

LOUISIANA CIVIL ENGINEER

Journal of the Louisiana Section

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American Society of Civil Engineers

Louisiana Section

Centennial Celebration Gala



August 9, 2014

*Renaissance Hotel
Baton Rouge Louisiana*

FEATURE:

Louisiana ASCE's Centennial Gala, 1914-2014

NEWS:

New ASCE Executive Director, Thomas W. Smith III

New Regional Governor, Ali M. Mustapha



**AUGUST 2014
VOLUME 22 • NO 4**

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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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PUBLISHER:

Baton Rouge Printing, Inc., Port Allen, LA

Louisiana Civil Engineer quarterly journal is an official publication of the Louisiana Section of the American Society of Civil Engineers with an average circulation of approximately 2100. The Section neither guarantees the accuracy of the information provided nor necessarily concurs with opinions expressed. It does not claim the copyrights for the contents in this publication. Please submit letters and articles for consideration to be published by email to nedrasuedavis@gmail.com or mail to the Publications Committee c/o Nedra S. Davis • 622 Steele Blvd. • Baton Rouge, LA 70806-5742.



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The Louisiana Section is located in ASCE Region 5 that consists of the Louisiana, Mississippi, Alabama, Georgia, and Florida Sections.

President's Message

By Robert W. Jacobsen, PE

Sometime in mid-2004 I walked up to Roy Waggenpack (Baton Rouge ASCE Branch President, 2001-02) at a local luncheon and asked if there was anything I could do to help. As they say, "No good deed goes unpunished!" My sentence has been a decade so far – with one more year to serve (as Section Past-President)! While a couple of years just involved going to a few board meetings, most required many hours of significant—though not necessarily "hard"—labor.

I open with this story to dispel any misconceptions that ASCE volunteers get off lightly. But think back to some of our most fulfilling engineering courses—our wily professors knew that it was better to paint a picture of how hard the class was going to be upfront, during the first couple of sessions. You remember—throw a few differential equations on the board and watch the less serious students rush to drop. But those of us who stuck around discovered the truth—that by listening and learning from each lecture; actually reading (and maybe re-reading) the text chapters; digging deep into the concepts with our buddies; and struggling through the trickiest homework problems—we were becoming REAL engineers. So here's the whole truth about my ten challenging years as an ASCE volunteer: they have been just as important as my education and any work experience in helping my professional growth. And I'd be willing to bet that most others who've served on ASCE Branch and Section Boards and Committees feel the same way.

In my previous three messages as ASCE Louisiana Section President I've talked about engineering's special role in society: "ingenious" problem-solving—achieved through unflinching analysis and practical design reflecting elegant compromises. Today, in my final message, I'd like to highlight one more crucial aspect of being an engineer. Perhaps it should be obvious from the previous sentence, since it underlies the reason why I wrote it. But I don't think we often acknowledge this aspect. It is the fact that engineers care deeply about our role in society. We care deeply about good quality analysis and design. About standards and when they're appropriate and when they're not. About qualifications—education, training, the right experience, and more education (it never stops). About ethics. About truly helping our employers and clients with their engineering challenges. About our colleagues—our mentors, our peers, young engineers-in-training, and those wide-eyed interns. And about the next generation of engineers having a passion to carry our ideals into the future.

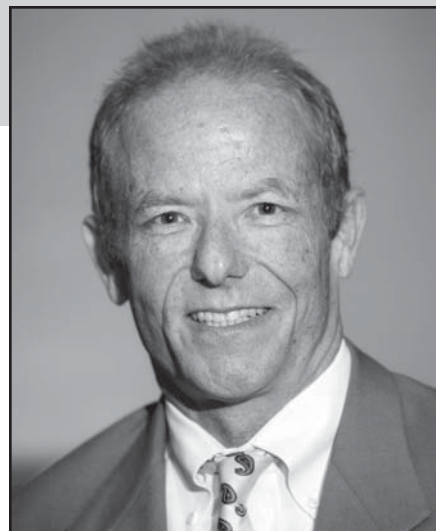
And, more than anything, we care deeply about the public. About that person we've never met who many years from now will be (pick one) driving across the bridge, riding on the road, working

on the top floor of the building, drinking water from the system, living behind the levee, or boating along the coastal shoreline THAT WE ENGINEERED!

There are countless ways that we strive throughout our careers to improve our analytical and design skills. But how do we get better at caring? Well, of course we get involved with a great group of engaged people and begin the long, oft-times challenging but profoundly rewarding journey of discovering—and becoming more strongly committed to—shared values and goals. For a civil engineer, ASCE is a fantastic group to go on that journey with. And the reason is simple: for over 160 years ASCE has been dedicated to caring about civil engineering.

Over the past ten years as an ASCE volunteer I've been extremely privileged to work with wonderful teams—at the Baton Rouge Branch, at the Section, and at Headquarters. I wish I could take the space here to recognize each person by name. But since I can't, please know that every one of them has added meaningfully to the depth of my caring for our profession.

I consider myself especially blessed to have been the Section President during our Centennial Celebration year. To all those who contributed some of those many, many hundreds of hours this once-in-a-hundred-year event inspired: Hey, it may have been more work than we bargained for when we got involved with ASCE, but looking back now I trust that you, like me, only feel a great sense of joy! And to all our members who enjoyed the Celebration: At your next local Branch luncheon don't hesitate to walk up to a current or past Board member and ask if there is anything you can do to help! (P.S.: You'll get off relatively easy because the Section won't have to plan another big commemoration until 2114!)



Robert W. Jacobsen, PE

ASCE National Selects New Executive Director

The ASCE Board of Direction has selected Thomas W. Smith III, ENV SP, CAE, M.ASCE, as the next executive director of the American Society of Civil Engineers, effective Jan. 1, 2015.

Many of you probably know Tom, given his high staff profile within the organization since 1997. He is a model professional, with strong values and a long-time dedication to ASCE. He is a colleague and friend of many within ASCE. He is known as a consummate leader for the profession and ASCE. For those who don't know, Tom holds a master's degree in structural engineering and a B.S. in civil engineering from the University of Virginia, and a law degree from Washington & Lee University. Tom has been a member of ASCE for over 25 years, and is a Certified Association Executive. Like his predecessor Pat Natale, Tom can truly bridge the engineering and association worlds.



Thomas W. Smith III, ENV SP, CAE, M.ASCE

Meet the New Region 5 Governor

Ali M. Mustapha, PE, F. ASCE, was elected Region 5 Governor on August 15, 2014. He will be representing the LA Section on the Region 5 Board of Governors. Mr. Mustapha obtained a Bachelor of Science Degree in Civil Engineering from Louisiana Tech University in 1985. He is a licensed professional civil and environmental engineer in Louisiana and a registered professional engineer in Arkansas. Ali is currently employed by Caddo Levee



Ali M. Mustapha, PE, F. ASCE

District as the District Administrator. Prior to joining Caddo Levee District, he was employed by the City of Shreveport Engineering Division for 24 years as the Assistant City Engineer responsible for drainage, flood control, storm water management and private development. During the last seven years, Mr. Mustapha has managed the design and construction of twenty million dollars worth of drainage improvement/flood control projects and fifty million dollars worth of public utilities (water, sewer, and lift stations) projects for the City of Shreveport. He has dedicated much of his time to serving ASCE and the Engineering Profession by holding leadership roles in Technical and Professional Societies. He served as the President of Louisiana Section of ASCE in 2008-2009. His other leadership roles include serving as President of the Louisiana Engineering Society for 2003-2004, his appointment in 2006 to serve a six-year term, which was extended by 3 more years in 2012, on the Louisiana Professional Engineering and Land Surveying Board (LAPELS). He served as Chairman of the LAPELS Board in 2011-2012. The Louisiana Section recognized his achievements by awarding him the Outstanding Government Engineer of the year Award in 2000, the President's Medal Award in 2001 and the Outstanding Civil Engineer in 2011. In 2008, NSPE selected him as a Fellow and he was the recipient of the PEGASUS (Professional Engineer in Government Award Service in the United States) Award. Louisiana Tech University recognized Mr. Mustapha's accomplishments and service by naming him a 2007 Distinguished Civil Engineering Alumni. He is currently serving as the Chairman of the Louisiana Tech's University Civil Engineering and Civil Engineering Technology Programs Advisory Board. Also he is serving on the Louisiana Tech Civil Engineering Technology Industrial Advisory Board and is the Vice Chairman of Tech's Trenchless Technology Center Industrial Advisory Board.

THE 2014 NATIONAL ELECTION CONCLUDED ON WEDNESDAY, AUGUST 13, AND THE TELLERS COMMITTEE CONVENED TO VERIFY THE ELECTION RESULTS.

Consistent with the Society's Bylaws, I am writing to give you formal notification of the results of this year's election. Publication of the election results will be provided on the Society's web page, *ASCE SmartBrief*, and in *ASCE News*.

PRESIDENT-ELECT ELECT (2014-2015):

Mark W. Woodson, PE, L.S., D.WRE, F.ASCE

REGION DIRECTORS-ELECT (2014-2017):

Region 1: Leonard Cilli, EIT, A.M.ASCE

Region 5: Melissa Sue Wheeler, A.M.ASCE

Region 9: Jay H. Higgins, PE, F.ASCE

Technical: James R. Harris, PhD, PE, F.SEI, NAE, M.ASCE

REGION GOVERNORS-ELECT (2014-2017)

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Christopher J. Rousseau, PE, M.ASCE

Region 4: Michael J. Barbachem, PE, BCCE, F.ASCE

Robert L. Cagle III, PE, F.ASCE

Ted A. Kniazewycz, PE, M.ASCE

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Ali M. Mustapha, PE, F.ASCE

Region 6: Daniel B. Hartman, PE, F.ASCE

Jeremy P. Stahle, PE, M.ASCE

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Edward W. Stafford, PE, PTOE, M.ASCE

Region 8: Seth P. Olsen, PE, M.ASCE

David J. Prusak, PE, M.ASCE

Region 9: John C. Hogan, PE, LEED AP, M.ASCE

Region 10: Constantine D. Memos, PhD, PE, DIC, F.ASCE

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If you have any questions regarding the election results please contact
Patty Jones, Director of Executive and Board Operations,
at 703/295-6101 or orpjones@asce.org.

Louisiana ASCE Picks State's Top Civil Engineering Projects

BATON ROUGE - Fifteen Louisiana projects - including the venerable Louisiana Superdome, the iconic New Orleans streetcars and the new John James Audubon Bridge - have been designated as the state's top civil engineering projects by the Louisiana Section of the American Society of Civil Engineers.

