprint of these two Chapters means that some of their members are not able to benefit from the activities at the Chapter level. For example a member located in Monroe is not likely to drive to Shreveport for a PDH luncheon. Yet these individuals still pay dues to the Louisiana Section. Therefore, the Section is working to set up and fund a half-day Seminar in one of our underserved areas as a trial effort. This initial effort will be planned for the Lake Charles area.

Your Section and Branch officers are volunteering countless hours to make these new initiatives possible as well as continue existing programs. All of our officers and volunteers deserve our thanks and appreciation. It is through their work and your support that we are able to keep the Section operating at a high level among its peers. As I mentioned in my last article our membership is our most valuable asset.

One of the continuing programs which I need to mention is the Spring Conference in Shreveport. The Conference is set for April 18th – 19th at the Shreveport Convention Center in downtown Shreveport. This is always a terrific event and the one time when all of the Section comes together. Please make plans to attend this event. (See page ? & ? for registration and sponsorship information.)

Finally I have the privilege of sharing with you two honors the Section has recently picked up. The first is the acceptance of the Lake Pontchartrain Causeway Bridge as the newest ASCE Historic Landmark. This is a tremendous recognition of the historical contributions of engineers from our past. Thanks to Miles Bingham for the substantial effort required in putting the application and submittal together. Second the Louisiana Section has won the ASCE National Renewal race for the third year in a row. This award is truly a testament to involvement and activity level of our members.

ASCE Region 5 Director's Letter By Bill Grogan, PhD, PE

Dear Region 5 Members,

On 22 January, I took part in the ASCE Board of Direction winter meeting, a teleconference.

Two items discussed were minor changes to the national election procedures and the possibility of supporting the development of an IMAX film, "REAL BIG!"

You might remember that national procedures were overhauled before the 2011 election, which featured an uncontested race for president. However, after the most recent election, it was evident a few things could be improved to ensure fairness and to share the nominees' views more clearly.

If the IMAX film comes to fruition, it would be a marketing tool to share with the general public the importance of engineering. I will share details as we move along.

The annual Multi Region Leadership Conference for Regions 1, 2, 4, and 5 (our region) will be 8-10 February in Providence, Rhode Island. This is a great way to meet ASCE members from other regions, learn more about the Society, explore leadership opportunities, and share best practices. The MRLC is really three conferences in one. It features activities for Section and Branch Leaders, Younger Member Councils, and Student Chapters. Some of the activities involve all three groups, while others focus on one. The MRLC also is an opportunity to meet ASCE staff members who do a great job supporting the Society, and national officers and nominees usually attend. If you are interested in pursuing a leadership position, I encourage you to think about attending MRLC events in the future.



Bill Grogan, PhD, PE

Bill Grogan, PhD, PE, M. ASCE Director, Region 5 William.p.grogan@usace.army.mil

P.S. Remember, your R5BoG is made up of seven folks willing and able to help. They are:

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President Obama Nominates UNO Professor to Mississippi River Commission

University of New Orleans professor Norma Jean Mattei has been nominated by President Barack Obama as a commissioner of the Mississippi River Commission. In that capacity, Mattei will help oversee a drainage basin that covers 41 percent of the nation.

Established in 1879, the Mississippi River Commission combines expertise from private civil engineers, the U.S. Army Corps of Engineers and the National Oceanic and Atmospheric Administration to work to prevent destructive flooding, foster navigation and promote commerce.

Mattei is a professor and chair of the Department of Civil and Environmental Engineering. She is a licensed professional engineer in the State of Louisiana, and was a design and project engineer in the New Orleans area from 1982 to 1989. She has served in a variety of leadership roles in the American Society of Civil Engineers, most recently as Region 5 director on the National Board of Direction. She is also the chair of the Education Committee for the National Council of Examiners for Engineering and Surveying and immediate past-chair of the LAPELs licensing board for professional engineers and land surveyors in Louisiana.

"The Mississippi River plays such an important role in the economic health of our nation, but with today's changing weather patterns, we can't forget that the mighty Mississippi can have a major impact on the safety of the people living on her banks,"



Norma Jean Mattei

Mattei said. "I am very excited to serve the public in this capacity."

Mattei's appointment became official in December of 2012. She will serve as commissioner for a 9-year term.

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Lake Pontchartrain Causeway Bridge Named as a National Historic Civil Engineering Landmark!

Miles Bingham, PE, Chairman of the Section's History & Heritage Committee developed the winning nomination package to nominate the Lake Pontchartrain Causeway Bridge as a National Historic Civil Engineering Landmark. Miles deserves much of the credit for preparation of the nomination package and pulling together the information required to support the designation. This provides another opportunity to highlight to the public the achievements of civil engineers in Louisiana.



NW Quad of Lake Pontchartrain Causeway Bridge

According to Miles, The Lake Pontchartrain Causeway Bridge contributions to development of Civil Engineering are many. Briefly, it contributed to the advancement of Civil Engineering with two significant improvements in the use of prestressed concrete: the use of 54 inch hollow cylindrical prestressed concrete piles to support the bridge was an innovation in Civil Engineering technology and the use of the mass-production, assembly-line



Miles Bingham, PE

procedures was a first in bridge building. A third ancillary benefit to the Civil Engineering Profession is the publicity and recognition a bridge of this notoriety brings. Miles writes in the nomination package, "When deciding what to do in life, a young person may look at a structure like this and say, "I want to be able to do that." Positive recognition for our achievements contributes to the advancement of the Civil Engineering profession."

The project is located in Jefferson and St. Tammany Parishes in the State of Louisiana. The Coordinates of the bridge are 30°11′59″N and 90°07′22″W. The bridge spans Lake Pontchartrain with the south end in Metairie, Louisiana and the north end in Mandeville, Louisiana (See Lake Pontchartrain Causeway Bridge photo).



According to Joey Coco, PE, "So many bridges in Louisiana and surrounding states were constructed using/mimicking the ingenuity from the Causeway project (still to this day). We cannot emphasize enough how close we were to losing this structure to Katrina, but it did survive this very significant event. Most of the spans at the 9-mile turnaround were lost due to lower elevation (See NW Quad picture). Since it has been designated a National Historic Civil Engineering Landmark, it is our hope that there could be an emphasis placed on preserving it against some larger future event - it's biggest enemy other than time effects." ASCE National has approved the designation and the Louisiana Section will be responsible for the public presentation ceremony (times and dates forthcoming) and maintenance of the plaque.

