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ASCE NATIONAL CONTACT INFORMATION:

Phone: 1-800-548-ASCE

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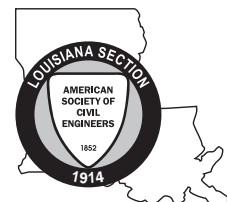
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President's Message

By Malay Ghose Hajra, PhD, PE

Happy New Year!

I hope you and your family had an enjoyable and relaxing holiday season. As we start a new year, I want to reiterate the three goals I had suggested for my current term: (i) to grow and retain our membership, (ii) to encourage the branch and institute leadership to serve our members by providing affordable continuing education events, and (iii) to encourage leadership and members to stay connected with their local ASCE student chapters and younger member groups and participate in their events. I request and invite your help me in accomplishing these goals.

The Leader Training Committee (LTC) of ASCE hosted the 2018 ASCE Regions 1, 2, 4, & 5 Workshop for Section and Branch Leaders (WSBL) on February 9-10 in Buffalo, NY. The conference includes the Workshop for Section and Branch Leaders (WSBL), the Eastern Region Younger Member Council (ERYMC), and the Workshop for Student Chapter Leaders (WSCL). This is a great opportunity for section and branch leaders from around the world to learn from each other and network with student members from across the globe. The meeting also reinforces incoming branch and section officers with tools needed to be effective leaders. ASCE Louisiana section and different branches sent representatives to participate in this multi region leadership conference. Please feel free to discuss with your local delegate what they learned and how the knowledge can be implemented in your Branches. We will feature an article in the May journal about the MRLC/WSBL.

Every spring, ASCE also holds its Legislative Fly-In Program in Washington, DC, an intensive two-day program that provides participants with an inside look at the public policy process. In 2017 ASCE members visited over 230 Congressional offices, advocating for the newly released 2017 Infrastructure Report Card, Water and Water Resources Infrastructure Appropriations for the FY 2017 and FY 2018 budget cycles, FAST Act Appropriations for the FY2017 (passed in April 2017) and FY 2018 budget cycles, and tax exemptions for municipal bonds. The 2018 Legislative Fly-In will be Tuesday and Wednesday, March 13-14, 2018 in Washington, D.C. and Arlington, VA. ASCE Louisiana section is sending a handful of members to meet with our senators and representatives to discuss civil infrastructure issues and resource allocation.

Every February, engineers worldwide seize on Engineers Week to engage with grade-school students and help

them envision careers in the engineering profession. In 2018, the Engineers week will be observed on February 18 - 24. ASCE will also celebrate February 22 as Girl Day. Engineers Week, the only event of its kind, is a time to:

- Celebrate how engineers make a difference in our world

- Increase public dialogue about the need for engineers
- Bring engineering to life for kids, educators, and parents

More than a week-long event, Engineers Week is a year-round commitment to making a difference. I encourage you to get involved with your local Branch or Student chapters during this celebratory and mind-stimulating event.

In April, the Baton Rouge branch will be hosting this year's Annual ASCE Louisiana Section Spring Conference in Baton Rouge, LA. This is a great opportunity for all of us to learn about advancements in the civil engineering world by attending the multiple technical sessions covering a variety of topics. In addition, we get to connect with engineering and scientific professionals from across the region. Details about the conference will be shared with the membership soon and posted on lasce.org. If you, or someone you know, would like to give a technical presentation at this conference, please contact me. I strongly encourage you to participate in this event and I look forward to seeing you there.

Dream Big: Engineering Our World remains a staple on giant screens in museums and theaters around the world. The film has been



Malay Ghose Hajra, PhD, PE



translated into five languages and shown on three continents. In response to this overwhelming interest, ASCE has set a new goal: putting Dream Big into every U.S. public school. To accomplish this ambitious goal, ASCE has secured generous support from the United Engineering Foundation. Together with UEF, ASCE and Bechtel have already committed to cover distribution to 30 percent of the 95,000 public schools in the United States.

ASCE is encouraging all ASCE Sections and Branches, along with individual members, to help put Dream Big in the remaining 70 percent of schools. And this is where ASCE members can play a crucial role. It is expected that during Engineers Week, ASCE will launch a website that will allow individuals to give \$5 to place a toolkit in the school of their choice. While the goal is to reach all U.S. public schools, members will have the option to purchase educational DVDs for private and parochial schools, as well as for international schools. I highly encourage all Louisiana branches and their members to get involved in this initiative. Please contact your local branch and get involved in this motivating challenge.

The Carnival season will be in full swing when you read this column. The 2018 date for Mardi Gras is February 13 (Tuesday). I wish you a very enjoyable and happy Mardi Gras season. I also wanted to share

some information about Mardi Gras Fountain at lakefront, which has become a favorite landmark enjoyed by the people of New Orleans. It has been a prominent fixture in the city since 1962. The construction pays tribute to the city's largest celebration, The Mardi Gras, and more than 60 Carnival krewes past and present. Thanks to a \$1.3 million support from FEMA and the U.S. Army Corps of Engineers, the Levee District was able to get the fountain going again in 2013, refurbishing the plaques and updating the fountain's mechanical systems. I hope you get to visit the Mardi Gras Fountain commemorative sometime.

The New Year will bring many new opportunities and activities within the different ASCE Louisiana constituents, including planning for our civil engineering spring conference in Baton Rouge, different student outreach activities, handfuls of events during Engineers Week in February and many more. Please contact me anytime (mghoseha@uno.edu), another officer or committee member if you like to get more involved in any of these activities. I strongly encourage you to share your talents and give back to the profession and community. Also, please visit <http://lasce.org/> for upcoming news and announcements.

I wish you a happy and productive 2018.



Development of Project Attributes and Costs for the 2017 Coastal Master Plan

By Brett McMann, PE, M.ASCE and Rudolph A. Simoneaux III, PE, M.ASCE

INTRODUCTION

As coastal Louisiana faces increasing threats from flooding and sea level rise, there is an urgent need to advance our understanding of the coast to enable coastal Louisiana to adapt to future conditions. This involves improving and refining our knowledge of the engineering and financial aspects of the projects needed to rebuild and sustain our coast. The Coastal Protection and Restoration Authority (CPRA) is undertaking this challenge through five year updates of Louisiana's Comprehensive Master Plan for a Sustainable Coast. The 2017 Coastal Master Plan builds on past progress and establishes a clear vision for the future. It carries the 2007 and 2012 plans forward by improving the methods used to ensure projects are implemented as efficiently and effectively as possible.