The organization, which celebrates its 100th anniversary in Louisiana this year, made the announcement at the August 9, 2014 Centennial Celebration in Baton Rouge, which drew more than 250 members and guests. The projects were included on a list developed by the Louisiana ASCE's History and Heritage Committee and ultimately chosen by a separate committee of former presidents of the state organization and civil engineers from around Louisiana.

The winning projects, project owners and project categories are:

CATEGORY	WINNING PROJECT	PROJECT OWNER
1. Flood Control – Small	New Orleans Drainage and Pump Stations	The New Orleans Sewerage and Water Board <i>Accepting the award: Cedric Grant</i>
2. Flood Control – Large	Mississippi River Levees	The US Army Corps of Engineers <i>Accepting the award: Tim Ruppert</i>
3. Waterways	Old River Control Structures	The US Army Corps of Engineers <i>Accepting the award: Tim Ruppert</i>
4. Industrial Facilities	Port of New Orleans Facilities on the Mississippi River	The Port of New Orleans <i>Accepting the award: Deborah Keller</i>
5. Oil & Gas Structures and Facilities	Shell Cognac Platform	Shell Oil Company <i>Accepting the award: John Tarbell</i>
6. Environmental	Coastal Marsh Restoration	The Louisiana Coastal Protection and Restoration Authority <i>Accepting the award: Kyle Graham, Garret Graves, and Jason Lanclos</i>
7. Water and Wastewater Systems	McNeill Street Pumping Station	The City of Shreveport <i>Accepting the award: Barbara Featherston</i>
8. Construction Innovations	Spliced Piles for High Rise Construction	Edward Morphy <i>Accepting the award on his behalf is his daughter Sylvia Morphy-Payne</i>
9. Operational Innovations	The Strategic Petroleum Reserve	The US Department of Energy <i>Accepting the award: Paul Tilly</i>
10. Material Performance Innovations	John James Audubon Bridge	The Louisiana Department of Transportation and Development <i>Accepting the award: Paul Fossier and Sherri LeBas</i>
11. Air and Surface Transportation – Small	New Orleans Streetcar	The New Orleans Regional Transit Authority <i>Accepting the award: Cedric Grant</i>
12. Air and Surface Transportation – Large	Interstate 10 through Maurepas/McElroy Swamp	The Louisiana Department of Transportation and Development <i>Accepting the award: Paul Fossier and Sherri LeBas</i>
13. Transportation Structures – Small	Texas Street Bridge	The Louisiana Department of Transportation and Development <i>Accepting the award: Paul Fossier and Sherri LeBas</i>
14. Transportation Structures – Large	The Lake Pontchartrain Causeway	The Greater New Orleans Expressway Commission <i>Accepting the award: Miles Bingham and Nedra Davis</i>
15. Building Structures	The Louisiana Superdome	The Louisiana Stadium and Exposition District

Bob Jacobsen, PE, president of the Louisiana ASCE, thanked committee members, especially the chair Rudy Simoneaux, PE, for donating their time to select the projects and for planning and hosting Saturday's Centennial Celebration.

Jacobsen noted that DOTD Secretary Sherri LeBas was the featured speaker and gave a stirring address on what being a civil engineer has meant to her. "The audience really appreciated her remarks," Jacobsen said.

"Civil engineers are responsible for the building blocks of our society, and Louisiana has some of the best in the world," Jacobsen said.

"When you look at what civil engineers have done in Louisiana over the past 100 years, it truly is phenomenal," he said. "We have built the longest bridges, the busiest ports and some of the strongest structures anywhere."



Louisiana Section President Bob Jacobsen and wife Vicky

Jacobsen noted that some of Louisiana's biggest challenges for civil engineering may lie ahead. "Restoring the protecting Louisiana's coast is going to take everything we've got," he said. "But when you look how well our profession has met the challenges of the past, I'm optimistic about our future."

Founded in 1852, the American Society of Civil Engineers represents more than 140,000 civil engineers worldwide and is America's

oldest national engineering society. For more information, visit www.asce.org. The Louisiana Section of ASCE was founded in 1914 and has more than 2,000 members in four branches: Acadiana, Baton Rouge, New Orleans and Shreveport. Our Fundamental Canon: Engineers shall hold paramount the safety, health and welfare of the public and shall strive to comply with the principles of sustainable development in the performance of their professional duties. For more information, visit www.lasce.org.



Miles Bingham co-Master of Ceremonies for the special evening's awards *DOTD Secretary Sherri LeBas is the featured speaker for the Gala*



Louisiana ASCE 100-Year Gala (left to right): Tracey Stem Graham, Kyle Graham, Pamela Gonzales-Granger, Kam Movassaghi, Vicky Jacobsen, Bob Jacobsen, Sherri LeBas, Bill Firnberg, Mazie Movassaghi, John Hains, Jr., and Nedra Davis at the Renaissance Hotel Baton Rouge, La.

THANK YOU!!!

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DECEMBER 3-4, 2014

74TH ANNUAL MEETING

Co-sponsors: DOTD & CPRA

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**"Without Flood Control,
Nothing Else Matters."**

Steve Wilson - President, ALBL

Award 1: Winner for the Flood Control – Small Category

THE NEW ORLEANS DRAINAGE SYSTEM & PUMP STATIONS

The New Orleans Sewerage and Water Board



The New Orleans Drainage System dates back to the turn of the century, organized in 1896. Because the river levees are higher than the lake levees, most rainwater is pumped into Lake Pontchartrain. There are 22 Drainage Pumping Stations in New Orleans with personnel on duty 24 hours a day, 7 days a week. In addition, there are 13 underpass stations with pumps that are automatically turned on by rising water. The system's pumping capacity is over 29 billion gallons a day, enough to empty a lake 10 square miles by 13.5 feet deep every 24 hours. That flow rate is more than the flow rate of the 5th largest river in the United States, the Ohio River. Generators that provide most of the power for the pumps are located at a single location, the Sewerage & Water Board power plant. Crews monitor canal water level, weather activity around the city, weather forecasts, and communicate with other stations to be on alert and are accustomed to handling unexpected deluges.

ALSO NOMINATED IN THIS CATEGORY:

THE MORGANZA FLOODWAY

The Morganza Spillway or Morganza Control Structure is a flood-control structure in Louisiana along the western bank of the Mississippi River at river mile 280, near Morganza in Pointe Coupee Parish. The spillway stands between the Mississippi and the Morganza Floodway, which leads to the Atchafalaya Basin and the Atchafalaya River in south-central Louisiana. Its purpose is to divert water from the Mississippi River during major flood events by flooding the Atchafalaya Basin, including the Atchafalaya River and the Atchafalaya Swamp. The spillway and adjacent levees also help prevent the Mississippi from changing its present course through the major port cities of Baton Rouge and New Orleans to a new course down the Atchafalaya River to the Gulf of Mexico. The Morganza Spillway, operated by the U.S. Army Corps of Engineers, was opened during the 1973 and 2011 Mississippi River floods.

THE WHISKEY BAY PILOT CHANNEL

This project developed a dredged navigation channel within the Atchafalaya Basin at Whiskey Bay, by providing a steeper and more direct pathway for water and sediment to exit the upper portions of the basin. In the mid-nineteenth century channel training works were undertaken by the Corps of Engineers in the interest of commercial navigation and flood control. As a result of these changes, sedimentation within the restricted, artificial flood basin increased dramatically, resulting in the creation of large shoals, islands, and bars. As time passed, the sedimentation problem migrated southward, reaching the Whiskey Bay area in the early 1900's. To relieve the problem, the Corps of Engineers dredged the Whiskey Bay Pilot Channel from 1934 to 1937. The pilot channel provided the depth and steepness to improve water and sediment conveyance within the Atchafalaya system – transporting nearly the entire sediment load from the upper third of the basin. Today, the Whiskey Bay Pilot Channel is an integral part of the Atchafalaya system and passes approximately 90% of the flow within the main Atchafalaya River channel.



Accepting the award: Cedric Grant

Award 2: Winner for the Flood Control – Large Category

THE MISSISSIPPI RIVER LEVEES

The US Army Corps of Engineers



As early as the eighteenth century, landowners along the Mississippi River near New Orleans began building levee structures in an attempt to keep the river from overflowing its banks. When Mark Twain wrote in the 1870s, that “Military engineers have taken upon their shoulders the job of making the Mississippi over again — a job transcended in size by only the original job of creating it,” no one could have envisioned the mighty task that lay before the Corps of Engineers. The Great Mississippi Flood of 1927 was the most destructive river flood in the history of the United States, with 27,000 square miles inundated up to a depth of 30 feet. With this disaster and the passage of the 1928 Flood Control Act by the U.S. Congress, the federal government assumed responsibility for managing the entire Mississippi River system and the world’s longest system of levees was built. The U.S. Army Corps of Engineers, which had been active on the river since the mid-nineteenth century clearing obstructions and improving navigation, took over all engineering and construction. To date, the Corps of Engineers has spent billions of dollars to control flooding on the Mississippi. The current river levee system in Louisiana is a testament to their supreme effort.

ALSO NOMINATED IN THIS CATEGORY:

THE IHNC SURGE BARRIER

The Inner Harbor Navigation Canal Lake Borgne Surge Barrier is a storm surge barrier constructed near the confluence of and across the Gulf Intracoastal Waterway (GIWW) and the Mississippi River Gulf Outlet (MRGO) near New Orleans. Navigation gates where the barrier crosses the GIWW and Bayou Bienvenue reduce the risk of storm surge coming from Lake Borgne and/or the Gulf of Mexico. The IHNC-Lake Borgne Surge Barrier is the largest design-build civil works project in the history of the Corps of Engineers with design lead by Tetra Tech Engineers. The concrete barrier wall stretches for 1.8 miles across the MRGO and the Golden Triangle Marsh. It also consists of a bypass barge gate and a flood control sector gate (each 150 feet wide) at the GIWW and a 56-foot-wide vertical lift gate at Bayou Bienvenue. The top of the surge barrier is 26 feet above sea level and has floodwall tie-ins to the New Orleans East risk reduction system on the north end and the St. Bernard risk reduction system on the south end.

THE OLD RIVER CONTROL STRUCTURE

See Award 3. This project was the Winner of the Waterways Award.



