

LOUISIANA CIVIL ENGINEER

Journal of the Louisiana Section

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Rockefeller Wildlife Refuge: Site C Marsh Creation Area
(Courtesy of Rockefeller Wildlife Refuge)

FEATURE:

Rockefeller Refuge Mitigation Banking for Wetland Creation

NEWS:

The Illustrated Record of the 1877 Southern Excursion

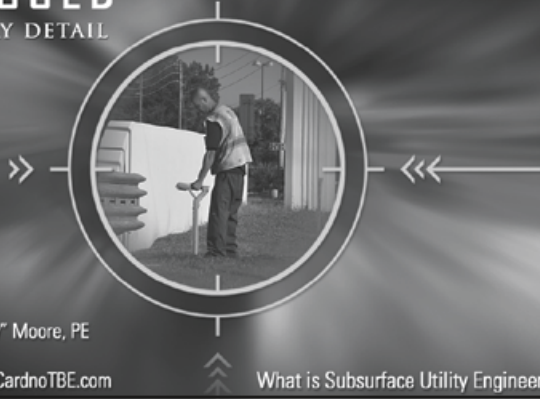
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President's Message

By Pamela Gonzales Granger, PE



Pamela Gonzales Granger, PE

I guess I should say Happy New Year since this is the first volume of our 2015 journal, but since we are two months into the year, it's probably more fitting to start with "where has the beginning of the year gone"? I hope everyone was able to enjoy their holidays and that all of you started off 2015 on a good note. I started out in October with three goals for my year as President and they are: 1) to increase membership participation in ASCE activities, 2) to encourage members to get involved in their communities by educating community leaders and citizens on infrastructure issues and solutions, 3) to provide mentoring opportunities for our college students and recent graduates. I would like to point out the continued importance of those three goals as it relates to the future of our profession.

A lot of what we do is in a state of flux right now as budgets are being cut with the state and many other government agencies and the drop in oil prices have many concerned with the future local economy. The majority of what each of us do on a daily basis dependent upon one or both of these two items. Yet regardless of budgets or economy, as Civil Engineers, we still have a lot of work to do. As noted in our national and our state Infrastructure Report Cards our infrastructure is continuing to fail and in need of repair and replacement. We as Civil Engineers have to continue to work with our legislators and our clients to help them plan and obtain funding for the repair and replacement of the infrastructure. Our section has an active Government Relations Committee and many of our representatives on the committee work day to day locally as well as directly with ASCE National to not only help in Louisiana but nationally. I would like to encourage you to reach out to our Government Relations Committee and get involved. They have lots of action items and activities that they need help with. Our Government Relations Committee chair is Joey Coco and he can be reached at jcoco@forteandtablada.com.

In addition to noting all of the work we have to do as Civil Engineers, not a day goes by where I don't read an article about STEM related jobs and the impending need to increase interest in those types of jobs due to the continued demand and the future demand with the retirement of our baby boomers. Since October I have attended meetings with Louisiana University Professors, STEM academies and elementary schools. I was shocked when asked numerous times by teachers in the elementary schools to explain what civil engineers do and some principals have even asked "what does civil engineering have to do with math and science?" I was invited to attend the STEM academy in Lafayette and asked to participate in the academy's Advisory Board. It was a great opportunity to see what is being offered to students now that far exceeds what was available to me in elementary school. One of the goals of this academy is to provide the knowledge and training in the STEM related fields to encourage those students to remain in the area in those fields after college. However, the majority of the classes that are incorporated into the curriculum involve programming and robotics more emphasis on mechanical and electrical fields. From

a Civil Engineering perspective that hardly describes our day to day activities. It is up to us to get involved and assist the educators of the programs with some activities and curriculum advice that will include some introduction to those engineering paths that involve less robotic and programming and more critical thinking and problem solving

that's not answered just with technology. To attract more students to civil engineering we definitely need to visit our schools, educate our educators and spend time working with the parents. I have received multiple requests for us to have interactive exhibits at school career days, math and science nights and other official STEM programs throughout the state. In fact, in the Acadiana area the Acadiana Renaissance Academy Charter School is hosting a Math and Science night on March 11, 2015 for students and their parents and they would like for ASCE to participate. ASCE national has put a lot of time into the preparation of some material with suggestions of different activities that branches and sections can do for STEM programs. We do need a list of interested volunteers that would either like to help put together the exhibits and/or to participate in the STEM programs with the exhibits. Please send me an email if you are interested in participating in one of these activities pamela.gonzales-granger@ch2m.com. Remember if we don't get involved in our community and be the ones that recruit and mentor new young professionals we will continue to face the increasing demand on those of us still working in the profession and it will be hard for us to dig out of our hole with infrastructure even with proper funding.

We are also still looking for mentors for our college students. Many of our state Universities have mentoring programs for the senior students but we still need more volunteers for the other students in the civil engineering programs. The active connection between those of us working in our field that are members of ASCE with students that we encourage to get involved in ASCE activities will increase the ASCE membership after graduation.

As I mentioned before, I understand and know that our personal and work lives require a lot of us, but with a membership as expansive as ours, a few hours a month from each engineer volunteering to one or more of these efforts can make a huge difference in the future of our profession and the infrastructure of our communities and state.

Rockefeller Refuge Mitigation Banking For Wetland Creation

By Erin Rooney, PE, HDR Engineering, Inc.

Phillip "Scooter" Trosclair, Rockefeller Wildlife Refuge

INTRODUCTION

Wetlands play an important role in our ecosystem providing a variety of economic, cultural, and environmental benefits to communities. The diverse wildlife that utilize wetland habitat include commercially and recreationally processed fish and shellfish, a variety of migratory birds, and many plant and other animal species. Wetlands have also been shown to assist with flood reduction by providing storage and filtration pathways for runoff and drainage during heavy rainfall events. Historically, various entities have seen wetlands as a nuisance and a hindrance to development of land; however, public opinion has changed over the last century and laws enacted by federal agencies beginning in the 1970s have worked to protect, or minimize impacts to, wetlands. This federal legislation affects development of various types of wetlands across the US in both inland and coastal areas.

South Louisiana is an especially vulnerable area for wetlands with alarming rates of coastal erosion and wetland degradation occurring naturally. Federal regulations ensure that wetland impacts due to development do not exacerbate these coastal issues. Mitigation banks have been introduced as a viable method to fulfill requirements for wetland mitigation while restoring natural and viable ecosystems. Rockefeller Wildlife Refuge in Cameron and Vermillion Parishes has established one such mitigation bank to restore wetland ecosystems that have been historically degraded due to saltwater intrusion and other factors and to mitigate impacts associated with development within wetland areas. Three sites on the Refuge have been or are currently in the process of being restored to natural brackish and saline systems. While initial funding for the restoration is provided by the Refuge, after specific banking requirements are met, the Refuge can recoup the cost of construction by selling mitigation credits to eligible permit holders.

MITIGATION BANKING

History

Discharge of dredged or fill material into waters of the United States, including wetlands, is regulated by Section 404 of the Clean Water Act, established in 1972. The section, overseen by the U.S. Army Corps of Engineers (USACE) and the Environmental Protection Agency (EPA), states that placement of material in wetlands must be avoided if a less damaging practicable alternative exists. Following the guidance of the regulations, effects on the wetlands must be minimized if an alternative does not exist and unavoidable impacts must be mitigated. U.S. Fish and Wildlife Service (USFWS) issued guidance for mitigation banks in 1983 followed by additional guidance in 1993 by USACE and EPA. In 1995 the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks was released through a joint effort of USACE, EPA, the U.S. Department of Agriculture, USFWS, and the National Oceanic and Atmospheric Administration (NOAA). Revised guidance concerning mitigation compensation was published in 2008 by the EPA and USACE.

Mitigation banks have proven to be a suitable method of compensation for permit holders, government agencies, and wetland scientists. Other options for mitigation, including on- and off-site wetland creation, tend to be more expensive and time consuming for both the permit holder and the regulating government agency. By entering into a mitigation bank agreement, the permit holder has the advantage of saving time and money by easing the permitting process and relinquishing liability for the construction and maintenance of the required compensatory wetlands. The regulating government agency also benefits by having fewer sites to review for mitigation requirements and long-term health of the project. Wetland scientists have found that combining the mitigation into fewer larger projects provides a more viable and beneficial ecosystem than found in creating multiple smaller projects.

Process

Through a mitigation bank arrangement, an individual permit holder transfers liability for the required mitigation by purchasing credits from the mitigation bank sponsor. By combining the mitigation requirements of multiple permit holders into one bank, the agency or private entity operating the bank has greater resources to study and properly design the mitigation area. Federal guidance outlines the process to apply for and gain approval of a new mitigation bank. Mitigation bank sponsors are expected to work with the appropriate federal agency, usually the USACE (or the Natural Resources Conservation Service (NRCS) in certain situations), and submit a prospectus outlining the details of the construction, operation, and oversight of the new wetland complex.

A mitigation bank review team (MBRT) is then established, comprising representatives from local, state, and federal agencies, as needed depending on the location and intentions of the



Erin Rooney, PE



Phillip "Scooter" Trosclair

proposed mitigation bank. The MBRT, usually chaired by a representative from the USACE, creates and signs a mitigation bank instrument. The instrument becomes the official document that discusses a variety of topics including the bank objectives, environmental targets, accounting procedures, and maintenance plan. A public review period takes place for each mitigation bank prospectus and public comments are considered when finalizing the instrument.

The new wetlands are typically financed and created by the bank sponsor, the public or private entity that will retain responsibility of the maintenance and health of the system. Each site specific instrument will outline the specific time and environmental requirements that must be met prior to the mitigation bank selling credits to recoup the cost of the construction of the wetlands. Often, the instruments are implemented such that varying amounts of credits are available at different phases and growing seasons of the project. One such example of a mitigation bank is at Rockefeller Wildlife Refuge in Vermillion and Cameron Parishes.

ROCKEFELLER WILDLIFE REFUGE

History

Rockefeller Wildlife Refuge was established through a Deed of Donation to the State of Louisiana in 1920 that included specific stipulations that the State must uphold to retain ownership of the land. Among these requirements, the Refuge must be maintained as a wildlife refuge and must be studied and managed for wildlife. As part of the original Deed, the public was not allowed to take fish or animals from the Refuge, but a later Memorandum of Understanding between the Department of the Interior and the Louisiana Department of Wildlife and Fisheries allowed regulated fishing and trapping on the Refuge.

The area deeded in 1920 was approximately 86,000 acres, but current estimates state that the approximate area is 72,000 acres with more area being lost each year. Currently, the Refuge is host to a variety of wildlife including various species of fish, birds, and alligators, among others.

Rockefeller Wildlife Refuge

Mitigation Bank

The Refuge established a mitigation bank in 2004 through an Interagency Mitigation Bank Agreement outlining the approved locations, sizes, and performance factors for restoring and maintaining coastal wetland (marsh) complex to be acceptable for mitigation bank credits. The mitigation bank was established to offset any permitted wetland disturbances due to future improvement projects on the Refuge. In this case, the Refuge is both the bank sponsor and the mitigation purchaser. The areas of restoration in the mitigation bank on the Refuge are located in the Louisiana Coastal Zone and the Louisiana Coastal Wetlands

Plan Area (Plan Area). The Coastal Zone is regulated by the Louisiana Department of Natural Resources (DNR). The Plan Area was established through the Louisiana Coastal Wetlands Plan (Plan) developed by the State of Louisiana and approved by representatives of USACE, USFWS, and EPA. The Plan was a requirement of the Coastal Wetlands Planning, Protection, and Restoration Act (CWPPRA), which was signed into law in 1990.