One of the most critical components of the Coastal Master Plan was the development of the list of candidate projects to evaluate for consideration via robust public involvement and stakeholder outreach. Following development of the candidate projects list, specific project details were required to define project features affecting the landscape in the coastal system, as well as the economic analysis and prioritization of projects. This was accomplished by the development of specific project attributes and costs for each type of candidate project to provide physical and monetary parameters needed by the Integrated Compartment Model (ICM), the Coastal Louisiana Risk Assessment (CLARA) model, and the Planning Tool. This article briefly discusses the principal project attribute assumptions for each Master Plan project type. Also discussed is the cost analysis for two of most prevalent project types in the 2017 Master Plan – Marsh Creation and Barrier Island Restoration.

THE MASTER PLAN PROCESS

The 2017 Coastal Master Plan seeks to satisfy principles of sustainable and long-term solutions while also recognizing the urgent need for action. Some near-term projects, such as dredging or shoreline armoring, offer immediate benefits in the near term but might not be on the landscape for the long term. Some long-term projects, such as diversions that build land over time, may take several years to realize their benefits. Because the funding for all projects is not available now, the master plan identifies a long-term program of construction, operations and maintenance, and adaptive management that is guided by a robust and continuous planning process, to be implemented as funds become available, much like the Federal Highway or the Mississippi River and Tributaries Systems.

A Planning Tool was developed to evaluate the effects of projects and alternatives over a 50-year period – from initial conditions to 50 years into the future. In this way, the Planning Tool identified optimal restoration projects to implement during the first 10 years, the next 20 years, and after 30 years have passed, as well as optimal risk reduction projects to implement during the first 30 years, and

the 20 years that follow.

The plan recommends 124 projects- including restoration projects, structural protection projects, and nonstructural risk reduction projects. Over the next 50 years, the 2017 Coastal Master Plan includes:

- \$17 billion for marsh creation, \$5 billion for sediment diversions, and more than \$2 billion for other types of restoration projects, providing land building benefits of 800 to 1,200 square miles compared to no action.

- \$19 billion for structural protection and \$6 billion for nonstructural risk reduction; these projects will reduce expected annual damage by \$8.3 billion by year 50 as compared to no action and are expected to pay for themselves three times over the course of implementing the plan.

- Many restoration benefits that will support commercial and recreational fisheries, coastal wildlife, and the diverse habitats which enable us to live, work, and play across the coast.

The 2017 Master Plan outlines projects that cost, in present value, approximately \$50 billion. However, it will cost more over the full 50-year period. Operations and maintenance costs associated with projects include an inflation rate of 2.5% annually over the project's lifespan. By utilizing this methodology, analyses can equitably compare, select, and sequence projects over time despite uncertain revenue streams and environmental and economic scenarios. CPRA acknowledges that future investments will be needed from federal, state, and local authorities to fully fund the master plan over the coming decades. These investments will not only provide direct restoration and risk reduction benefits, but will also provide tremendous economic development opportunities for Louisiana and its residents. Such restoration and risk reduction projects will



Brett McMann, PE, M.ASCE,
Arcadis U.S. Inc.



Rudolph A. Simoneaux III, PE, M.ASCE,
Coastal Protection and Restoration Authority

also continue to provide important national services and enhance national security by supporting our nation's critical infrastructure, international trade, and economy. Figure 1 shows the breakdown of project funding by project types.

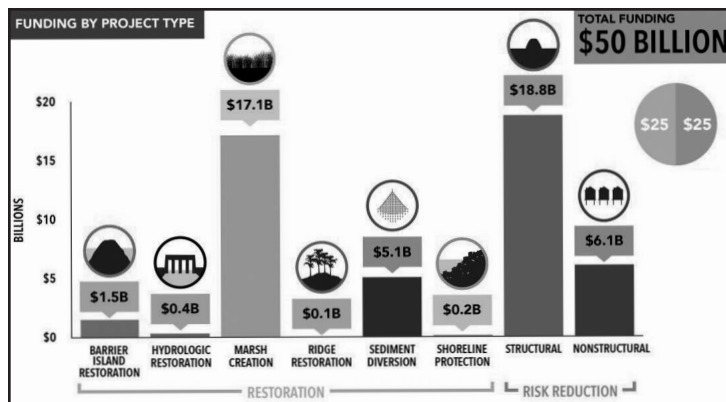


Figure 1 – Master Plan Funding Breakdown by Project Type

The unprecedented investment in coastal restoration and protection will continue to put Louisiana at the forefront of using science and innovation to plan a more sustainable future for our coastal communities and our valuable ecosystem.

PROJECT TYPES

The 2017 Coastal Master Plan projects are generally categorized into Restoration Projects and Risk Reduction Projects. As shown in Figure 1, the \$50 billion funding limit is evenly split between these two categories. Restoration projects are those projects whose features restore degraded components of Louisiana's coastal ecosystem by re-establishing natural processes or through mechanical means such as the placement of dredged material. Restoration projects are grouped into the following six sub-categories:

- Barrier Island/Headland Restoration
- Diversions
- Hydrologic Restoration
- Marsh Creation
- Ridge Restoration
- Shoreline Protection

Risk Reduction Projects are further categorized into Nonstructural Projects and Structural Protection Projects. Nonstructural Risk Reduction projects include non-residential floodproofing, residential

elevation, and residential voluntary acquisition. Structural Protection projects reduce hurricane flood risk in coastal communities by acting as a physical barrier against storm surge. Structural Protection projects are grouped into the following four sub-categories:

- Earthen Levee
- Concrete T-wall
- Floodgate
- Pumps (Internal to Levees)

GENERAL PROJECT ATTRIBUTES

A project candidate list was developed by refining and reconsidering all 2012 Coastal Master Plan Projects, soliciting new project ideas from public stakeholders, and creating multiple variations of certain projects where sensitivity to some aspect (e.g. flow regime for a diversion or robustness of a levee system) required examination. Once the candidate projects list was developed, specific project details were required to define project features affecting the landscape and hydrology in the coastal system. This was accomplished by the creation of specific attributes for each project type. These attributes helped provide the parameters needed for modeling tools that were used to rank and prioritize projects. Due to the large amount of variation amongst the candidate lists of projects, attribute descriptions were developed for each project evaluated. However, the list below includes the attributes that were common for each candidate project:

- Engineering and Design Duration
- Estimated Engineering and Design Cost
- Construction Duration
- Estimated Construction Cost
- Estimated Operations and Maintenance Cost
- Estimated Construction Management Cost
- Cost Uncertainty Factor
- Prerequisite Projects (used to denote certain situations where completion of one project was required prior to the construction of a proximal second project).
- Mutually Exclusive Projects (used to denote certain situations where completion of one project would generate duplicative effects or eliminate the need for a second proximal project).

