

LOUISIANA CIVIL ENGINEER

Journal of the Louisiana Section

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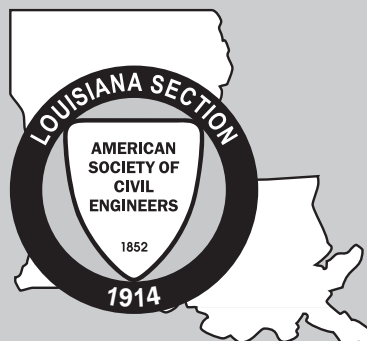
Loyola Drive/Interstate 10 Interchange to New Airport Terminal in New Orleans, LA

FEATURE:

Loyola Drive/Interstate
10 Interchange to
New Airport Terminal

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AUGUST 2021
VOLUME 29 • NO 4

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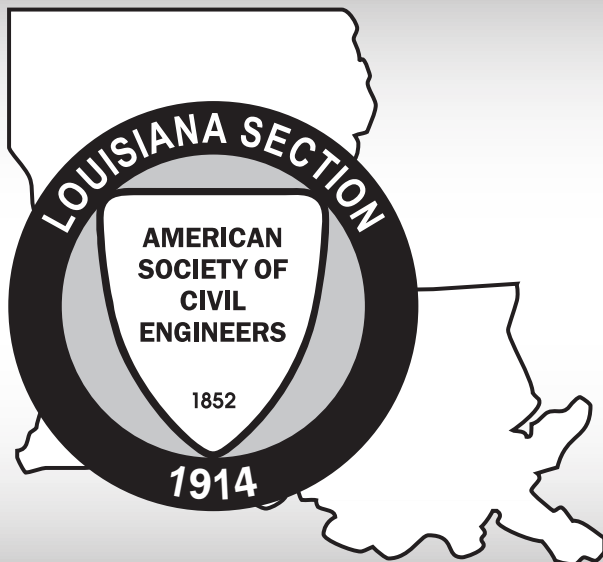
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The Louisiana Section of the American Society of Civil Engineers was founded in 1914 and has since been in continuous operation. The Section consists of the entire state of Louisiana and is divided into four branches that directly serve over 2000 members.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

PUBLICATIONS COMMITTEE:

Tonja Koob Marking, PhD, PE, Chair
Ali Mustapha, PE
Ronald Schumann, Jr, PE
Nedra Hains, MA, *Editor* (225) 333-8234

PUBLISHER:

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ASCE NATIONAL CONTACT INFORMATION:

Phone: 1-800-548-ASCE

E-Mail: gsd_master@asce.org

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

President's Message

By Joe "Butch" Ford Jr., PE

I hope everyone has had a terrific summer and that you are all staying safe. My year as Louisiana ASCE Section President will end in a month. This has been a challenging year for the Section and the Branches. Most if not all of our meetings have been virtual or a hybrid. I have to thank the Board/Branch/Student Chapter members who stepped up to meet the challenges that we have been faced with year.

I am glad to report that our Section Financial balances are in good shape even though we have not been able to meet in person. We leave President-Elect, Tonja Koob Marking, with the resources to have a successful 2021-22 year. Our individual branches may need some help and I encourage you to reach out to the officers and be supportive of their needs. ASCE has just announced that the Presidents & Governors Forum set for Sept 29 - Oct 1, 2021 will be virtual. Also, the ASCE National Conference set for Chicago, IL on October, 6, 2021 will be virtual. The Louisiana Section will be represented at both of these ASCE events.

I started this year with two goals: to increase our membership and to support efforts to increase funding for Louisiana's infrastructure. I am sorry to say that our membership has not increased throughout the year. This is could be a result of our not being able to meet in person and to give new members the opportunity to see 1st hand the benefits of ASCE. I will continue to encourage our branch members to seek out new members. Just the fact that members are able to receive 10 free PDHs is worth the dues to become a member. I was excited to hear that the Louisiana Legislature took steps to increase funding for the Louisiana Department of Transportation & Development during this session. The \$300 million is a good step forward to solve the infrastructure problem in Louisiana.

Jan Evans has been instrumental in setting up the Louisiana ASCE Report Card Update slated for Spring of 2022. This has been quite a challenge meeting virtually, but I encourage our membership to volunteer to make this project a success. The Executive Board met and is made up of ASCE members from every corner of the state. The Section will budget \$7,500 to fund the Report Card Update. Contact Jan or myself if you are interested in volunteering for this very important project.

We would not have had a successful year if it were not for a number of members that stepped up to the challenges. Member

Jerry Klier spearheaded the Student Chapter Awards which awarded six Seniors and six Juniors from our area colleges. These students received \$500 and \$250 awards respectively this

spring. Another challenge met successfully was by Emily Rone of LSU's student chapter. Emily set up the first ever Virtual Deep South Conference which was a huge success. The Spring Conference this past May was held virtually by the Baton Rouge Branch and Blake Roussel made this happen with other members from their Branch.

There are many other examples of our members going the extra mile to make the Louisiana Section successful. As I close, I want to thank each and every member who has contributed to this year's successes. I must also acknowledge the ASCE Headquarters Staff who have been responsive and always there to help with any problem that we encountered throughout the year.

I want to thank all of you for giving me this opportunity to serve as your President. I have gained so much from this experience. Just alone the new ASCE members that I have met over the past few years is rewarding enough. Remember that You Only Get Out of ASCE What You Put In.

Thank you,
Butch Ford



Joe "Butch" Ford Jr., PE



ASCE Section Installation Banquet Virtual

Due to the issues occurring in South Louisiana with the Coronavirus Delta Variant, we will have the ASCE Section Installation Banquet Virtual again this year on **Friday September 24, 2021 at 11:00 am.**

Please check our website for updated information for joining us.
<http://lasce.org/>

Loyola Drive/Interstate 10 Interchange to New Airport Terminal

By: Bryan J. Jones

Introduction

The Louisiana Department of Transportation & Development (DOTD) is in the midst of constructing a modern and innovative interstate interchange along I-10 in Jefferson Parish that will provide a seamless gateway to the new state-of-the-art Louis Armstrong New Orleans International Airport terminal.

The airport (MSY) was initially constructed in Kenner in 1959 and, at the time, consisted of a single terminal. Renovations and additions occurred sporadically until 1997, after four concourses were added to exterior portions of the airport to accommodate increasing travel volumes. Studies conducted between 2011 and 2016 concluded annual enplanements increased by approximately 33 percent. With expectations this number would continue to climb in the future, a new northern terminal was planned, designed, and constructed. It opened in late 2019 on the northern side of the airport property. This new terminal location meant a new primary access route to and from I-10 would need to be established as existing interstate connections provided direct access to the original terminal facility on the south side of the property. Relocated airport access between the airport's east-west runway and Veterans Memorial Boulevard meant the primary airport access route would shift to the Loyola Drive/Aberdeen Street corridor for all passenger vehicles.

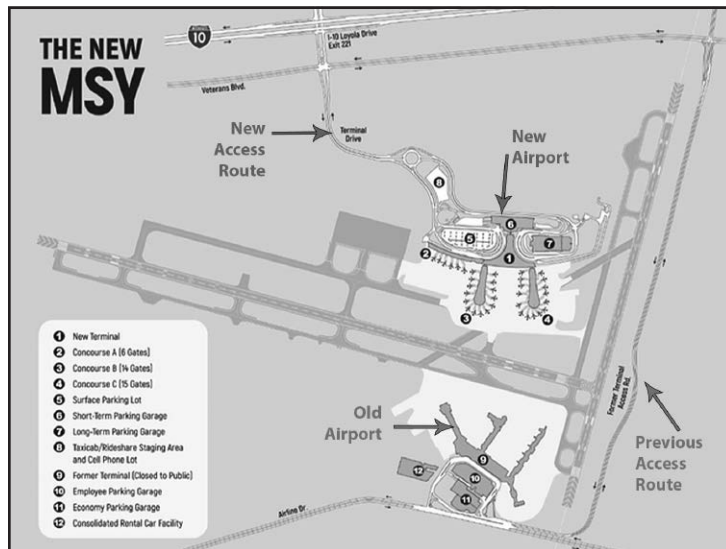


Figure 1 - Location of Northern Terminal Requires New Interstate Access Route (Source: nola.com)

Innovation and Traffic Congestion

Before construction of the new airport terminal, the Loyola Drive/Aberdeen Street corridor was primarily a local commuter route. Sandwiched between a predominantly residential and commercial industrial area and swampy wetlands, the southern portion of the corridor was designed to accommodate local traffic's commute to and from I-10. Loyola Drive was initially designed as a two-lane roadway separated by a median that transitioned into Aberdeen

Street south of Veterans Memorial Boulevard. Aberdeen Street was a single lane roadway acting as an extension of the southbound lane of Loyola Drive. Dead ending south of 22nd Street, Aberdeen Street served as an access route for a local industrial park.