The Mitigation Bank Agreement outlines the history of the mitigation bank sites, their total areas, and the specific reasons for their degradations. Historic dredging of Humble Canal in 1943 connecting the public boat launch at Louisiana Highway 82 (LA 82) and the open Gulf of Mexico waters provided more direct access for saltwater intrusion and tidal flows into the northern reaches of the Refuge. Historic levee degradation along the manmade canals in the Refuge and droughts also contributed to higher salinity levels and deterioration of the marsh. Steps were taken in the 1950's to preserve and restore the damaged marsh complex by creating several large impoundments that allow Refuge personnel to adjust water levels as needed to maintain healthy marsh complex. The location and size of the impoundments were determined based on the location of the existing levee system and areas with more natural geotechnically stable ridge systems.

Despite efforts to maintain marsh complex, saltwater intrusion and other factors have contributed to degradation of both brackish and saline marsh complex in some areas of the Refuge not included in the impoundment system. In an effort to rebuild additional lost marsh, the Refuge established a mitigation bank that included three previously open water sites covering a total of 177.7 acres, 170.7 of which is bankable. Two of these sites, Site A and Site B, are located along Humble Canal on the northern half of the Refuge property near the public boat launch on LA 82. Site C is located southeast of Sites A and B nearer to the center of the Refuge property in the Deep Lake area. A site map is provided in Figure 1.



Figure 1. Rockefeller Wildlife Refuge Site Map

Site A, a brackish marsh, is approximately 4.7 acres. Prior to the mitigation bank restoration project, approximately 0.5 acres were already vegetated with marsh grass, leaving the remaining 4.2 acres to be constructed as mitigation bank credits. The primary cause of marsh degradation of Site A was saltwater intrusion through Humble Canal and property line canals that were dredged in 1954. Levee degradation around Site A also resulted from a variety of factors including boat wake in the canal.

Similarly, Site B, a brackish system, is approximately 107 acres, with 1.5 acres of previously vegetated marsh. The remaining 105.5 acres were constructed as potential mitigation bank credits. Site B was originally part of a larger impoundment, but was later separated during levee improvement work by a pipeline company in 1964. The marsh was protected until further degradation of one of its levees allowed excess saltwater into the marsh causing a die off of plants in the system and subsequent erosion of the soils.

Site C is an approximately 66-acre saline marsh system, of which 5 acres were already vegetated and 61 acres were bankable marsh. Dredging of canals in the 1950s and resulting spoil piles from oil and gas exploration in the Deep Lake region of the Refuge created the levees that hold the current Site C.

The condition of each of the sites prior to their respective mitigation bank restoration projects varied, but they tended to consist of large areas of shallow water mostly surrounded by levee systems. These levee systems were improved in 2001 and utilized during construction of the mitigation restoration at each of these sites.

Marsh Creation

Designing a marsh creation project takes into account a variety of factors including site-specific geotechnical and environmental requirements. The Refuge's Mitigation Bank Agreement outlines the type of vegetation that each of the three sites should support. **Spartina alterniflora** cv. Vermilion was determined to be planted in the saline system (Site C) and **Spartina patens** and **Spartina alterniflora** were designated for in the brackish systems (Sites A and B). Prior to design of the marsh, a vegetative elevation survey was conducted in the vicinity of the proposed mitigation banks to determine the ground elevations that would best support plant growth. From these data, a target elevation range for each mitigation site was determined. The target elevation range can vary significantly between regions and site-specific vegetation elevation surveys should be conducted for each project.

A variety of geotechnical factors must be taken into account when determining a required ground elevation range to specify for construction. Geotechnical characteristics of the in-situ and fill material were analyzed for expected short-term and long-term settlement over the life of the project. Time settlement curves created from these analyses were utilized when reviewing requirements for viable vegetative growth in the mitigation bank agreement at various time-periods from one year to 20 years following construction. Additionally, consideration was given to achievable construction tolerances and expected instantaneous soil displacement when determining the target construction elevation range and method of measurement.

Open water is an important part of a viable marsh system, allowing for areas of marsh fringe that benefits the local wildlife. Site-specific open-water-to-marsh ratios were established in the Mitigation Bank Agreement and reviewed with the MBRT during design. Tidal channels were included in the design as open water to allow for tidal flows to interact with the marsh system, creating a more natural environment. During construction, these tidal channels can often be utilized as equipment access corridors without disturbing the newly created marsh. Figure 2 shows the initial construction of temporary internal training berms that form these tidal channels.



Figure 2. Temporary Internal Training Berms and Tidal Channel

Material for construction of the mitigation bank sites was hydraulically dredged from the on-site canals and pumped into the marsh creation area to increase the elevation of the open water. A maximum dredging template was created over a specified length of canals, allowing the construction contractor to choose how closely to dredge the template and what distance from the site they preferred to dredge for material. Within Site B and Site C, several marsh parcels were created using the existing site containment dikes and constructing internal temporary training berms. By separating the marsh creation area into parcels, the dredged material placed was allowed to be concentrated in specific areas. Through the hydraulic dredging process, the dredged material is placed as a slurry mix that is expected to dewater and settle quickly within several days to weeks of placement. Dewatering is often accomplished using a one-way culvert system shown in Figures 3 and 4.



Figure 3. View of Culverts From Within Marsh Creation Area



Figure 4. View of Culverts From Outside of Marsh Creation Area

Due to this rapid short-term dewatering, construction elevations for acceptance of each parcel were defined as the elevation at a specified period after final material placement into the parcel. This delay in acceptance allows the construction contractor and Refuge staff to determine if adequate elevations have been achieved by the placed material. Figure 5 shows a grade control point marker that assists the construction contractor and engineer to visually identify the top elevation of the slurry prior to surveying.



Figure 5. Grade Control Point Marker within Dredged Material

After dredged material has been placed throughout the marsh creation area, internal training berms are lowered and the area is allowed time to settle and further dewater prior to planting the prescribed vegetation species. Figure 6 shows the marsh creation area after the dewatering process and prior to planting. Planting of



Figure 6. Marsh Creation Area After Draining

the desired marsh vegetation usually occurs approximately one year after construction is completed.

Figure 7 shows an aerial view of Site C shortly after initial planting. Figure 8 shows a ground view of the same area as the vegetation begins to flourish across the site.



Figure 7. Site C Marsh Creation Area Shortly After Initial Planting (Courtesy of Rockefeller Wildlife Refuge)

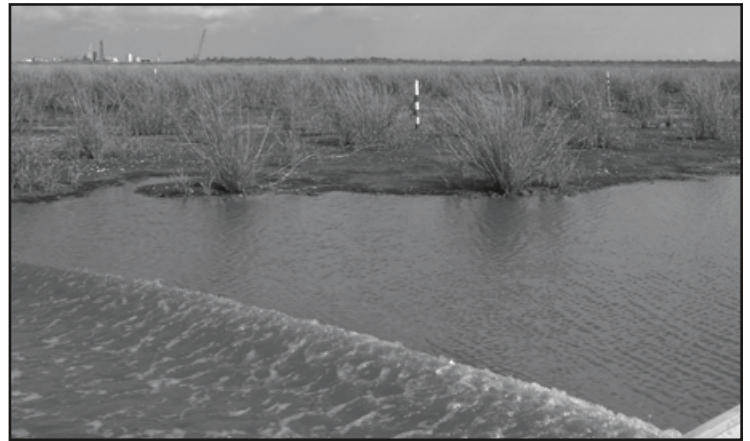


Figure 8. Plant Growth in Site C

Performance Standards

The mitigation bank agreement lists the requirements for acceptance of the marsh as mitigation bank credits based on the percentage of fill with vegetative cover at certain time periods post-construction. Initial success criteria for the Rockefeller Refuge Mitigation Bank is defined as 80% wetland vegetative cover of areas excluding the tidal creeks approximately one to two growing seasons after initial planting of the marsh. If the MBRT determines it to be necessary, the geometry and size of the tidal creeks may be adjusted within 2 years of construction completion to allow for better tidal exchange.

Long-term success is measured after five growing seasons and has four primary requirements. 1) There must continue to be a minimum of 80% vegetative cover excluding tidal creeks. 2) The characteristics and variety of plant and animal life must indicate a natural and sustainable marsh system. 3) Naturally regenerating vegetation is more than 50% FAC, an indicator of plant preference for growing in wetland or non-wetland areas that is usually outlined in the regional wetland plant list. 4) There should be an

absence of degradation of the sites caused by human activity unless approved by the appropriate offices of the USACE and the state. After the initial and long-term criteria have been met, monitoring of the sites will continue at five-year intervals to continuing evaluating long-term viability.

Rockefeller Success

Post-construction, Rockefeller Wildlife Refuge staff manages the water levels in the contained sites through culverts installed during construction to ensure successful growth of the planted vegetation. As each site succeeds in establishing viable marsh complex, the area is then opened to the natural tidal flows. Site A of the Rockefeller Refuge Mitigation Bank completed construction in 2008. Initial and long-term success criteria have been met for Site A and the area is now functioning as a viable marsh system. Site C completed construction in 2011. The initial success criteria for Site C were accomplished and evaluation of the marsh area continues. Figure 9 shows an aerial view of Site C as a well vegetated system. Site B completed construction in early 2014 and will be planted and evaluated in the coming years.

Summary

The mitigation banking process provides a method to significantly benefit wetlands, especially in the coastal areas of Louisiana. By combining the mitigation requirements of multiple impacted

wetlands permits, larger viable wetland systems can be created while also benefitting permit holders, agencies, and wildlife personnel. The work at Rockefeller Wildlife Refuge is an example of the benefits and uses of mitigation banking.

Sources:

1. *Interagency Agreement Rockefeller Refuge Mitigation Bank, Modified January 2012.*
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3. *National Mitigation Banking Association. "What Is Mitigation Banking." <http://www.mitigationbanking.org/about/whatismitigationbanking.html>. Copyright 2011. Accessed June 25, 2014.*
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Figure 9. Site C Marsh Creation Area (Courtesy of Rockefeller Wildlife Refuge)

Erin Rooney, PE, HDR Engineering, Inc. is a coastal engineer with HDR in Lafayette, Louisiana. A native of Chalmette, Louisiana, Ms. Rooney earned a BS in Civil Engineering from Virginia Tech and a MS in Civil Engineering from Texas A&M University. Her experience involves design, numerical modeling, construction administration, and monitoring for various types of projects including shoreline protection, wave analysis, marsh creation, dredging design, and metocean studies.

Phillip "Scooter" Trosclair, Rockefeller Wildlife Refuge is currently serving as Biologist Program Manager at Rockefeller Wildlife Refuge. He began his career as a student worker in the early 90's and advanced his career as a Technician after earning a BS degree in Wildlife Management from McNeese State University. Scooter worked thirteen years with the Alligator Program statewide. Extensive efforts helping industry participants and researchers earned him a promotion to Biologist. Scooter also serves as Commissioner and Secretary on the Chenier Plain Coastal Restoration & Protection Authority.

ASCE Names Two Nominees for President-Elect

By Doug Scott, ASCE National News

Norma Jean Mattei, PhD, PE, F.SEI, M.ASCE, and **Thomas R. Walther, PE, F.ASCE**, have been selected by the Board of Direction's Nominating Committee as the 2 official nominees for the position of ASCE president-elect.