Lake Pontchartrain Causeway Bridge

Becoming More Vocal as Engineers; ASCE Introduces Failure to Act

By Russell J. "Joey" Coco, Jr. PE, MBA, Nedra Davis, MA

Preface (Russell J. Coco, Jr. and Nedra Davis):

The fundamental canon of our code of engineering ethics states that "Engineers shall hold paramount the safety, health and welfare of the public and strive to comply with the principles of sustainable development of their professional duties." This canon recognizes that the general public is literally dependent upon what we do as engineers. The decisions we make can affect the masses for better or for worse. Our canon aims to solidify our obligation as infrastructure stewards and bolsters the seriousness of our profession. The depth of our responsibility provided through our licensure and the need for this canon are clearly demonstrated through the recent successes and failures of critical infrastructure in the United States. We are taught our canon through training as young engineers; reminded of it annually by means of PDH seminars on professional ethics; and, when we directly impact the public, witness the reasons for having such a committed canon.

New government relations initiatives promulgated from ASCE, such as infrastructure report cards, are empowering engineers to teach the public about our infrastructure. These initiatives recognize that we've simply missed the big picture in our efforts to uphold our own canon because the public does not care nor does it understand the importance of the principles we uphold.

Government relations initiatives are providing a less technical venue to make a difference on a national scale. In recent years, our national ASCE leaders are front and center in the public talking about infrastructure. It is common to see past President Andy Hermann on major media outlets touting the national report card; and, each year government relations are working with Congress through legislative fly-ins to educate elected public officials on infrastructure. These initiatives have caught the attention of the White House. President Obama told the U.S. Congress in the State of the Union Address that engineers graded our national infrastructure with a "D" and that it was unacceptable! Government Relations within ASCE has proven that it can reach the masses and inform the public about our infrastructure. We are educating the public as another way of fulfilling the spirit of our canon.

The Louisiana Section is getting the word out about our statewide infrastructure. In 2012, the Section formed a State Government Relations Committee (SGR) to formalize our efforts for public and government outreach. We released our first report card, spoke to our representatives, and reached over 100 media outlets. Just as our canon suggests we should be doing, the SGR is making a difference and fulfilling our obligation to protect Louisiana's public safety, health, and welfare. The SGR has learned a lot about being in the public eye, but still has a lot to learn. You've probably heard the typical stereotypes about engineers being a quiet, reclusive, and a conservative profession. Generally speaking, it is true. Engineers are less inclined to be in the public eye but that's

ASCE —

unfortunate because being tight lipped about what we do best doesn't serve the public. We have an obligation to inform the public about infrastructure, how it benefits them, and what the consequences are going to be if past trends continue into the future.

Report cards are an excellent way to introduce the general public to infrastructure. Much of our infrastructure is out of the sight of the public; therefore, it is also out of mind! Engineers use report cards to educate the public about particular infrastructure categories; such as roads, bridges, and levees; and, also provide a grade of their condition, capacity, operations/maintenance, future funding, safety, and resiliency. Report cards are intended to be a snapshot of the state of our infrastructure. They are NOT intended to quantify consequences of our infrastructure being in a poor condition and often leave the public wanting to know what it all means.

Because our infrastructure is intertwined, answering questions about how the poor condition of infrastructure can impact the public over time is complicated. Engineers do a great job assessing our infrastructure as evidenced in report cards, but the interrelations of how poor roads can affect ports, or how a bad electric grid can affect drinking water is typically not our strong suit. We understand the relationships, but quantifying the value of those relationships is within the field of macro-economics. Fortunately, there are specialists in infrastructure economics who have developed economic forecasting models to help answer these tough questions. Because report cards leave the public craving for more information about how infrastructure benefits them, ASCE has launched a series of complimentary documents called Failure to Act. The Failure to Act series demonstrates the interconnectedness of our infrastructure and quantifies the data in a way that the public can easily understand. Much like report cards, the Failure to Act series fulfills the spirit of our canon on an accessible scale, thereby protecting the public through infrastructure education. Just a few weeks ago, ASCE released this important series in an effort to continue its mission of public advocacy and education.

Failure to Act (ASCE National):

The Failure to Act report answers key question of how the conditions of the United States' infrastructure systems affect the nation's economic performance. The Failure to Act report provides this economic analysis by addressing 9 of ASCE' s 16 infrastructure categories that are addressed in the 2013 Report Card. Today, perhaps more than ever, economic performance is critical to the nation's future. The purpose of the Failure to Act report series is to provide an analysis of the economic implications for the United States of continuing its current investment trends in infrastructure. The Failure to Act series analyzes two types of infrastructure needs: Building new infrastructure to service increasing populations and expanded economic activity; and, maintaining or rebuilding existing infrastructure that needs repair or replacement. The four preceding reports in this series assess the implications of present trends in infrastructure investment for the productivity of industries, for national competitiveness, and for costs to households. Each of the specific infrastructure studies that were conducted in the Failure to Act series was based on assuming extending current needs through 2040, recent funding trends, and trends in how infrastructure is being used. The projected needs for investments in infrastructure systems, and the consequent costs to industries and households of not making these investments, are documented by models used by federal infrastructure agencies; databases; reports published by federal agencies and by industry groups that represent local, regional, and private sector infrastructure providers; academic and professional literature; and interviews with industry experts. Economic impacts were calculated using the LIFT model (Long-Term Interindustry Forecasting Tool) of the Inforum Interindustry Forecasting Project at the University of Maryland. ASCE's Failure to Act economic report series shows the economic consequences of continued underinvestment in our nation's infrastructure, and the economic gains that could be made by 2020 in terms of GDP, personal disposable income, exports, and jobs if we choose as a country to invest in our communities. The reports were compiled by the Economic Research Group of Boston in coordination with ASCE.

According to Doug Scott, ASCE Newsletter Associate Editor in an article about the final Failure to Act study: ASCE has a sober message for elected officials, policy makers, businesses, and general public: unless the U.S. invests an additional \$1.57 billion per year in infrastructure—drinking water and waste water, electricity, airports, seaports and waterways, and surface transportation—between now and 2020, the nation will lose \$3.1 trillion in GNP (gross national product), \$1.1 trillion in trade, a \$3,100 per year drop in personal disposable income, \$2.4 trillion in lost consumer spending, and a little over 3.1 million jobs. The result of the economic analysis and the impact to the public is striking; however, it clearly quantifies the return on infrastructure investments.



"From transporting goods, powering factories, to heating and cooling office buildings, lighting theatres, to enjoying a glass of

clean water, we depend on infrastructure as the physical framework for our economy and our quality of life," said ASCE's president, Gregory E. DiLoreto, PE, PLS, D. WRE, F.ASCE, "Our new report, Failure to Act, The Impact of Current Infrastructure Investment on America's Economic Future, presents an overall picture of the economic opportunities associated with infrastructure investment and the cost of failing to fill the investment gap. This report answers

the question: how does U.S. infrastructure systems, affect the nation's economic performance."

The report concludes that there will be an estimated investment gap between now and 2020 of \$39 billion in airports, \$16 billion in seaports and waterways, \$846 billion in surface transportation, \$107 billion in electricity, and \$84 billion in drinking water and wastewater. It states in uncompromising terms that the deterioration of the nation's infrastructure undermines the economy, jeopardizes public safety, threatens the quality of life, and harms the U.S. economy.