Accepting the award: Tim Ruppert

Award 3: Winner of the Waterways Category

THE OLD RIVER CONTROL STRUCTURE

The US Army Corps of Engineers



The 1831 cut-off of Turnbull's Bend in the Mississippi River caused the diversion of the Red River into the Atchafalaya River, leading to rapid growth of this outlet to the Gulf of Mexico. During the ensuing decades the expanding Atchafalaya River began to capture more flow from the Mississippi River - via the "Old River." As the Atchafalaya's flow continued to increase, it threatened to divert the entire Mississippi River, which would be catastrophic for the ports of New Orleans and Baton Rouge. In 1954 Congress authorized the construction at Old River to stabilize the distribution of Mississippi River flow at a 70-30 split between the Lower Mississippi and Atchafalaya Rivers. The original Old River Control Structure was completed in 1964 by the Corps of Engineers at a cost of \$15 million. So as to allow vessels to navigate from the Red River and Atchafalaya River to the Mississippi River, a lock was constructed as part of the facility.

See Award 2. This project was also nominated for the Flood Control – Large category.

ALSO NOMINATED IN THIS CATEGORY:

THE RED RIVER NAVIGATION PROJECT

Also known as the J. Bennett Johnston Waterway, the Red River Navigation Project was locally sponsored by the Red River Waterway Commission in conjunction with the US Army Corps of Engineers. Constructed over several decades, the Red River Navigation project was started in the 1970s and completed in 1994 at a cost of \$1.98 Billion. The project features a series of five lock and dam structures along the Red River constructed for the purpose of creating controllable pools and passageways for river traffic. The lock and dam construction was accompanied by bank stabilization and other enhancements to create a minimum channel depth of 9 feet and a minimum width of 200 feet. The water surface level is lifted more than 140 feet over the five pool stages. As an added benefit, facilities such as boat launches, picnic areas, campsites, RV parks and hiking trails have been added along the river's route.

THE EADS PASS JETTIES

James Buchanan Eads saved the Port of New Orleans by figuring out how to keep the mouth of the Mississippi River from silting in. The port could not accommodate the larger ships that were part of expanding trade because of the shallow depth over the sand bar at South Pass. Eads constructed jetties at the pass that helped the river scour out its channel. The engineering was inspired, but the construction was simple. The idea was to artificially narrow the channel just before the mouth of the river and for hundreds of yards into the Gulf to speed up the water at its slowest point, allowing the river to scour out its own sediment. Pilings were driven into the seabed, and mats made out of willow branches were laid between them. Over time, mud would settle into the mats and make a solid wall. Construction took three years. As a result, within a year of finishing construction, New Orleans went from the ninth largest to the second largest port in America.

See Award 8. This project was also nominated for the Construction Innovations category.



*Accepting the award: **Tim Ruppert***

Award 4: Winner of the Industrial Facilities Category

THE PORT OF NEW ORLEANS

The Port of New Orleans



The Port of New Orleans is a deep-draft multipurpose port at the center of the world's busiest port system - Louisiana's Lower Mississippi River. Connected to major inland markets and Canada via 14,500 miles of waterways, six class one railroads and the interstate highway system, the Port is the ideal gateway for steel, project cargo, containers, coffee, natural rubber, chemicals, agricultural products, manufactured goods, passenger cruises and more. An extensive network of ocean carrier services, as well as the added value services like transloading of bulk into containers, make the Port of New Orleans the superior logistics solution for many types of cargo. The Port was named Business Facilities' top Logistics Leader in 2013 and Port Operator of the Year by Lloyd's List in its 2014 top North American Maritime Companies. The Port's cargo activities generate 160,000 direct and indirect jobs and \$17 billion in spending statewide. In 2012 \$399 million in cruise line spending supported 7,548 jobs in Louisiana. The Port set a new passenger record, handling 987,860 cruise passengers.

See Award 12. This project was also nominated for the Air & Surface Transportation (Large) category.

ALSO NOMINATED IN THIS CATEGORY:

BARKSDALE AIR FORCE BASE

Named in honor of 2nd Lieutenant Eugene Hoy Barksdale, who lost his life in 1926 while test flying a Douglas O-2 observation plane, this massive air installation was the world's largest airfield when constructed. On October 31, 1932 Barksdale fielded the first combat organization, the 20th Pursuit Group, with two squadrons – the 55th and 77th. Construction was overseen by Captain George E. Lamb who was also the designer. The airfield cost \$15 million and was dedicated on February 2, 1933. Currently the home to the Air Force Global Strike Command, Barksdale is responsible for the United States three intercontinental Ballistic Missile Wings, two B-52 Stratofortress Wings and the only Spirit Wing. A Historic Landmark of northern Louisiana, the Air Force Base has served our country in numerous wars dating back to World War II.

See Award 12. This project was also nominated for the Air and Surface Transportation – Large category.

WATERFORD 3

The Waterford Steam Electric Station, Unit 3, also known as Waterford 3, is a nuclear power plant located on a 3,000-acre plot 25 miles west of New Orleans in Killona, Louisiana. The plant has one Combustion Engineering two-loop pressurized water reactor that produces approximately 1200 megawatts of electricity. In September of 2010, Waterford 3 celebrated 25 years of producing safe, clean and reliable electricity for customers in Louisiana. Waterford Three is preparing to build on that legacy of excellence for years to come through a steam generator replacement project. The project is one of many that will enable the plant's 1200 dependable megawatts of electricity to continue supplying 12% of Louisiana's needs. One of Entergy's core values is a commitment to the safety of customers and employees. Waterford 3 is a Star site recognized through the Voluntary Protection Program of the Occupational Safety and Health Administration.



Accepting the award: Deborah Keller

Award 5: Winner of the Oil & Gas Structures and Facilities Category

SHELL COGNAC PLATFORM

Shell Oil Company



Cognac was the first platform located in the deep water of the Gulf of Mexico. The discovery well was drilled in July of 1975. Afterwards, Shell contracted with McDermott of Morgan City to build and install the fixed steel platform. The 50,000 ton structure was built on land and then floated to the site where it was installed on July 25, 1977 in three separate units – the base, middle and top. Production from the platform began a year later. At the time of its installation, Cognac was the world's deepest offshore water platform and the world's tallest and heaviest steel structure – taller than the Empire State Building. By 1981, 61 wells had been drilled using two drilling rigs, which when placed on the deck, made Cognac 1,265 feet tall. Upon completion and running at full production in 1982, the Cognac platform produced 72,000 barrels of oil and 100 million cubic feet of gas a day.

ALSO NOMINATED IN THIS CATEGORY:

LOOP

The Louisiana Offshore Oil Port, known as LOOP, is located in the Gulf of Mexico at the base of Port Fourchon, 18 mi south of Grand Isle, La., in 110 ft of water. LOOP is America's first and only deepwater oil port and is capable of offloading deep-draft tankers known as ultra large crude carriers up to 700,000 dead weight tons and very large crude carriers, some requiring 85 ft of draft clearance. The port consists of three single-point mooring buoys used for the offloading of crude tankers and a marine terminal consisting of a two-level pumping platform and a three-level control platform. The onshore oil storage facility, the Clovelly facility twenty-five miles inland, is connected to the port complex by a 48-inch diameter pipeline. The Clovelly facility provides interim storage for crude oil before it is delivered via connecting pipelines to refineries on the Gulf Coast and in the Midwest.

THE STRATEGIC PETROLEUM RESERVES

See Award 9. This project was the Winner of the Operational Innovations Award.

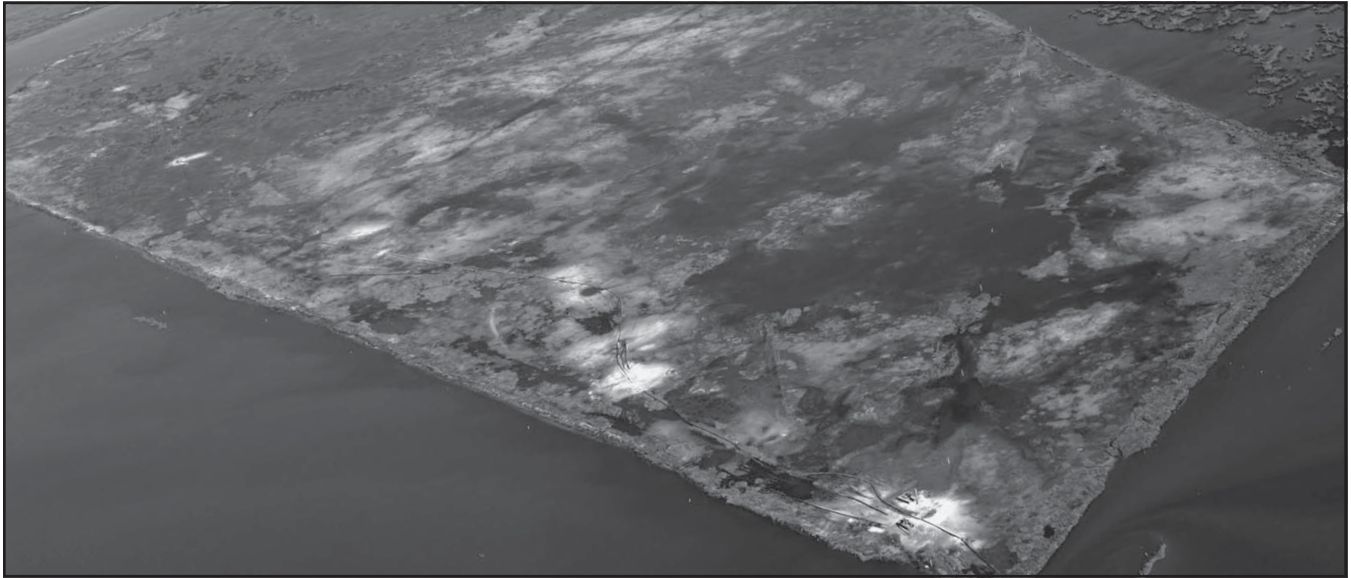


Accepting the award: **John Tarbell**

Award 6: Winner of the Environmental Category

LOUISIANA COASTAL MARSH CREATION/RESTORATION PROJECTS

The Louisiana Coastal Protection and Restoration Authority



Since the passing of Hurricanes Katrina and Rita in 2005, the Coastal Protection and Restoration Authority has converted over ten thousand acres of open water into healthy marsh using hydraulically dredged sediments. Fifteen unique projects were implemented in cooperation with five Federal Partners and were constructed throughout eight different Coastal Parishes. The design of these projects has been predominantly led by the CPRA in-house engineering staff with the support of several consulting firms. The concept of dredging and transporting sediments through pipelines to create land is not uncommon. However, the landscape of Coastal Louisiana provides a unique set of engineering challenges ranging from the poor soils of our Coast, to the massive amount of oil and gas infrastructure. CPRA considers this restoration method, better known as Marsh Creation, to be one of the cornerstones of its Coastal Master Plan. This 50 year, \$50 billion plan includes over \$20 billion of Marsh Creation projects.