ASCE's election, which will also include Region directors and governors, begins on May 1 and closes on June 1. This year marks the first time the election will be conducted exclusively electronically; paper ballots will no longer be sent to the membership.



Norma Jean Mattei

Mattei, professor and past chair at the University of New Orleans Department of Civil and Environmental Engineering and past interim dean of the university's College of Engineering, was appointed by President Barack Obama in 2012 to serve a 9-year term as one of 3 civilian

commissioners on the Mississippi River Committee (MRC), which advises Congress and the Administration on matters pertaining to the watershed from its headwaters in Minnesota to the Louisiana delta. A graduate of Tulane University, Mattei also had the honor of being appointed by Louisiana Governor Kathleen Blanco in 2007 to serve a 6-year term on the Louisiana Licensing Board for Professional Engineers and Land Surveyors (LAPELS). As a member of LAPELS, she served as chair, secretary, and on the Executive Committee.

Actively involved in ASCE at the national, local, and state level since 1997, Mattei has a long and distinguished service, serving nationally on the Society's Executive Committee (2011), as Region 5 director (2009-2011), as chair of the Region 5 Board of Governors (2009-2011), as a member of the Region 5 Board of Governors (2006-2011), as secretary of the Region 5 Board of Governors (2007), and as vice-chair of the Region 5 Board of Governors (2008). A member of the ASCE Foundation Council of Trustees, she also was president, secretary/treasurer, and director of the Louisiana Section Board and delegate to the District 14 Council. Locally, Mattei was president, vice-president, treasurer, and director on the New Orleans Branch Board.

"I envision that ASCE will lead the profession to a more sustainable world and enhanced global quality of life," wrote Mattei in her vision statement. "The future that I see is one where civil

engineers are the go-to people when it comes to enhanced infrastructure for a growing economy, wise use of our natural resources, well thought-out mitigation and recovery from disasters, and public policy that makes sense."

Focusing on membership and what it means to be an ASCE member, Mattei writes, "I envision a future where ASCE will, through [its] members, lead the Society to a future where the public knows that civil engineering as a profession safeguards society's health, safety, and welfare; top high school students of all ethnicities, genders, and races choose civil engineering as a career; student members continue on as engaged members once they graduate and begin practice; global membership increases because all members (U.S. and foreign born) see and get value in membership; and the Institutes and ASCE, as the mothership, interact regularly and share resources when it is economically beneficial."

A member of various ASCE committees, Mattei has served on the Committee on America's Infrastructure, the Engineering Education Committee, the Program and Finance Committee, the Committee on Licensure, the Leader Training Committee, the Program and Finance Committee, the Audit Committee, the Task Committee on Region-Student Relations, the Policy Review Committee, and the Committee on Licensure and Ethics. She also volunteered on numerous activities, such as spearheading the ASCE Kid's Area Civil Engineering activity at the New Orleans Jazzfest (1999-2012) and being a judge at the Greater New Orleans Engineering & Science Fair (1996-present).

"Years ago, as a student, I was blessed to have 'fallen' into civil engineering as my chosen major," she wrote. "I now get great pleasure as an engineering educator in sharing my passion for civil engineering by teaching the next generation of civil engineers. As an outspoken leader, I will continue to be a role model in promoting diversity not only of gender, but of culture, ethnicity, nationality, and thinking. And I sincerely hope the next phase of my life is to lead the American Society of Civil Engineers into a bright future."

continued on next page



Thomas R. Walther

A utilities coordination engineer with the Eau Claire, Wisconsin, office of Ayres Associates, Walther has spent his entire career in public works engineering. Working 9 years with the Iowa Department of Transportation and the following 25 years as highway commissioner of Eau Claire County,

he had oversight of the regional airport, managed the county landfill, and currently manages operation of the county highway department. In addition, Walther managed all operations of the county highway department, covering all work on county highways, all maintenance work on State highways, and contract work for various local governmental units.

An ASCE Fellow since 1996, a Life Member since 2013, and charter member of the University of Wisconsin-Platteville Student Chapter in 1967, Walther has held every office within the Wisconsin Section Northwest Branch. Recipient of the Wisconsin Section Engineer in Government Service Award (1998) and the Wisconsin Section Distinguished Service Award (2008), he has served on the Section's Board of Directors with terms as Section president, branch director, director at Large, vice-president, chair of the History and Heritage Committee, Section Report Card Committee, Section Awards Committee, Section Nominating Committee, and Spring Technical Conference Planning Committee.

On the national level, Walther has served as District 8 director (2004-2006), chair of the Region 3 Formation Team (2005), Region 3 director (2007-2009), chair of the Region 3 Board of Governors (2006-2009), and member of the At-Large Director Review Subcommittee (2008).

"[I've been] a continuous active member for over 45 years, [and] ASCE has continuously helped me advance my career and

knowledge base," wrote Walther in his vision statement. "I have tried to reciprocate by serving the Society. This service ranges from holding multiple positions at Branch and Section levels up to serving two terms on the national Board of Direction with service on 13 national committees covering a wide spectrum of Society activities. The knowledge acquired through this broad scope of activities helped me [to] form my vision for the Society."

Walther says the first step is to guide and lead the Board and the Society in implementing current Board strategies, plus developing updated strategies to move the Society forward.

"I will strongly support and be a forceful advocate of the ASCE strategy to emphasize infrastructure improvements and, where necessary, expansions," he wrote. "High-quality infrastructure does more than anything to achieve the ASCE vision of building a better quality of life for the citizens of America and the world. The water and wastewater systems civil engineers created have done more to overcome epidemics than [have] many medicines. The transportation systems civil engineers created, from railroads to highways to waterways to pipelines to electrical distribution systems, are the bloodstream that keeps the worldwide economy functioning smoothly and efficiently. We civil engineers must continue to educate the public and politicians about how critical a high-quality and, when necessary, an expanding infrastructure is to the quality of life of everyone on the planet."

Walther envisions the second step as enhancing and maximizing service to its members.

"With today's technology ASCE should be able to better show its members what the Board, Board Committees, Institutes, and other organizational entities are doing," writes Walther. "I will strive to have summarized minutes of the above entities readily available on a members-only sector of the ASCE website. I firmly believe this will allow members to better comprehend what the Society is doing for them and with their dues money.

"To conclude, while following the vision and strategies set by the Board, my vision seeks to strengthen and expand upon these issues to move ASCE forward, and most importantly to enhance the ways the Society serves its members."

Complete biographies and vision statements for Mattei (<http://www.asce.org/candidate/norma-jean-mattei/>) and Walther (<http://www.asce.org/candidate/thomas-r-walther/>) are now available, along with general election information on ASCE's election page (<http://www.asce.org/elections/>). Starting in 2015, the election will be conducted electronically and paper ballots will no longer be sent to the membership.

See more at: <http://blogs.asce.org/asce-names-two-nominees-for-president-elect/#sthash.4ssZWllo.dpuf>

Doug Scott is associate editor of ASCE News and has over 24 years' experience as a news reporter with the Associated Press, Washington Times, Mid-Atlantic Real Estate Journal and other publications. Throughout his career he has covered sports, community news, commercial real estate, healthcare, and all the major events of ASCE. - See more at: <http://blogs.asce.org/author/doug/#sthash.xM2p5mGF.dpuf>

REGISTRATION FORM

2015 ASCE Louisiana Section Spring Conference

April 16 - 17, 2015

Hilton Capitol Center, 201 Lafayette Street, Baton Rouge, LA 70801

Part 1. Registrant Information (*Required)			
a. First Name*		b. Last Name*	
c. First Name as to Appear on Name Tag*		d. Class ___ P.E. ___ P.L.S. ___ Ph.D. ___ E.I.	
e. ASCE Member Number* (If Applicable)			
f. Company Name			
g. Street		h. City	i. State
			j. Zip
k. Telephone*		l. Email*	
Part 2. Individual Registration (Check all that you will be needing)			
<i>Please see cover sheet for registration inclusions</i>		Postmarked ON or BEFORE March 16, 2015	Postmarked AFTER March 16, 2015
STUDENT REGISTRATION:			
Technical Sessions Only <i>(Does NOT include Luncheons)</i>		FREE _____	FREE _____
Thursday Luncheon		\$25 _____	\$25 _____
Thursday Night Networking Event**		FREE _____	FREE _____
Friday Luncheon/Awards Banquet		\$25 _____	\$25 _____
TWO-DAY/FULL REGISTRATION: <i>Includes Luncheons and Networking Event**</i>			
ASCE Member <i>(Indicate member number in Part 1)</i>		\$250 _____	\$275 _____
Non-Member		\$300 _____	\$325 _____
ONE DAY REGISTRATION: <i>Includes Luncheon But NOT Networking Event**</i>			
ASCE Member <i>(Indicate member number in Part 1)</i>		\$150 _____	\$175 _____
Non-Member		\$200 _____	\$225 _____
ADDITIONAL NETWORKING EVENT**:			
Thursday Night Networking Event** <i>(1 Ticket Included with Two Day/Full Registration)</i>		\$40 _____ (Per Person)	\$50 _____ (Per Person)
Total			

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Please make checks payable to: **ASCE Baton Rouge Branch**

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P. O. Box 80047
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For questions concerning the conference
contact Joey Coco at 225-927-9321
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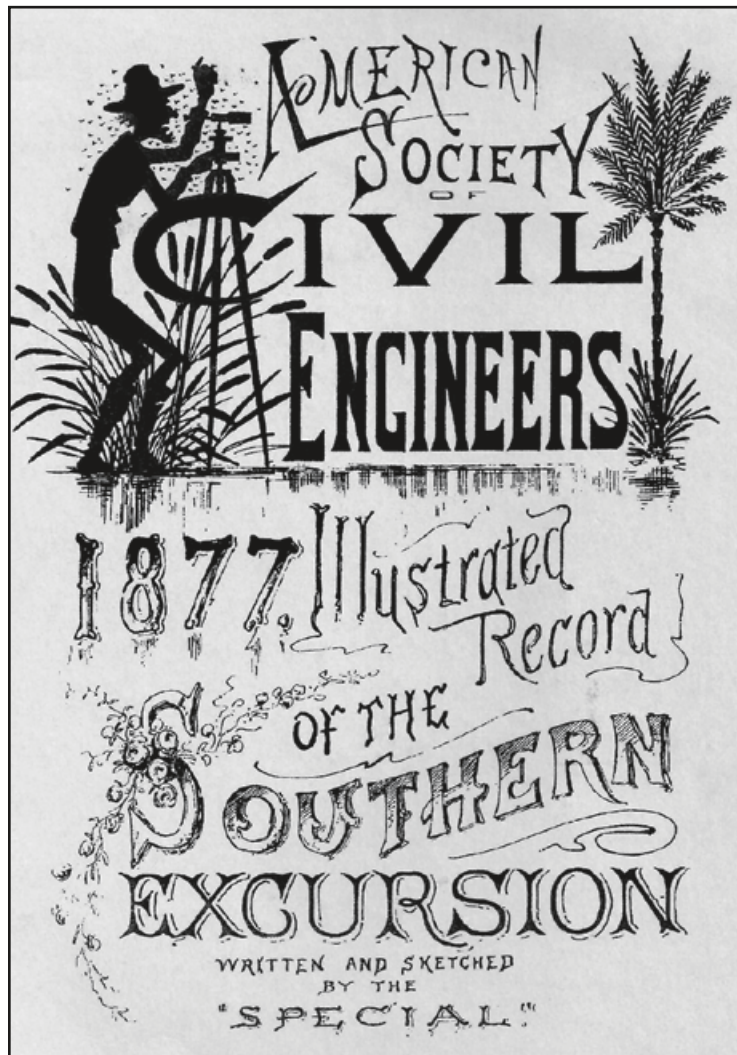
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The Illustrated Record of the 1877 Southern Excursion