Surface Transportation

The report shows that failing infrastructure will drive the cost of doing business up by adding \$430 billion to transportation costs in the next decade. It will cost firms more to ship goods, and the raw materials they buy will cost more due to increased transportation costs. Productivity across the business sector will also tumble. Those increased costs will cause businesses to underperform by \$240 billion over the next decade, which will drive the prices of goods up. As a result, U.S. exports will fall by \$28 billion, including 79 of 93 tradable commodities. Ten sectors of the U.S. economy account for more than half of this unprecedented loss in export value - among them key technology sectors like machinery, medical devices, communications equipment, which produces much of this country's innovations. America would also lose jobs in high-value sectors as business income goes down. Almost 877,000 jobs would be lost by 2020, primarily in the high-value, professional, business and medical sectors which are vital to America's knowledge-based service economy. Ultimately, Americans will get paid less. While the economy would lose jobs, those who are able to find work will find their paychecks cut.

"The cost to businesses will reduce the productivity and competitiveness of American firms relative to global competitors significantly. By 2020, American families will lose more than \$7000



because of the ripple effects that will occur throughout the economy," said Steven Landau of the EDR Group. "Business will have to divert increasing portions of earned income to pay for transportation delays and vehicle repairs, draining money that would otherwise be invested in innovation and expansion."

A lack of investment in transportation infrastructure would inflict a double whammy on American families who would see their household incomes fall by \$60 a month by 2020, while having to spend \$30 per month more for goods. The total cost to families would exact about \$10,600per family between now and 2020, equal to \$1,600 per year on household budgets.

The report estimates that in order to bring the nation's surface transportation infrastructure up to tolerable levels, policymakers would need to invest approximately \$1.7 trillion between now and 2020 in the nation's highways and transit systems. The U.S. is currently on track to spend a portion of that - \$877 billion - during the same timeframe. The infrastructure funding gap equals \$846 billion over 9 years or \$94 billion per year.

Small investments in infrastructure, equal to about 60 percent of what Americans spend on fast food each year, would:

- Protect 1.1 million jobs
- Save Americans nearly 2 Billion hours in travel time each year and
- Deliver an average of \$1,060 to each family, and
- Protect \$2600 in GDP for every man, woman and child in the U.S.

Water Infrastructure

The Failure to Act: The Economic Impact of Current Investment Trends in Water and Waste Treatment Infrastructure report shows that our nation's drinking water and wastewater infrastructure is aging and overburdened, and that investment is not keeping up with the need. However, a modest increase in investment in drinking water, wastewater, and wet weather water quality measures can prevent future economic losses. Making this investment in infrastructure will:

- Protect \$416B in GDP
- Protect almost 700,000 jobs
- Avoid personal income losses of \$541B



<u>Ports</u>

Aging infrastructure and congestion at our nation's marine ports, inland waterways, and airports makes shipping more expensive, thus increasing the cost of goods. ASCE's report, Failure to Act: The Economic Impact of Current Investment Trends in Airports, Inland Waterways, and Marine Ports Infrastructure finds that these costs reverberate through the economy, causing exports and GDP to fall, ultimately threatening more than 1 million U.S. jobs and causing a drop in personal income. With adequate investment, we can ensure that America remains competitive in the global marketplace, keep domestic business running efficiently, and maintain a lower cost of goods for consumers.

Costs attributable to airport congestion will rise from \$24 billion in 2012 to \$34 billion in 2020. With additional investment of a total of \$18.9 billion by 2020, plus the development of NextGen, the U.S. can protect:

- \$54 billion in exports
- \$313 billion in GDP
- 350,000 jobs
- \$361 billion in personal income, or \$320 per year for households.

Costs attributable to delays in the nation's inland waterways system were \$33 billion in 2010, and it is expected to increase to nearly \$49 billion by 2020. With an additional investment of \$15.8 billion between now and 2020, the U.S. can protect:

- \$270 billion in U.S. exports
- \$697 billion in GDP
- 738,000 jobs annually
- \$872 billion in personal income, or \$770 per year for households.

Electricity

The Economic Impact of Current Investment Trends in Electricity Infrastructure shows that an investment in our nation's generation,



transmission, and distribution systems can improve reliability, reduce congestion, and build the foundation for economic growth. Based on current investment trends, the national electricity infrastructure gap is estimated to be \$107B by 2020, or just over \$11B per year. By 2020, shortfalls in grid investments are expected to account for almost 90% of the investment gap with nearly \$95B in additional dollars needed to modernize the grid.

Closing the electricity investment gap would lead to fewer brownouts and blackouts and save US businesses \$126 billion, prevent the loss of 529,000 jobs and \$656 billion in personal income losses for American families.



Concluding Remarks:

We have a duty as engineers to protect the public safety, health, and welfare. The fact that the general public doesn't understand

infrastructure has prompted the society to take unique steps towards being more vocal advocates, and has prompted government relation initiatives so that we can all be equipped to live up to our obligation as stewards of infrastructure. We must first start by informing the public about the condition of our infrastructure and we can do that by embracing infrastructure report cards. We then must inform the public about the benefits and costs of sustaining past trends of infrastructure investment into the future. The Failure to Act series introduced by ASCE national clearly describes the consequences of inaction and is further reinforcement that big picture approaches to protecting the public safety, health, and welfare is warranted. In order for these initiatives to be successful, we have to become more vocal as engineers, step into the eye of the public, talk about what we know best, and raise awareness of our decaying infrastructure.

ASCE National will be releasing the new report card in March 2013. If you are interested being more involved in both the Report Card and other infrastructure initiatives ASCE is working on, make sure you're also registered as an ASCE Key Contact by signing up here. Key Contacts will be helping ASCE release the Report Card during the March Legislative Fly-In in Washington, DC, where participants get an insider look at the political process and will meet with their members of Congress to personally show them the new Report Card.

For more information go to www.infrastructurereportcard.org or www.asce.org/reportcard. If you have questions, please contact us at reportcard@asce.org.

For more ways to get involved with government relations in Louisiana, please contact the chair of the SGR: Jeffery Duplantis, MS, PE, PMP at Jeffrey.I.duplantis@mwhglobal.com.