Specific attributes and design templates were developed and evaluated based on the features included in the design. For example, Shoreline Protection Projects, which involve the placement of rock structures along a shoreline, included attributes such as

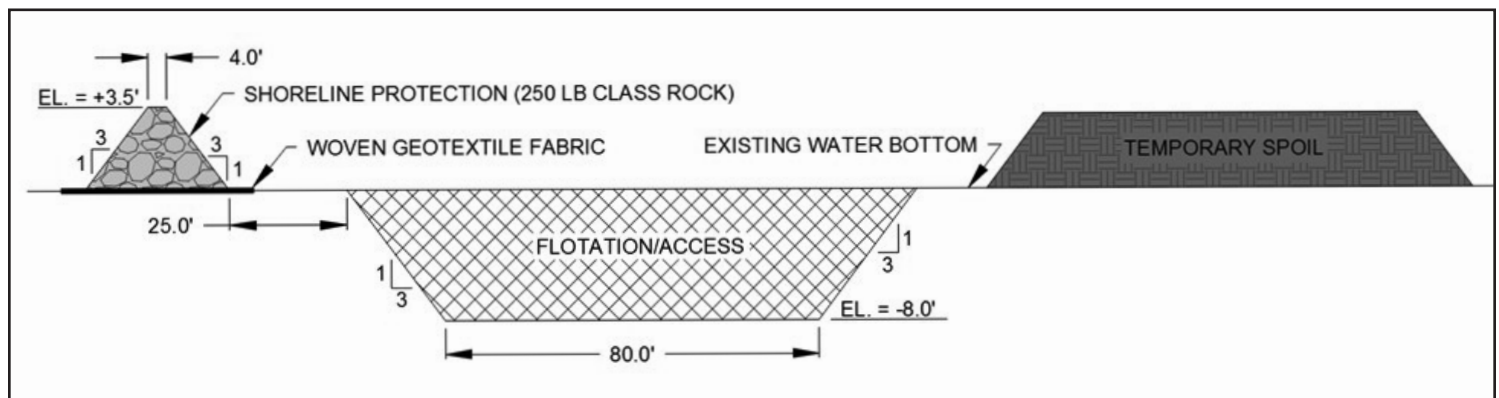


Figure 2 – Conceptual Design Template for Shoreline Protection Projects



Figure 3 – Whiskey Island/Caillou Lake Headland Project Construction

structure length, crest elevation, top width, base width, side slopes, wave attenuation parameters (to facilitate modelling), flotation channel parameters, and volume of rock required (see Figure 2). Similarly, Diversion projects, which involve the construction of a large gated structure within the banks or levees of a river, included attributes such as peak discharge (structure size), intake invert elevation, conveyance channel length, and sand concentration (of water being diverted).

ATTRIBUTES FOR HYDRAULIC DREDGING PROJECTS

Over the past decade, CPRA and its partners have implemented more Marsh Creation and Barrier Island/Headland Restoration projects than any other project type. Mining and transporting sediment via hydraulic dredging has become one of most reliable and cost-effective measures of restoring our coast. Because of the large quantity of constructed dredging projects, planners and engineers have become more familiar with the features, costs, and constructability of these projects than ever before. Using this knowledge allowed the Master Plan development teams to improve upon how they defined the attributes and developed costs for Marsh Creation and Barrier Island/Headland projects.

For the 2012 Coastal Master Plan, the effects of each dredging project and cost of construction were based on implementation in year 1 of the 50-year planning period. When constructing alternatives, the planning models would simply delay the effects of the project in time to account for engineering, design, and construction phases due to implementation in later periods. It would assume the costs and sediment required in any time period would remain constant, despite the possibility of greater

requirements in the future, due to the snowball-effect increasing sea levels have on fill volume needs. The 2017 Coastal Master Plan reflects the recognition that future conditions will likely drive higher costs and varied sediment requirements as has additionally been detailed in The Water Institute of the Gulf's "Future Costs of Marsh Creation Projects in Coastal Louisiana" analysis (2016). The 2017 Coastal Master Plan methodology accounts for the time required for engineering and design and for the implementation period when a project goes into the landscape (i.e., first, second, or third implementation periods within the 50-year planning timeframe). A system of data handoffs between the attributes and ICM teams was employed to generate required fill volumes. The attributes team generated project polygons from the project development process. Then, fill volumes for marsh were determined via superimposing the design template over the Digital Elevation Model (DEM) at the year of project implementation and evaluating the volume difference required using ArcGIS software. All areas within the project polygon less than -2.5 feet NAVD88 (geoid 12a) were filled to 100% land; this new land was then built to a projectspecific target elevation. Open water areas greater than -2.5 feet deep were not filled. Areas with elevations greater than the design elevation had no material placed on top. Finally, marsh acreages and fill volumes were passed back to the attributes team for cost estimation by the ICM team based on the actual filled areas. This process occurred for each project across all three implementation periods.

The 2017 Coastal Master Plan also introduces a feasibility screen when formulating an alternative so that resources are not allocated in the planning models to an infeasible project (e.g., projects selected for the third implementation period whose construction

duration is longer than the number of years in that period). This approach treats project increments separately. To do this, construction cost and sediment requirements were developed for implementation in periods 1, 2, and 3 for each environmental scenario. In simplistic terms, this resulted in 9 potential costs for each of the 52 Marsh Creation and Barrier Island/Headland Restoration projects considered: 3 possible Environmental Scenarios multiplied by 3 possible Implementation Periods. If a project was selected for inclusion in the plan by the Planning Tool, the relevant cost was incurred corresponding to the implementation period selected.

As part of the project evaluation phase, the Master Plan team generated a sediment requirement and wetland/barrier area for each environmental scenario and implementation period. These attributes were then used to develop associated cost estimates for each project/scenario/implementation case. The key attributes for all dredging projects include:

- Conceptual Design Fill Template
- Hydraulic Fill Volume
- Borrow Source Geographic Location
- Borrow Source Quantity
- Borrow Source Material
- Dredge Pipeline Corridor
- Dredging Pump Distance
- Dredge Type/Size

CONCEPTUAL DESIGN TEMPLATES FOR BARRIER ISLAND/HEADLAND RESTORATION PROJECTS

Barrier Island/Headland Restoration projects create and restore dune, beach, and back barrier marsh to restore or augment Louisiana's barrier islands and headlands and to provide additional storm surge attenuation. Barrier Island/Headland Restoration

projects primarily rely on near-shore and/or offshore sediment sources to obtain the required borrow volume to construct the project features.

The most critical attributes associated with Barrier Islands and Headlands are the geometric aspects of the fill templates. Using data from previously constructed projects, CPRA developed a typical island and headland template for Master Plan project costs. These templates are described below and are shown in Figure 4 and Figure 5:

- **Barrier Island:** A beach and dune feature with sand fencing; a dune crest elevation of +9.0 feet NAVD88 (geoid 12a), a width of 100 feet, and a 30H: 1V slope; 1,500 foot marsh platform; target marsh fill elevation between +4.0 and +5.0 feet NAVD88 (geoid 12a) at TY0 for back barrier marsh platform.