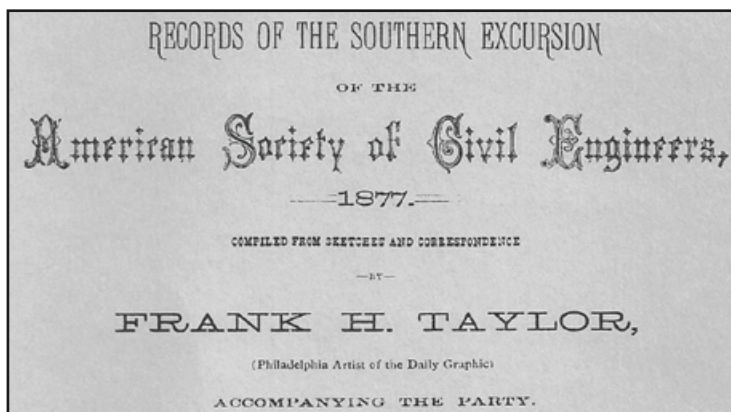
By Bob Jacobsen PE

During the Section's preparations for last year's Centennial Celebration, I spent some time looking for historical items that would be fun to share with the members. Thanks to Nancy Berson and Carol Reese at ASCE Headquarters we struck the jackpot! Believe it or not, as Ripley would say, in April of 1877 ASCE—just 25 years old at the time—held its national convention in New Orleans. Nancy and Carol uncovered the sole surviving copy of a delightful travelogue written by a senior society member from Philadelphia memorializing his experiences in New Orleans. The publication not only addresses several New Orleans engineering items of note at the time—the construction of the Eads Jetties, port facilities, and “the vile drainage system”—but also presents a unique look at the geographic, political, and cultural flavor of the City at this unique juncture in its history. The anonymous author—who goes by the pen name of “The Special”—had a talent for both observation and writing. His style mixes flourish and vernacular in a manner likely cultivated by his contemporaries—and perhaps emulating the popular travel accounts by Mark Twain. The travelogue succeeds in entertaining—and sadly shows how much flair and fun we've lost in our written communications.



The travelogue includes eight chapters. Chapters I, II, and VIII cover portions of the train trip to and from New Orleans. The author dedicated Chapter VII to describing various facets of the emancipated black citizenry. Recall that 1877 marks a traumatic transition in the South back to local governance—ending the post-Civil War Reconstruction. Northerners would have been very curious about the potential (or lack thereof) for lasting social change. The author's biases were much more liberal than those generally held in “the most un-American city in the Union” (but do seem antiquated in today's light). Perhaps regional tensions contributed somewhat to the lapse of 37 years before several New Orleans engineers agreed to found a Louisiana ASCE affiliation.

The following are transcriptions of the remaining chapters. Enjoy!



Chapter II. Louisville to New Orleans

(Earlier paragraphs describe scenery and events leading up to the group's arrival in New Orleans.)

Four hours, of travel at forty miles an hour, brought us to New Orleans. En route, the scene was diversified only by alternate groves of yellow pine and limitless prairies of swamp grass, broken occasionally by a bayou or river, which mingled its muddy waters with that of the gulf close by.

To-night New Orleans is in a ferment occasioned by the expected removal of the troops to-morrow, which is considered as an endorsement of the Nicholls government. There is considerable bad blood on both sides as yet, and sanguinary eloquence is freely indulged in.

Unmindful of the boiling going on in the political pot, those apostles of science and progress, the American Society of Civil Engineers, will begin their annual convention to-morrow morning. Several important technical papers will be read, and the programme of the week includes a number of excursions to objects and places of interest. St. Charles Hotel (just west of Canal Street across from the French Quarter), the headquarters, is well filled, and the sight in the great rotunda is animated in the extreme.

As I write, the city bells toll out the hour of midnight, and almost simultaneously the alarm sounds for fire, while a dull, red glare, in a remote part of the city gives its locality. The car bells sound like home, but the hoarse and frequent screams of the river steamers, remind me that I sleep to-night upon the banks of the "father of the waters."

Chapter III. New Orleans, Politically.

That portion of New Orleans beyond Canal street is known under the general title of Frenchtown (French Quarter). In the centre of this region is situated the once fashionable and imposing St. Louis hotel, known to old residents as the favorite resort for planters "befo' de wah." This became the Packard citadel, and, from the first week of the present year up to this morning he has "held the fort" valiantly. (Stephen B. Packard, from Maine, was appointed US Marshall overseeing Reconstruction in New Orleans during President Grant's administration. He subsequently led the radical Republican faction in Louisiana, who were opposed by the Democrats, led by Francis T. Nicholls. The two parties hotly disputed the results of the 1876 gubernatorial election, both claiming to be the victor.) It is located at the corner of St. Louis and Royal streets, and back of it, on Charles street, is another abandoned hotel, called the "Orleans." Here a company of the Third Infantry were barracked, and interior communication was effected between the two buildings by a hole cut through the division wall.

At an early hour yesterday morning, a few of us visited the French market, of which more hereafter. While wandering about, we espied the gallant Col. R., and about the same time the colonel discovered the bouquets of immense proportions, costing about \$5.00 at northern valuation, might be had for 25 cents. So he bethought him to make a little offering to the ladies of our expedition. Shortly thereafter, a procession of about a dozen tourists, with the colonel at their head, between his bouquets, might have been seen marching up Chartres street. A discussion arose as to the exact locality of "Fort Packard," and the colonel appealed to some bystanders. We were rightly directed, but the inference of the crowd at our extraordinary interest in the location of the Republican stronghold was not at all favorable to our peace. They said, with one voice, "Thim's a pack of dem norden radikels, that's goin' to give Packard some bokaays," and so they fell into the rear, until stopped by the videttes of the White League, who were anxious to preserve order. The colonel all this time was blissfully unconscious of the fact that his incendiary bouquets were likely to create another revolution, and he walked calmly along, thinking, no doubt, what he should say when he presented the flowers. Two or three of us tarried, and were rewarded by the sight of about fifty able-bodied men, engaged, in about five minutes, in as pretty a little free fight as ever warmed the cockles of an Irishman's heart. A pugnacious individual would doff his coat in the middle of the street, disappear for a moment in the surging mass, and then coming out, would lean contemplatively over the gutter, and nurse his nasal. It was a pretty sight, from a distance.

I visited "Fort Packard" yesterday morning. Its vicinity was lively with negroes of a thousand shades. Its propinquity was announced by a marked increase in the density of the several smells which

filled the air. New Orleans is given to surface drainage, and calls disease a "dispensation of Divine Providence." After some parley with the numerous guards, white and black, I was admitted to the interior. In the front portion, a winding stairway leads to the regions above. In the centre an open court, with heavy archways set in the sides, and a gallery, is found. The place was partly full of unoccupied retainers, as was the gallery overhead. Through the courtesy of the "Chief of Police" I was permitted to inspect the halls of the House and Senate. The former, once a dining hall; the latter, a noble rotunda which has been filled in between the columns and floored over upon a level with the second story. This is the property of the State, having been bought by the Packard Treasurer with State funds. I found Governor Packard in his office, his expressive and patient face showing some marks of the anxiety he has been subjected to. He gave me the impression of a man who would suffer all things for a cause he believed to be right, without regard to personal gain. Between 11 and 12 o'clock the troops were put in marching order, and waited patiently in the hallway of the old Orleans Hotel for the stroke of noon, and a crowd of residents and the soldiers of the Thirteenth Infantry, which is quartered in the Custom House, waited with equal patience, in the drizzling rain outside. Promptly, on the minute, the drum major struck an attitude and performed a few feats with his baton, when the line emerged from the building to the inspiring notes of a quickstep. A march of ten minutes brought the soldiers to the levee, and very quickly they were on their way down stream, while the cheers of the crowd mingled with the strains of "The Girl I left behind me."

At 1 P.M. three 12-pounder howitzers were taken to the foot of Canal street, followed by a great crowd and 100 guns were fired in honor of the "evacuation." One of the guns was served by a detachment of the Washington Light Artillery, and the other two by members of the White League (a militant arm of the Democrats). They were echoed by small cannon on board the steamers.

At noon to-day the two houses of the Nicholl's faction adjourned from their old headquarters to the captured halls, and proceeded immediately to the consideration of routine business. Everything was orderly and well conducted. An intense odor of carbolic acid was all that remained to remind one of the late occupants.

Among the members of the Senate I noted Twitchell, who is minus both arms, which were amputated because of his being shot while crossing the river at Conshatta (probably Coushatta), about one year ago. There is a liberal sprinkling of negroes in both houses, and some of them are very fine speakers. The clerk of the Senate is a black. In the House I saw Governor Warmoth, (a Union army officer from Illinois and previous Republican Governor during Reconstruction) seated with the other legislators. He is a tall and handsome man, reminding one somewhat of General Logan, without the latter's pomposity. Previous to the adjournment from the old quarters I called upon the incoming Governor, and found him more accessible than many of the ward dignitaries of a city I wot of. He is minus a left arm, and has a fictitious leg. His face is the condensed definition of resolution. He predicts that Louisiana will soon be on the highway to permanent prosperity, such as she has not known since the ante-bellum days. And, indeed, with the

success of Capt. Eads' jetties, a large cotton crop, and cessation of political strife, there is no reason, beyond the vile drainage system, why she should not prosper.

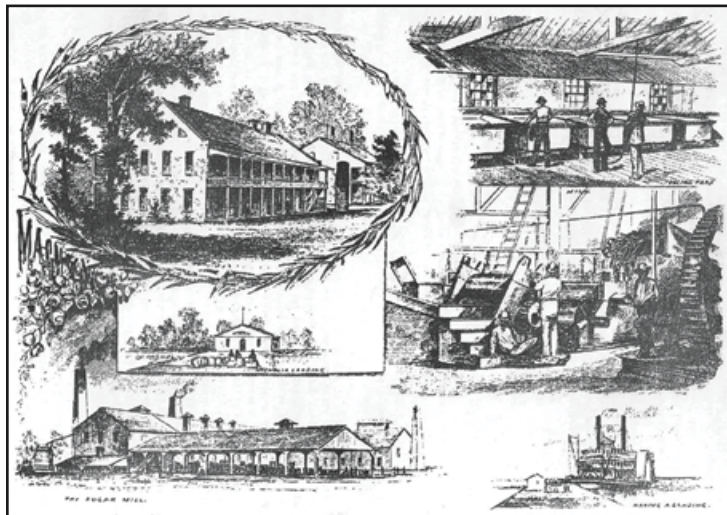
Chapter IV. In Convention

Unmindful of the turbulent condition of affairs outside, the Engineers met in convention at the fine hall of the New Orleans Board of Trade on Tuesday, and pursued the even tenor of resolution and debate for the ensuing three days. A number of interesting and valuable papers upon technical subjects were read by members, record of which must appear in the Secretary's book. As previously stated, it is not my object to devote the space herein to details of proceedings, dear, in their formality, to the engineering soul, but to touch upon the happenings of the various tours of observation, previous, and subsequent, to the convention. The chief source of good derived from this annual congregation is found, after all, in the comparison of modes, by personal inspection of engineering works; in personal acquaintance with the projectors; in the dissolution of sectional prejudice, and, above all, in the sanitary refreshment of a few days away from the grind of routine, which envelops the hard-worked professional man of the present day. And so the convention proper may be regarded, without disrespect, as a sort of frame-work upon which to hang the gorgeous tapestry of a trip to a new and interesting section, or, perhaps, as a decent excuse to oneself for going away from home in order to try and experience a little of the happiness one used to feel when, in the old school days, the books were securely packed away for the summer.