REGISTRATION FORM 2013 Annual ASCE Louisiana Section Spring Meeting & Conference APRIL 18-19, 2013 Shreveport Convention Center

Registration Fees*:	18 2013	No.	Cost @\$175.00	Total s
Registration Fee – Member after Mar	rch 18, 2013		@\$250.00	\$
Registration Fee – Non-member by N	Narch 18		@\$275.00	\$
Registration Fee – Non-member afte	r March 18		@\$300.00	\$
Student Registration Free		_	No Cost	\$
Award Banquet Luncheon Admission	** (Thursday):			
General Admission			\$25.00 each	\$
Life Member Honoree and Guest & C	Conference Registrants		no charge	
Award Recipient and a Guest			no charge	٠
Student Admission			\$15.00	\$
Luncheon Admissions (Friday):				
Conference Registrant			no charge	
General Admission Luncheon			\$20.00 each	\$
Student Admission			\$15.00 each	\$
TOTAL PAYMENT ENCLOSED:				\$
*Registration Fee includes, Friday luncheon, and admission to exhibits and technical sessions. **Award Banquet Entrée Choices:Flat Iron Steak Chicken Breast Cardinal				
Name:		Branch:		
Spouse's / Date's Name (if attending banquet or a luncheon):				
Company Name:		ASCE Member N	0:	
Address:		City, St, Zip:		
Phone:	Fax:	E-mail:		

Please make checks payable to ASCE - Shreveport Branch and mail with form to:

ASCE – 2013 Conference Post Office Box 3994 Shreveport, LA 71133 Thursday evening Meet and Greet: Two complimentary drinks to registrants and cash bar.

<u>Registration and Information</u>: To register or obtain additional information by phone or e-mail, please contact Dave Rambaran at (318) 780-8292 or at DaveRambaran@DRGeosciences.com. To register by fax, send form to David Smith at (318) 424-6508.

<u>Overnight Accommodations</u>: For overnight accommodations at least by April 4, call the Hilton Shreveport at (1800) HILTON. \$99.00/ night. Let them know you are with ASCE.



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APRIL 18-APRIL 19, 2013 • SHREVEPORT, LOUISIANA • CONVENTION CENTER

Hosted by the Shreveport Branch – ASCE

SPONSORSHIP TYPE		<u>NO.</u>	<u>COST</u>	<u>SUB-TOTAL</u>
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Exhibitors will receive an 8' X 10' ar drapes, and will also receive 1 ticket Banquet and Friday lunche. Additic request (fees may apply; see below). I be appreciated.	ea with a table, two chairs, and to the Thursday Lunch onal resources available upon Donation of door prizes would	_	@ \$375.00 =	\$
* Please list if additional resources a subject to additional costs)	re needed - power, etc. (May be	Additional Reso	urces:	
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ASCE-COPRI Louisiana Chapter News

By Dennis G. Lambert, PE, Newsletter Editor



COAST, OCEANS, PORTS AND RIVERS INSTITUTE Louisiana Chapter

The new Louisiana Chapter of ACSE Coast, Oceans, Ports, and Rivers COPRI Institute (L.COPRI) was formed to serve the entire State of Louisiana and surrounding Gulf Coast Region. The inaugural meeting was held November 16, 2012, with Jon D. Risinger, PhD of MWH America's Inc., serving as Chairman. Additional L.COPRI officers elected at this meeting include Vice Chairman Rudy Simoneaux, PE of the Louisiana State Coastal Protection & Restoration Authority; Secretary Paul Tschirky, PhD, PEng of Moffatt & Nichol; Treasurer Ashly Adams of Premier Concrete Products; and Newsletter Editor Dennis G. Lambert, PE. L. COPRI also established several Directors including Ehab Meselhe, PhD, PE with the Water Institute of the Gulf; Clinton Willson, PhD, PE with LSU; Catherine Dunn, PE with the Port of New Orleans; and, Nancy Powell, PE with the USACE New Orleans District.

L.COPRI members elected Erin Rooney, El of HDR, Inc. as the Chairperson of the Young Professionals Group (YPG Committee). The YPG Committee is currently organizing mixers with the Younger Member groups of local ASCE branches and student ASCE groups including LSU, ULL, and UNO. Additionally, LSU is forming Louisiana's first graduate student COPRI chapter. Congratulations to L.COPRI member Andrew Woodroof, PE, the first graduate of LSU's M.S. Program in Coastal and Ecological Engineering. Andrew received his degree at the December 2012 commencement ceremony and his MS Thesis advisor was Dr. Jim Chen. Details about the program can be found on the LSU Department of Civil & Environmental Engineering website (www.cee.lsu.edu) or by contacting Dr. Clint Willson at cwillson@lsu.edu or 225-578-8672.

Three additional committees were also formed to establish the L. COPRI governing board, including a Programs Committee led by Lucila Silva of Brown & Caldwell; a Membership Committee led by Tyler Ortego, PE of ORA Technologies; and a By-Laws Committee with Whitney Thompson, PE of Coastal Planning & Engineering

(Shaw) and Stephanie Hanses of Brown & Caldwell co-chairing this The committee. Program Committee will evaluate the type and number of seminars that will be held in the region. Several speakers and topics have been suggested highlighting innovative coastal engineering and the RESTORE Act. The By-laws Committee was developed to ensure the organization is designed to meet the needs of members as it grows and changes. The L.COPRI by-laws are based on the national COPRI by-laws and the by-laws of the ASCE Louisiana Section amended to apply to the executive committee's vision for L.COPRI. The general purpose of these by-laws is to describe the overarching goals of the organization and outline procedures to accomplish them. The by-laws will provide a means of governance for L.COPRI members.

The activities of L.COPRI will arrange seminars, workshops and other activities to benefit all ASCE and COPRI members. One does not have to be an Engineer to join COPRI. These Institutes are formed for the benefit of ASCE and non-ASCE members to participate and interact with other professionals interested in coastal restoration efforts in the Gulf of Mexico. The L.COPRI Chapter is currently planning its first quarterly seminar that will be announced in the upcoming months. Anyone interested in joining L.COPRI should contact Dr. Jon D. Risinger, Chairman, or visit the national ASCE COPRI website at www.asce.org/copri/. To add your name to our mailing list, please e-mail Tyler Ortego at tortego@gmail.com.

ASCE

ASCE-T&DI Louisiana Chapter News

By Daniel J. Aucutt, PE, Newsletter Editor



INSTITUTE LOUISIANA CHAPTER

One of the long-term goals of the T&DI Louisiana chapter was to start and sustain a scholarship program. We achieved that goal during FY2012. With funding provided by our seminar proceeds, T&DI



Jessica Alexander



Neil Schneider

of Dr. Louay Mohammad, Om Dixit, PE, and Karen Holden, PE) whose purpose was to solicit, review, and award scholarships to deserving junior and senior university students that intend to pursue a career in the field of transportation. The announcement was issued to Louisiana universities in September, 2012. Each applicant was required to provide a transcript along with two academic recommendations, and an essay regarding their interest in transportation studies. In December, the T&DI subcommittee selected Jessica Alexander (LSU) and Neil Schneider (ULL) as the recipients of the Scholarship Awards. Each awardee received a \$500 stipend, which was sent to their respective engineering departments for distribution. Congratulations to the 2012-2013 recipients for their accomplishment!

T&DI executive committee member Karen Holden was awarded the Louisiana Section ASCE President's Medal. Karen served as the T&DI Louisiana Chapter Chairman during 2011-2012. She received this award in recognition of her many accomplishments as T&DI Chairman and her service to the Civil Engineering Profession. Congratulations on this well-deserved acknowledgment Karen!