- **Barrier Headland:** A beach and dune feature with sand fencing; a dune crest elevation of +8.0 feet NAVD88 (geoid 12a), a width of 385 feet, and a 20H: 1V slope; beach dune at +6.0 feet NAVD88 (geoid 12a); 1,000 foot marsh platform; target marsh fill elevation between +4.0 and +5.0 feet NAVD88 (geoid 12a) at TY0 for back barrier marsh platform.

CONCEPTUAL DESIGN TEMPLATE FOR MARSH CREATION PROJECT

Marsh Creation projects create wetlands in open water areas through placement of dredged material and vegetative plantings to restore landscape and ecosystem processes and provide additional storm surge attenuation. Marsh Creation projects have historically relied on near-shore or Mississippi River sediment sources to obtain the required borrow volume to construct the project features.

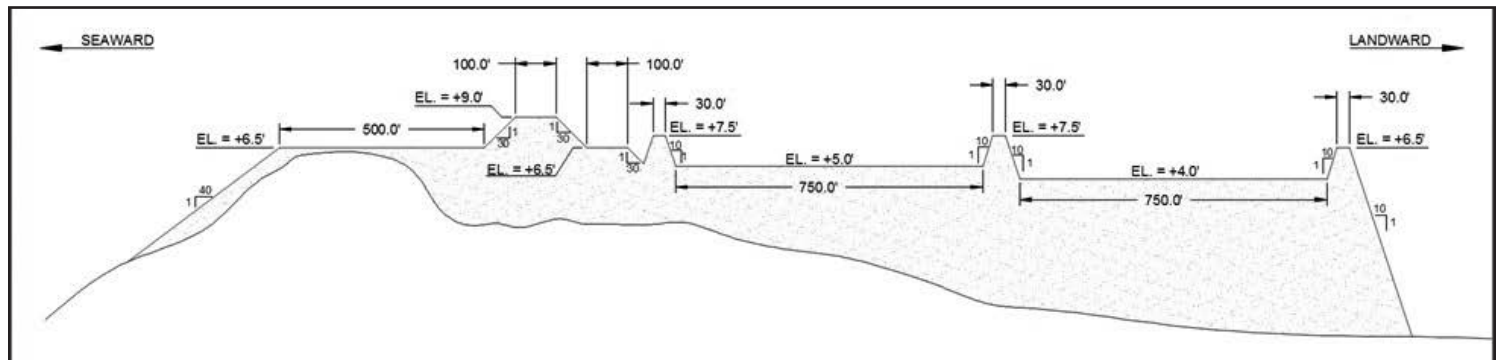


Figure 4 – Barrier Island Conceptual Design Template

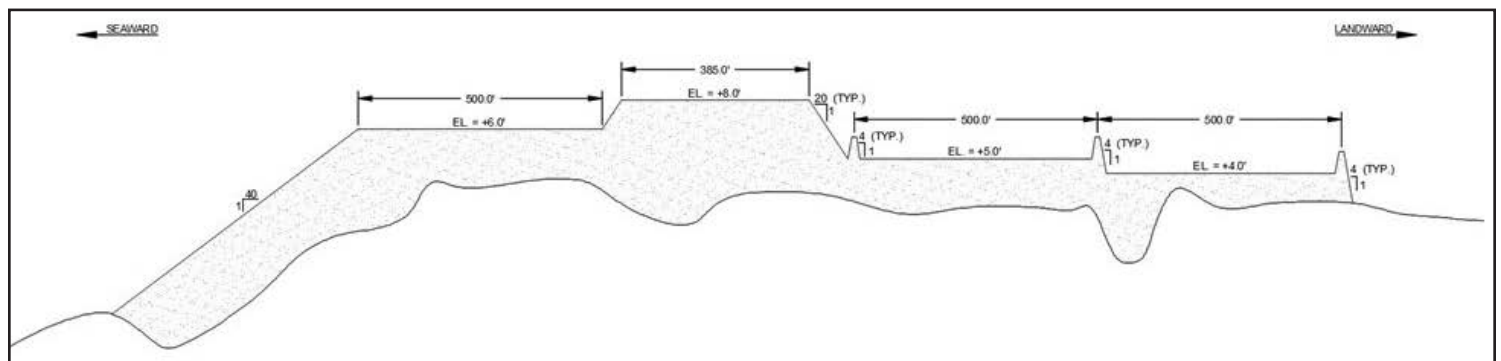


Figure 5 – Barrier Headland Conceptual Design Template

Marsh Creation projects are constructed primarily in open water areas or areas with deteriorated marsh. Similar to Barrier Island/Headland Restoration projects, a conceptual design template was developed for candidate Marsh Creation projects using data from recently designed and constructed projects. This template is described below and shown in Figure 6:

- **Marsh Creation Fill Area:** One initial marsh fill lift placed to the target marsh fill elevation at TY0 as derived from the regional settlement curves; maximum target marsh fill elevation of +3.2 feet NAVD88 (geoid 12a).
- **Earthen Containment Dikes:** A crest width of 5 feet, side slopes of 4H: 1V; crown elevation of +4.5 feet NAVD88 (geoid 12a) assumed to be maintained during construction; constructed using in situ material.

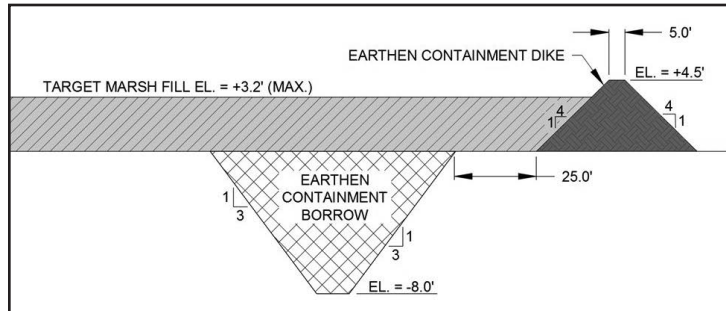


Figure 6 – Marsh Creation Conceptual Design Template

Fill volumes for marsh were determined via superimposing the design template over the 2017 Coastal Master Plan Initial Conditions DEM and evaluating the volume difference required using ArcGIS software. All areas within the project polygon less than -2.5 feet NAVD88 (geoid 12a) were filled to 100% land; this new land was then built to a project specific target elevation. Open water areas greater than -2.5 feet deep were not filled. Areas with elevations greater than the design elevation had no material placed on top. In the project level model runs, marsh creation projects were placed on the landscape to a fixed elevation relative to NAVD88 for all areas meeting this fill depth criterion. These fill elevations were based on current construction practice. In later periods and more extreme environmental scenarios, especially in areas with high subsidence rates, the marsh built using these specifications was sometimes so low in the tidal frame that it did not endure following construction. Adjustments were made following the project level analysis to implement marsh creation projects by adjusting the elevation to account for sea level rise and subsidence. All alternatives model runs included these modified assumptions on initial construction elevation.