The opening of the new terminal presented challenges for this corridor as a significant influx of airport traffic clogged the terminal's new access point. To aid in traffic flow along the increasingly congested Loyola Drive, DOTD implemented several changes immediately to alleviate the congestion along Loyola Drive. An additional lane was added at the Loyola Drive exit ramp from I-10 West, accommodating two lanes of traffic, in order to reduce congestion along the interstate as well as for drivers exiting onto Loyola Drive. Traffic signal timing plans were implemented at the signalized Loyola Drive/I-10 intersection. The northbound lane of Loyola Drive received striping adjustments to provide an extra right turn lane for vehicles wishing to turn right onto the I-10 West on ramp. These temporary measures were implemented by DOTD as plans for more permanent solutions, including the new Loyola Drive/I-10 interchange, were finalized and ultimately constructed.



Bryan J. Jones



Figure 2 - Southbound Traffic Queuing up on Loyola Drive

Through the collaborative efforts of DOTD, federal officials, local governments, airport leadership and others, a plan was developed to construct a new interstate interchange, including a new airport access flyover ramp, and several other traffic adjustments to provide safe access and traffic congestion relief to this corridor. To accommodate the increase in traffic volume and provide additional safety measures, several performance, design, and construction requirements were established by DOTD. They included the modification of existing ramps and the construction of a multi-level interchange at the Loyola Drive exit, the addition of auxiliary lanes

along I-10 between Loyola Drive and Williams Boulevard, upgrades to Loyola Drive, and the design and construction of an enhanced drainage system for the area. Public safety remained the main priority, as the project emphasized pedestrian safety during and after construction.

Environmental Assessment

An environmental assessment was initiated before the airport terminal was constructed and was completed in October 2018. This was performed to determine impacts to the surrounding environment, natural and social, that would result from the modifications of the Loyola Drive interchange. The goal of this assessment was to explain the purpose of the proposed project, the alternatives considered, and the environmental impacts expected from each alternative. The environmental phase of the project was not limited to the affected natural region but included society as a whole and its affected interests, such as human health and safety.

The environmental assessment determined the Loyola interchange is located within a 100-year floodplain, meaning the project limits lie within an area that is expected to flood during a 100-year storm event, which has a 1 percent chance of occurring in any given year. Additionally, the area is within a coastal zone, as the project limits fall within the inland boundary of the LA Coastal Zone. Due to the Loyola Interchange's proximity to residential areas, it was determined a noise study and air quality study would need to be conducted before project construction.

Social impacts were assessed to determine the type of facilities that would be substantially affected by the new flyover ramps and road improvements along I-10 as well as Loyola Drive. Research determined there were several schools and churches, as well as the Kenner Police headquarters and a fire station. The Kenner Volunteer Fire Department, located on the neutral ground north of Veterans Memorial Boulevard, required relocation to allow for road widening of Loyola Drive. It has since been relocated through the aid of state and federal funding to purchase new land and construct a new fire station facility. The project was also anticipated to have significant impacts on transportation patterns, meaning that driver habit would likely be affected by the new interchange. This change posed a risk to drivers as changes in pattern have the potential to increase vehicular crashes when first implemented. Proper signage and pavement re-striping had to be considered where applicable to reduce risk of crashes.



Figure 3 - Before/After of Loyola Drive Extension

Addition of Flyover Ramps

Perhaps the most visibly impressive and noticeable change to the I-10/Loyola Drive interchange, once completed, will be the addition

of two airport flyover ramp bridges that will lead to the new airport terminal. The northeast ramp begins in the median of the Airport Access Road, continuing over I-10, entering I-10 East from the median of I-10 as a left entrance ramp. The southwest ramp will exit I-10 West at the Loyola Drive exit and fly over I-10 to combine with the northeast ramp south of Veterans Memorial Boulevard as a single structure. Both ramps will cross over Veterans Memorial Boulevard to tie into the Airport Access Road as added lanes.



Figure 4 - New Airport Flyover Ramps over I-10 to the New Airport Terminal (Source: nola.com)

The ramps will consist of curved twin steel trapezoidal box girders, LU-48 prestressed concrete girders, LG-36 prestressed concrete girders, and concrete slabs. The curved twin steel box girders comprise 2,800 feet of the total ramp length, consisting of four 2-spans, one 3-span, and one 4-span continuous units. The longest span is 220 feet, while each girder is 8.5 feet wide and 7 feet deep. Additionally, 4-span continuous LU-48 girders were fabricated with AASHTO M270 Grade 50 steel to comprise 416 feet of the total ramp length. This flyover was one of the first projects in Louisiana to use LU type girders. Hammerhead bents and wall piers will be installed as substructure to allow for an aesthetic façade.



Figure 5 - New Airport Flyover Ramps Cross I-10 to the New Airport Terminal (Source: nola.com)

When complete, the ramps will provide travelers a direct route to the new airport terminal, alleviating stresses on Loyola Drive and reducing traffic delays.

Roadway Improvements

When construction began, a temporary at-grade ramp was constructed from Loyola Drive to the eastbound I-10 entrance ramp. Designed to fit into specific parcels within the required right-of-way, that portion of construction was expedited to improve safety and flow for the largest volume of traffic. Traffic analysis of this solution revealed the temporary ramp would provide immediate relief to Veterans Memorial Boulevard as well as traffic leaving the airport. Opening the ramp ensured safety for the largest traffic movement by routing the traffic outside of the bridge construction zone.

Flyover ramp design and construction requires improvements to surrounding roadways to ensure smooth traffic integration. To achieve this, modification of existing interstate ramps will accommodate newly added exit lanes and other roadway changes. Traffic studies determined the best option for accommodating the large influx of traffic to the corridor was the installation of a Diverging Diamond Interchange (DDI). Plans call for this interchange to replace the current overpass along Loyola Drive that passes above I-10. It will lead drivers safely through Loyola Drive's intersection with I-10, also providing access to exit ramps for both eastbound and westbound on-ramps. Completion will require construction of four exit ramps, as well as minor road modifications near Veterans Memorial Boulevard.

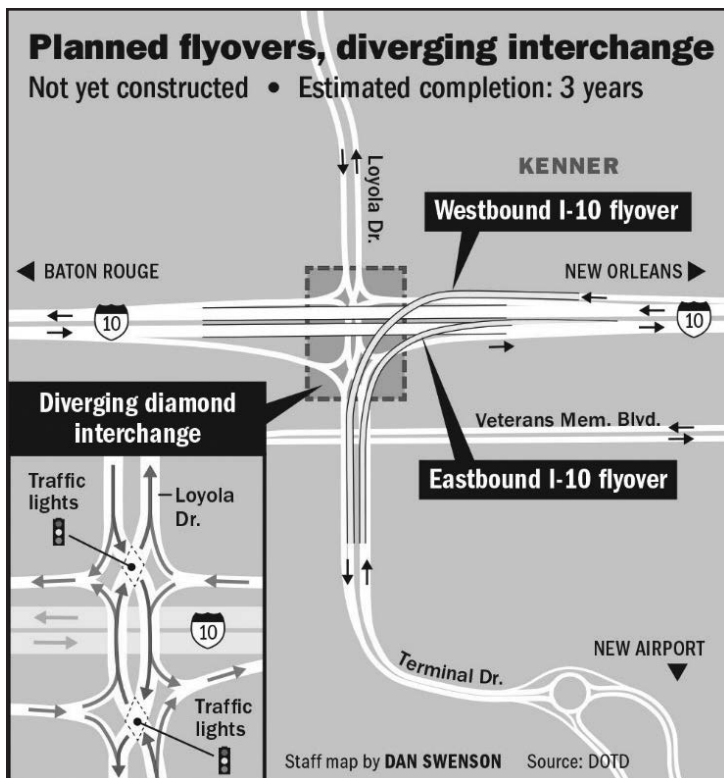


Figure 6 - Plans Call for Flyover and Diverging Diamond Interchange Configurations

Traffic operations analyses were conducted to determine the operations of the proposed changes. As a result, it was determined that the following changes should be made to improve performance of I-10 at Loyola Drive. The number of traffic signal phases is expected to be reduced from four phases to three phases, which will significantly improve green signal timing and allow for more

vehicles to get through the intersection in each phase. Additionally, cycle lengths are expected to be shortened throughout the corridor. This reduction will allow for better coordination between the signals and reduce vehicle queue lengths.

Construction includes the replacement of the entire existing lighting system on I-10, the exit ramps within the project limits, and along Loyola Drive. Enhanced lighting systems will ensure safety to all motorists, increasing drivers' ability to navigate unfamiliar or complex interchanges, avoid objects, and maintain consistent speeds. This lighting system replacement includes new electrical service points and lighting controllers, conduits, conductors, luminaires, and light poles. Three electrical service points will also be added to provide for extra capacity in the event more lighting is added in the future.

To reduce potentially harmful noise pollution levels to the surrounding neighborhood, noise barriers will be installed along I-10 throughout the project area. They will be comprised of precast panels installed in between cast-in-place posts for support. The face of the barriers will have geometric designs that are aesthetically pleasing.

Driver and Community Benefits

Construction of this Diverging Diamond Interchange (DDI) will increase the capacity of the interchange and provide additional acceleration and deceleration lengths to avoid traffic queuing on I-10. Traffic studies demonstrated several benefits of the construction of the DDI interchange type when compared to other proposed alternatives.