In October 2012, the T&DI Louisiana Chapter co-sponsored a seminar with the UNO Transportation institute related to navigation issues along the Mississippi River. Recognizing the link between dredging the River and the need to provide valuable sediment to the starved Louisiana marsh system, T&DI Executive Committee Member, Dennis Lambert, PE brought together Nancy Powell, PE from the U.S. Army Corps of Engineers, and Michael Poff, PE, Senior Engineer with Coastal Engineering Consultants. The Corps of Engineers has devoted considerable effort to maintaining navigation along the Mississippi River. The coastal wetlands are generally subsiding and the loss of critical marsh land negatively affects both commercial fishing as well as its ability to provide natural buffering against storms. The obvious solution is to divert the dredge spoil and let it nourish the starving marsh. Michael is the Project Manager for the Scofield Island Project where Mississippi River sand is being mined for the restoration of the island. Nancy discussed why the obvious solution is not the simplest solution, and if done incorrectly could severely damage existing River infrastructure. One of Nancy's slides depicts the progression and regression of the Mississippi River Delta (Ref. USACE).



November was busy, as the T&DI Executive Committee presented a transportation history seminar at UNO and a pavement design seminar at the LSU TTEC auditorium in Baton Rouge. The UNO seminar included Walter Brooks, Director of the New Orleans Regional Planning Commission, and Justin Augustine, Executive Director of Veolia Transportation. Veolia holds a 10-year "delegated management" contract with the RTA. Under this contract, Veolia is responsible for performing all activities of the transit authority below the Board level. Walter and Justin provided a lively tag-team discussion of the history, development, and future of transit in the New Orleans region. Besides the early history of the streetcar, the presentation focused on the status of current rail and related transit development projects, including the Loyola streetcar line, the downriver extensions to Elysian Fields, Press Street, and Poland Avenue. Other proposed rail initiatives include rail connections from the CBD to the New Orleans Airport, and the possibility of Baton Rouge to New Orleans Intercity Rail service. Data and



Justin Augustine (left) with T&DI Seminar Coordinator Om Dixit, PE and **RPC's Walter Brooks**

information derived from the region's most recent Comprehensive Operational Analysis was summarized, covering existing and proposed integration of the bus transit system with the street car system. This seminar was well-attended and provided something of interest to those interested in history, planning, and/or engineering.

The second T&DI seminar delivered in November was the 3rd installment of a 3-part seminar series, co-sponsored with the Louisiana Transportation Research Center (LTRC). The Series has included Asphalt Pavement Design, Concrete Pavement Design, and Soil/Subbase Considerations. This 3rd seminar, entitled: Application of Soil, Aggregate, and Stabilized Materials in Pavement Engineering was coordinated by T&DI Executive Committee Member, Dr. Louay Mohammad. The speakers included senior members of the DOTD/ LTRC staff: Dr. Zhongjie Zhang, PE, Gavin Gautreau, PE, and Mark Morvant, PE. Refreshments were graciously co-sponsored by the Concrete and Aggregates Association of Louisiana and the Louisiana Asphalt Pavement Association. The purpose of this 3rd seminar was to provide basic knowledge of materials and specifications utilized in the design and construction of embankments and base courses used in flexible and rigid pavement structures. The seminar reviewed field investigation, design methodology, and construction specification criteria for soils, aggregates, and stabilized materials used in pavement engineering. Topics included current design practice, pavement subgrade and base layer alternates, and proposed revisions to the 2006 Edition of the Louisiana Standard Specifications for Roads and Bridges (Blue Book). On-going research and implementation strategies for adoption of the AASHTO Mechanistic-Empirical Pavement Design Guide and Intelligent Compaction for Roadway Construction were also presented. Because of the considerable interest in this topic, your T&DI Chapter has scheduled a repeat of the series at UNO.



T&DI Seminar Coordinator, Dr. Mohammad (left) with Speakers Dr. Zhang, Gavin Gautreau and Mark Morvant

In January, T&DI delivered a repeat of the first installment of the three part Pavement Engineering Seminars titled Asphalt Mixture Design and Analysis. This seminar was cosponsored by LTRC and presented at UNO; the seminar was originally presented at the LSU TTEC auditorium in Baton Rouge in May 2011. This seminar focused

on asphalt mixture design and analysis. It drew upon the 2006 Edition of the *Louisiana Standard Specifications for Roads and Bridges* and focused on criteria for aggregates, asphalt cement binders, and asphalt mixture design, including analysis and characterization of Superpave asphalt mixture designs. Our thanks to Dr. Mohammad and Mr. Abadie for a most informative lecture. The second and third installments of the Pavement Engineering Seminars are planned to be presented at UNO later this year.

In an effort to increase awareness of our Louisiana Chapter, we also maintained a booth at the LTRC conference held in Baton Rouge February 17-20th. We utilized some of our seminar income to facilitate the booth displays, joined in providing door prizes to increase booth traffic, and distributed application forms to interested parties. Our sincere thanks to the many Chapter members who helped maintain the booth during the LTRC Conference.

T&DI is preparing to participate in the Louisiana Engineering and Science Fair that will be held during March 25-27 at the LSU Union in Baton Rouge. As was done last year, T&DI will provide judges and present awards to the top transportation and development projects.

If you are interested in co-sponsoring a seminar at your branch, the T&DI Louisiana Chapter has prepared a Seminar Coordinator's Check List to assist you in your preparation. Contact Dan Aucutt, PE, at djaucutt@gmail.com for a copy of the checklist. Our seminars are two hours in length and are typically presented from 5:30-7:30 pm in either the New Orleans or Baton Rouge area. As indicated, we are open to co-hosting seminars in additional Louisiana cities, with proper planning. In keeping with the intent of the Institute to provide training and networking opportunities for all professionals involved in transportation projects, the Chapter is planning the following future seminars:

- Complete Streets and the Policy and Projects underway in New Orleans
- Toll Road Feasibility for I-10/LA 1 connector in Baton Rouge
- Pavement Engineering (Part 2 of 3) Concrete Mixture Design and Analysis
- Pavement Engineering (Part 3 of 3) Application of Earthwork and Embankment Materials

Branch News

BATON ROUGE BRANCH By Rudolph A. Simoneaux, III, PE, Branch President

On behalf of the Baton Rouge Branch Board, I want to begin by wishing all of our members a Happy New Year. Personally and professionally, this time of year always presents an opportunity to refresh and restart for me. I hope everyone begins this year by adapting a beneficial resolution.

The Branch ended 2012 with our Annual Christmas Party at Bocage Racquet Club. As with previous years, this event was well attended. I'd like to thank President-Elect Joey Coco for organizing such a fun and successful event. I'd also like to thank fellow CPRA employees Russ Joffrion and Mark Leadon for the high quality musical entertainment they provided. The Board really cherishes this event every year and hopes that those who attended enjoy it as much as we do. As always, we're interested in your feedback on events such as the Christmas Party. So if you have any ideas on how we can make these events better, please do not hesitate to email myself or any of the other Board Members with your input.