DEVELOPING COST ESTIMATES FOR MARSH CREATION AND BARRIER ISLAND/HEADLAND RESTORATION PROJECTS

The primary cost drivers for these projects is the mobilization/demobilization cost and the hydraulic dredging unit cost for marsh or beach fill (\$/CY). The mobilization and demobilization cost is influenced by the project size, borrow source, dredging distance, pipeline corridor, dredging equipment, dredging volume, manpower, and contractor risk. The hydraulic dredging unit cost is typically influenced by the type of material to be dredged, the dredging distance, payment method, and fuel costs. Projects near the Gulf of

Mexico are typically more at risk from storm effects. Larger dredging volumes may require several dredges, pipeline corridors, and borrow sources.

A series of cost estimating tools were developed to compute the total construction cost for each project. The mobilization/demobilization estimator used the Borrow Source Geographic Location, Dredge Type/Size, and Dredging Pump Distance to compute the mobilization/demobilization cost. A similar cost tool was developed to compute the hydraulic dredging unit cost. A series of formulas, derived from historical “Cost per Cubic Yard (CY) versus Pump Distance” plots, were used to compute each project’s unit cost. Master Plan dredging projects were categorized into three Borrow Source categories: Offshore Mixed Sediment, Mississippi River Sand, and Offshore Sand. Each category used a different unit cost formula (Figure 7) that is dependent on pump distance.

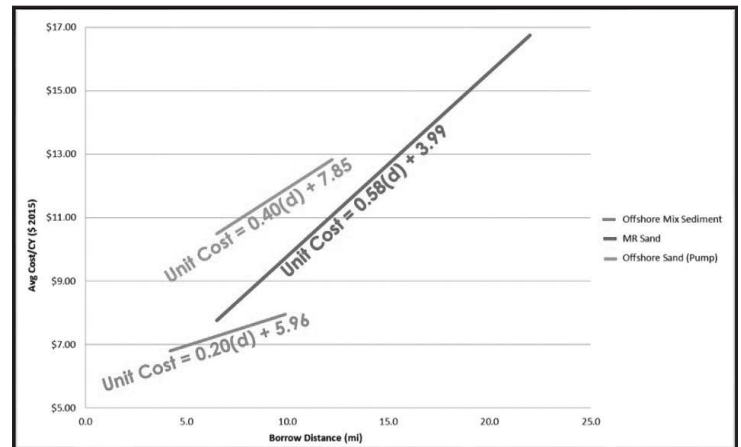


Figure 7 – Hydraulic Dredging Unit Cost Formulas

On June 2, 2017 the 2017 Coastal Master Plan was passed unanimously through the Louisiana State Legislature with bipartisan support. This plan was developed through robust scientific and technical analyses that involved extensive public input. Additional information on the Master Plan can be found at <http://coastal.la.gov/our-plan/> (The Project Definition report is included in Appendix A).

REFERENCES

- Coastal Protection and Restoration Authority (2012). *Louisiana's Comprehensive Master Plan for a Sustainable Coast. Appendix A: Project Definitions*. Coastal Protection and Restoration Authority. Baton Rouge, Louisiana
- Coastal Protection and Restoration Authority (2017). *Louisiana's Comprehensive Master Plan for a Sustainable Coast. Appendix A: Project Definitions*. Coastal Protection and Restoration Authority. Baton Rouge, Louisiana
- The Water Institute of the Gulf (2016). *Future Costs of Marsh Creation Projects in Coastal Louisiana*. The Water Institute of the Gulf. Baton Rouge, Louisiana

ASCE Region 5 Director's Letter

By Peter M. Moore, PE, ENV SP, F. ASCE

Your Board of Governors is excited about the future of our Region. The Purpose of Region 5 is Advancing the Profession by:

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

I'm encouraged by the support and participation of your Governors in this process. There is an air of excitement about the future of Region 5. One of our initiatives is to help groups that are struggling. If your Section/Branch/YMG/Institute/Student Chapter would be interested in meeting with the R5BoG, please let me know. We can discuss general concerns or focus our meeting on one topic like student transition. I like to think of these meetings as personalized information beyond the MRLC.

At the Society level, we continue to work on our strategic plan. We're building on the Strategic Initiatives and will be rolling out the plan after our January 2018 Board Meeting.

Are there exciting programs and events going on in your local Section, Branch, Student Chapter, YM Group, or Institute Chapter? I would like for everyone to know how much success and fun we have

in Region 5! Please consider submitting an item for the Region 5 News. This is the place for photos from tours, shout outs to award winners, news of successful programs and events, and all the great things happening around Region 5. It's easy to submit news items via this online form -

<https://asceforms.wufoo.com/forms/x1vgbyn217de85a/>.

Your Region 5 Board of Governors is always open to hearing about what's important to you. If you have something you want to share, please feel free to contact me at any time. I will be happy to address any issues or concerns at monthly BOG calls. Your Director and Governors are here to help you and make your group successful. Please let us know how we can help! <http://regions.asce.org/region5/>



Peter M. Moore, PE, ENV SP, F. ASCE

NOTICE FOR POTENTIAL CANDIDATES TO APPLY FOR VACANCIES ON THE SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY EAST AND WEST LEVEE BOARDS.

The State contact person is Ms. Stephanie Aymond at Stephanie.Aymond@LA.GOV. Applicants need to complete the official application, which can be found at the following link:
<http://www.coastal.louisiana.gov/wp-content/uploads/2013/09/SLFPAApplication1.pdf>

Applicants are needed to fill the following Board vacancies:

SLFPA-EAST BOARD:

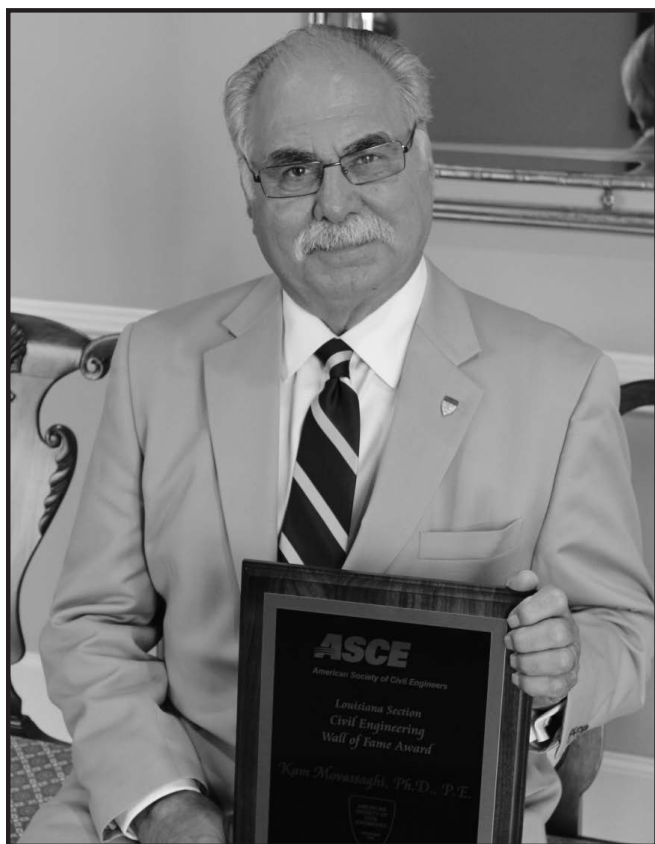
1. Jefferson Parish East Resident
2. Non-Resident (a person that does not reside in the Parishes of Jefferson, Orleans, St. Bernard or Tangipahoa).

SLFPA-WEST BOARD:

1. Non-Resident (a person that does not reside in the Parishes of Jefferson or Orleans).

Note the Non-Resident applicant can apply for one or both boards. The Non-Resident means that the person can be a resident of Louisiana; but, cannot reside in the aforementioned SLFPA- E&W Board Parishes, or can be a resident of some other state.

PROFILES: Louisiana Section ASCE Civil Engineering Wall of Fame Award



Kam Movassaghi, PhD, PE

- As the executive director of the Louisiana Report card, he directed preparation of the 2017 report card, and made a significant effort to outreach to the public, and educate the legislators on funding needed for Louisiana infrastructure
- He is a former secretary of transportation for LADOTD and has held leadership positions at many national and regional organizations such as ASCE, AASHTO, and the Transportation Research Board
- His professional career spans over 40 years of industrial, academic, and public service
- Over the course of his career, he has been involved with ASCE on local, regional, and the national level, and is a ASCE fellow member
- He is one of the founding members of the Acadiana branch of ASCE, and had a vital role in its establishment
- He has taught civil engineering at various universities over the years and currently teaches civil engineering classes at the University of Louisiana at Lafayette
- He has a BSCE degree from ULL and Masters and PhD from LSU
- He is currently President Emeritus at C.H. Fenstermaker & Associates, LLC



Kenneth Perret, PE

- As a federal Highway Administration Headquarters Branch Chief, he developed and implemented the national policy for highway project development and environmental processing, including public involvement requirements and NEPA compliance
- During an assignment as FHWA Region 5 Deputy and Acting Regional Administrator, he developed and implemented Interagency coordination procedures and training on how to expedite highway projects through the review and approval process
- Was a member and officer of the ASCE student chapter at USL, which is now ULL
- Previously served as President of Mid-South Section of ASCE (then Arkansas and Memphis Area)
- On the ASCE national level, he was a member and served on the Peer Review Program and as a Key Contact Program Member
- He received the ASCE Baton Rouge Branch's Lifetime Achievement Award in 2014
- He has a BSCE degree from USL, a graduate degree from UT Arlington, and a Certificate in Transportation Program Management from Indiana University
- He is currently has his own consulting business

REGISTRATION FORM

2018 ASCE Louisiana Section Spring Conference

April 26 – 27, 2018

Baton Rouge Marriott, 5500 Hilton Avenue, Baton Rouge, LA 70808

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, 2018	Postmarked AFTER March 16, 2018
STUDENT REGISTRATION:			
Technical Sessions Only (Does NOT include Luncheons)		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 (Indicate member number in Part 1)		\$250 _____	\$275 _____
Non-Member		\$300 _____	\$325 _____
ONE DAY REGISTRATION: <i>Includes Luncheon But NOT Networking Event**</i>			
ASCE Member (Indicate member number in Part 1)		\$150 _____	\$175 _____
Non-Member		\$200 _____	\$225 _____
ADDITIONAL NETWORKING EVENT**:			
Thursday Night Networking Event** (1 Ticket Included with Two Day/Full Registration)		\$40 _____ (Per Person)	\$50 _____ (Per Person)
Total			

****Networking Event is a combined Career Fair / Crawfish Boil / Trade Show**

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

Mail form with payment to: ASCE Spring Conference
P. O. Box 80047
Baton Rouge, LA 70898

For questions concerning the conference
contact Kahli Cohran at
gomer@civilsolutionscgi.com

ASCE AMERICAN SOCIETY OF CIVIL ENGINEERS

**2018 ASCE Louisiana Section Spring Conference
April 26 – 27, 2018
Baton Rouge Marriott, 5500 Hilton Avenue, Baton Rouge, LA 70808**

GENERAL CONFERENCE SPONSOR & EXHIBITOR FORM

<u>SPONSORSHIP TYPE</u>	<u>COST</u>	<u>SELECTION</u>
-------------------------	-------------	------------------

GOLD SPONSOR

*Includes two full registrations with recognition as a sponsor at the conference OR
one Full Conference + Networking Event Exhibitor package with recognition as a
sponsor at the conference. See Exhibitor Packages below for more details.*

\$750

SILVER SPONSOR

Includes one full registration with recognition as a sponsor at the conference.

\$500

BRONZE SPONSOR

Includes recognition as a sponsor at the conference.

\$250

EXHIBITOR PACKAGES

Full Conference + Networking Event* Exhibitors will receive an 8' x 10' area with a
two chairs for the entire conference duration. Full Conference +

\$450 table and

Networking Event Exhibitors will receive access to the networking event which will

+ Networking

include 1 meal ticket to eat Crawfish and may require small portable exhibits at a

Event

designated outside area where crawfish will be served. Details will be provided.

Networking Event* Exhibitors will receive access to the networking event which will

\$250

include 1 meal ticket to eat Crawfish and may require small portable exhibits at a
area where crawfish will be served. Details will be provided. Event (only)

Networking designated outside

*Networking Event is a combined Career Fair / Crawfish Boil / Trade Show

ADDITIONAL ATTENDEES

Wednesday Luncheon Meal Ticket

\$40

Thursday Even Crawfish Boil Meal Ticket

\$25

Friday Luncheon Meal Ticket

\$25

Total Amount Remitted:

NAME: _____ PHONE: (____) _____ EMAIL: _____

COMPANY: _____

MAILING ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

PLEASE MAKE CHECKS PAYABLE TO: ASCE Baton Rouge Branch

Mail this form & payment to:
ASCE Spring Conference
P. O. Box 80047
Baton Rouge, LA 70898

For questions concerning sponsorship or exhibits contact organizer, Kahli Cohran or gomer@civilsolutionscgi.com

Bonnet Carre Spillway Officially Dedicated as an ASCE National Historic Civil Engineering Landmark

By Tonja Koob Marking, PhD, PE

National, section, and branch members of ASCE dedicated the Bonnet Carre Spillway as Louisiana's fifth National Historic Engineering Landmark on December 13, 2017. Dr. Norma Jean Mattei, ASCE Past President and Mississippi River Commissioner, commented that "civil engineers are not always in the spotlight, but the Bonnet Carre Spillway is an exception. With over 250,000 visitors per year, the landmark stands as a testament to the wisdom of engineers and the meticulous principles of engineering for many generations to recognize." Louisiana Section President, Malay Ghose Hajra, and New Orleans Branch President, Karishma Desai, acknowledged the significant roles engineers played in the early 20th century to protect New Orleans from disastrous Mississippi River flooding.