ALSO NOMINATED IN THIS CATEGORY:

TECHE-VERMILION FRESHWATER DIVERSION WORKS

As a result of the 1927 flood the United States Army Corps of Engineers constructed the West Atchafalaya Basin Flood Protection Levee. This project eliminated the natural flow of water from the Atchafalaya River into the Teche-Vermilion Watershed. When the Bayou Darbonne Drainage structure was built in 1941 water was again able to flow into the watershed, but subsequent extensions of the levee system down to Butte LaRose, LA significantly restricted this flow. Due to the diminished stream flow and increases in pollutant loads, water quality began to drop. In order to increase stream flows in the watershed, the Teche-Vermilion Freshwater Diversion Works were constructed in 1982. A major feature of the project is a pumping station comprised of five 260 cubic feet per second independent pumps which divert fresh water from the Atchafalaya River to the head of Bayou Teche at Port Barre, LA. As a result of the Diversion Works, water quality has steadily improved in the watershed.

THE NEW ORLEANS LAKEFRONT IMPROVEMENTS BY WORKS PROGRESS ADMINISTRATION

Prior to the 1920s, the New Orleans lakefront was largely marshy swampland comprised of scattered fishing shacks and camps located at Robert E. Lee Boulevard. The Lakefront Improvement Project ultimately provided an ample shoreline strip, which was used as a landscaped park and became the ground work for the residential developments of Lake View, Lake Vista, Lakeshore, Lake Terrace, and Lake Oaks. It also provided land for the New Orleans Lakefront Airport. With the redevelopment of the lakefront came the loss of some staples of New Orleans, such as the old original Pontchartrain Beach. Lakeshore and Lake Vista, which are adjacent to City Park and the Lake Pontchartrain shoreline, are two upscale subdivisions that grew out of the lakefront reclamation. Residences in the area range from the comfortable to the luxurious, comprising one of the wealthiest residential areas in New Orleans. The value of the land created is over \$1 Billion dollars.



Accepting the award:

Kyle Graham, Garret Graves, and Jason Lanclos

Award 7: Winner of the Water and Wastewater Systems Category

THE McNEILL STREET PUMPING STATION

The City of Shreveport



The McNeill Street Pumping station was the second steam-driven pump station in the state upon its completion in 1887. The engineer was E. F. Fuller, and the station was constructed by Samuel R. Bullock & Company. The station implemented water filtration when less than 10% of the nation's water plants provided filtered water. Additionally, McNeill housed one of the first chlorinating machines in 1914. Originally constructed to help with pressure for firefighting, the station was remodeled in 1921 to provide for the growing demand for water. This remodel included a low service pumping room expansion, a clear water well, additional filters, and a rebuild of the settling basins. Although the original steam pumps were retired in 1980 after 93 years of service, the pumping station continued to operate until 1994. The pumping Station is designated as an ASCE National Historic Civil Engineering Landmark.

ALSO NOMINATED IN THIS CATEGORY:

THE NEW ORLEANS SEWERAGE SYSTEM

The sanitary sewerage system in New Orleans is a gravity collection system, consisting of 1,600 miles of lateral and trunk sewers, ranging in size from eight inches to seven feet in diameter. In 1970, the Board contracted with Waldemar S. Nelson & Co., Inc. to design the conversion and expansion of its East Bank Sewerage Treatment Plant from 23 million gallons per day to complete treatment of 122 million gallons per day of the city's wastewater. State-of-the-art technology was selected for the treatment process, employing the high-purity oxygen modification of the activated sludge process. Construction, begun in 1973, was completed in 1980, giving the Sewerage and Water Board the capacity for secondary treatment of 100 percent of the city's sewage. In 1973, the 10 million gallon-per-day West Bank Sewerage Treatment Plant came on-line. This facility serves the entire west bank community of New Orleans and was recently upgraded, in 2002, to double its capacity.

THE EADS PASS JETTIES

This 186,000-acre man-made reservoir has a controlled storage capacity of approximately 4,477,000 acre-feet. Constructed by Massman-Johnson Construction Company between 1964 and 1969 for the Sabine River Authority of Louisiana & the Sabine River Authority of Texas, the reservoir is the largest man-made body of water in the south, fifth largest in the United States. It is the only public water conservation and hydroelectric project in the nation to be undertaken without federal participation in its permanent financing. The project consisted of a dam, spillway, powerhouse, new roads & bridges. It also included the development of its 1,200 miles of shoreline. The project was funded, equally, by Louisiana and Texas without any federal assistance. It is a landmark for outdoor recreation and development in the southern United States.

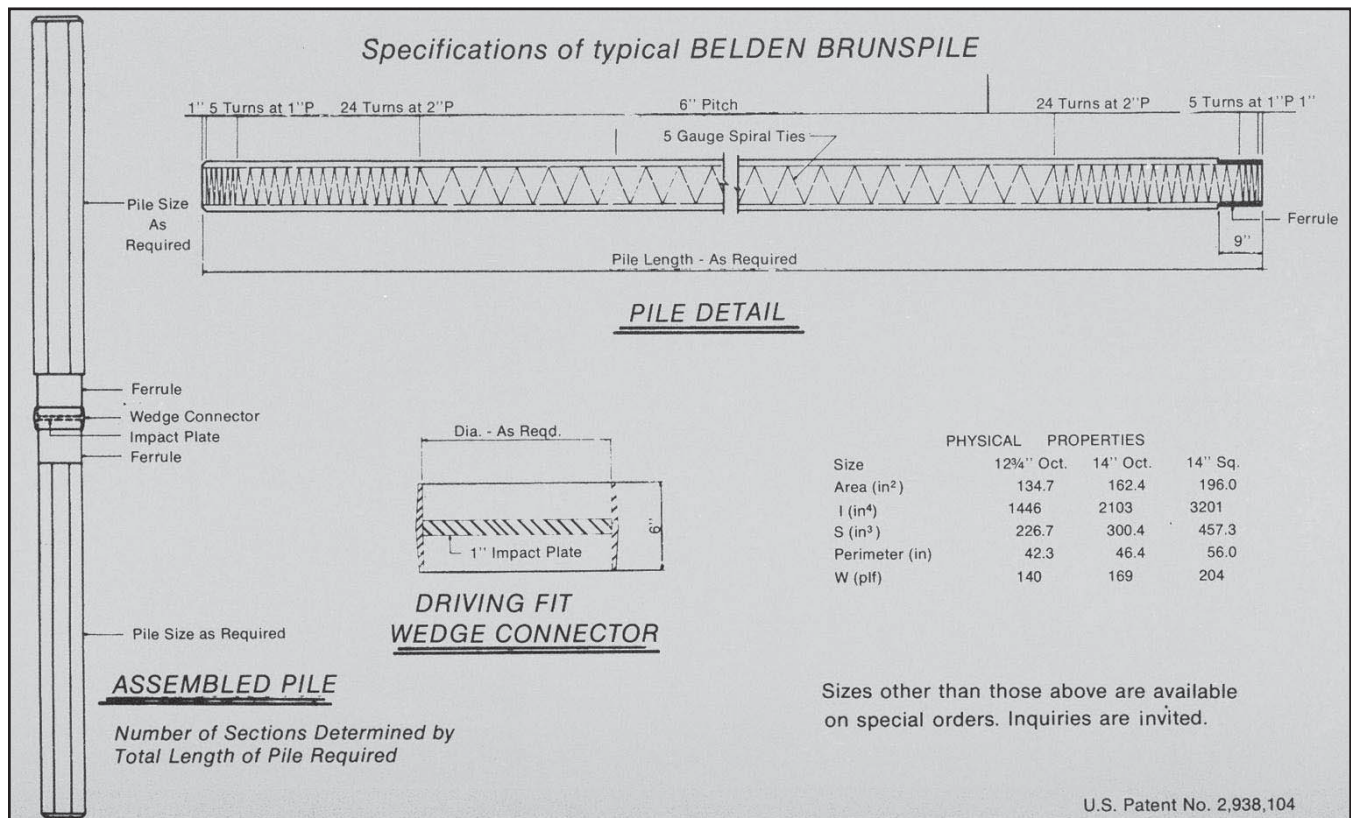


*Accepting the award: **Barbara Featherston***

Award 8: Winner of the Construction Innovations Category

SPliced PILES FOR HIGH RISE BUILDINGS IN NEW ORLEANS

Edward Morphy



Prior to the 1960's, maximum pile loads were severely restricted due to the poor soil conditions, material strength limitations, and the drivable pile length. Before pile splices, pile lengths were limited to the length that could be easily manufactured in the yard and transported to the site. Some of the great engineers of New Orleans were on the cutting edge of developing splice mechanisms, increasing material working stress levels, and revolutionizing the art of pile driving in the City. Names like Walter Blessey, Edward Morphy, Donald Payne, and C.G. (Bill) Fleming, Jr. led this transformation. Edward Morphy not only worked on the design but was the driving force in securing code acceptance of this new concept. With the use of spliced piles, larger buildings were made possible. One Shell Square is a good example of the use of Spliced Piles for construction of a tall building.

This project was also nominated for the Material Performance Innovations Category.

ALSO NOMINATED IN THIS CATEGORY:

I-10 THROUGH THE MAUREPAS & McELROY SWAMP

See Award 12. Winner of the Air and Surface Transportation – Large Award.

THE EADS PASS JETTIES

See Award 3. This project was also nominated for the Waterways category.



*Accepting the award: on behalf of father
Sylvia Morphy-Payne*

Award 9: Winner of the Operational Innovations Category

THE STRATEGIC PETROLEUM RESERVES

The US Department of Energy



The Strategic Petroleum Reserve (or SPR) is the largest emergency oil storage supply in the world holding up to 727 million barrels of crude oil. The SPR is owned, maintained, and administered by the United States Department of Energy. As a result of oil shortages during the 1973-74 embargo, the United States created this petroleum reserve to mitigate future supply disruptions. The SPR holds approximately a 2 month supply of crude oil, but, to pump out the entire inventory would take 160 days. The SPR's headquarters is in New Orleans, Louisiana and includes four operating sites – two in Louisiana and two in Texas. Each site contains a number of artificial caverns created in salt domes below the surface where the oil is stored. The caverns can reach depths of 3000 feet below the surface; On average, a cavern is 200 feet in diameter and 2000 feet deep. Construction began in 1977 and continued with capacity expansions through 1991 at a cost of \$4 billion.