The interchange will improve progression along Loyola Drive. Through an increase in coordinated green time between traffic signals, drivers will experience fewer delays as they travel along Loyola Drive. DDI construction will also enhance traffic flows by reducing vehicle delay during the morning and afternoon peak hours. In addition to greater driver efficiency, the construction of the DDI will improve safety at the interchange, showing a reduction in overall conflict points. Traffic modeling suggests the DDI will lead to fewer vehicular crashes than other proposed alternatives.

Design-Build Delivery

DOTD chose to deliver the project as a design-build project. Design-build is often considered an attractive alternative to design-bid-build delivery for certain projects. Since each project designated design-build is subject to approval by the House and Senate Transportation, Highways, and Public Works Committees, any project for consideration must undergo an in-depth analysis based on national best practices to confirm viability. Some of the factors examined are schedule, price, definitiveness of scope, and right-of-way acquisition in addition to many others.

When analyzing a project for design-build delivery, schedule is often considered. Since design-build projects tend to produce faster delivery times due to the overlapping of design and construction, an ideal project is one with a limited timeframe that has an immediate demand. The Loyola Interchange was an ideal candidate, as airport access improvements would be required as soon as the airport terminal opened. To streamline production, construction

of temporary access roads began immediately, as design of other portions of the project were underway. For this project, a process was developed to accelerate shop drawing production, providing benefits to manufacturing, delivery, and overall project schedule. The process reduced the possibility of error, as the designer was able to communicate directly with the project's contractor. In choosing the design-build delivery model, the team was able to ensure open lines of communication between the designer and all manufacturers and suppliers to ensure transparency and efficiency. Such activities include coordination with the fabricator, erector, and bearing provider during the design stages. This enables all plan components to be manufactured in a timely manner and installed with minimal disruption.

Another important consideration is price. When funding constraints are present, requiring greater cost certainty, design-build projects are considered ideal due to the issuance of fewer change orders throughout construction, as well as the design-builder assuming more risk of unit costs. The DOTD had already established a cost range, making the design-build delivery the more price secure and beneficial option.

DOTD had also released a list of requirements for the Loyola Interchange, but had not determined an interchange solution. Due to a less defined project scope, and a design-build project's ability to operate by determining the project solution, this project was ideal. Design-build teams were able to analyze several potential solutions to determine the best possible alternative that would benefit the greatest amount of people with the smallest environmental impact. Thus, three solutions were submitted before the Diverging Diamond Interchange was selected for the final project scope.

Finally, right-of-way acquisition is a key component in determining design-build eligibility. Because the design-build style allows for the agency to shift acquisition responsibility to the design-build team, acquisition has the potential for faster completion. The DOTD was aware of the requirement to purchase approximately 20 parcels, recognizing the need to develop a streamlined acquisition plan. This enabled the design-build team to prioritize areas for construction while the right-of-way acquisition was ongoing. Due to schedule constraints, the design-build project delivery method enabled the design-build team to prioritize acquisition based on the construction schedule.

Construction

The high demand of this completed project calls for the need for faster completion. Therefore, with the governor's support, the DOTD pursued approval of the Louisiana Joint Transportation Committee to utilize the design-build contracting process. This resulted in a lump-sum type contract that consolidated the tasks of this project, allowing it to operate as a "Design-Build" project. This method of project delivery removed extra time associated with bid advertisement, providing for a streamlined workflow by combining the design and construction phases. This approach not only ensured faster delivery but also reduced costs for DOTD. Ultimately, Gilchrist Contractors LLC, supported by the designer Stantec, was selected as the design-builder for this project.

Construction began in late 2019 after the opening of the new airport terminal and is expected to be completed in November

2022. Funding was obtained by DOTD through a request for Grant Anticipation Revenue Vehicle (GARVEE) bonds. The bonds will be paid back from the DOTD transportation budget as well as contributions at the local level from Jefferson Parish, the City of Kenner, Orleans Parish, Louis Armstrong New Orleans International Airport, and the New Orleans Regional Planning Commission.

Project Challenges

The large scope of the project coupled with the condensed design and construction timelines presented several challenges the design-build team has had to address. Traffic congestion and proximity to residential homes and commercial buildings provided challenges the project team was tasked with overcoming early in the design process. Due to some data gaps in both topographic and property surveys, the design-build team accelerated survey collection, at times providing eleven survey crews in the field to ensure adequate data was collected and the project schedule was maintained.

It was determined early there were approximately 20 property parcels within the right-of-way of the proposed project area that would require acquisition. Since the property acquisition process can be lengthy, the team prioritized areas where acquisition wasn't required when scheduling design and construction to minimize project delays. The design-build team also implemented processes to accelerate the acquisition process, such as requiring two appraisals in case expropriation would later be required.

Because of traffic delays being experienced along both I-10 and Loyola Drive since the opening of the new airport terminal, the design-build team and DOTD were concerned about potential lane closures due to construction activities. The goal of the design-build team was to maintain traffic at the Loyola Drive interchange for as long as possible and minimize lane closures and timing of such closures to avoid significant traffic delays. The goal was driven by two priorities: keeping temporary travel lanes in the same configuration for as long as possible in order to avoid driver confusion and provide as much direct access to I-10 as possible to avoid additional delays.

Progress Report

The Loyola Drive Interchange improvements are currently 41 percent complete. Design activities, which began in August 2019, are nearing completion with few components remaining. Structure design is well underway with Phase 2 of 3 nearing completion, meaning the steel tub LG-36 girder design will soon be completed. Roadway designs for both Loyola Drive and I-10 have been completed. Noise wall design is near completion, clearing the way for fabrication of the precast panels for installation along I-10.

Due to the design-build team's ability to prioritize certain project components, construction and design have been able to occur concurrently. Beginning in April 2020 after delays experienced as a result of COVID-19, construction of the flyover ramps has progressed. A majority of the substructure work has been completed, and steel tub girders over I-10 have been installed. Foundation work for the flyover's tie-in to the Loyola Drive median has begun.

Roadway work along both Loyola Drive and I-10 has begun, as widening along I-10 for additional exit lanes is also underway. Asphalt is scheduled to be installed along the median widening



Figure 7 - Steel Tub Girders Erected over I-10

portions of I-10 between Loyola Drive and Williams Boulevard. Roadway work has experienced slight delays along the Loyola Drive/Airport Access Road corridor due to unforeseen design,

right-of-way and coordination issues, but is expected to begin in the coming weeks.



Figure 8 - Substructure Work for Airport Access Road Flyovers along I-10

Conclusion

The Loyola Dr./Interstate 10 Interchange to New Airport Terminal Project is expected to be completed in November 2022. The decision by DOTD to procure the project as a Design-Build project has allowed for the expediting of various aspects to ensure relief was provided to drivers travelling through the project area as soon as possible. Through a condensed procurement and delivery process, Gilchrist Construction was able to begin construction activity work on the temporary access ramp as soon as right-of-way acquisition was completed and has continued nearly uninterrupted since.

Construction completion will allow for a more streamlined traffic flow along all traffic corridors within the project area and beyond. Flyover ramps combined with the Diverging Diamond Interchange

will alleviate congestion along Loyola Drive, providing uninterrupted flow between the new airport terminal and I-10, the goal of the overall project. The new configuration, which carries vehicles over Veterans Memorial Boulevard, reduces the number of travelers utilizing Loyola Drive, allowing for more efficient daily commutes for nearby residents. These construction improvements, along with altered phasing, reduced signal timing, and widened exit ramps will drastically reduce queue lengths along both I-10 and Loyola Drive. The additional exit lane onto Loyola Drive will ensure minimal interruptions in free flow traffic as a result of the new Airport Access Road. Lighting and noise barriers will provide aesthetic touches for the community, while ensuring safety for residents, drivers, and pedestrians.

Bryan Jones is Vice President and Deputy Office Leader for HNTB Corporation's Gulf Coast region. HNTB is partnered with GEC serving as LADOTD's owner verification consultant for the I-10 Loyola Avenue interchange project. As part of that assignment, Jones serves as the public engagement liaison for the project team.

ASCE Region 5 Governor's Report

By Ronald Schumann, Jr., PE, Regional Governor-at-Large

Region 5 is comprised of all the Sections and Branches within the states of Alabama, Florida, Georgia, Louisiana, Mississippi, and Puerto Rico.

The Purpose of Region 5 is to Advance the Profession by:

- Inspiring Members
- Creating Excitement
- Promoting Excellence in Civil Engineering

The ASCE Region 5 Board of Governors held our first in-person meeting since last year. While the Board meets virtually monthly, we usually schedule at least 2 in-person meetings per year. The Board met for two days (July 8-9, 2021) in conjunction with the Florida Section's annual meeting in Fort Lauderdale, Florida.

The Region 5 Board of Governors had decided earlier this year that it was time to revisit and update the Region 5 Strategic Plan. A focus of the meeting was to begin this process. The previous Strategic Plan for the region was developed over five years ago. This will be an ongoing process this year and a chance to revisit the purpose, initiatives, and goals for the Region 5 Board of Governors.