We begin 2013 with a very busy calendar of events. On January 17th, we jointly sponsored a luncheon with LES and LPWA at LSU's Stadium Club. The speaker was David Guillory of EBR Parish Department of Public Works. David spoke on the upcoming reorganization of the DPW. This event was well attended with over 180 ASCE, LES, and APWA members in attendance. We will also be having a luncheon in February in celebration of E-Week. The February luncheon will include an ethics presentation from the Louisiana Professional Engineering and Land Surveyors Board.

The Board is extremely excited to be assisting the Southern University Student Chapter in hosting the 2013 Deep South Concrete

Canoe/Steel Bridge Conference. The conference will be held at the Renaissance Hotel from March 21st through March 23rd. The SU Student Chapter is still accepting sponsors for this event. If you are interested in sponsoring, please contact our SU Practitioner Advisor Kahli Cohran at Cohran@csrsonline.com. The conference will also include a Career Fair and Social Networking event. This is a great opportunity for companies and firms to recruit some of the brightest and hardest working Civil Engineering students from this part of the country. Additionally, the Branch will be holding our March luncheon at the conference. More details on this event will be provided in the coming weeks.

On the National level, ASCE has recently released its Failure to Act Report in response to the poor grades shown on the National Infrastructure Report Card. This document highlights the implications and consequences of not investing in our crumbling infrastructure and includes some eye opening figures. For example, at the current rate of failure, if no further investments were made in restoring our infrastructure systems, every US citizen could pay as much as \$3,100 annually due to factors such as increased commute times, vehicle maintenance costs, fuels cost, higher prices on imported goods, and higher fees on mass transit. I encourage all of our members to read this report and become familiar with this information. As ASCE members, and stewards of the profession, it is our responsibility to share this information with the public so that the consequences of not restoring our infrastructure can be realized. The report can be access on the ASCE website through this link: http://www.asce.org/Infrastructure/Failure-to-Act/Failure-to-Act-Economic-Studies/

NEW ORLEANS BRANCH By James Martin, PhD, PE, Branch President

While the New Orleans Branch has made several attempts to stay busy over the past several months, we have run into some communication issues that have both presented us with difficulties in reaching our membership but have also given us the perfect opportunity to improve our member correspondence as well as our RSVP system for all of our functions.

In November, we were unpleasantly surprised by a crash in our webpage that eliminated not only the viewable page, but also the email database and communication system.

In order to come back stronger than ever, we have implemented a Constant Contact email system. This system now includes automated RSVP within each message and it will also allow the Branch to collect payment in advance via credit card (which is a service that our membership has long sought). The new system was implemented in January and has been working well (though we still have some small bugs to work out). We are also in the process of developing a brand new streamlined website that we plan to unveil in the next several months.

The aforementioned challenges have made it difficult to arrange our 50th Anniversary Celebration of the New Orleans Branch. The event has yet to happen, but we have not yet given up on it and hope to report back on it is a resounding success in our next update. We have set up a special email address, asceno50@gmail.com, to collect input from all ASCE members; so please, send us your civil engineering memories of the past 50 years. Pictures and videos are welcomed and encouraged.

Despite our communication challenges, the Branch was able to put together some excellent Engineer's Week activities which we will report on in our next update.

Please contact me at jmartin@gecinc.com if you have any questions or need additional information.

ACADIANA BRANCH By Eric McClanahan, PE, Branch President

First, ASCE Acadiana Branch would like to recognize the Spring and Fall 2013 ASCE Academic Grant Award recipients from McNeese University and University of Louisiana at Lafayette:

McNeese State University

- Senior Award: Jared Fusilier
- Senior Award: Kaitlin Tue
- Junior Award: Katie Hinson
- University of Louisiana Lafayette
 - Senior Award: Callie Coulon

All of these recipients submitted applications, were recommended and verified by their peers, and will receive a \$500.00 grant from the ASCE Acadiana Branch. Each applicant demonstrated scholastic achievement as well as leadership and involvement with their respective communities and ASCE Student Chapters. We appreciate all of the work they do, and the time that they contribute outside of their studies. These individuals have demonstrated their scholastic and personal professionalism abilities which are consistent with the highest standards of the Civil Engineering community and we would like to congratulate them all for a job well done.

Engineering and Technology week will be held on March 18th – 21st with the Engineering and Technology Expo Day being held on March 20th. Members of the ASCE Acadiana Branch will be attending the Engineering and Technology Expo at UL Lafayette. The ASCE Acadiana Branch is looking forward to assisting the ULL engineering students with disseminating information to local high school

SHREVEPORT BRANCH

By Dave Rambaran, PE, Branch President

This past November, Anthony Fasano, PE, owner and founder of Powerful Purpose Associates, gave a presentation based on his book *"Engineer Your Own Success"*. Anthony is a nationally recognized professional coach and motivational speaker. After working 10 years as a Design Engineer, Anthony decided to go into business helping other engineers build and develop their careers. We were well informed from the presentation and now many of our area engineers have more information and ideas that will help to improve their career and profession. This meeting was very well attended! The meeting was provided to the members at no cost and was paid for by ASCE Shreveport.

Thanksgiving came and went and there was an abundance of food and time off to spend with family. I am so thankful for our profession and the standard of living it provides. We wrapped up 2011 with a successful food drive that benefited a local organization, the Providence House. The singular aim of the Providence House program is to break the cycle of homelessness by helping families gain the resources necessary to move permanently to independent living. Our branch and the Providence House would like to sincerely thank all of the participants.

The first week of December we hosted a 4-hour PDH Concrete Workshop that was free to all participants with lunch provided and the participation far exceeded our expectation and the presenters were very pleased as well. We have discussed doing this again in our area because of the great turnout. The topics we covered were Trouble Shooting Concrete, Site Preparation, Placement & Finishing of concrete, Pervious Concrete, and Concrete Specifications. Our speaker was Tyson Rupnow, PhD, PE, Concrete Research Engineer at LSU. students and putting together an expo that is second to none. In addition, the Deep South Conference is at Southern University in Baton Rouge. It is to be held on March 22nd and 23rd. The ASCE Acadiana Branch will be contributing in order to help our student chapters in any way possible. We wish them the best of luck and anticipate them making their prospective universities proud of their achievements at the Deep South Conference.

Currently the ASCE Acadiana Branch is working to provide a seminar for two professional development hours given by T&DI in the April/ May timeframe. We are looking forward to working with the ULL Student branch of ASCE to put this together. We are also working with other engineering organizations, mainly IEEE, to provide our members with a joint crawfish boil in the same timeframe.