This project was also nominated for the Oil & Gas Structures and Facilities category.

ALSO NOMINATED IN THIS CATEGORY:

THE WOOD SCREW PUMP

The Wood Screw Pump is a low-lift axial-flow drainage pump designed by A. Baldwin Wood in 1913 to cope with the drainage problems of New Orleans. Until the installation of Wood's extremely efficient pumps, the city had experienced chronic flooding problems, bringing diseases such as malaria and yellow fever together with contamination of drinking water supplies. The Wood's pumps are driven by 2,000 horsepower (1,500 kW) synchronous General Electric motors built in the early 1900s. The pump was designed to lift a large volume of water over levees some 10 m high into Lake Pontchartrain. Having proved their operational efficiency in New Orleans, Wood's pumps were installed in India, China, Egypt and the Netherlands. Until the arrival of hurricane Katrina, the pumps had kept New Orleans from becoming waterlogged for close on 100 years.

PORT FOURCHON

Targeted for its location near the Gulf of Mexico, Port Fourchon started in 1984 as a 450 acre site. The site was developed as a multi-use facility in three phases, with each phase costing approximately \$30 Million. Historically, the port has been a land base for offshore oil support services and the Louisiana Offshore Oil Port (LOOP). Owned and operated by the Greater Lafourche Port Commission, Port Fourchon has served as a commercial and recreational fishing, foreign cargo shipping terminal, and a unique area for recreation and tourism. Today, the Port is comprised of 1,700 developed acres that house state-of-the-art service facilities, and the port is in the final phase of its Northern Expansion project, which will accommodate the needs of growing industry. To meet client needs, the Port acquired the South Lafourche Leonard Miller, Jr. Airport, a 359 acre general aviation airport in Galliano, with 1,200 acres of commission-owned property waiting for industrial development.



Accepting the award: Paul Tilly

Award 10: Winner of the Material Performance Innovations Category

THE JOHN JAMES AUDUBON BRIDGE

The Louisiana Department of Transportation and Development



The John James Audubon bridge, which was completed and opened in 2011, is a Mississippi River crossing between Pointe Coupee and West Feliciana parishes in south central Louisiana. The bridge has the second longest cable-stayed span in the Western Hemisphere (after Mexico's Baluarte bridge, although its total length is four times that of the Mexican bridge). The bridge replaced the ferry between the communities of New Roads and St. Francisville, carrying LA Hwy 10 across the Mississippi River and it is only bridge structure between Natchez, Mississippi and Baton Rouge, LA. The project was constructed by Audubon Bridge Constructors, a joint venture of Flatiron Construction, Granite Construction and Parsons Transportation Group. The construction manager was Louisiana TIMED Managers, a joint venture of GEC, Inc., PB Americas, Inc., and LPA GROUP INCORPORATED. Upon completion, ownership of the bridge was turned over to the Louisiana Department of Transportation and Development.

ALSO NOMINATED IN THIS CATEGORY:

THE HALE BOGGS (LULING) BRIDGE

This four lane bridge on I-310 consists of twin steel trapezoidal box girders with a steel orthotropic deck which was surfaced with a special 2.5" asphalt overlay to resist extreme heat and wheel loads to give a smooth ride and good skid resistance. The bridge has a main span of 1,222 feet and was the longest cable-stay span in the US when constructed. It was also the first cable-stay structure to cross the Mississippi River and used unique weathering steel for the towers. The structure is supported on two A-frame towers 350 feet tall with each tower supporting 12 cable stays. Designed by Modjeski & Masters and Frankland & Leinhard for the Louisiana DOTD, construction was completed in 1983. Contractors on the project included Massman Johnson, Williams Brothers, Boh Brothers, Atlas and Key.

THE CHARENTON CANAL BRIDGE

This bridge replacement project was the culmination of 20 years of design and research work, proving that a High Performance Concrete (HPC) bridge could be successfully designed and constructed using regionally available materials and local contractors. The 5 span bridge used 73 foot HPC precast prestressed girders supporting an 8" HPC deck with a clear bridge width of 44 feet. The intermediate bents consisted of 4 - 30 in. square HPC precast prestressed concrete piles, while the end bents used 6 - 24 in. square HPC precast prestressed concrete piles. The design incorporates high strength 10,000 psi concrete in the girders and the piles. Designed by the LA DOTD, construction was completed by Coastal Bridge Inc. in October 1999 at a cost of \$2.7 Million. It is the first all HPC structure to be completed in this state.



Accepting the award: Paul Fossier and Sherri LeBas

Award 11: Winner of the Air and Surface Transportation – Small Category

NEW ORLEANS STREETCAR

The New Orleans Regional Transit Authority



The New Orleans Streetcar is the oldest continuously operated electric railway line in the World, as well as the oldest continuously operated streetcar line. As a primary means of public transportation since the mid-19th century, the original streetcar lines included routes along Canal Street and St. Charles Avenue. When opened in September of 1835, access to many of the historic neighborhoods of the City was provided. The original design included the use of steam driven locomotives and horse drawn carriages. The iconic electric streetcars, which we know today, were introduced in February of 1893. Memorialized in the Tennessee Williams novel *A Streetcar Named Desire*, this mode of transportation is a favorite tourist attraction. At one time, the St. Charles Streetcar was the only line left, but in recent years, streetcars have returned to Canal Street and along the River front. Owned and operated by the Regional Transit Authority, the New Orleans Streetcar continues to provide a functional means of transportation and a sense of pride to the citizens of New Orleans.

ALSO NOMINATED IN THIS CATEGORY:

KCS SHREVEPORT SWING-SPAN BRIDGE

The KCS Swing-Span Bridge was constructed in 1916 by the Kansas City Southern Railway Company. This five span through truss bridge spans the Red River between Shreveport and Bossier City. The first two spans on the Shreveport side are over ground, with the second passing over Clyde Fant Memorial Parkway. The center span, which is supported by a single pier located on the west bank of the Red River, is a swing-span, allowing it to pivot on the pier supporting the bridge providing an opening for ships to pass. The bridge is a landmark of the area, and the City has built a park around it.

UNION PASSENGER TERMINAL

The New Orleans Union Passenger Terminal was designed by the New Orleans architectural firms of Wogan and Bernard, Jules K. de la Vergne, and August Perez and Associates in 1949. The structure opened in 1954 and features a 120 foot long mural of Louisiana and New Orleans history. The station is the major Southern hub for Amtrak, with three trains that serve New Orleans, The Sunset, The City of New Orleans, and The Crescent. In the 1970s, renovations allowed for Greyhound Lines to build an intercity bus terminal. Parts of the station property cover the old New Basin Canal and the main lead track follows the path of the old canal and the Pontchartrain Expressway/I-10. During Hurricane Katrina, the terminal was used as a temporary jail and after the storm Amtrak provided the first commercial transportation out of New Orleans. In January 2013, the station became the terminus for the new Loyola Avenue Streetcar Line connecting Canal Street with the Central Business District.



Accepting the award: Cedric Grant

Award 12: Winner of the Air and Surface Transportation – Large Category

I-10 THROUGH THE MAUREPAS & McELROY SWAMP The Louisiana Department of Transportation and Development



This section of Interstate 10 runs between Laplace and Gonzales through both the Maurepas and McElroy swamps. Poor soil conditions required the contractor to construct a massive hydraulic fill out of Mississippi River sand. The depth of the fill was determined by taking hand drilled borings through the upper peat and clay layers to retrieve undisturbed samples of the Pleistocene layer, the deepest at 47.5 feet. At the time, this was the most accurate boring profile ever produced and provided data every one hundred feet of the route. In addition, due to the sensitive environment of the swamp and the lack of access, the contractor constructed the road on the same path as it was cleared.

This project was also nominated for the Construction Innovations category.

ALSO NOMINATED IN THIS CATEGORY:

BARKSDALE AIR FORCE BASE

See Award 4. This project was also nominated for the Industrial Facilities category.

PORT OF NEW ORLEANS

See Award 4. Winner of the Industrial Facilities Award.



Accepting the award: Paul Fossier and Sherri LeBas

Award 13: Winner of the Transportation Structures – Small Category

THE TEXAS STREET BRIDGE

The Louisiana Department of Transportation and Development



Constructed in 1934, this cantilevered through truss bridge spans the Red River on US 80 in Shreveport, Louisiana. At a total length of 2,981 feet, this bridge is a vital link over the Red River carrying approximately 13,000 vehicles per day. Owned and operated by the Louisiana DOTD, the 40-foot wide, four-lane structure was constructed as part of the New Deal under President Franklin D. Roosevelt. Considered a Cantilevered K-truss, the largest of the spans is 519.8 feet. Originally named the Long-Allen Bridge for Governors Huey P. Long and Oscar K. Allen, the bridge now carries the name of the feeder street.

ALSO NOMINATED IN THIS CATEGORY:

I-110 AIRLINE HIGHWAY INTERCHANGE

This interchange located in Baton Rouge was the first four level interchange constructed in the State of Louisiana. Designed by the firms of Modjeski & Masters and Norman Soong, PE, the structure used steel trapezoidal curved girders with a central tree pier. Constructed by Boh Brothers Construction Company, the project was completed in 1976. By using long curved box girder spans combined with slender single and multi-column bents, this \$16 million project has unique aesthetic features. This complex structure was designed without the aid of advanced three-D geometric software. A recipient of an American Institute of Steel Construction Award of Merit for Grade Separation, the structure is owned and operated by the Louisiana DOTD.

THE HOUMA TUNNEL

This 960 foot two lane tunnel structure travels under the Intracoastal Waterway in Houma, Louisiana. The facility is an iconic fixture in Houma and services both pedestrians and motorists. A segregated pedestrian walkway is located along one side of the tunnel and can be accessed by stairs or a ramp along the roadway. Constructed in 1961 by Baltimore Contractors, the tunnel was designed by Fromherz Engineers and Singstad & Baillie Consulting Engineers. The Louisiana DOTD owns and maintains the structure, which is the one of only three tunnels in the state. After fifty years of service, the Houma Tunnel continues to provide a vital link between the east and west sides of the Intracoastal Waterway.