The Board also discussed the idea of holding a Region 5 Assembly to bring together the leadership from Region 5 and foster greater communication and sharing of ideas, collaboration and initiatives across the region. The regional assemblies have been held in conjunction with the Multi-Regional Leadership Conferences in the past. The last regional assembly was held in conjunction with the 2020 MRLC in Philadelphia. The Board will be looking into options. Options include either having two separate Region 5 Assemblies at a location within driving distance for most of the region, having a virtual assembly, having an assembly in conjunction with a Regional Awards program, or continuing to hold the assembly in conjunction with the MRLC by adding a day to the MRLC program. The next MRLC is being planned for January 28-29, 2022, in Hartford, CT.

Regional cooperation between Sections may become more important in the future, particularly in regard to working with our Student Chapters. The student conferences have recently been realigned to correspond to the ASCE Region boundaries. Within Region 5, there will be 2 student conferences. One student conference will consist

of schools from Florida, Georgia and Puerto Rico, and the other will consist of schools from Alabama, Mississippi and Louisiana. This was done within the Region to align the schools with the Sections. These student conferences

will require greater support from the Sections in which they are located to continue to create the conduit for the future leaders of ASCE and strengthen the relationship between the professional members and our student members.

Lawren Pratt, Director for Region 5, encouraged all Sections to consider adding institute chapter leaders to their boards (e.g. as corresponding members or liaisons). This is a collaboration message being shared at the request of the Region Institute Presidential Group that was formed by ASCE President Jean-Louis Briaud. The Louisiana Section is already doing this by inviting the Institute Leaders of the various ASCE Institutes in Louisiana to attend the Louisiana Section Board meetings and provide reports on the institutes' activities.

The Region 5 Board of Governors looks for ways to connect with our Sections and Branches. Holding our meetings in conjunction with meetings of the Sections is one way in which we do this. Our meeting in Fort Lauderdale gave us a great opportunity to connect with the leadership of the Florida Section. We will be looking for the opportunity to do this with our other Sections across the region in the future.

One of the initiatives of Region 5 is to be a resource to our membership by fostering collaboration between the various groups within the region including Sections, Branches, Student Chapters, and Younger Member Groups. If your local group has an idea, program, initiative, or suggestion, please share with your Region 5 Governor so that other groups within the region can benefit.



Ronald Schumann, Jr., PE

2021 ASCE Louisiana Section Senior and Junior Student Award

The Louisiana Section wishes to honor the following Distinguished Seniors and Outstanding Juniors from Louisiana's six (6) schools of Civil Engineering. These students were selected by their respective Civil Engineering Department's ASCE Faculty Advisors for these awards. All of these students are exemplary in their scholastic achievements and were very involved in leadership positions in their ASCE Student Chapters. Although these students were singled out by their ASCE Faculty Advisors for these awards, the Louisiana Section also wishes to congratulate all Graduating Civil

Engineering students on achieving their degree in this calamitous and challenging period and we wish them nothing but the best as they pursue their careers in Civil Engineering.

The Distinguished Civil Engineering Seniors were awarded a honorarium of five hundred dollars and an engraved letter sized wall plaque. The Outstanding Juniors were awarded a honorarium of two hundred fifty dollars and smaller engraved wall plaque.

AMERICAN SOCIETY OF CIVIL ENGINEERS - LOUISIANA SECTION OUTSTANDING JUNIOR CIVIL ENGINEERING STUDENT FOR CALENDAR YEAR 2021



Madalyn Mouton
Louisiana State University



Edward Louis Landry
Louisiana Tech University



Juan Castano
McNeese State University



Jelani Smith
Southern University



Peyton C. Bailey
*University of Louisiana
Lafayette*



Austen E. Dooley
University of New Orleans

AMERICAN SOCIETY OF CIVIL ENGINEERS - LOUISIANA SECTION DISTINGUISHED SENIOR CIVIL ENGINEERING STUDENT FOR CALENDAR YEAR 2021



Sydney Bratton
*Louisiana Tech
University*



Nathalie Joy Dante
*Louisiana State
University*



Weston L. Mitchell
*University of
New Orleans*



Breanna Cross
*McNeese State
University*



Kamari Harris
Southern University



Madison Terro
*University of
Louisiana Lafayette*

ASCE-COPRI Louisiana Chapter News

By Gerald Songy, PE, Director – Communications



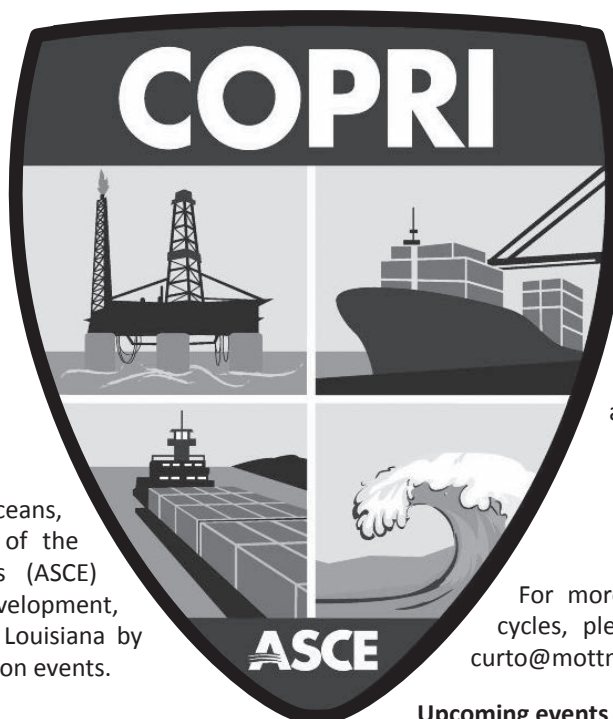
COAST, OCEANS,
PORTS AND RIVERS
INSTITUTE

Louisiana Chapter



Gerald Songy, PE
Director – Communications

The Louisiana Chapter of the Coasts, Oceans, Ports, and Rivers Institute (L.COPRI) of the American Society of Civil Engineers (ASCE) promotes membership, professional development, and visibility throughout the State of Louisiana by conducting virtual webinars and in-person events.



Scholarship Announcement

L.COPRI has received several scholarship applications from students at universities around the state. Applications are currently under review. \$500 scholarships will be awarded to one graduate and one undergraduate student who are pursuing degrees in the fields of coasts, oceans, ports, and rivers. Students from the following universities submitted applications:

- University of Louisiana at Lafayette
- Louisiana State University
- University of New Orleans
- Tulane University

For more information about future scholarship cycles, please contact Victoria Curto at victoria.curto@mottmac.com.

L.COPRI Webinars (since June 2020)

L.COPRI has remained active throughout the COVID-19 pandemic and has hosted several technical webinars free-of-charge. The following webinars were hosted:

- Port of New Orleans Master Plan Update by Amelia Pellegrin, Port of New Orleans
- A Review of the 2018-2019 Mississippi River Flood by Suzanne van Cooten, National Weather Service
- Open Ocean Aquaculture: Big Water, Big Challenges, and Big Opportunities by Matthew Campbell, NOAA
- Development of Oyster Management and Restoration Strategic Plan for Louisiana by Patrick Banks, LA Dept. of Wildlife and Fisheries
- Louisiana State Led Climate and Resilience Initiatives by Charles Sutcliffe, Chief Resilience Officer – Governor's Office of Coastal Activities
- Barrier Island Restoration Projects: Design and Construction of Erosion Protection and Beach Nourishment by Rudy Simoneaux and Kazi Sadid, Coastal Protection and Restoration Authority – Engineering Division
- Lower Mississippi River Ship Channel Deepening Project Update by Sean Duffy, Big River Coalition & Louisiana Maritime Association

Upcoming events

Full-Day Fall Seminar

L.COPRI is excited to announce that we will be hosting a full-day in-person seminar on Thursday, October 28, 2021 at the Lod Cook Hotel and Conference Center in Baton Rouge. We will have a full schedule of speakers and panelists covering the four pillars of COPRI – Coasts, Oceans, Ports, and Rivers. There will also be a happy hour after the event in the lobby. Please save the date and stay-tuned for a registration link in the coming months.

If you are interested in learning more about sponsorship opportunities or have general event questions, please contact Programs Director John Darnall at JDarnall@southernshoreseng.com.

Seeking Diversity and Inclusion Representative

National COPRI is recruiting a member from each chapter to serve as a Diversity and Inclusion liaison between National COPRI and L.COPRI. In the near term, this person would interact with the president of COPRI and ASCE's MOSIAC initiative (<https://www.asce.org/diversity-and-inclusion/>) as a representative of the Louisiana Chapter. If you're a COPRI member who has a passion for the subject and availability to contribute, please email chapter chair Tyler Ortego at Tyler.Ortego@forterrabb.com.

Other Information

The activities of L.COPRI includes seminars, workshops, and other activities to benefit all ASCE and COPRI members. Members do not have to be an engineer to join COPRI. The Institutes of ASCE are formed for the benefit of ASCE and non-ASCE members to participate and interact with other professionals interested in coastal, oceans, ports, and riverine efforts in Louisiana. We would like to extend an invitation to our members to submit feedback and ideas for upcoming webinars and events. Please submit these ideas to gsongy@moffattnichol.com, and stay-tuned for a meeting invite if you are a member of our L.COPRI email list.