Many members of the ASCE Acadiana Branch were in attendance for the 16th Louisiana Joint Engineering Societies Conference that was held on January 23rd and 24th, 2013, at the Holiday Inn located on Evangeline Thruway in Lafayette, Louisiana. The conference was extremely well attended by members from all disciplines of the Engineering Community. As usual, the speakers were second to none and an abundance of valuable was distributed to those that attended the seminars. In closing, on behalf of the ASCE Acadiana branch, we would like to thank the board members of LES that give so much of their time to put together such a great conference along with the many volunteer speakers and vendors that support the conference. Without the combined efforts of all of these individuals, these conferences would not be possible.

The ASCE Shreveport Branch traditionally sponsors the **Annual Christmas Lunch**. We gather, relax and enjoy the company of fellow ASCE members and a good meal. We decided to change the location to an Italian Cajun restaurant that has its own unique atmosphere. Then each member brought a gift and swapped gifts with each other. I am happy to say even us engineers get that exciting gleam in our eyes when we get a gift. We had a record turnout. We started lunch at 11:45AM and I am happy to say that we were all still there way past 1:30PM fellowshipping with our colleagues. I really think no one wanted to leave.

In January our lunch meeting offered a 1 hour PDH on "Allowable Helical Anchor Application & Review of ICC-ES ESR-2794" presented by Jason Herron of Chance/ Hubble Civil Construction; Application Engineer; Josh Lindberg from Helical Concepts and David Parttridge of PPT, Inc. They discussing designing helical anchors to be used in tie-backs, soil screw, new construction, mooring, street and tower foundation, and pipeline anchor applications.

As all our members know we will be having our Annual Spring Conference in Shreveport on April 18 and 19 2013 at the Shreveport Convention Center. I would like to encourage all our members to plan on attending the conference in advance. We are excited to show off our convention center and the surrounding skyline that is ever changing.

We are currently preparing for our annual ASCE Spring Classic Golf Tournament. The date and location will be announced shortly. Please contact me if you would like to participate, patrick.furlong@ shreveportla.gov.

ASCE-SEI New Orleans Chapter News By Om Dixit, PE, FASCE, Newsletter Editor



Since our report in September 2012 issue of this magazine, ASCE SEI New Orleans Chapter was busy hosting 2 seminars and has planned the following future seminars in New Orleans.

First seminar was held on October 18, 2012. SEI New Orleans Chapter invited Barry Reed, PE, (Vice President Keystone Engineering, Metairie) and Benjamin Foley, PE, (General Manager Offshore Renewables Group Keystone Engineering, Metairie) to present seminar "An Introduction to the Offshore Wind Industry and Discussion of the American Wind Energy Association's 2012 Recommended Practices (AWEA RP2012)". The presenters addressed Wind industry basics, American advances in to offshore wind and the AWEA RP 2012 code.



At the SEI New Orleans Chapter Seminar on October 18 the presenters, from left to right, Barry Reid, PE, Rudy Hall, PE, Benjamin Foley, and the Seminar Coordinator Steven Fall, PE



on November 15, 2012.

Second seminar was held on November 15, 2012. SEI New Orleans Chapter invited Joseph Yura, PhD, PE, (Emeritus Professor in Civil Engineering, University of Texas at Austin, Austin, Texas) to present 2012 David Hunter Lecture "Connection Eccentricities and Restraints: Common Misconceptions". This seminar was postponed from May due to health 2012 David Hunter Lecture pre- problems of the speaker. Dr. Yura senter Dr. Joseph Yura, PhD, PE said that moments and forces caused by eccentricities and

undesired restraints cause much confusion among structural engineers. The avoidance of eccentricities frequently results in very cumbersome details while in expert witness testimony, eccentricities and restraints are often cited as major causes for overstressed members. He further stated that in many instances the effects of eccentricity and connection restraints is grossly overstated. Dr. Yura also cited some common cases of eccentricity and restraints and he showed simple connection details with eccentricities. The seminar was attended by 67 members.

Next seminar will be on the topic of litigations and how to avoid them. SEI New Orleans Chapter has invited Jeffrey Coleman, PE (Coleman, Hull & Van Villet, Minneapolis, MN) who will present "Learning from the past, structural problems that ended in litigation" on February 26. Mr. Coleman will state a few actual cases and the lessons learned from those project cases.

The committee is looking for good topics and speakers for future presentations. Members with expertise in the field of structural engineering would be welcome to join the Executive Committee. For any suggestion and information on joining the Executive Committee, contact Chairman Anthony Goodgion, PE, at agoodgion@lhjunius.com.

All seminars are held at the University of New Orleans. Seminar dates, pertinent information, and registration can be found on the New Orleans Branch website at www.asceneworleans.org. To add your name to our mailing list, e-mail Om P. Dixit, PE at om@fenstermaker.com.

ASCE

Student Chapter News

LOUISIANA STATE UNIVERSITY

By Lesley Cates, Student Chapter Secretary



LSU Coastal Engineers Measured Waves and Storm Surge on Marshlands in South Louisiana

Prior to the landfall of Tropical Storm Lee in early September, LSU coastal engineering professor, Q. Jim Chen, and his graduate students, Ranjit Jadhav and Kyle Parker, deployed an array of eleven wave and surge sensors along a north-south transect on the marshland in upper Terrebonne Bay, LA. This is part of their field and modeling investigations of wave and surge attenuation by wetland vegetation. Although the value of wetlands in reducing the impact of hurricanes has been recognized, no systematic field observations exist to quantify the extent of flood risk reduction. Funded by the Department of Homeland Security and the National Science Foundation, Chen's group in the Department of Civil and Environmental Engineering at LSU has developed the capability of rapidly deploying wave and surge sensors on marshlands in collaboration with T. B. Smith, LLC, a Louisiana engineering firm. A similar rapid deployment of wave and surge sensors prior to Tropical Storm Ida (2009) was carried out in Breton Sound, LA. The valuable datasets are aiding coastal engineers and scientists in developing and testing accurate computer models for predicting storm surge and wind waves over inundated coastal wetlands.



Pictured left: Ranjit Jadhav (left) and Kyle Parker (right), graduate students in the CEE department at LSU boarded the airboat before deploying wave and surge sensors on September 2, 2011 at LOMCON's marine in Cocodrie, LA. Pictured Middle and Right: Ranjit Jadhav (middle) and Kyle Parker (right) deployed storm surge sensors from the airboat. Pictured Right: (photos courtesy of Q. J. Chen)

UNIVERSITY OF LOUISIANA AT LAFAYETTE By Callie Coulon, Student Chapter President

The chapter has gotten off to a great start this year. Students have been excelling in both academic and extracurricular fields this fall semester. Two students, Sarah Richard and Callie Coulon, attended the biannual ACI Conference this October in Toronto, Canada. The team competed in the egg protection device competition placing 8th out of 32 teams.

Continuing the academic success of the department there were nine students inducted into the student chapter of Chi Epsilon. Chi Epsilon is the national civil engineering honor society with the purpose of maintaining and promoting the status of civil engineering as an ideal profession. In addition, multiple students took the Fundamentals of Engineering Exam and maintained the excellent pass rate that the department prides itself on.