Accepting the award: Paul Fossier and Sherri LeBas

Award 14: Winner of the Transportation Structures – Large Category

THE LAKE PONTCHARTRAIN CAUSEWAY BRIDGE

The Greater New Orleans Expressway Commission



This 23.86-mile twin span structure is touted as the longest continuous bridge over water in the world. The original span was designed by the firm of Palmer & Baker and was opened on August 30, 1956. The second span, which is 1/100 of a mile longer, was designed by David Volkert & Associates and was opened to traffic on May 10, 1969. The original bridge, which took only 14 months to construct, used mass-production, assembly-line procedures – a first in bridge construction. The bridge also used 54 inch hollow, pre-stressed concrete piles invented by Maxwell Upson of Raymond Concrete Pile Company. The Engineering News-Record declared the project to be “a bold venture requiring unusual foresight, ingenuity and resourcefulness.” Operated by the Greater New Orleans Expressway Commission, the bridge has provided a vital link between the north shore of Lake Pontchartrain and the City of New Orleans, particularly during hurricanes.

ALSO NOMINATED IN THIS CATEGORY:

THE HUEY P. LONG BRIDGE

This 4.35 mile double rail structure over the Mississippi River also includes over 1.5 miles of roadway structure. The rail bridge and original vehicular lanes, which comprised the first river crossing in the New Orleans area, were designed by the firm of Modjeski, Masters & Chase and were opened on December 16, 1935. Constructed during the Great Depression using bonds sold to the Reconstruction Finance Corporation, the bridge boasts a major achievement in the construction of the caissons that support the river crossing. The rail approaches and river span are owned and operated by the New Orleans Public Belt Railroad, while the vehicular bridge portion is owned and operated by the Louisiana DOTD. The vehicular lanes and approaches were reconstructed during a \$1.2 billion project funded through the State's TIMED program, providing wider lanes and an additional lane in each direction. These improvements were completed in 2013.

THE I-10 ATCHAFALAYA BASIN BRIDGE

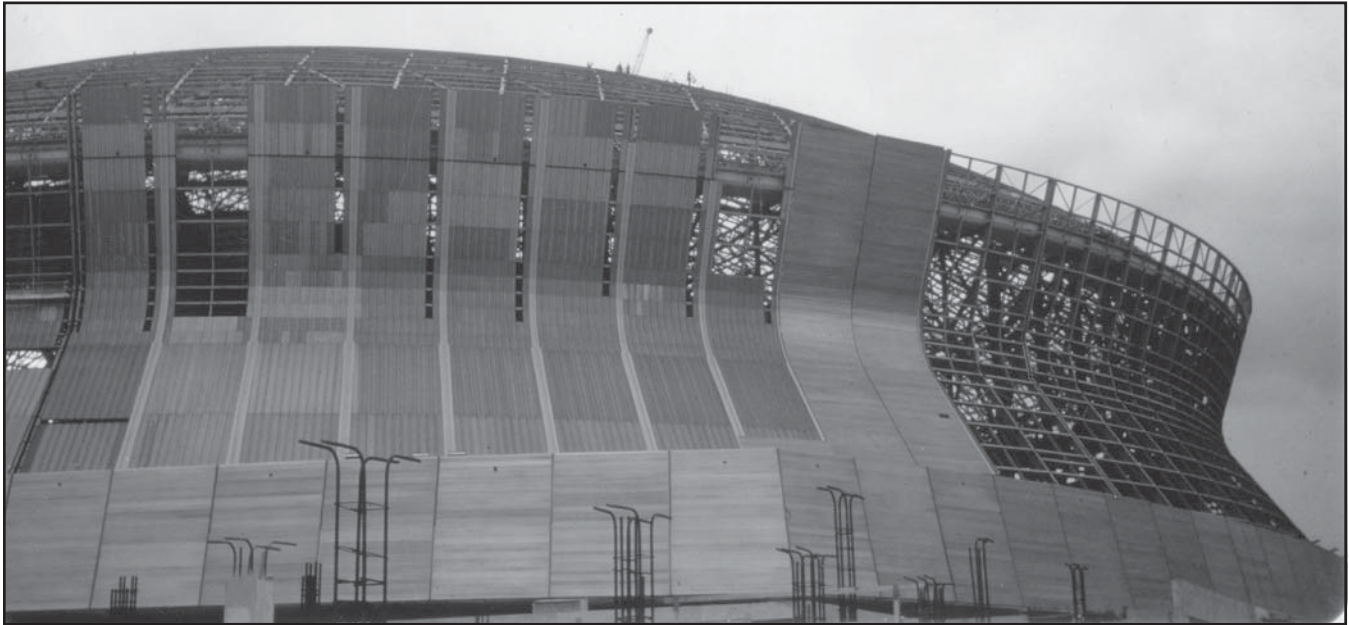
This 18.2 mile parallel bridge structure connects the Cities of Baton Rouge and Lafayette by carrying I-10 over the Atchafalaya Basin. It is the second longest bridge in the United States. Also known as the Louisiana Airborne Memorial Bridge, it passes through a highly sensitive environmental area, which required the use of special construction techniques so as not to disturb the environment. The crossing is mostly comprised of low level precast pre-stressed concrete structures, but also has three major bridge crossings: the Atchafalaya River; Whiskey Bay Pilot Channel; and the Opelousas Bay. Owned and operated by the Louisiana DOTD, the bridge is an example of innovative civil engineering design blending with environmental conservation.



Accepting the award: Miles Bingham and Nedra Davis

Award 15: Winner of the Building Structures Category

THE LOUISIANA SUPERDOME The Louisiana Stadium and Exposition District



The Superdome is a sports and exhibition venue, located in the Central Business District of New Orleans. Because it is located in one of the premier tourist destinations in the United States, the Superdome routinely makes the “short list” of candidates being considered for hosting major sporting events such as the Super Bowl, College Football Championship Game and the Final Four. In addition it is the home of the New Orleans Saints. Sports visionary David Dixon conceived of the Superdome while attempting to convince the NFL to award a franchise to New Orleans. On a tour of the Astrodome in Houston with Governor John McKeithen in 1966, McKeithen was quoted as saying, “I want one of these, only bigger.” Plans were drawn up in 1967, by the New Orleans modernist architectural firm of Curtis and Davis. With a steel frame that covers 13 acres and a dome diameter of 680 feet, it is the largest fixed domed structure in the world.

ALSO NOMINATED IN THIS CATEGORY:

THE NEW LOUISIANA STATE CAPITOL BUILDING

In 1930 Governor Huey Long secured funds to build a new state Capitol. He then personally oversaw many aspects of the design and construction, including hiring the well-known New Orleans architectural firm Weiss, Dreyfous and Seiferth. Long insisted on a modern skyscraper to symbolize his populist revolution over entrenched social and economic elites. The Capitol design, sited on the former campus of the Louisiana State University, called for 34 stories and a height of 450 feet. The Louisiana state capitol remains the tallest building in Baton Rouge, the seventh tallest in Louisiana, and the tallest capitol in the United States. The Capitol was constructed for \$5 million in a little over a year. A spur from the nearby Yazoo and Mississippi Valley Railroad was built to facilitate the delivery of the 2,500 carloads of necessary materials. The Capitol’s limestone facade is decorated with many sculptures and reliefs depicting Louisiana history.

ONE SHELL SQUARE

One Shell Square, located at 701 Poydras Street in the heart of the Central Business District of New Orleans, Louisiana, is a 51 story, 697 foot tall skyscraper designed in the international style by Skidmore, Owings and Merrill. It is the tallest building in the state of Louisiana. When completed in 1972, One Shell Square was the tallest building in the Southeastern United States and the first southern skyscraper to surpass the 650 foot mark. The design of the building is very similar to Houston’s One Shell Plaza, also built by Skidmore, Owings and Merrill. It was built using a double tube system, with a steel core and a concrete perimeter. The exterior of the building is clad in Italian travertine and bronze glass and was purchased by Commonwealth Real Estate Investment Trust in 2011. Shell Oil Company and prominent law firms occupy the majority of the building, with some retail space on the ground level.



*Accepting the award: **Ron Forman***

ASCE-COPRI Louisiana Chapter News

By Dennis G. Lambert, PE, Newsletter Editor



COAST, OCEANS,
PORTS AND RIVERS
INSTITUTE

Louisiana Chapter

The Louisiana Chapter of the American Society of Civil Engineers (ASCE) Coasts, Oceans, Ports, and Rivers Institute (L.COPRI) is continuing to promote membership and visibility throughout the State of Louisiana by conducting joint seminars with local Branches and State Sections of ASCE.

The L.COPRI Young Professionals Group (YPG) co-hosted a crawfish boil with the ASCE New Orleans Younger Members on May 10. The event was well attended and provided networking opportunities for professionals and local university students. Catherine Dunn, PE, D.NE, D.PE, M.ASCE, Deputy Director of Port Development guided the YPG on a river-based tour of the Port of New Orleans on May 16. The tour was an informative look at the past, present, and future of port development in the city.

L.COPRI is currently planning a Marsh Creation Workshop as its Summer/Fall seminar. This event will be co-hosted by the Engineering Division of CPRA and will focus on the restoration, nourishment, and establishment of wetland habitat using hydraulically dredged material. Potential topics may include:

A history of marsh creation in Louisiana

- Design assumptions and constraints associated with borrow areas, pipeline conveyance, and fill areas
- Cost estimating
- Geotechnical analysis and design

More information on the date and location of this event will be distributed via email in the coming weeks.

Our very own Erin Rooney, EI of HDR, Inc. was featured as COPRI's "Spotlight on COPRI Younger Member" – see <http://www.asce.org/copri/News/Headlines/2014/Spotlight-on-COPRI-Younger-Member/>. From September 3-7, 2014, the COPRI Leadership Summit will be held in Boston. The summit is to encourage, and provide an opportunity; for all COPRI Committees to meet in person at a common location for the furtherance of their individual activities; for promoting the collaboration among COPRI's committees and the COPRI Governing Board; and, for advancing the professional

development of COPRI's active volunteers. Topics such as Sea Level Rise and Sustainability will be discussed.