ASCE-G-I Louisiana Chapter News

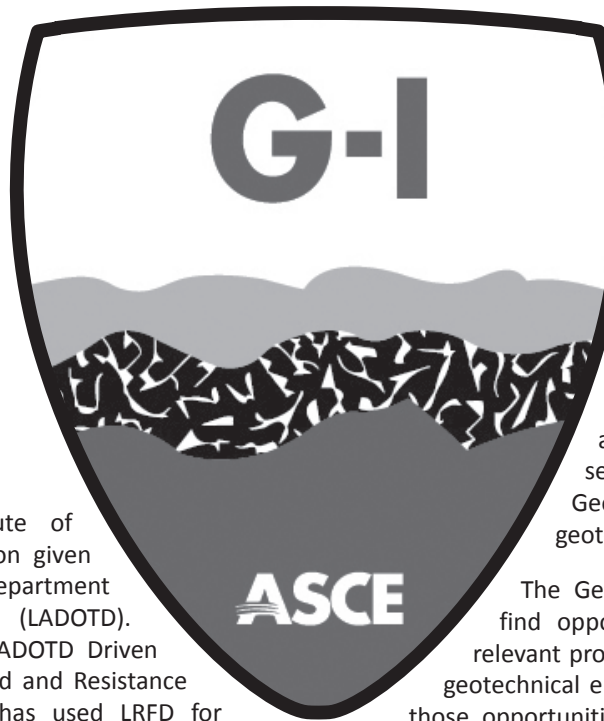
By Kirk Lowery PE, D. GE, Chapter Chair



GEO-
INSTITUTE
LOUISIANA CHAPTER



Kirk Lowery, PE, D. GE
G-I Chair



On August 2, 2021 the Geo-Institute of Louisiana hosted a virtual presentation given by Jesse Rauser from the Louisiana Department of Transportation and Development (LADOTD). The title of the presentation was "LADOTD Driven Pile Design and Verification Using Load and Resistance Factored Design (LRFD)". LADOTD has used LRFD for foundation design for over a decade and Rauser explained

some of the unique Department's design policies and practices. This presentation provided an overview of the Department's practices and expectations for driven pile design on transportation projects. He provided some of the requirements and expectations for doing geotechnical explorations and laboratory testing expected by LADOTD when implementing LRFD principles. Rauser also discussed design procedures that account for scour, for resistance factor selection, and field verification testing. The Geo-Institute of Louisiana is planning future geotechnical presentations this fall.

The Geo-Institute of Louisiana will continue to find opportunities in the near term to present relevant projects, policies, and design concepts in the geotechnical engineering practice. Please join us when those opportunities present themselves. If you have any questions, please contact kirk.lowery@arcadis.com.

ASCE Government Relations

ASCE | GOVERNMENT
RELATIONS



Janet L. Evans, PE
Government Relations Chair

Yes, Transportation Engineers there is a Santa Claus

As the ASCE legislative liaison, I wrote an article in February of this year titled "**Strange Times**," which was a discussion of several items that 2021 started out with which was entirely different from any other year in my long engineering career. Items included the Covid Pandemic (which is back again), the hope that for the first time since in 1989 the Louisiana voters passed the

Transportation Infrastructure Model for Economic Development a state transportation funding bill could be passed by our legislature with the Governor's and the Secretary of Transportation's approval, and a hope that at the Federal level a transportation bill could be developed and passed with our new FHWA secretary at the lead.

Well fast forward six months and my how things have changed for Transportation funding. Too bad COVID is not gone.

We have local transportation funding from not only HB 2, the Capital Outlay bill but our leaders took HB 514, originally filed to

raise a state tax on raw or crude marijuana and amended to provide transportation funding and became ACT No. 486 and not vetoed by the Governor. This ACT will phase in a dedication of the state motor vehicle sales and use tax to the Construction Subfund of the Transportation Trust Fund. This will be approach from 2023- 2024 at 30% to 2024 to 2025 at 60% and details how 75% of the revenue is to be spent by LADOTD.

Combine this with the \$ 1 trillion Federal Infrastructure Plan which just passed the US Senate

https://www.epw.senate.gov/public/_cache/files/e/a/ea1eb2e4-56bd-45f1-a260-9d6ee951bc96/F8A7C77D69BE09151F210EB4DFE872CD.edw21a09.pdf.

Our Governor and Dr. Wilson indicated that it will mean an infusion of about 5.8 billion for Louisiana over the next five years.

With all the funding for transportation coming together this year it is almost as good as Santa Claus coming to visit. Now if we could just beat COVID 19 we would have a record year in the making. Please continue to support your ASCE chapters and stay tuned for movement on the Report Card.

Senate Passes Historic Infrastructure Package

ASCE scored a significant legislative victory this week with the Senate passage of the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA). The bipartisan bill passed by a vote of 69 – 30, with 19 Republicans joining Democrats. The legislation marks the largest U.S. infrastructure investment in generations; \$550 billion over the next five years for the nation's roads, bridges, rail, airports, clean water, and public transit – all infrastructure sectors that ASCE has been advocating for over the last three decades with its *Report Card for America's Infrastructure*.

The bill moves to the House of Representatives, where the timeline for consideration remains unclear, however the bill is expected to be taken up as currently written, with little to no room for amendments. Overall, Senate passage is a significant step toward the realization of legislation that ASCE members have been advocating on behalf of for decades.

During August recess while Congress is out of session, now is the time for ASCE leaders to reach out to their Members of

Congress to either thank them for supporting this bill or urge their Representatives to support this plan to maintain and modernize our nation's infrastructure, improving public safety and growing the economy.

Here's what you can do next:

- Thank your senators who voted 'yea' for the IIJA.
- [Ask your representatives](#) for their support of IIJA.
- [Watch ASCE's latest briefing](#), featuring Better Together Executive Director Helena Schwarz, detailing the current state of IIJA and ASCE's strategy in engaging the House as we work together to pass meaningful infrastructure investment.
- Check out the *The Source's* feature on ASCE leaders' engagement with their federal delegations.
- Review ASCE's updated engagement toolkit which walks you through how to take action with easy-to-use templates, social media copy, and graphics. If you have any questions, please contact govwash@asce.org.

White House Fact Sheets and Local Media Highlight IIJA Benefits

On August 4, the White House released updated state fact sheets highlighting how the Infrastructure Investment and Jobs Act (IIJA) could benefit each state through transformational investments in its infrastructure networks. The IIJA would deliver much needed funding to repair roads and bridges, improve transit options, build a network of EV chargers to accelerate the adoption of EVs, help connect every American to reliable high-speed internet, reduce the number of lead service lines and pipes for clean drinking water, protect against extreme weather events and cyberattacks and improve our nation's airports. The state fact sheets also mention ASCE's state report cards and grades for each state!

The fact sheets have resulted in dozens of local media stories across the country highlighting actual dollar figures that each state could receive based on formula funding, and the types of important projects to benefit communities that could get underway with additional funding. ASCE has been sharing these stories on its social media channels including its Save Americas Infrastructure Facebook page and its @ ASCEGovRel Twitter account. We encourage you to share your state's highlights on your social media accounts to inform your communities about what the bill will mean to them and to show your legislators that infrastructure must be a top priority.

The Infrastructure Investment and Jobs Act will Deliver for Louisiana

President Biden and Vice President Harris support the Senate's passage of the Infrastructure Investment and Jobs Act, the largest long-term investment in our infrastructure and competitiveness in nearly a century. The need for action in Louisiana is clear and recently released state-level data demonstrates that the Infrastructure Investment and Jobs Act will deliver for Louisiana. For decades, infrastructure in Louisiana has suffered from a systemic lack of investment. In fact, the American Society of Civil Engineers gave Louisiana a D+ grade on its infrastructure report card. The historic Infrastructure Investment and Jobs Act will make life better for millions of Louisiana residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century. Specifically, the Infrastructure Investment and Jobs Act will:

- Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In Louisiana there are 1,634 bridges and over 3,411 miles of highway in poor condition. Since 2011, commute times have increased by 9.3% in Louisiana and on average, each driver pays \$667 per year in costs due to driving on roads in need of repair. The Infrastructure Investment and Jobs Act is the single largest dedicated bridge investment since the construction of the interstate highway system. Based on formula funding alone, Louisiana would expect to receive \$4.8 billion for federal-aid highway apportioned programs and \$1.013 billion for bridge replacement and repairs under

(continued on page 19)



Comite River Diversion Canal CMAR Project Virtual Seminar

On June 23 the T&DI Louisiana Chapter hosted a virtual seminar on the topic of the Comite River Diversion Canal CMAR Project. Initially this presentation provided an overview of the Comite River Diversion Canal (CRDC) Project where the United States Army Corps of Engineers (USACE) recommending construction of a 12 mile-long diversion channel from the Comite River to the Mississippi River for flood risk management.

LA DOTD elected to use the Construction Management at Risk (CMAR) delivery method for the design and construction of two projects which are part of the overall CRDC project. These projects are located at two sites, LA 19 and LA 67. At the LA 19 site, this Project includes the design and construction of temporary bypass and permanent bridge structures carrying LA 19 and the Geaux Geaux Railroad over the CRDC along with constructing the portion of the proposed CRDC under the proposed bridges. Similarly, the LA 67 site includes the design and construction of a temporary bypass and permanent bridge structure carrying LA 67 over the CRDC along with constructing the portion of the proposed CRDC under the proposed bridge.