Chapter V. The Mississippi Jetties

Since my last letter, which antedated our visit to Captain Eads' great undertaking at the Delta of the Mississippi, so much has occurred, and so many places have been visited, that we have been constantly on the wing, and I have some doubts as to my ability, in the present disordered condition of an over-surfeited mind, to write coherently upon any given subject. I will try, however, to convey some idea of the extent and purport of the engineering works at the south pass of the Delta, known as the jetties.

Upon the morning of April 27th, a party numbering about one hundred and forty persons, including the members of the American



Society of Civil Engineers and their ladies, with many prominent residents of the Crescent City, embarked upon the steamer La Belle. Promptly, at ten A.M., we moved out from among the clustering groups of steamboats and vessels of all kinds, and were quickly on our way down the "Father of Waters." A chart was spread in the cabin, by means of which we were enabled to identify, at sight, any given object of interest. Opposite the city is seen the town of Algiers, much like Camden (New Jersey) in character. Here the dry docks are located.

Below the city we noted the United States Barracks, and, near by, the historical battle-ground where Jackson whipped the British, and where the Confederates established a great cemetery for burial of the men who died in behalf of the "lost cause." For nearly one hundred miles the country reminds one of the Delaware between Philadelphia and Beverly, only that the ground is often lower than the surface of the river, and the banks on either side take the form of levees, and are strewn with the debris brought down by the turbid waters above.

At a distance of some forty miles from our starting point, we were treated to a couple of hours' inspection of a representative plantation, and enjoyed a taste of regular, old-fashioned, whole-souled Southern hospitality. It is safe to say that the little sojourn of the excursionists at "Magnolia," the pretty and appropriate title of Col. Effingham Lawrence's plantation, will always be remembered with great pleasure by all. After due attention to a fine collation in the capacious "dining-room" of the old manse, which, by the way, was the first two-story residence built in the State, the visitors rambled about the plantation, through the vistas of orange trees; inspected the big sugar-house with its ponderous and complex machinery, or rode about the more distant parts of the domain. Certain of the younger excursionists paid particular court to a bevy of bright-eyed daughters of the sunny South, whose rosy cheeks were well set off by the scarlet of their jaunty plantation hats. Speeches, that great American prerogative, were then in order, and soon, with a parting cheer, we were on our way down the river again. Shortly before sunset, a continued stiff breeze from the Gulf had so disturbed the waters of the stream that our craft, built only for the more tranquil waters above, was obliged to tie up beside the levee, beside a swamp filled with small trees, which kept the wind away, and at the same time enabled the swarms of insatiate mosquitoes to accomplish their deadly mission. The scenes witnessed that night upon the ill-starred La Belle will never be forgotten by the survivors. Through all the long watches of the night, the combined horns of countless insects made the air heavy with their melody, while the agonizing fusillade of slaps, by their victims, gave a staccato-like tone to the concert. Morning dawned upon a haggard and tottering mass of humanity. Like the leopard, they were "known by their spots," and the few who were buried in the recesses of state-rooms were conspicuous by their ability to come to time when breakfast was announced.

The upper end of the jetties at Port Eads was reached about eight o'clock. Here were found the several buildings used in constructing the mats and other essentials to the work; also a comfortable hotel and a small fleet of pile drivers, schooners and steamboats. The

mode of preparing the mats is peculiar. They are constructed of willow branches, which grow in profusion at the "Jump," above. These are laid upon a frame-work varying in size from 100 feet to about 25 feet in length, and of proportionate width. Stout hickory pins about 18 inches long are set into the frame work, and the willows are placed in four layers, at alternate right angles, after which binding strips are put on, and held in place by the hickory pins. The ends are then trimmed, and the mat, or, more properly, "mattress," is ready for launching. A steam tug tows it to its proper position, and it is moored to piles already driven, and anchored securely, when it is sunk by a burden of heavy stones. This operation is repeated until six mats have been located, each having a layer of stone over it, the top dressing being the heaviest. The effect is to confine the impetuous waters of the river in a channel and project the current, heavy with sediment, far out into the deep waters of the gulf. This sediment is washed inward on either side of the jetties, forming shoals where deep water formerly existed, and thus effectually protecting the works from the havoc of the waves. Captain Eads undertakes to keep the channel open for twenty years for the sum of \$100,000 per annum. The excursionists embarked at 1 P.M. upon two steamers, and were soon ploughing the waves of the Gulf. After several hours outside, during which many of the party were given a practical demonstration of the miseries of mal de mer, the expedition returned to the river via the Southwest Pass, where a government dredge was hard at work deepening the channel on the bar.

With a parting cheer to our friends of Port Eads, our craft slowly began the homeward journey. With a pleasant breeze coming from the gulf, the radiance of a full moon which silvered the surging waters, and a joyous party on board, there was nothing left to add to the pleasure of the occasion. Even the sorrows of the previous night were forgotten. An amateur group of "Original Mississippi Minstrels," recruited from the younger members of the expedition, treated the passengers to a performance which won laurels for the vocalists. Personal modesty forbids any mention of the enthusiasm which greeted the efforts of the end-man.

A meeting was then convened, whereat everybody was thanked according to proper formulas made and provided. It was the most thankful party I ever saw.

At early morning the Crescent City was reached. Not so early, however, but that the devout French population was already at mass in the old Cathedral, and the markets and stores were in full blast, for Sunday in New Orleans is the greatest business and pleasure day of the week.

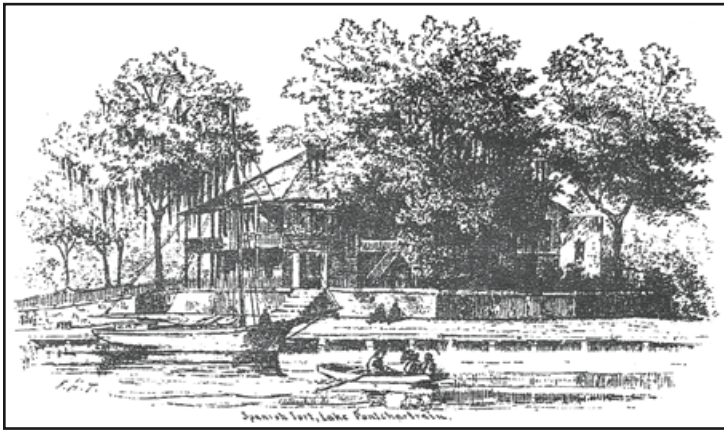
Now a word as to the significance of the jetties. If they are maintained, and a reliable channel made, which will permit the largest ships to come up to the wharves, the future of New Orleans and the cities of the Mississippi valley will be very bright. The immense grain and cotton shipments will be diverted largely from the railroads, and sent to eastern ports or foreign countries by steamship. The people of Louisiana, believing that the incubus of political anarchy is gone forever, are hopeful, and capital is seeking investment. I will reserve special features of the city for another letter.

Chapter VI. The City of New Orleans

This is certainly the most un-American city in the Union. The stranger, upon first inspection, finds it hard to disabuse the mind of the impression that he is not in some foreign seaport. Strange looking, unpronounceable French and Italian names adorn the store fronts. In some sections English is the exceptional language. Though not so strongly marked as formerly, the French quarter is still well defined, and within its borders dwells many a man who is thoroughly French as the most ultra-Parisian. In this district the streets are more narrow; the houses and their appurtenances jut out over the highways, and a general effect of respectable decay pervades the surroundings. Marks of old Spanish rule are not wanting. They are manifested in the quaint styles of the facades and windows, which seem intended more for ornament than for light; in the swinging signs, and above all, in the jaw-breaking names of the streets. Within the last century the city of New Orleans was only a fortified town of very limited dimensions, now it spreads its domain over many leagues.

Viewed from the roof of the Custom House the scene is a very beautiful one. First, along the levees, we see the clustering stacks of the numerous steamboats, the smoke floating away from them and burying the steeples and domes in a semi-haze which serves to give emphasis to the foreground. It is noticeable that nearly every building, either commercial or private, has its own gable roof of tiles and slate. The inference is that rain water has an appreciable value. Out in the stream, firmly anchored, we note a monitor, so long in the location as to be regarded as a permanent land-mark. (Excuse the bull.) Across the river is Algiers, with its repair dock, and where the Morgan Railroad takes on its train of emigrants to Texas. Six miles up is Carrolton, a pretty suburb, just above which the plantations begin, and to which run the fireless engines (streetcars, horse-drawn at the time), an excellent motive power in this level town, but useless on a grade. Then, about four miles down stream, is seen the old battle field at Chalmette, where Jackson demonstrated the utility of cotton bales as a defensive means. Nearby, on the river side, are the U.S. barracks, and not far off, the great Confederate cemetery. Away inland, beyond a dense swamp, is seen the sparkling waters of Lake Pontchartrain, where, far down upon the horizon little specks of sails are just discernible. Intermediate are several fine cemeteries, looking like marble cities. They bury their dead, or rather entomb them, in marble ovens, and seal them up; comparatively few are laid in the ground. In one of these, "Greenwood," a fine monument, "In commemoration of the virtues of the Confederate soldier" is erected. The crowning figure, however, is much strained in its posture. Close by these runs the "New Canal," through which steam tugs slowly drag deeply laden schooners to the waters of Lake Pontchartrain. At the end of the canal is found a little picturesque collection of bathing houses and summer hotels. Then down the shore a mile or so is the Bayou St. Louis, (Bayou St. John) upon the banks of which, in the midst of an orange-grove, is the "Old Spanish Fort," an ancient and crumbling rampart of brick, with great trees inside, from which long festoons of moss wave in the breeze like funeral drapings. In the centre, marring the effect, the speculative owners have built a modern frame excursion house, where the thirsty may find relief. The old cannon lie rusting on the ground where they dropped from their

rotting carriages. Just above, beside the Bayou, is a collection of huts, where young alligators are the principal article of commerce, visitors coming out from the town to obtain them. A specimen some eighteen inches long from this source, is at the moment of this writing making an effort to shield himself from public gaze beneath the multifarious papers on my writing desk.



But I forget that all this time we are supposed to be looking from the roof of the New Orleans Custom House. Not far away, toward Chalmette, is the mint, where the order of "Status Quo" seems to yet hold good, for everything is just in the condition in which work was suspended at the outbreak of the Rebellion. The machinery is well cared for, and a little occasional assaying is done by the one or two government officials in charge. Out of a window over the principal entrance Gen. Butler hung a man, once, for hauling down the stars and stripes. Nearer still is the French Cathedral, facing on Jackson Square, and flanked by two buildings of the Spanish era, imposing in their age. Through the dense tropical verdure of the Square, the equestrian figure of Jackson stands out. Beginning at the far corner, we catch a glimpse of the French market, an institution meriting more than a passing notice. In build, it is not unlike our Girard Avenue or Second Street Markets, (Philadelphia), only that it has several avenues. In the several sections one can find almost any object possible to ask for, and hear half the languages under the sun.