Earlier this year, Jonathan M. Nelson, PhD, M.ASCE, received the Hans Albert Einstein Award for outstanding contributions to the advancement of river sediment transport and morphodynamics, and exceptional service to the community by co-founding the International River Interface Cooperative, developing innovative software for it, and tirelessly making it available to others through short courses. Chief of the Environmental Fluid Dynamics Project and the Geomorphology and Sediment Transport Laboratory in Golden, Colorado. See more at: <http://blogs.asce.org/nelson-to-recieve-asc-es-hans-albert-einstein-award/#sthash.WCUkEmX6.dpuf>

In May of 2014, the John G. Moffatt–Frank E. Nichol Harbor and Coastal Engineering Award was given to Michael A. Jordan, PE, F. ASCE, which was later commemorated at the 33rd PIANC World Congress in San Francisco for his significant contributions to the port industry, particularly innovations with container cranes which have revolutionized the shipping industry, for service to the profession, and for his reputation among peers as that of a brilliant teacher and mentor. See more at: <http://blogs.asce.org/jordan-earns-asc-es-john-g-moffatt-frank-e-nichol-harbor-and-coastal-engineering-award/#sthash.q32CHeqL.dpuf>. The 2014 ASCE Offshore Technology Conference (OTC) Hall of Fame announcements were also recently made at this year's conference. See - <http://www.asce.org/copri/Awards/OTC-Hall-of-Fame/2014-ASCE-OTC-Hall-of-Fame-Gala/>

On June 16, 2014, the 34th International Conference on Coastal Engineering (ICCE 2014) took place in Seoul, Korea. This year's International Coastal Engineering Award was presented to Byung-Ho Choi, Professor Emeritus of the Sungkyunkwan University in Korea. This award recognizes contributions to the advancement of coastal engineering through design, teaching, leadership, research, and planning. Joannes J.A. Westerink, PhD, M.ASCE, received the Orville T. Magoon Sustainable Coasts Award. Dr. Westerink has been an innovator in storm surge analysis specifically ADCIRC where he has made significant contributions following Hurricane Katrina and has served committees in the development of the Louisiana Coastal Area (LCA) program, the Louisiana Coastal Master Plan(s) and other coastal engineering efforts locally, nationally and internationally. The Orville T. Magoon Sustainable Coasts Award is given to honor contributions to sustainable engineering practices in managing shorelines and coastal. Finally, the Student Best Abstract Award went to Bjarne Jensen at Aarhus University in Denmark. This award is chosen by the Coastal Engineering Research Council following the abstract selection process and is given to the highest scoring abstract presented by a student at the conference.

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. If you have any questions or to add your name to our mailing list, please contact Tyler Ortetgo, L.COPRI Membership Committee Chair at tortego@gmail.com.



L.COPRI YPG members enjoy a boat based tour of the Port of New Orleans

Prior to adjourning their 2014 session, lawmakers in Louisiana approved HCR 166 to establish a Transportation Funding Task Force. The Task Force is charged with studying potential funding mechanisms, and to make recommendations based on its findings to the legislature. The Task Force is to include a representative of the engineering profession as appointed jointly by ASCE and ACEC. ASCE's Louisiana Section released the Report Card for Louisiana's Infrastructure.

State Legislative Updates

Reminder: Use ASCE's Bill Tracking Service to Monitor State Legislation!

Six state legislatures are currently in session, and many are discussing issues of concern to ASCE including infrastructure investment and licensing laws.

You can track legislation in your state by using ASCE's online bill tracking service.

Just log in at the ASCE website with your ASCE username and password to see legislation pending in your state!

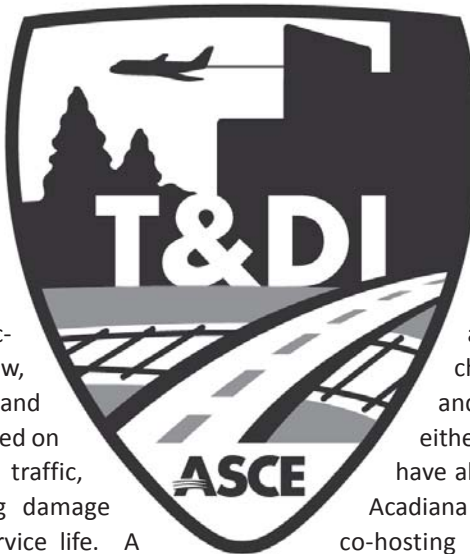
ASCE-T&DI Louisiana Chapter News

By Michael Paul, PE, Newsletter Editor



In July the T&DI Louisiana Chapter hosted the Pavement Engineering Seminar of Mechanistic-Empirical Pavement Design Guide. The seminar was coordinated by T&DI Executive Committee Member, Dr. Louay Mohammad and was co-sponsored with the Louisiana Transportation Research Center and the Aggregates Association of Louisiana. The seminar provided basic knowledge in the development of the Pavement Mechanistic-Empirical (ME) Design Guide for new, reconstructed, and rehabilitated flexible, rigid, and semi-rigid pavements. The Design Guide is based on ME principles and utilizes project specific traffic, climate, and materials data for estimating damage accumulation over a specified pavement service life. A review of the analysis tool for evaluating pavement structures was presented and a status update on the implementation of the Pavement ME design guide in Louisiana was discussed. The seminar was presented at the LSU TTEC auditorium in Baton Rouge and the speakers were Chris Wagner, PE (FHWA) and Jeff Lambert, PE (Pavement & Geotechnical Engineer Administrator, LADOTD).

T&DI is preparing to participate in the ASCE Fall Louisiana Civil Engineering Conference and Show (LCEC&S) being held on September 24-25 at the Pontchartrain Center in Kenner, Louisiana. As was done last year, T&DI will provide speakers and assist in sponsoring the event.



The intent of the institute is to promote transportation and development as a career path, and to provide training and networking opportunities for all professionals involved in transportation 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 David Kanger, PE, at DAKanger@modjeski.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. We have also presented out-reach seminar with the ASCE Acadiana Branch and Shreveport Branch. We are open to co-hosting seminars in additional Louisiana cities if requested. 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:

- P3 in Louisiana
- I-49 South Corridor
- Louisiana ITS
- Pavement Engineering (Part 3 of 3) Application of Earthwork and Embankment Materials
- New Pavement Design / Empirical Methods
- Mitigation Banking
- Bridge Load Rating in Louisiana

Branch News

ACADIANA BRANCH

By William Tyler Roy, EI, Branch President

Hopefully you are all enjoying this wonderfully cool summer. Growing up as a baseball fan I was taught not to speak of good things while they happen but according to local weather celebrity Rob Perillo, the Lafayette area has yet to experience temperatures above 95 degrees. In fact, as I write this letter you are likely enjoying a “July” cool front that passed through Louisiana the beginning of this week. If August comes around and the lows are above 95 degrees you may blame it on me. However, I will be completing my term on the board in a couple months so please do not expect any corrective action. This brings up the next topic.

The Acadiana Branch needs your support to find other members to take up a leadership role and continue the success of the branch into the future. The branch is accepting nominations for board members for the 2014-2015 fiscal year. If you or anyone you know would like to serve please send their contact information to troy@wilcomarshbuggies.com.

As this time of the year is typically vacation time, many of you have likely had the chance to utilize the country’s tremendous highway system. This system is important for sustaining our

economy and the standards of living everyone is accustomed to in this country. Unfortunately the Highway Trust Fund is nearing depletion. ASCE National is aggressively pursuing a solution. Please visit ASCE’s website www.fixthetrustfund.org to learn more about the effects of not taking action and what you can do to make an impact.

As the summer nears an end, the branch is preparing for its fall activities. On August 21st the Acadiana Branch had a luncheon at Don’s Downtown from 11:30 a.m. to 1:00 p.m. Mr. Peter Juszcyk with Varicore Technologies presented a lunch and learn on Varicore’s Multi-Flow Drainage products. All costs for the luncheon were free for those in attendance. The board also presented next year’s budget and select nominations for new board members. On September 12th the branch will host the Section Installation and Awards Banquet at the Petroleum Club. Pamela Gonzales Granger, PE from the Acadiana Branch will be installed as the Section President for the 2014-2015 year along with the other board members for next year. We hope to see you at these events and look forward to celebrating the accomplishments of the past year.

BATON ROUGE BRANCH

By Joey Coco, PE, Branch President

The Baton Rouge Branch continues to have a great year. Our May meeting was a combined meeting with LES and Mayor/President “Kip” Holden was the speaker. These combined society meetings have always been a great turn out for both societies as we have many overlapping members. Our Past President’s meeting was held in June and was a great turnout with approximately 15 past presidents of the Baton Rouge Branch in attendance. Janice Williams PE, the new LA DOTD chief engineer, was the speaker for the meeting. Janice discussed her career through LA DOTD and several of the responsibilities of the chief engineer.

The Baton Rouge Branch board is looking forward to the 100 year Gala celebration. We appreciate the support of many of our branch members who are working diligently on the Gala.



The Mayor of Baton Rouge, Kip Holden, speaks to the joint LES / ASCE meeting at Juban’s in Baton Rouge

NEW ORLEANS BRANCH

By Steve Johns, PE, Branch President

Miles Bingham, Chair of the History & Heritage Committee for the Louisiana Section, continues to stay busy identifying Historic Civil Engineering Landmarks in the New Orleans area to be considered for recognition by ASCE National. He recently completed the application, an impressive document over an inch thick, for the Bonnet Carre Spillway to be designated as a Historic Civil Engineering Landmark. He received USACE sign-off on the application and has submitted it to National for consideration. Another significant civil engineering landmark in the New Orleans area sure to be so designated once it hits the 50 year mark is the IHNC Storm Surge Barrier. It was recently announced by the USACE that they will install a plaque at the IHNC Barrier recognizing it as this year's ASCE Outstanding Civil Engineering Achievement (OCEA) given at this year's Opal/OCEA Gala held in Washington, D.C. The New Orleans Branch has offered to fund the event and will participate in the dedication.

The EWB-NO's Greenline project in the Hollygrove community to provide green space along an old rail line is looking for funding. They have partnered with Tulane City Center and the Carrolton Hollygrove Community. If any of our members know of organizations interested in donating to this worthwhile project, please contact Joel Dorsa at Joel.Dorsa@WSNelson.com.

Our May lunch meeting took place on May 13th at The Five Happiness Restaurant in midtown New Orleans. The presentation was provided by Lee Alexander, Fellow of ASCE, President of LES, and next year's president of the New Orleans Branch. Lee discussed owners' options of delivery systems to bring their construction projects to fruition. His presentation focused on the importance of having an owner's representative involved in the project. He pointed out that owners interested in new construction have the option of several delivery systems to bring their project to fruition: Owner's Representative, Owner/Contractor, Competitive bid, and Design/Build. His presentation focused on the first option and sparked a lively question and answer session following the presentation. As is our custom we took a break with no June luncheon in preparation for the July Awards Banquet.