Due to the unique nature and multiple stakeholders, it is believed that the use of the CMAR delivery method on these projects will result in a more efficient use of time and money by having design and construction activities happening concurrently. LA DOTD's goals for the Project are Successful collaboration between the CMAR Contractor and the Design Professional throughout the Pre-Construction Services Phase, a Project that includes innovative means and methods of construction, and a Project completed within the agreed budget, schedule and scope. The seminar also focused on presenting the selection process and operating structure of the CMAR delivery method where the Contractor, Design Professional and Independent Cost Estimator (ICE) worked together, but under separate contractual agreements with LA DOTD.

This seminar was presented by Christina Brignac, PE of LA DOTD. Brignac is currently a Senior Project Manager with 16 years of experience in Design and Project Management including high



profile projects and alternative delivery projects. Brignac graduated from the University of New Orleans in 2004 with a BS in Civil and Environmental Engineering.

This seminar was 1 hour long, free to all those that registered and a certificate for one (1) PDH was issued to those that attended.

Om Dixit Retirement from T&DI Executive Committee

Om Dixit has decided to retire from the T&DI executive committee because he will be moving out of state to be near his grandchildren. We are giving special recognition to Om because of the key role he has played in our organization. Om was a founding member of the Louisiana T&DI Chapter when it was formed in 2009. Much of the success of the Chapter has been due to Om's efforts and dedication. We deeply appreciate the years of service that Om has provided to the Louisiana Chapter of T&DI and wish him the best of luck with his future endeavors.

Looking Ahead

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 the transportation industry. 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 Joffrey Easley jeasley@forteandtablada.com for a copy of the checklist. Historically 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 areas. Recently our seminars have gone virtual and have been presented mid-day. 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:

- Mitigation Banking
- New Mississippi River Bridge – P3 Financing and Tolling
- Asset Management for Agencies
- Green Infrastructure: Integrating Infrastructure Needs
- Bicycle Lanes / Complete Streets
- New Orleans Armstrong Airport
- Bridge Approach Slabs

ASCE-UE&S Louisiana Chapter News

By Ali Mustapha, PE, F. ASCE - Newsletter Editor



UTILITY ENGINEERING
& SURVEYING
INSTITUTE

LOUISIANA CHAPTER



John Matthews, PhD
UESI Chair

Chapter Officers 2020-2021

Chair:

John Matthews, PhD, M. ASCE
Matthews@latech.edu

Vice Chair:

Suzanne McCain, PE, LSI, M. ASCE,
Suzanne.mccain@T2ue.com

1st Vice Chair

Amin Azimi, PhD,
azimi@latech.edu

Secretary/Treasurer:

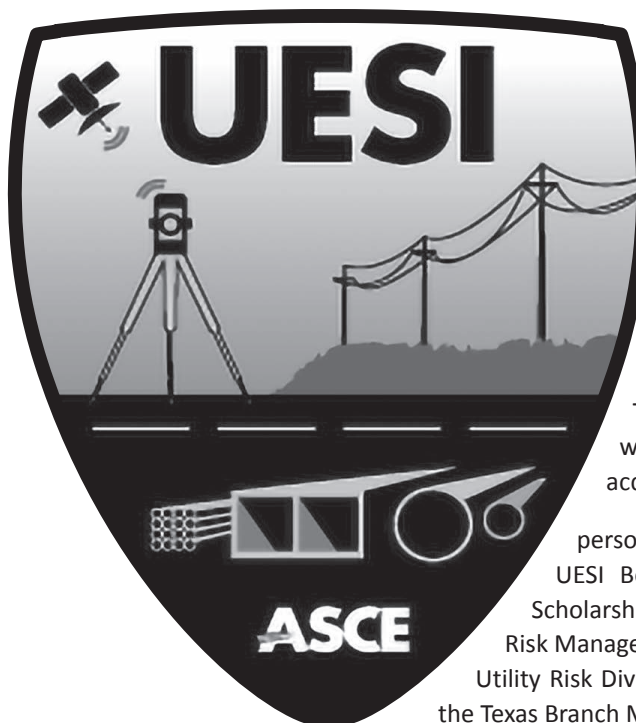
Ali Mustapha, PE, F. ASCE,
alimm@bellsouth.net

The Louisiana Chapter of ASCE Utility Engineering and Surveying Institute – Louisiana Chapter (“UESI-LA”) was established in 2020 to offers professionals working within the utility, pipeline engineering, and surveying/geomatics communities the opportunity to network with others and shape the future of the industry by participating in technical activities, conferences, and the development of internationally recognized standards.

Membership in UESI-LA Chapter is available to current Louisiana Section of ASCE members who select UESI as their primary or secondary Institute, as well as new ASCE members that select UESI as their primary Institute. As an ASCE member, you can join one Institute at no additional cost or add a second institute for just \$30 per year.

UESI Membership for other than ASCE members (technicians, vendors “salespeople”, and other non-engineers involved in utility and surveying and mapping practices) is available for only \$135 per year membership fee.

The Chapter held its second seminar on May 21, 2021, virtually by Zoom and it was attended by 15 ASCE members who were awarded 1 PDH for attendance.



Seminar Topic: “What’s New with SUE”

Presenter: John P. Campbell, PE, SR/
WA M. ASCE; ASCE/UESI President

Campbell is a registered Professional Engineer in Texas with experience in heavy and utility construction, municipal utility design, utility coordination, utility mapping and utility asset and inventory management. As a senior level executive with the Texas Department of Transportation, he was responsible for statewide right of way acquisition and utility programs, policy, and

personnel. Campbell has served on the UESI Board of Governors, the Public Sector Scholarship Committee, was Chair of UESI’s Utility Risk Management Division Executive Committee and Utility Risk Division Education Committee. Campbell is the Texas Branch Manager for T2 Utility Engineers.

The third seminar was held on July 29, 2021, virtually by Zoom and it was attended by 40 ASCE members who were awarded 1 PDH for attendance.

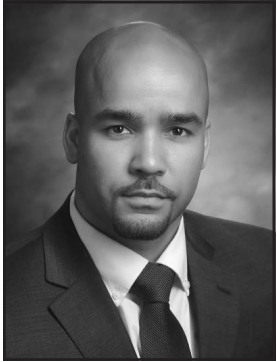
Seminar Topic: “Assessment of Life-Cycle Performance of Trenchless Technologies used for Rehabilitation of Pipelines”

Presenter: John Matthews, PhD, M. ASCE & ASCE UESI LA Chapter President

Dr. Mathews is Director of the Trenchless Technology Center at Louisiana Tech University. The virtual presentation covered a wide range of issues relevant to pipeline replacement and rehabilitation.

The Chapter is developing a plan to continue conducting Quarterly virtual meetings (seminars) and is asking interested ASCE and UESI members for recommendations of topics and speakers for these virtual seminars. Also, the Chapter is asking for volunteers to serve on the Chapter’s Board and committees to help in organizing a successful institute that will meet the needs of all the Section members and serve the industry, State, and local Municipal Governments.

Branch News



ACADIANA BRANCH

By Algy Semien, PE, Branch President

The summer is coming to a close I hope you all enjoyed it, the Acadiana branch was able to provide PDH sessions in July and August. The July luncheon consisted of a presentation by Karen Morgan, P.E. on “improving proposal management processes and targeted proposal writing”, this is an

essential skill for both engineers and support staff in business development. In early August Don Conrad, PE with Forterra Inc. sponsored an evening PDH session at Walk On’s Sports Bistreaux on “Fundamentals of Pipe Design, Manufacturing & Installation”. We are planning more upcoming events and hope to provide a variety of quality experiences for our members.



BATON ROUGE BRANCH

By Mary “Molly” Bourgoyne, PE, Branch President

The last quarter has flown by, and I find myself at the end of the summer already. April’s successful LSU luncheon of LSU’s Mobility Project led us immediately into the 2021 Annual Spring Conference, held virtually on May 6th and 7th. We offered 4 PDH’s including and ethics hour and heard from the Nationals President-Elect nominees. Also in May, the Baton

Rouge Branch coordinated a joint luncheon with LES and APWA, hearing from Mr. Fred Raiford from the Baton Rouge City/Parish. In June, we celebrated our Past Presidents and enjoyed a presentation on Reinforced Concrete from Mr. Peter Kesser. Though we were able to get comfortable meeting in person again, we did continue to offer our events in a virtual setting, and looking forward, we will be returning to an all-virtual meeting format for August.

With heavy coordination, the August luncheon was arranged to be an in-person and virtual event jointly with LES and ASBPA to listen to Senator Cassidy give a congressional update and more detailed information on the RISEE Act. Due to the COVID-19 4th wave, we made the difficult decision to go back to a fully virtual meeting format. We will continue to make every effort possible to provide engaging content and benefits to our membership while the community continues to struggle with the virus. September will be our passing of the Gavel and Awards Luncheon. Also in September, we are planning a student event at Southern University with the help (and cooking abilities) of Mr. Richard Savoie and Mr. Kahli Cohran. I hope to see everyone there!