A visit at early morning, especially Sunday morning, is worth all the loss of the luxury of an early nap. A good cup of coffee from the hand of the veteran negress "Rose" and a petite bouquet from the stand of a fair French flower girl, will pay well for the investment. In reality, the Italians seem quite as numerous as the French, and the Portuguese and Hebrews are not far behind, in point of numbers. The former do most of the boating, and their crafts resemble the "luggers" of their native land. These boats sail very fast, and seem to go with or against the wind with equal facility.

One of the largest interests of the city is found in the cotton presses. The cotton comes down the river stacked up about the decks of the steamers, in bales formed in the home-made wooden presses upon the plantations. It goes to the sheds which surround the presses, and awaits the squeezing process which is to fit it for economical shipment. The press resembles a big steam-hammer. The bales are rolled beneath the cylinder, the steam turned on, and presto, the bale seems to disappear. It is only a narrow block of

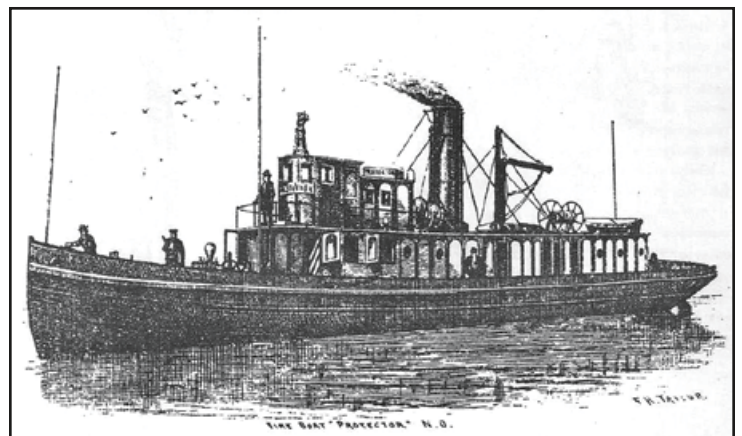
fleecy cotton, under a pressure like that of a mountain. The hands pass iron hoops about it, give the ends a dexterous turn, and the bale comes out about one-third of its original size, and in another moment is on its way to the ship. Two millions of bales are thus treated annually in New Orleans, one press which I visited having disposed of 170,000, for which 60 cents per bale is charged, storage being additional. A first-class cotton press costs about \$25,000.

New Orleans needs drainage. General Beauregard told me that two millions of dollars, in round figures, would give the city a good sewerage system, and save hundreds of lives annually.

A desire to become independent of the frozen North has induced the erection of a large ice factory. Eighty tons per day are turned out in clear and handsome blocks of twenty pounds each.

Descending from our lofty perch on the roof, we explore the interior of the Custom House. The upper portion of the building is fitted up as a barrack. Sentries pace in every corridor, and roll of drums wakes up the echoes. Below we emerge into the grandest apartment in America. It is lofty, broad and magnificently chaste, entirely of marble. About its sides are the various Government port offices. This building is said to have settled some inches. Many of its windows are boarded up, and it bears all the marks incident to so many ambitious governmental projects, which are of the past, and being yet incomplete, find no champion bold enough to urge further expenditure.

One afternoon, through the kindness of Mr. Granger, the agent of Babcock Fire Extinguisher Company in the South, the propeller Fire-boat "Protector" was placed at our disposal, and a large party visited many points about the harbor not previously inspected, including the monitor "Canonicus" and the oil works at Algiers, where oil and oil-cake are produced from cotton seed.



The "Protector" has been the means of saving a large amount of property along the river front, in the short time she has been in service. The boat is very fast and powerful, and is fitted with all the improved fire extinguishing appliances for which the Babcock Company are famous. Upon another occasion the visitors inspected the coast survey steamer "Blake," which is fitted with an ingenious and improved appliance for deep sea soundings, invented by Lieutenant Commander C.D. Sigsbee, the officer in charge of the "Blake."

ASCE Region 5 Governor's Message

By Ali M. Mustapha, PE, F. ASCE

ASCE Region 5 Board of Governors purpose is to be a liaison between Sections and Branches and ASCE and to provide support to the Sections' Branches and Student Chapters in Alabama, Florida, Georgia, Louisiana and Mississippi. The Region's Board of Governors is comprised of a Director (Ms. Melissa Wheeler, GA Section) and seven (7) Governors (Tony Palmer, AL Section, Stu Moring, GA Section, Quincy Alexander, MS Section, Brett Goodman, Peter Moore and Eric Czerniejewski, FL Section, and I). The Board is working on the development of a survey questionnaire for use to determine how the R5 Board can best serve and assist the Sections, Branches and Student Chapters leadership in the Region promoting ASCE programs and priority issues.

Region 5 Board of Governors held a meeting on January 10th in Miami, Florida during the 2015 ASCE Regions 1,2,4 & 5 Workshop for Section and Branch Leaders (WSBL). The Board approved a request by the University of Georgia to establish an ASCE Student Chapter. This approval will allow the activation of the Student Chapter by ASCE and enable the Chapter to receive service from ASCE's Student member community. The Region's Board conducted phone interviews for the Region 5 Governor at large position and selected Barbara Lehman of the Alabama Section to fill this position which will be vacated on October 1, 2015.

I want to thank the Baton Rouge Branch, Shreveport Branch and the Section for sending representatives to the 2015 ASCE Regions 1, 2, 4 & 5 Workshop for Section and Branch Leaders (WSBL) that was held in Miami, Florida. This Workshop provided attendees the opportunity to interact and exchange ideas, information and experience with other Sections' and Branches' leaders. To all the Student Chapters, Branches and Section Officers please don't hesitate to contact me if you need assistance in organizing an event. I am always available and committed to provide any needed assistance to insure our organization continues to grow and provide excellent and unique service to our membership. Working together to promote and protect the Civil Engineering profession will insure a successful future for mankind.



Ali M. Mustapha, PE, F. ASCE

GRC Seeking Members

By the Louisiana Section ASCE (L.ASCE) Government Relations Committee



The Louisiana Government Relations Committee is currently seeking to increase our active member roster in 2015. The GRC focuses on keeping up with legislative and political activities, which affect civil engineers and infrastructure. The GRC isn't a lobbyist group, but rather a venue for ASCE to provide insightful data and resources about our infrastructure so that informed decisions can be made. GRC members make themselves available to politicians as a resource and frequently provide factual testimony, which can be used for top-level decision making. If you have signed up as an ASCE key contact, you should strongly consider the state GRC.

Over the upcoming months of 2015, we will be preparing for our annual infrastructure day/rural caucus luncheon with the state legislators.

Please reach out to the GRC chair Joey Coco by phone 225 927-9321 or jcoco@forteandtablada.com if you would like to participate. We will be meeting 4 to 6 times this year by phone conference and/or face-to-face meeting. Anytime is a good time to become involved and there are no additional dues or commitments required.

ASCE

ASCE KEY CONTACTS LEAD THE WAY

ASCE's Multi-Region Leadership Conference for Regions 1,2,4 and 5 was recently held in Miami, Florida. New Executive Director Tom Smith, ENV SP, CA., F.ASCE, current ASCE President Bob Stevens, PE, F.ASCE, and ASCE President-Elect Mark Woodson, PE, LS, D.WRE, F.ASCE, all attended and spoke to members about joining the Key Contact Program, ASCE's grassroots advocacy organization.

The Key Contact Program is available to all ASCE members, and is designed to provide you with opportunities to learn how to lead the discussion on infrastructure and other civil engineering issues in your local community; skills that can help you become a better engineer. Civil engineers can play a vital role in educating lawmakers at all levels of government on important issues such as fixing the highway trust fund.

If you are not already a member, please sign up today so you can be sure to receive special, timely information on public policy activities affecting the practice of civil engineering, and tips on how you can be involved to make a difference on these issues.

Visit the ASCE Key Contact webpage (<http://bit.ly/1KAOOQH>) to learn more about the program and sign up online.

Still have questions?

Contact ASCE Government Relations at govwash@asce.org.

ASCE-COPRI Louisiana Chapter News

By Erin Rooney, PE, Director - Communications



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.

In November, L.COPRI installed its 2014-2015 Board of Directors:

Chair: Rudy Simoneaux
Vice-Chair: Paul Tschirky
Secretary: Dennis Lambert
Treasurer: Ashly Adams-Tschirky
Director – Programs: Tyler Ortego
Director – Communications: Erin Rooney
Director – Education: Venu Tammineni

Additionally, the following committee chairs were installed:

Young Professionals Committee Chair: Andrew Woodroof
Academic and Practitioner Advisory Committee:

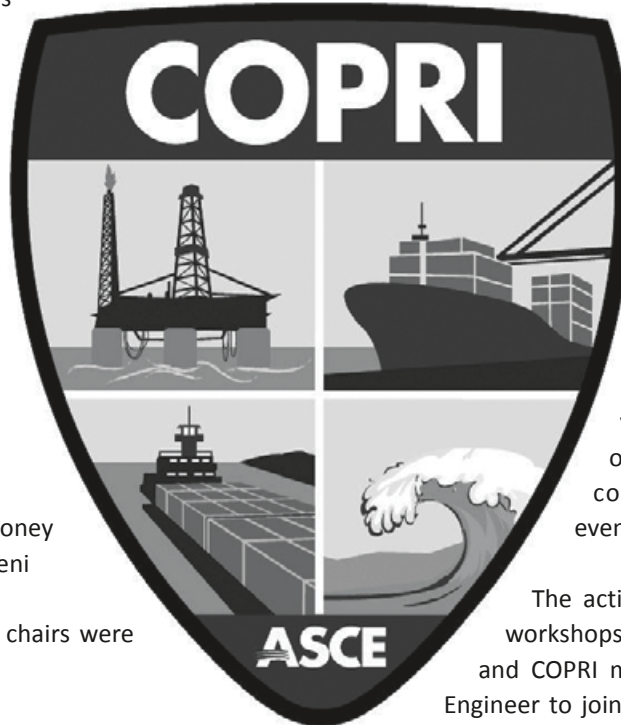
Ehab Meselhe
Clint Willson
Cathy Dunn
Nancy Powell

The L.COPRI Board is currently planning its next Technical Seminar which will focus on maintaining and controlling the Mississippi River. An exact date and location have not yet been determined, but it is likely that this seminar will occur in early February and will be held in New Orleans. The program committee is looking forward to serving the membership with quality seminars and workshops throughout the year. Keep your eyes open for announcements on additional events featuring industrial port facilities and a follow-up to the popular marsh creation workshop.

Several L.COPRI members are currently serving roles on National COPRI committees. Jesse Noel, Erin Rooney, and Venu Tammineni are serving on the COPRI Younger Members Committee. Dennis Lambert has been nominated as the Chair of the National Public Private Partnership for Waterways Subcommittee, a standing committee of the COPRI Waterways Committee and is also a member of the COPRI Ports and Harbors Committee. Cathy Dunn, Deborah Keller, Dennis Lambert, and Erin Rooney continue to serve as part of the PORTS '16 Conference Planning Committee.

National COPRI has issued calls for papers for two upcoming national conferences. The Joint Conference of Coastal Structures and Solutions to Coastal Disasters will be held in Boston September 9-11, 2015. Abstracts are due February 15, 2015. The PORTS '16 Conference will be held in New Orleans June 12-15, 2016 at the New Orleans Marriott with the theme "PORTS: Gateways to a World of Opportunities". Abstracts are due April 8, 2015. For more information on these and all COPRI conferences, please visit <http://www.asce.org/coasts-oceans-ports-and-rivers-engineering/coastal-engineering-conferences-and-events/>.