Nine students inducted into Chi Epsilon

The chapter also worked with Dr. Russell C. Hibbeler in participation on a community service project. At the beginning of November, the students helped with the construction of an irrigation system designed by Dr. Hibbeler for St. Joseph's Diner, a local homeless dining hall. The chapter looks forward to a continued presence in the community this spring.



Student participate in community service

The last meeting of the semester included the testing of Dr. Chris Carroll's concrete class projects. The egg protection device project consisted of each team designing a concrete mix as well as a rebar cage that met all specifications. Each team was in competition to see which device could protect the egg from the highest weight drop. This event proved to be very interesting in seeing the characteristics and performance of each device.



ULL attends ACI Conference

In related news the department's sports team, Shear Studs, had a successful fall semester. Each year, the team participates in tournaments held by the student chapter of the Louisiana Engineering Society (LES). These tournaments allow the different engineering departments on campus to compete against one another in friendly athletic events. The Shear Studs showed great enthusiasm and attendance at the tournaments placing first in flag football, second in volleyball and soccer and third in dodgeball. The chapter hopes to continue its success in the Spring 2013 semester.



Shear Studs participate in the LES tournaments

The chapter is preparing for a busy spring semester in diligently planning for the annual spring Deep South Conference being held at Southern University in Baton Rouge, LA. A team of students have been working hard for ULL's entry into the Steel Bridge competition while hoping to follow in last year's teams footsteps by making it to Nationals. The ASCE chapter also plans to have participants in the concrete canoe competition, surveying event, the mystery design event, and the mead paper presentation. To achieve the goals for the conference the chapter is currently fundraising and looking for potential sponsors. Teams are also preparing for the spring 2013 ACI Conference which will be held in Minneapolis. Additionally, the chapter is looking forward to participate in recruiting and other events during Engineering Week and the Engineering and Technology Expo Day this March. As chapter president I am very excited for the anticipated success of the spring 2013 semester.

If you wish to contact the UL Lafayette Student Chapter, the email address is ullafayetteasce@gmail.com.

UNIVERSITY OF NEW ORLEANS

By Stuart Hart and Christina Melara, UNO ASCE Steel Bridge Co-Captains

On December 8th, UNO ASCE members woke up early to join a team of volunteers working on a costal restoration project sponsored by the Coalition to Restore Costal Louisiana (CRCL). So why did these students set aside their first Saturday of winter

cypress saplings with great care. Each cypress tree had to be planted 20 feet away from anything that could inhibit its growth. After planting, each tree was enclosed in a biodegradable plastic barrier to protect it from hungry predators. Finally, each sapling



Stuart Hart poses next to his perfectly planted cypress sapling Christina Melara happily digs a hole for her cypress tree

break to head out to the Jean Lafitte Historical Park and Preserve? These dedicated volunteers planted 400 cypress saplings along the banks of the Bayou Segnette Waterway.

Why the need for so many cypress trees? Cypress trees play an important role in the integrity of the Bayou Segnette Waterway. Their extensive root systems have the ability to fiercely grip the soil around them. The cypress trees strengthen the banks of the waterway, giving it better protection from storm surges and erosion. Unfortunately, the Chinese Tallow, an ornamental tree brought to the United States in the early 1700s, has invaded many areas of Louisiana in great numbers. In the case of Jean Lafitte National Park, the Chinese Tallow has spread so quickly that it has squeezed out native species, such as the cypress tree, from the park's borders. The CRCL hopes that the cypress trees will establish a canopy under which the Chinese Tallow cannot grow.

Planting 400 cypress trees was a huge undertaking for the inexperienced volunteers who lent a hand. With the help of the CRCL team leaders, however, the volunteers learned how to plant

were muddy and wet, all appeared to enjoy the experience as they reached their goal of planting 400 cypress saplings. The UNO ASCE looks forward to working on future costal restoration projects with the CRCL.

If you would like to become a member or contact UNO ASCE to work with us on a future project please contact us at asceuno@ gmail.com.



Soaked and muddy

was tagged and measured to track growth and survivability.

The task initially seemed monotonous, but planting each sapling was a challenge. Waddling through the muddy marsh proved challenging, as only a thin layer of floating organic matter separated the volunteers from the muddy waters below. A symphony of velps, screams, and laughter could be heard throughout the day as volunteers' feet broke through the thin crust and sank into the marsh waters below. Although the volunteers

ASCE

Southern University and A&M College will have the privilege of hosting the Deep South ASCE Student Conference next spring, March 21-23, 2013. As the much anticipated event draws near, we are in the process of raising funds to make the conference a success. We invite you to share our commitment to represent the "Red Stick" region and our industry with pride.

The Deep South conference, an event sponsored by the American Society of Civil Engineers and other local engineering firms. This annual conference brings together all of the ASCE Student Chapters from civil engineering programs throughout the states of Arkansas, Louisiana, Mississippi and Tennessee. The conference gives ASCE members a chance to *qain* valuable hands-on experience by competing in such events as a concrete canoe competition and steel bridge design and construction. The 2013 Deep South conference will also include technical paper presentations, surveying competition, a banquet and a career fair/networking event. These events as well as numerous other public outreach efforts will be open to the public for observation and presented in multiple media outlets.

Please consider a financial contribution to the ASCE conference. Your gift will subsidize the cost of equipment rentals, plaques and awards, facility rental, and registration packets. We will display your firm's name and/or logo at the conference events, in the program, on the conference t-shirt, and at the banquet. In addition, your contribution is in support of the Southern University and A&M College ASCE Student Chapter, a non-profit group, dedicated to the professional development of civil engineering students.

If you have any questions or need additional information, please contact Jamal Steib at jsteib3@gmail.com

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— CALENDAR OF EVENTS —			
	MARCH 2013		
March 3-6, 2013	G-I Geo Congress 2013 – San Diego, CA More Information: <u>http://content.asce.org/conferences/geo-congress2013/general.html</u>		
March 18-23, 2013	Washington D.C. Fly-in and OPAL Awards – Arlington, VA		
	MAY 2013		
May 2-4, 2013	Structures 2013 Congress – Pittsburgh, PA More Information: <u>http://content.asce.org/conferences/structures2013/index.html</u>		
May 19-22, 2013	EWRI Congress 2013 – Cincinnati, OH More Information: <u>http://content.asce.org/conferences/ewri2013/index.html</u>		
JUNE 2013			
June 9-12, 2013	T&DI Highway and Airfield Pavement Conference – Los Angeles, CA More Information: <u>http://content.asce.org/conferences/pavements2013/index.html</u>		
AUGUST 2013			
August 25-28, 2013	COPRI Ports '13 – Seattle, WA More Information: <u>http://www.asce.org/PORTS13</u>		
Please check for latest updates online: <u>http://www.lasce.org/calendar.aspx</u>			
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