SHREVEPORT BRANCH

*By Linsey Olivier, EI
Branch President*

Hope you are all enjoying your summer!

In May, we had our first in-person meeting at the Petroleum Club since the beginning of the pandemic. On May 20, Larry LaBorde who is the president of the continental drilling and service,

presented to us on the “History of Shreveport Water Works” at the Petroleum Club here in Shreveport. We had 17 people attend, which is lower than our typical attendance, but we hope to see the attendance increase soon! We do not host any meetings during June, July, or August, but we are planning a fundraising event for September to end the fiscal year!



NEW ORLEANS BRANCH

By Andrew Woodroof, PE, Branch President

ASCE New Orleans continues to serve our members in a way that fulfills the Mission, Vision, and Purpose of ASCE. Our goals are to deliver value to our members and advance civil engineering, enable our members to be leaders, and help our members matter more both within our organization and within the

engineering community.

To deliver value and advance the profession, we continued with our monthly technical seminars in both in-person and virtual formats. In June, Mr. Jesse Noel, PE, of Southeast Louisiana Flood Protection Authority – West, presented on West Bank Flood Protection: Operations and Maintenance. We are also in the final planning stages of our annual Fall Conference to be held September 22-23 at the Pontchartrain Center with our partner organization, ACI Louisiana. We have prepared an outstanding technical program with presenters from around the country, including a keynote presentation on the ASCE Future World Vision. We look forward to two full days of education on the current state of infrastructure as well as what Infrastructure Reimagined will look like in the future.

We continue to fulfill the vision of ASCE by empowering our members to be local leaders and build a better quality of life. Our Younger

Member Group is planning their annual Leadership Panel, which has been a tremendous program teaches our young engineers how to be leaders both in their work and in their community. Our Outreach Committee continues to seek ways to engage with students and teachers to build the next generation of leaders in civil engineering.

Finally, we continue to fulfill the purpose of our organization to help our members matter more. As an organization, we strive to lift each other as a community of engineers. In July, we held a networking event at Zony Mash Brewing where our members were able to gather in a safe outdoor space to both renew old connections and make new ones. This August, we will honor our New Orleans Branch award winners for their outstanding service to our profession. In addition, we will honor our two scholarship recipients, both students at UNO who will carry on our mission into the future.

As always, we greatly appreciate the support of our members, and I encourage all of you to keep up with the New Orleans Branch through our website, Facebook or by contacting our board directly.

Thank you,
Andrew Woodroof, PE
ASCE New Orleans Branch President

The Infrastructure Investment and Jobs Act will Deliver for Louisiana *(continued from page 18)*



the Infrastructure Investment and Jobs Act over five years. Louisiana can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and nearly \$16 billion of national funding in the bill dedicated for major projects that will deliver substantial economic benefits to communities.

- Improve healthy, sustainable transportation options for millions of Americans. Louisianans who take public transportation spend an extra 62.1% of their time commuting and non-White households are 4.3 times more likely to commute via public transportation. 25% of transit vehicles in the state are past useful life. Based on formula funding alone, Louisiana would expect to receive \$470 million over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state.
- Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. The bill invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate

crisis and support domestic manufacturing jobs. Under the Infrastructure Investment and Jobs Act, Louisiana would expect to receive \$73 million over five years to support the expansion of an EV charging network in the state³. Louisiana will also have the opportunity to apply for the \$2.5 billion in grant funding dedicated to EV charging in the bill.

- Help connect every American to reliable high-speed internet. 10.1% of Louisianans live in areas where, under the FCC's benchmark, there is no broadband infrastructure. Even where infrastructure is available, broadband may be too expensive to be within reach. 19% of Louisiana households do not have an internet subscription. Under the Infrastructure Investment and Jobs Act, Louisiana will receive a minimum allocation of \$100 million to help provide broadband coverage across the state, including providing access to the at least 470,000 Louisianans who currently lack it. And, under the Infrastructure Investment and Jobs Act, 1,698,000 or 37.2% of people in Louisiana will be eligible for the Affordability Connectivity Benefit, which will help low-income families afford internet access.
- Prepare more of our infrastructure for the impacts of climate change, cyberattacks, and extreme weather events. From 2010 to 2020, Louisiana has experienced

(continued on page 20)

ASCE-SEI New Orleans Chapter News

By Mark Castay, PE



Mark Castay, PE



We start the second half of the year distinctly different from a year prior. The nation's response to the Covid-19 pandemic has resulted in a gradual reopening and given us a much-needed positive outlook to the latter portion of the year. The SEI New Orleans Chapter has been on hiatus for several months as many of the Executive Committee transition to returning to the office amongst other changes. We anticipate having great seminar presentations in the coming months. There have been discussions on whether to transition back to in-person seminars again, however, the meeting requirements instituted by Louisiana (at the time of our last meeting) still prohibited gatherings of our traditional seminar size when last reviewed. The committee will discuss and update the seminar format accordingly.

Speaking of change, one of the founding members of the SEI New Orleans Chapter is heading towards a long-needed retirement. He was also one of the founding committee members for the Civil

Engineering Conference and Show held annually at the Pontchartrain Center. I would like to lend a few words and a sincere note of gratitude to a friend, colleague, and mentor for his many years of service to the Chapter and the profession.

Om Dixit immigrated to the United States from India after receiving his bachelor's degree in 1968. After moving to the US, he worked at the Kentucky DOTD while attending the University of Kentucky to get his master's degree in civil engineering. He then received his MBA in 1980. Om relocated to New Orleans to work at Burk-Kleinpeter, Inc. for the next 28 years where he was a Vice President. After several smaller tenures at other firms including AECOM and Fenstermaker & Associates, he started his own firm Dixit Consulting LLC. After a professional engineering career spanning 50 years, Om and his wife Bina are moving to Houston, TX to be near his children and enjoy spending time with his grandchildren. He has been instrumental in guiding and mentoring several engineers at various stages in their careers in the New Orleans area. The SEI New Orleans Chapter is very thankful for his many years of service. Om will remain on the committee and contribute in a reduced capacity. We wish him well in this next phase as he starts his retirement in a new city.

The Chapter will be working on new seminars for the second half of 2021, please visit www.asceneworleans.org/events for updates on the future seminars.

The Infrastructure Investment and Jobs Act will Deliver for Louisiana *(continued from page 18)*



30 extreme weather events, costing the state up to \$50 billion in damages. Under the Infrastructure Investment and Jobs Act, based on historical formula funding levels, Louisiana will expect to receive \$20 million over five years to protect against wildfires and \$17 million to protect against cyberattacks. Louisianans will also benefit from the bill's historic \$3.5 billion national investment in weatherization which will reduce energy costs for families.

- Deliver clean drinking water to every American and eliminate the nation's lead service lines and pipes. Currently, up to 10 million American households and 400,000 schools and child care centers lack safe drinking water. Under the Infrastructure Investment and Jobs Act, based on the traditional state revolving fund formula, Louisiana will expect to receive \$580

million over five years to improve water infrastructure across the state and ensure that clean, safe drinking water is a right in all communities.

- Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. Under the Infrastructure Investment and Jobs Act, airports in Louisiana would receive approximately \$179 million for infrastructure development for airports over five years.

Over the coming days and weeks, we will expect to receive additional data on the impact of the Infrastructure Investment and Jobs Act in Louisiana. https://www.whitehouse.gov/wp-content/uploads/2021/08/LOUISIANA_Infrastructure-Investment-and-Jobs-Act-State-Fact-Sheet.pdf

Student Chapter News

LOUISIANA TECH UNIVERSITY

By Mallory Mankins, ASCE Student Chapter President

The American Society of Civil Engineers student chapter here at Louisiana Tech has had a fantastic summer! We ended the school year with officer elections to be ready to welcome the new freshman coming in the fall and have participated in several things throughout the summer to stay involved.

At the end of June, our Sustainable Solutions team competed in the ASCE Virtual Concrete Canoe Competition+ and placed third with their design! To close the Virtual Conference, Katya Opel, our Committee Chair, announced that Louisiana Tech University would be hosting the ASCE 2022 Concrete Canoe Competition in Ruston, Louisiana.

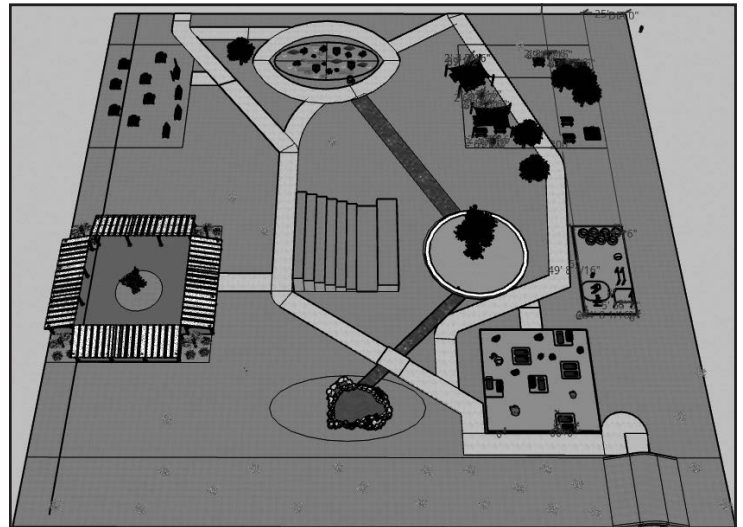


Louisiana Tech University Student Chapter Officers help with Montessori School of Ruston project

Some of our officers have helped with projects at the Montessori School of Ruston to help clean up and prepare for the students to come back to school! These projects included pouring a concrete paver pathway to lead to the playground, restoring some drainage systems on the playground and repairing and filling a sinkhole.