The activities of L.COPRI will include 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 and riverine efforts in Louisiana. If you have any questions or to add your name to our mailing list, please contact Erin Rooney, at erin.rooney@hdrinc.com.



Get the Latest Version of the Report Card App



Recently, ASCE released a new update to the mobile and tablet Report Card apps!

If you've already downloaded the Report Card to your phone or tablet, the new version is only a few clicks away. To get the latest and greatest version, just go to your app store of choice (iTunes or Google Play) and click on "Updates." Hit "Update," and you'll have all the new information automatically loaded.

While you're in the iTunes or Google Play store, we'd really appreciate it if you'd take a few minutes to rate our app and tell others why they should download it too.

ASCE-T&DI Louisiana Chapter News

By Joffrey Easley, PE - Newsletter Editor



TRANSPORTATION
& DEVELOPMENT
INSTITUTE
LOUISIANA CHAPTER

New Members

T&DI is pleased to announce the addition of two new members to the Executive Committee, William "Bill" Temple, PE and Malay Ghose Hajra, PhD, PE. Mr. Temple is the Executive Director of the Concrete and Aggregates Association of Louisiana (CAAL). As the Executive Director, he leads a staff of three in providing direction for a trade association consisting of 130 member companies representing the cement, ready mix, concrete paving, aggregate and concrete pipe industries covering technical, promotional and technology transfer programs. Prior to joining CAAL, Mr. Temple served as Assistant Secretary for Operations and Chief Engineer of the Louisiana Department of Transportation and Development (LADOTD) from 2001 to 2010. He has worked in the areas of pavement design, construction, maintenance, and pavement performance. Dr. Ghose Hajra is an Assistant Professor in Geotechnical Engineering at the University of New Orleans (UNO). His research interests are Geotechnical and Geoenvironmental Engineering, with an emphasis on the sustainability of coastal infrastructure and deep foundations. Dr. Ghose Hajra also has over 10 years of experience practicing Geotechnical Engineering in the private arena. His experience ranges from conducting subsurface geotechnical investigations, to analyzing and designing shallow and deep foundation systems, to serving as Department Manager of a large Geotechnical Engineering company in New Orleans, LA.

Upcoming Seminar

As many in the transportation community are likely already aware, LADOTD recently published the LADOTD Bridge Design and Evaluation Manual, which replaces the LRFD Bridge Design Manual as well as the long-standing Bridge Design English Manual. The concrete materials specifications in the LADOTD Standard Specifications for Roads and Bridges is also undergoing a major overhaul. The T&DI Louisiana Chapter will be hosting a seminar entitled New LA DOTD Bridge Design and Evaluation Manual (BDEM) and Concrete Materials Specifications at the LSU TTEC auditorium in Baton Rouge on February 26th on these new publications. Be on the lookout for an announcement and registration information.

LAPELS Transportation Engineering Practice Committee

Two members of the T&DI Executive Committee (David Kanger, PE and Dr. Louay Mohammad) are serving on the LAPELS Transportation Engineering Practice Committee. The goal of this committee is to draft an internal LAPELS document "Investigative Aid No. 5 – Transportation Engineering" which would be used by LAPELS investigators to assist the board when reviewing complaints of gross negligence, gross incompetence, and/or gross misconduct associated with the professional practice of transportation engineering.

Louisiana State Science and Engineering Fair

T&DI will again be participating in the Louisiana State Science and Engineering Fair. The event will take place March 24th and 25th at the LSU Student Union Royal Cotillion Ballroom in Baton Rouge. As in past years, members of T&DI will serve as judges and present

awards to the students with the top transportation and development projects. The Science Fair is always on the lookout for new judges, so if you or anyone you know is interested in being a judge, contact Ray LePine, the Chair of the Judging Committee, at rlepine@lsu.edu for additional information.

2014-2015 Scholarship Recipients

One of the long-term goals of the T&DI Louisiana chapter was to start and sustain a scholarship program and this goal was achieved during FY2012. With funding provided by our seminar proceeds, T&DI formed a subcommittee (composed of Dr. Louay Mohammad, Om Dixit, PE, and Dan Aucutt, 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. Announcements were issued to Louisiana universities in September, 2013. Applicants are required to provide a transcript along with two academic recommendations, as well as an essay regarding their interest in transportation studies. The recipients of the 2014-2015 T&DI Scholarship are Ms. Amy Olson (LSU) and Mr. Stephen Borengasser (UNO). Each awardee received a \$500 stipend, which was sent to their respective engineering departments for distribution.



Amy Olson



Stephen Borengasser

Congratulations to the 2014-2015 recipients on this accomplishment!

The intent of T&DI 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 Michael Paul, PE, at MPAUL@trcsolutions.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 seminars 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:

- I-49 South Corridor
- Louisiana ITS
- Toll Road Feasibility for I-10/LA 1 connector in Baton Rouge
- Pavement Engineering (Part 3 of 3) Application of Earthwork and Embankment Materials
- New Pavement Design / Empirical Methods
- Mitigation Banking

Branch News

ACADIANA BRANCH

By Beau J. Tate, PE, Branch President

The Acadiana Branch has been very active for the last quarter of 2014. In November a very successful dinner with the University of Louisiana student was held. Ehab Meselhe, PhD, PE, Director of Natural Systems Modeling & Monitoring with the Water Institute of the Gulf presented on "Diversion Modeling and Sediment Transport within the Mississippi River". The meeting was followed by a jambalaya dinner in Girouard Park, which was well attended by members of the Acadiana Branch and UL students.

The December luncheon was combined with LES to make a joint ASCE/LES Christmas Social, it was held on December 10, 2014 at the Abacus Banquet and Reception Hall. The event was well attended by both ASCE and LES.

In addition to the monthly meetings, I would like to mention the technical project articles, which have been included in the Acadiana

Branch newsletter. To date the branch has received technical letters prepared by Michael Burrows, CM from the Lafayette Airport Commission, and Robert S. Miller, MS, PE from Fenstermaker and Associates, LLC, entitled, "Flooding in FEMA Zone X: Implications for a Growing Community". Please refer to the Acadiana Branch website if you would like to view the articles.

Acadiana Branch was included the 18th Annual Joint Engineering Societies Conference, that were held at the Lafayette Hilton, on January 22, & 23, 2015. Professors of UL, Matthew Fadden, PhD., and Chris Carroll, PhD gave a presentation on implementing a structures lab on the UL campus. Lastly, the Branch participated in a Math & Science Night on February 11, 2015, where professionals met with high school students from the Youngsville area to discuss how the Civil Engineering profession relates to math and science.



Diversion Modeling and Sediment Transport lecture with Dr. Ehab Meselhe



ASCE/LES Joint Christmas Social

BATON ROUGE BRANCH

By Kirk Lowery, PE, Branch President

The Baton Rouge Branch Annual Christmas Party was held Friday December 5th at the Bocage Racquet Club with approximately 100 members and guests attending. Our very talented ASCE member Russ Joffrion provided entertainment, and all enjoyed this well-planned event by President-Elect Danielle Welborne. The Christmas Party has a deep history within the branch, which allows members the opportunity to network and develop better personal relationships.

The Branch held its first meeting of the year with Dr. Clinton Willson presenting on the "New and Improved Mississippi River Model Lab".

Dr. Willson described the new building that will be constructed near downtown Baton Rouge and the new Mississippi River model that is being constructed. The model is a replica of the river from Donaldsonville to the Gulf of Mexico and will be used for instruction and hydraulic research at LSU. We are planning an ethics presentation for our March 2015 meeting, and a few months soon thereafter we will be joining LES in a joint society luncheon. We have many wonderful speakers lined up for this year and look forward to a continued strong meeting attendance by our membership.

The 2015 ASCE Annual Spring Conference will be hosted in Baton Rouge on April 16th and 17th at the Historic Downtown Hilton Capitol Center. The Spring Conference will feature many technical civil engineering topics along with a combined Networking Event on Thursday evening with views overlooking the Mississippi River. The Networking Event will feature a crawfish boil, a LSU and Southern University Career Fair, and a Trade Show. Don't miss this chance to earn PDH hours, network, and represent your company or governmental agency.

We are encouraging members to "like" our Baton Rouge Branch Facebook page. We have over 100 members on the Facebook page. Friends of The Baton Rouge Branch of ASCE enjoy the benefits of meeting notifications, photos, branch events, and any other posts that friends make. Please take a moment to go to our page and "like it."



Left to Right: Grant Ollenburger, Sarah Laakso, Stephen Shortess, Jennifer Shortess, Blake Roussel, Ashly Adams-Tschirky, Thomas Montz, Rinal Chheda, Stephanie Bayne, Jarret Bauer, Alyson Bauer, Ben McArdle, Megan McArdle, Danielle Welborn, and Justin Welborn

NEW ORLEANS BRANCH

By Lee M. Alexander, PE, F.ASCE, Branch President

Our new leadership group has done an outstanding job early in the term, setting meeting and assisting local groups in their endeavors. The EWB (Engineers Without Borders) Student Chapter Branch at the University of New Orleans was presented a grant to produce four host gardens for sustainability, working with the Parkway Partners and the City of New Orleans.

October 18th was a memorable meeting with Bob Breck, from Fox 8, the only certified meteorologist in the City of New Orleans, and a true local personality, gave a thought provoking presentation



Norma Jean Mattei with Lee Alexander at our December meeting



Bob Breck with Lee Alexander

SHREVEPORT BRANCH

By David Smith, PE, Branch President

The ASCE Shreveport Branch held monthly luncheons in November and December. The November luncheon hosted 30 members at the Petroleum Club of Shreveport. Patrick Juszczak, with Varicore Technologies, gave an interesting presentation on a unique drainage system, consisting of multiple interconnected pipes, which are used to drain large amounts of water or leachates from landfills, sports' arenas, and oil field sites. December's luncheon, set as the Branch's Christmas Party, was also held at the Petroleum Club. With 24 members in attendance, the meeting was strictly a social event to relax and share the past year's knowledge, events, and achievements. Near the end of the meeting, we drew ticket numbers and handed out several "presents" to members, one of which was a framed, Shreveport Branch Centennial Poster.

The first meeting of the New Year was held on January 22nd, 2015, with guest speaker Dr. Henry Cardenas, Mechanical Engineering



2013-14 Tournament at Olde Oaks Country Club

on weather related affects on Southwest Louisiana and how our business and lives have been and will continue to change due to climatic conditions. He stated that the climate has been changing for millions of years and will continue to alter. Many questions and discussions arose for a lively luncheon.

Prior to the Holiday Season, on December 9th, the New Orleans Branch had a presentation on the Panama Canal presented by Norma Jean Mattei, PhD, PE, professor at UNO and a member of the Mississippi River Commission (appointed by the President of the United States and one of three civilians on the seven member Commission). Dr. Mattai explained the amazing effects the new enlarged Panama Canal will have. These effects will not only be on shipping, but how they will change the world business paradigms and how civil engineering is affected in Tulsa, Wichita and other cities that you would not think about, and how rail and trucking will also be affected. The net effect of the change would include the workload of civil engineers expanding in the transportation sector.

Please see the Regional News Section in the front of this journal for more information on Norma Jean Mattei, PhD, PE. She is one of two candidates for ASCE National President in the up-coming election for 2016.

The meeting in January was from Helis Oil and a highly regarded energy consultant, Charlotte Batson, on the new fracking project in St. Tammany Parish.

Program Chair at Louisiana Tech University. Dr. Cardenas gave our members a one-hour presentation on the manipulation of concrete, and degradation of materials.