The Branch Awards Banquet was held on July 15th at the Chateau Golf and Country Club. Each year, the ASCE New Orleans Branch recognizes our fellow members for their commitment to excellence. Each of our award recipients is evaluated on involvement with ASCE, service to advance the civil engineering profession, service to the community outside of the field of engineering, technical accomplishment, and other evidence of merit or character. The following were recipients of the 2014 Branch Awards:

ASCE

Dr. Reda Bakeer, PhD, PE – Lifetime Achievement Award
William Rushing Jr., PE – Outstanding Civil Engineer
Stephen Nelson, PE - Outstanding Young Civil Engineer
Dr. Malay Ghose Hajra, PhD, PE – Educator of the Year
President's Award – Tonja Koob, PhD, PE, MBA, CFM, LEED AP



Steve Nelson is recognized as Outstanding Young Civil Engineer



Dr. Malay Ghose Hajra is recognized as Educator of the year



Tonja Koob receives President's Medal for outstanding service

Not able to attend:

*Lifetime Achievement:
Dr. Reda Bakeer*

*Outstanding Civil Engineer:
William Rushing, Jr.*

Also during the July Branch membership meeting, the following Branch members having recently achieved ASCE Life Member status were recognized and were presented with their Life Member certificates and pins to commemorate the event:

Gerald W. Hanafy, PE Ronald Barry Pierce, PE



Gerald W. Hanafy inducted as Life Member



Barry Pierce inducted as Life Member

Also honored at the Awards Banquet was the 2014 Louisiana Section Distinguished Civil Engineering Senior, Ryan Gerken.

Ryan Gerkin is awarded Distinguished Civil Engineer Senior of UNO



New Orleans Branch, continued.

Finally, the Board voted to give 4 scholarships to students at the University of New Orleans that would be either starting their Junior or Senior year in 2014. Each student receives a certificate as well as a check for \$500 to be used for their continued academic progress. The 2014 Student Scholarship Award Recipients include:

Tesla Berrios Darby Hartenstein
Cristian Franco Paul Roques, Jr.



Tesla Berrios receives ASCE Scholarship



Darby Hartenstein receives ASCE Scholarship



Cristian Franco receives ASCE Scholarship



Paul Roques receives ASCE Scholarship

In addition, at the Branch luncheon, the installation of next year's officers was held. Following are the officers elected for 2014-2015:

Past President: Steve Johns, PE
President: Lee M. Alexander, PE
President-Elect: Wes Eustis, PE
Vice-President: Tonja Koob, PhD, PE

SHREVEPORT BRANCH

By Mitch Guy, PE, Branch President

With the summer months beginning, the Shreveport Branch is taking a break from our monthly meetings and regular activities. We are looking forward to kicking things off in September with a day-long PDH Seminar at the Louisiana Tech Shreveport Center. The date for that event has been tentatively set for Thursday, September 18th. Anyone interested in speaking and/or attending the seminar can contact me for details. More information will be released regarding the seminar in the coming weeks.

The Municipal Forum on Trenchless Technology was held at the Louisiana Tech Shreveport Center on May 22nd. The Shreveport Branch hosted the event in Tandem with Louisiana Tech University. The seminar was very well received with 32 in attendance. Hopefully the ASCE can continue its involvement with this event in the future and help keep annual attendance growing.

Treasurer: Steve Nelson, PE
Secretary: Karishma Desai, PE
Director-at-Large: Dean Nicoladis, PE
Director-at-Large: Robert J. Delaune, Jr., PE



Incoming Board: Secretary: Karishma Desai, President-Elect: Wes Eustis, Vice-President: Tonja Koob, President: Lee M. Alexander, Treasurer: Steve Nelson, Past President: Steve Johns, Director-at-Large: Dean Nicoladis, Director-at-Large: Robert J. Delaune

We are taking the rest of the summer off and will start the 2014-2015 year with the ASCE Fall Conference on September 24-25 at the Pontchartrain Center in Kenner. For more information, please visit <http://louisianacivilengineeringconference.org/>. Hope to see you there!



Incoming President Lee Alexander receives gavel from outgoing President Steve Johns

Finally, this will be the last of my Branch News articles as President of the New Orleans Branch of the American Society of Civil Engineers. I would like to thank all of the Branch and Section members who have helped in putting together all of the activities we were able to accomplish this year. My travels through the various positions on the Board were very fulfilling. I highly encourage any and all who are interested in participating on the New Orleans Board to take the first step by contacting me at Steve.Johns@WSNelson.com to indicate your interest. You will not be disappointed.

The Centennial Celebration was celebrated early August, the Shreveport Branch worked hard gathering information about each of the award-nominated projects from our branch. It was a great celebration and many Shreveport members attended.

With the organizational year coming to a close in September, this will be my last journal article as Branch President. Serving the ASCE over the past year has been a true honor and pleasure. Our President-Elect, David Smith, will be taking over as President in October. I am looking forward to what the future has in store for Shreveport!

ASCE-SEI New Orleans Chapter News

By Om Dixit, PE, FASCE, Newsletter Editor



Since our report in February 2014 issue of this magazine, ASCE SEI New Orleans Chapter was busy with the it's DHL and planning the future seminars.

The Annual David Hunter Lecture (DHL) seminar was held on May 8, 2014. SEI New Orleans Chapter invited Luis Ferreira, (Communication Officer and Operations Coordinator Engineering and Program Management Department Canal Expansion Program, Authority of Canal de Panama) to present the seminar "The Panama Canal: 100 years of History- A Review of the Past, Present and Future of an Engineering Marvel." Luis provided an overview of the history of the Panama Canal. After presenting the history, he explained the operations and uniqueness of the Panama Canal. With the ever changing world of the marine transportation of the goods in future the Canal Authority planned the expansion. Luis further explained the plan and the problems encountered during this expansion of the Canal. The seminar was attended by about 80 members.

Recently the SEI NO Chapter Executive Committee has recruited 3 new members. These new members are Leslie Campbell (Corps of Engineers, New Orleans District, and New Orleans, LA), Dr. Engin Egeseli (University of New Orleans, New Orleans, LA) and Dr. Parvinder Jhita (Bentley Systems, Metairie, LA). Also joining as a corresponding Member will be Dr. Chris Carroll (University of Louisiana Lafayette). We would like to welcome these new members who will help committee function better with their expertise.



SEI NO Chapter is also helping 2014 Louisiana Civil Engineering Conference and Show (LCEC&S) with a few good structural presentations. This year the Annual Herb Roussel Lecture (presented at LCEC&S) will delivered by Dr. Carlos E. Ospina, PE (Berger ABAM Inc., Houston, TX). The title of this presentation will be "Serviceability Design of Concrete Structures in Marine Environments". This year LCEC&S will be held on September 24-25 in Kenner Louisiana.

The other topics for the future seminars are being considered Strut and Tie Shear Design of Bridge Members, Non Destructive Testing, Direct Shear Design Method with AISC, Joplin Missouri Tornado Investigation Study Report and a few more current topics.

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 Steven M. Fall, PE, at sfall@cox.net.

All seminars are held at the University of New Orleans. Seminar dates and pertinent information on registration or addition of your name to the emailing list can be requested by e-mailing to Om P. Dixit, PE at omdixit@cox.net.



Bill Rushing, Jr. and Luis Ferreira at SEI NO Chapter Annual DHL on May 8, 2014



Luis Ferreira at SEI NO Chapter's 2014 David Hunter Lecture

Student Chapter News

LOUISIANA STATE UNIVERSITY

By Emily Weigand, Student Chapter President

One of ASCE at LSU's goals is to stay involved in the community. We recently volunteered at Geaux BIG Baton Rouge, as well as LSU's Spring Greening Day. At Geaux BIG, several ASCE members along with 1,700 LSU students, faculty, and staff volunteered at work sites around the city. Our group worked with a homeowner in north Baton Rouge to help paint her window shutters and gated fence. For Spring Greening Day, LSU's Facility Services managed and oversaw all the projects, and the supplies and plants were purchased by LSU alumni and supporters who give to the LSU Foundation's Campus Beautification Fund. Some of the projects we were involved in included planting flowers, spreading mulch, and laying sod. This was ASCE at LSU's second year to be involved in both of these events, and we plan to continue to stay involved in improving our community.

As ASCE at LSU is getting prepared for the upcoming fall semester, we are looking for speakers for our meetings and starting fundraising

for the concrete canoe and steel bridge teams! The teams did very well at the 2014 ASCE Deep South Conference with concrete canoe placing third overall, steel bridge having the fastest build time, and the chapter placing first in the Mystery Event. Major improvements are already being made by both teams, and we fully expect to improve our performance at the 2015 competition. We couldn't have made it this year without the help from all our donors and sponsors, so getting their help and more is crucial if we want to be able to execute our plans for the upcoming conference. If anyone is interested in donating or meeting with our teams to give pointers on our design and/or performance, please don't hesitate to contact us! Or if you are interested in speaking at one of our meetings about ethics, professional development, licensure, current civil/environmental projects, etc., we would love to hear from you! Contact ASCE at LSU: asce@lsu.edu or www.lsuasce.weebly.com.



Spring Greening Day, April 25, 2014

Left: Brad Jacobs; Top right: Brad Jacobs, Emily Weigand, Alicia Fortier; Bottom right: Brendan Copley

— CALENDAR OF EVENTS —

SEPTEMBER 2014

September 24-25, 2014 24th Annual Louisiana Civil Engineering Conference and Show – Kenner, LA

OCTOBER 2014

October, 2014 144th Annual Conference 2014 – Panama City, Panama

JANUARY 2015

January 9-10, 2015 2015 Multi-Region Leadership Conference - Regions 1, 2, 4 & 5 – Miami, FL









January 30-31, 2015 2015 Multi-Region Leadership Conference - Regions 3, 6, & 7 – Houston, TX

FEBRUARY 2015

February 20-21, 2015 2015 Multi-Region Leadership Conference - Regions 8 & 9 – Bellevue, WA

Please check for latest updates online: <http://www.lasce.org/calendar.aspx>

PROFESSIONAL LISTINGS

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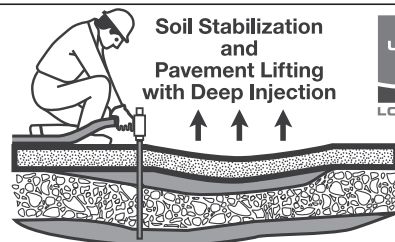
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