If you are interested in getting involved, please reach out to asce.louisianatech@gmail.com.

We are excited for a new school year and to host in person events this year for our colleagues to get involved in!



Louisiana Tech University Sustainable Solutions

UNIVERSITY OF NEW ORLEANS

By Rai Joseph, Student Chapter Secretary

The University of New Orleans ASCE Student chapter has successfully elected new board members. Presented below are the students, their names, and respective positions:

- President** - Yelitza Perez
- Vice President** - Amanda Darda
- Secretary** - Rai Joseph
- Treasurer** - Sarah Chiasson
- Social Chair** - Karena Grigenas
- Conference Chair** - John Guidry

A successful transfer meeting was held in which the new board was briefed on their new roles and responsibilities. The incoming board has already begun discussing plans for the upcoming Fall 2021 semester. Our major goals for the upcoming semester are recruitment, student involvement, and returning to regional competitions. The University is planning to return to in-person teaching on August 16th. We plan to hold our first general body meeting on August 26th to discuss membership dues, upcoming activities, and events.

UNIVERSITY OF LOUISIANA LAFAYETTE

By Aaron Enlund, UL Student Chapter President

As the start of the semester is only a couple weeks away, we are looking forward to getting back in the classroom routine.

Towards the end of last semester, we held an election to appoint the slate of officers for the upcoming 2021-2022 academic year. We are excited to see what this school year holds for the student chapter. The chapter cannot wait to overcome any obstacle that may be thrown our way during this pandemic. We are looking forward to hosting chapter meetings and planning a few events to gain new recruits in order to grow our chapter.



LOUISIANA STATE UNIVERSITY

By Nathalie Dante, Student Chapter President

The American Society of Civil Engineer chapter at Louisiana State University have begun our plans for this coming semester with the goal of attaining more members and further advertising our organization. Our chapter will now be an active member in many social platforms like LinkedIn, Instagram, and Twitter while keeping an up-to-date information on our chapter website and in-school posters. Our officers will also be visiting engineering classes at the beginning weeks of the semester to make known the presence of our organization. We are also preparing to host an Info Booth and an 'Ask an experience CE student' Booth outside of our college for students to chat and get to know the benefits of being an ASCE member as well as gain knowledge on what our major entails. Our chapter is in the process of ordering small giveaways like stickers, pens, pencils, notepads, etc. to attract students to our events. One of the trends our chapter has noticed is that in-coming civil engineers often know ASCE through advisors and professors. Therefore, our aim this semester is to make sure that our organization becomes more welcoming and open to a wide range of audience, well-known for our student outreaches.

The student chapter at LSU also intends on having a social or volunteer event every month in accompany of the monthly sponsored meetings. These events are geared towards volunteering at Habitat for Humanity, a field trip to the LSU Center for River Studies, hosting an Engineer Fun Day, and planning a Grade and High School Teaching Day. Aside from these events, we are also aiming to have an involved Bayou Regional Career Fair where students and sponsors are more able to connect and interact. Our chapter also plans on collaborating with other student organizations whether for social or volunteer event to form connections, not just in the CE department alone, but to other engineers and majors. We are organizing our events for in-person with respect to the state protocols and safety precautions. In the chance that our chapter will have to resort to virtual interaction, we will accommodate accordingly and may push the plan for future chapter opportunities.



Contact Information

Online: <http://lsuasce.weebly.com/>

Facebook: <https://www.facebook.com/groups/asceatlsu/>

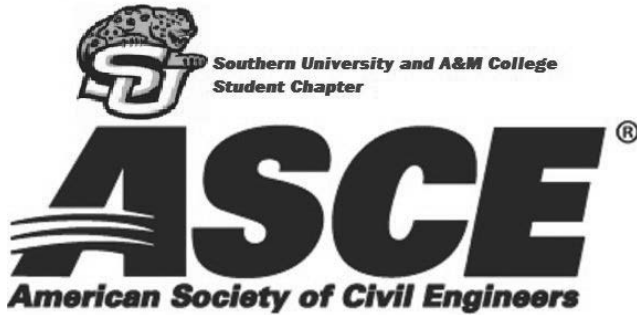
Contact E-mail: asce@lsu.edu

LSU American Society of Civil Engineers Career Network
[http://www.aftercollege.com/groups/ccenter.asp?](http://www.aftercollege.com/groups/ccenter.asp?fct=1&id=577710380)

[fct=1&id=577710380](http://www.aftercollege.com/groups/ccenter.asp?fct=1&id=577710380)

SOUTHERN UNIVERSITY

By Jelani Smith, Student Chapter President



Contact Information

<https://www.facebook.com/SUBR.ASCE/>

<https://www.subr.edu/page/1311>

suadvisor@ascebr.org

MCNEESE STATE UNIVERSITY

By Alexis Nguyen, McNeese Student Chapter President

We are on the road to recovery! Within the span of seventeen months, our community has suffered through a worldwide pandemic, two catastrophic hurricanes, a harsh freeze, and extreme record-breaking floods. Our beautiful campus has been stuck in the cycle of being destroyed and salvaged disaster after disaster but we are finally seeing light at the end of the tunnel. With the start of the 2021 fall semester, we are finally seeing full classrooms, thriving sporting events, and engaging student unions.

The McNeese ASCE student chapter plans to reach out to incoming students and get them involved with the engineering community

and campus spirit! We hope to participate in the annual Concrete Canoe Competition, volunteer in the Coastal Cleanup, and get connected with fellow engineering students and local engineering firms. Although the campus is still in the process of reconstruction and healing, we hope to strengthen our foundation and play our part in rebuilding our resilient community. Stay strong McNeese, and Geaux Pokes!



Contact Information

<https://www.facebook.com/msuasce/>

<https://branches.asce.org/acadiana/student-chapters>





August 17, 2021

Dear ASCE Institute, Region, Section, Branch, Younger Member and Student Leaders:

As you know, in our previous memo to Sections and Branches, we encouraged the use of virtual alternatives for all activities through Labor Day. Unfortunately, the advent of the Delta variant has resulted in a significant increase in the number of covid cases with more than two-thirds of all counties in the U.S. reporting high levels of community transmission.

Again, recognizing our professional and ethical responsibility to protect the health and safety of our members and the public at large, ASCE does not believe the current circumstances allow for a relaxation of our existing guidance. Accordingly, all ASCE entities are **encouraged to pursue alternate options, such as the use of virtual platforms, for all meetings and events for the remainder of the calendar year (until Monday, January 3, 2022).**

As noted in our previous guidance, decisions to conduct in-person events should be made only after a thorough consideration of how critical in-person involvement is to attain the desired objectives, and the ability to observe all recommended safety protocols and procedures. This of course includes strict compliance with all applicable state and local requirements for gatherings and events as well as current guidelines issued by the Centers for Disease Control.

Note that ASCE staff business travel also remains restricted through the end of the year.

We again thank you for your continued diligence in leading our Society and we appreciate the hard-work and resilience you have exhibited in meeting the challenges of these past many months.

Best regards,

Jean-Louis Briaud, Ph.D., P.E., D.GE, Dist.M.ASCE
ASCE President

Thomas W. Smith III, ENV SP, CAE, F.ASCE
Executive Director

ASK COUNSELOR TARA

Question: Many of ASCE's volunteer leaders have turned their thoughts toward planning activities to close out the year. Given current COVID infection trends, a number of volunteers have contacted ASCE with questions about whether sections, branches, or other units should require attendees at in-person events to sign a "COVID waiver." Should we require a 'COVID waiver' for our upcoming in-person event? Tara's reply: If you decide in favor of having a COVID-19 waiver for your upcoming event (or any other type of waiver, if you are planning an activity involving potential hazards for your participants), you are encouraged to contact ASCE's legal department for assistance. Email: thoke@asce.org

— CALENDAR OF EVENTS —

2021



Register Online now for the ASCE 2021 Convention:
<https://convention.asce.org/>

September

11-12 Leader orientation

24 at 11:00 am. ASCE Section Installation

Banquet Virtual - TBA virtual location

29 ASCE Presidents and Governors Forum

October

4-5 Board of Direction meeting

6-8 ASCE 2021 Convention

Events are constantly being updated online:

For ASCE Society events please see online:
https://www.asce.org/conferences_events/
https://www.asce.org/student_conferences/

For ASCE Baton Rouge events please see online:
<http://branches.asce.org/baton-rouge/events>

For ASCE Shreveport events please see online:
<https://www.facebook.com/ASCEShreveport/>

For ASCE Acadian events please see online:
<http://branches.asce.org/acadiana/events>

For ASCE NOLA events please see online:
<http://asceneworleans.org/events/>

For more events visit the ASCE Events Calendar: <http://www.lasce.org/calendar.html>

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