February's meeting was on, February 18th, 2015. Mr. Mark Sweeney, the Director of the Shreveport/Caddo Metropolitan Commission, was our guest speaker.

The Shreveport Branch's annual Golf Tournament is planned for April 10th, 2015. The proceeds from the tournament help fund the yearly scholarships that the Shreveport Branch awards to outstanding Louisiana Tech students.

Thanks to everyone that supported ASCE in 2014, and we wish you a Happy 2015!



2013-14 Tournament Winner, Raley & Associates, Inc.; Dean Mayfield, Michael Kelch, and Emlyn Aubrey

ASCE-SEI New Orleans Chapter News

By Om Dixit, PE, FASCE, Newsletter Editor

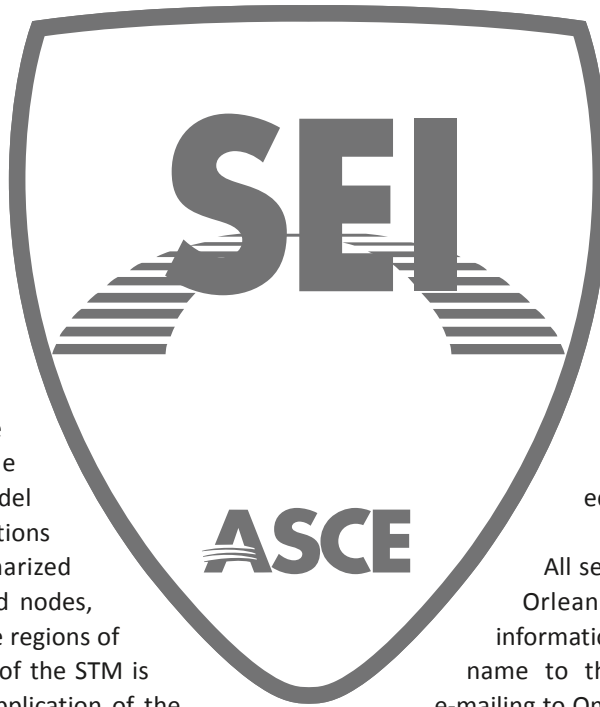


Since our report in August 2014 issue of this magazine, ASCE SEI New Orleans Chapter was busy with the 2014 LCEC&S and planning the future seminars.

On October 16, 2014, SEI New Orleans Chapter invited Basile G. Rabbat, PhD, SE (Consultant) to present the seminar "The AASHTO LRFD Strut-and-Tie Model for Design of Concrete Bridges." Basile started with a recap of structural concrete fundamentals essential to the understanding of the Strut-and-Tie Model (STM). The AASHTO LRFD specifications pertinent to the STM were summarized including provisions for struts, ties and nodes, and detailing of the reinforcement. The regions of structural members where application of the STM is mandatory was highlighted. Finally, application of the STM requirements was illustrated through a design example of a bridge bent cap. The seminar was attended by about 55 members.

On October 1, SEI NO newly elected new Chairman of its Executive Committee L.T. Cooper, PE. (EDG) started his term of 2014-15. Chairman Cooper appointed Leslie Campbell, PE (COE, New Orleans District) as the Vice Chairman. James Danner, PE (Denson Engineers) continues to serve as Treasurer and Om Dixit, PE continues to serve as Newsletter Editor. Past Chairman Stevan M. Fall, PE did great job guiding the Chapter and completed his one-year term on September 30. During the past year the ASCE SEI New Orleans Chapter hosted 3 two hours seminars. Among other activities the chapter sponsored awards at the Regional Science Fair. The Chapter also sponsored New Orleans Regional Math Count Competition hosted by Louisiana Engineering Society every year.

SEI NO Chapter also helped 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) was delivered by Carlos E. Ospina, PhD, PE (Berger ABAM Inc., Houston, TX). The title of this presentation was "Serviceability Design of Concrete Structures in Marine Environments". The lecture was attended by about 120 attendees. The other topics for the future seminars being finalized are Joplin Missouri Tornado Investigation Study Report (November 20, 2014) and Direct Design Method with AISC Code (January 22, 2015). Other topics for future seminars are API Standard rollout, Yulman



Stadium Design and Construction, COE Permanent Pump Station for New Orleans 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 L.T. Cooper, PE, at lcooper@edg.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.

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Due to rising publication and printing costs, the Louisiana Section Board has voted, as of the October 24, 2014 Regular Meeting, to increase the rates for the Louisiana Civil Engineer Journal so that we may continue to provide this service to our members.

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Student Chapter News

LOUISIANA STATE UNIVERSITY

By Alicia Fortier, Student Chapter President

ASCE at LSU student chapter has started the new year of 2015 with a great start. After the officer elections in the Fall, the new officers were instated in December and are starting their term now in the Spring. Similar to past semesters, we have bi-monthly meetings that feature guest speakers. Our first set of guest speakers were Sarah Sasser and John Humphries from Crest Industries, who spoke

about the electrical utility industry, substation projects, and design challenges. We look forward to our speakers at future meetings and if you are interested in speaking at one of our meetings about ethics, professional development, licensure, current civil/environmental projects, etc. please contact us: asce@lsu.edu



Student Involvement Fair February 4, 2015; Treasurer Enrico Targa and President Alicia Fortier

ASCE at LSU attended the Student Involvement Fair hosted by LSU, which is held in the beginning of every semester to provide students with information on the wide variety of organizations that are on campus. Students had the opportunity to talk with current officers, learn about ASCE, and join our student chapter at LSU.

Our steel bridge and concrete canoe teams are hard at work preparing for the 2015 ASCE Deep South Regional competition this coming March in Oxford, MS. The teams are through the design phase and are busy fabricating their designs and practicing for the competition. Thank you to all our donors and sponsors who have helped us so far for this upcoming conference! It would not be possible without your donations and continued support.

To learn more about our ASCE chapter at LSU, please visit www.lsuasce.weebly.com

MCNEESE STATE UNIVERSITY

By Jessica Trahan, Student Chapter Secretary

McNeese has initiated a new after school program for local area elementary schools geared towards teaching engineering literacy to third graders. With a mentoring approach of teaching, as well as providing hands-on activities, these students will be introduced to simple engineering ideas. McNeese ASCE members plan to help develop creativity and critical thinking that can be applied to problem solving skills early on. The students are also preparing for the 2015 Deep South Regional ASCE Conference, where they plan to compete in the concrete canoe, steel bridge design, and the surveying competition.



2014 ASCE Deep South Region's Student Conference Memphis, Tennessee

UNIVERSITY OF LOUISIANA AT LAFAYETTE

By Taylor Heirsch, Student Chapter Secretary

Since October, the UL Student Chapter has been busy putting on events. The chapter has participated in the Louisiana Engineering Society (LES) Student Chapter dodgeball tournament. Students ranging from freshmen to seniors were invited to join the "Shear Studs" team for the tournament. The event served as a great bonding experience between students from the different departments.

The chapter hosted a young professional panel on November 4, geared toward answering questions undergrads have about graduate school and getting a job after graduation. Blaine Thibodeaux gave a presentation on "Offshore and Subsea Engineering - A View into the Market and Technologies" and showed the students the many things that can be done with a civil engineering degree.

The chapter hosted the Egg Protection Device which was tested on December 2. This event allowed students in the reinforced concrete class to witness their hard work in action, while allowing other students to witness a future project they will participate in. Students got to engage in friendly competition and enjoy their work from throughout the semester.

The chapter participated in a volunteer project to provide irrigation to a vegetable garden for New Hope Lafayette. New Hope is a non-

profit organization whose mission is to empower and equip under resourced children. With guidance from Dr. Russell Hibbeler, the UL student chapter installed an irrigation system in New Hope's teaching garden. The teaching garden teaches children how to plant seeds, understand and care for plants, and enjoy the fruits of their labor.

The UL Student Chapter is busy preparing for ASCE Deep South Conference. UL will be competing in the Steel Bridge, Concrete Canoe, Concrete Bowling Ball, Survey, and Mead Paper Competitions.



2014-2015 UL ASCE Student Chapter

UNIVERSITY OF NEW ORLEANS

By Kelsey Martin, Student Chapter President

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ASCE-University of New Orleans is looking forward to a successful spring semester! We are expecting several guest speakers this semester, namely L.T. Cooper from EDG Engineering Consultants and Andrew Woodruff from COPRI. We are also planning a field trip to the IHNC led by the CPRA in April, as well as a volunteer event with ASCE young members at Hogs for the Cause in March.

Preparations from the 2015 Deep South Conference are well underway. The concrete canoe was poured on Saturday, February 7th, and will be pulled from the mold on February 18th. We are looking forward to an even lighter canoe than last year's! As for the steel bridge, Quality Iron has been kind enough to work with us and



Concrete Canoe Pour Day

fabricate our design. Junior Shane Troendle is serving as this year's concrete canoe captain as well as ACI-UNO president, seniors Darby Hartenstein and Robert Casey are co-captaining the steel bridge, and sophomore Stephen Borengasser is serving as conference chairperson. We have raised approximately \$6,000 towards our final conference goal of \$7,000 as of February of this year. We owe special thanks to those who have donated – we couldn't have accomplished any of this without your support.

We still need a lot of guidance and assistance in order to have a successful year. We are \$1000 short of our final Conference goal, and are still looking for professionals willing to mentor our chapter. Any donations, advice, or interested lecturers are welcome; we appreciate any and all mentorship and aid! Contact ASCE UNO at asceuno@gmail.com or www.facebook.com/UNOASCE.

— CALENDAR OF EVENTS —

MARCH 2015

March 24-26, 2015 **ASCE Fly-In, Washington, DC**
Renaissance Arlington Capital View Hotel
2800 South Potomac Ave, VA, Arlington 22202

Mar 26, 2015 **OPAL AWARDS GALA – 6:00-11:00 PM**
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2800 South Potomac Ave, VA, Arlington 22202

APRIL 2015

April 16-17, 2015 **2015 ASCE Louisiana Section Spring Conference**
Hilton Capitol Center
201 Lafayette Street, Baton Rouge, LA 70801

MAY 2015

May 11-15, 2015 **2015 Infrastructure Week – www.infrastructureweek.org**

For more events visit the ASCE Events Calendar: <http://bit.ly/1DUjVCZ>

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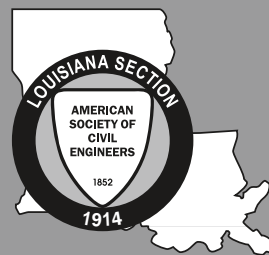


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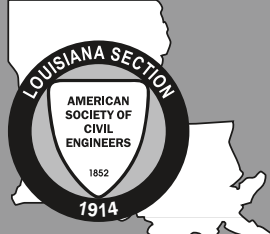
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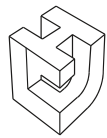
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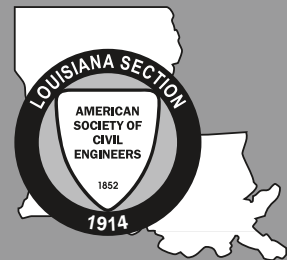
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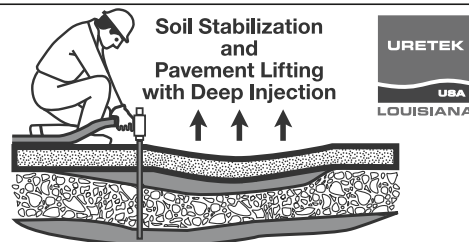
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