Also in attendance were local dignitaries Louisiana State Senator Gary Smith who shared his childhood memories of playing at the Spillway and St. Charles Parish President Larry Cochran who commented that the Spillway was a proud symbol of the parish's role in protecting the lower Mississippi Delta from the catastrophic river flooding which necessitated the federal government building the Spillway in the 1930s.

Colonel Michael Clancy, New Orleans U.S. Army Corps of Engineers District Commander, called the Bonnet Carre Spillway the "linchpin of the Mississippi River and Tributaries project," a "revolutionary systems approach to riverine flood risk management" in 1931. He recognized the engineers of 85 years ago who designed the Spillway with slide rule and pencils and the current engineers who continue that skill and ingenuity in operating and maintaining a structure which diverts a flow comparable to the entire Ohio River in a "safe, reliable, and repeatable" manner.

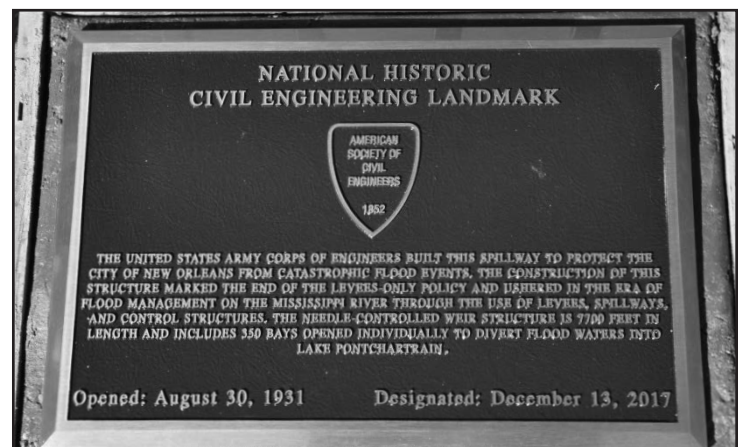


Spillway Dedication: From left, ASCE New Orleans Branch President-Elect Rob Delaune, PE; ASCE New Orleans Branch President Karishma Desai, PE, of Eustis Engineering; Louisiana State Sen. Gary Smith; St. Charles Parish President Larry Cochran; Commander Col. Michael Clancy of the United States Army Corps of Engineers, New Orleans District; ASCE National Past President Norma Jean Mattei, PhD, PE; and Louisiana Section President Malay Ghose Hajra, PhD, PE mark the designation of the Bonnet Carré Spillway as a historic landmark.

ASCE approved the Bonnet Carre Spillway as a National Civil Engineering Landmark based on its engineering significance and uniqueness. Before its construction between 1929 and 1931, large-scale flood control projects of this type were not viable options due to limited engineering understanding of soils, concrete, and hydraulic capabilities in soft, deltaic regions. Therefore, many of the techniques, materials, and design concepts employed in its construction were civil engineering innovations. The U.S. Army Corps of Engineers performed hydraulic studies as part of the design process, significantly advancing the hydraulic efficiency of its weirs. In addition, significant advances in the engineering of movable dams with weirs and needles as parts of the design were innovations associated with its final form. Finally, coupled with tight quality control during construction, the concrete mixed on site provided advances in strength and mix design. Remarkably, contractors built the 1.5 mile-long structure with only six plan sheets.

Due to recent efforts by the History and Heritage Committee, the number of civil engineering projects in Louisiana has grown from two to five. Additional Landmarks are Eads South Pass Navigation Works in Plaquemines Parish, McNeill Street Pumping Station in Shreveport, Huey P. Long Bridge in Jefferson Parish, and Lake Pontchartrain Causeway Bridge in Jefferson and St. Tammany Parishes. To nominate a project require significant research on the history of the project and the individuals involved in its design and construction. The nomination and acceptance processes take at least one year to complete.

A video of the dedication ceremony is available on the U.S. Army Corps of Engineers, New Orleans District, Facebook page (<https://www.facebook.com/usacenola/videos/1618672028176065/>).



ASCE-COPRI Louisiana Chapter News

By Venu Tammineni, PE, Director - Communications



COAST, OCEANS,
PORTS AND RIVERS
INSTITUTE

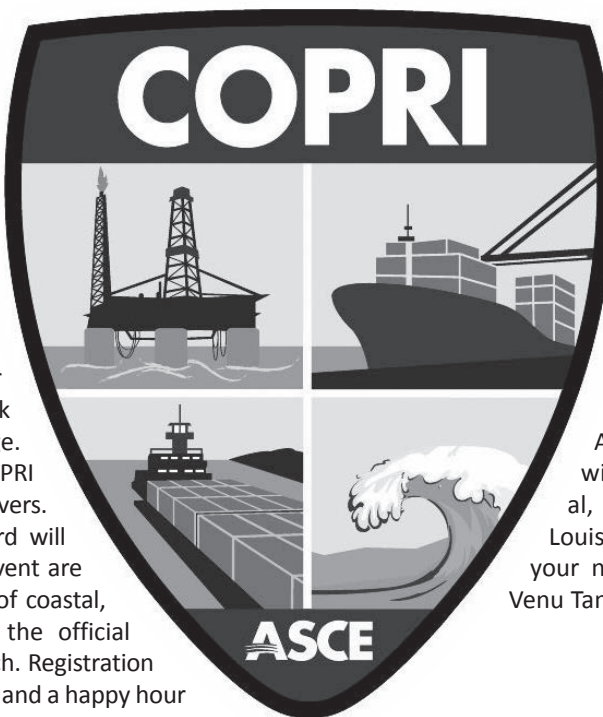
Louisiana Chapter

The Louisiana Chapter of the American Society of Civil Engineers (ASCE) Coasts, Oceans, Ports, and Rivers Institute (LCOPRI) is continuing to promote membership and visibility throughout the State of Louisiana.

Upcoming LCOPRI events:

• 2018 Bi-Annual Full Day Seminar:

The Louisiana Coasts, Oceans, Ports, and Rivers Institute (L.COPRI) will hold its bi-annual full day technical seminar on April 5, 2018 at the Lod Cook Conference Center in Baton Rouge. Speakers will address each of the COPRI topics: Coasts, Oceans, Ports, and Rivers. The annual L.COPRI Scholarship Award will also be presented. Speakers for the event are distinguished individuals in the fields of coastal, oceans, ports and rivers. A list of the official speakers will be sent out in early March. Registration for the event includes breakfast, lunch, and a happy hour social. Up to five (5) PDH's can be earned by attendees. For more information concerning registration or sponsorship, please contact Venu Tammineni at l.copri@yahoo.com. This event was planned to be hosted on January 18, 2018 and was postponed due to inclement weather conditions. Previous registrations and sponsors will be applied to the event on April 5, 2018.



Other Information

For more information on 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, oceans, ports, and riverine efforts in Louisiana. If you have any questions or to add your name to our mailing list, please contact Venu Tammineni, at LCOPRI@yahoo.com.

Board Members

Chair – Paul Tschirky

Vice-Chair – Dennis Lambert

Secretary – Tyler Ortego

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Academic and Practitioner Advisory Committee:

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Nancy Powell

Clint Willson

KEY CONTACT PROGRAM

ASCE KEY CONTACTS INFLUENCE THE POLICY PROCESS AT THE STATE AND FEDERAL LEVELS BY DEVELOPING RELATIONSHIPS WITH ELECTED OFFICIALS. BY MEETING AND MAKING CONTACTS WITH YOUR ELECTED OFFICIALS IN SEVERAL WAYS, YOU CAN ACHIEVE TRUE CONVERSATIONS ABOUT ISSUES IMPORTANT TO THE PROFESSION, AND BECOME A TRUSTED ADVISOR WHEN BILLS ARE DRAFTED OR CONSIDERED.

- MEET WITH YOUR ELECTED OFFICIALS CLOSE TO HOME BY REQUESTING A BACK HOME VISIT. [HTTP://WWW.ASCE.ORG/BACK_HOME_VISITS/](http://www.asce.org/back_home_visits/)
- ATTEND THE LEGISLATIVE FLY-IN TO LEARN ABOUT THE LATEST ISSUES AFFECTING THE PROFESSION AND LOBBY YOUR REPRESENTATIVE AND SENATORS DIRECTLY. [HTTP://WWW.ASCE.ORG/LEGISLATIVE_FLY-IN/](http://www.asce.org/legislative_fly-in/)
- LISTEN TO A KEY CONTACT BRIEFING CONFERENCE CALL ON A HOT ISSUE CURRENTLY AFFECTING THE CIVIL ENGINEERING PROFESSION. (ASCE MEMBER LOGIN REQUIRED) [HTTP://WWW.ASCE.ORG/KEY-CONTACT-BRIEFING-CONFERENCE-CALLS/](http://www.asce.org/key-contact-briefing-conference-calls/)

What is a Key Contact?

A Key Contact is a self-identified ASCE member who is interested in public policy. Key Contacts agree to receive Key Alerts via email notifying them of public policy developments that need membership action.

What do Key Contacts commit to doing?

At the most basic level, a Key Contact commits to subscribing to Key Alerts and taking action when they receive those emails. The requested action is usually sending a pre-drafted email or personal email to your legislators or legislative staff in support of ASCE priorities.

What is the time commitment to be a Key Contact?

The time commitment varies depending on your interest in public policy and willingness to engage in the Key Contact Program. It only takes a minute or two to respond to a Key Alert and send the pre-drafted email ASCE provides. All you do is enter the address where you are registered to vote. A personal email may take a little bit longer. Other opportunities and leadership roles within the Key Contact Program require more of a commitment. The minimal commitment would most likely require no more than 10-15 minutes during a very busy legislative month.

Are there requirements to be a Key Contact?

You must be an ASCE member in good standing (update-to-date on your dues) and have an active email address listed in your ASCE account. Because we only advocate for public policy issues in the United States at this time, you must also be a U.S. Citizen.

For more information and to sign up to be a Key Contact go to the ASCE Website:

<http://www.asce.org/keycontacts/>
http://www.asce.org/issues_and_advocacy/

INITIATIVES

STRATEGIC INITIATIVES

Sustainable Infrastructure, ASCE Grand Challenge, and Raise the Bar

INFRASTRUCTURE

Propose practical solutions to maintain & modernize our nation's deteriorating infrastructure

SUSTAINABILITY

Embrace and encourage civil engineers' role as contributors to a sustainable world

RAISE THE BAR

Increase education requirements for engineering licensure to better protect the public in the future

TOP ISSUES

We need your help to get Congress and state legislatures to take action on the things that matter most to civil engineers.

FEDERAL ISSUES

Support NEHRP Reauthorization
 Remedy the National Park Service
 Deferred Maintenance Backlog

STATE ISSUES

Indiana: Oppose Efforts to Erode Dam Safety
 Indiana: Support the Creation of a Water Infrastructure Task Force

ASCE-T&DI Louisiana Chapter News

By Michael Paul, PE - Newsletter Editor



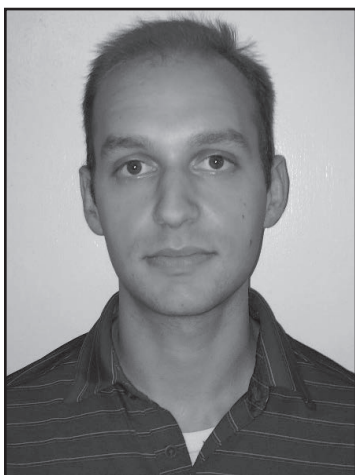
TRANSPORTATION
& DEVELOPMENT
INSTITUTE
LOUISIANA CHAPTER

Louisiana T&DI Scholarship Program

Since FY 2012 T&DI has been awarding two \$500 scholarships to junior and senior level university students who intend to pursue a career in the field of transportation. Funding for the scholarships is provided by the T&DI seminar proceeds. Applicants are required to submit a transcript with two academic recommendations, along with an essay regarding their interest in transportation studies, to their advisers early in the Fall semester. The applications are then reviewed and the recipients are selected by a subcommittee composed of Dr. Louay Mohammad, Bill Temple, PE, and Dan Aucutt, PE.



In November, the scholarship subcommittee selected Mr. Dillion Benoit and Mr. William Saunders as the recipients of the 2017-2018 T&DI Scholarship. Mr. Benoit is pursuing a B.S. in Civil Engineering from Louisiana Tech University and plans to graduate in May 2019. Mr. Saunders is pursuing a B.S. in Civil Engineering from LSU while working as a Transportation Research Assistant at LADOTD and plans to graduate in May 2018. Each of the scholarship recipients received a \$500 stipend, which was sent to their respective engineering departments for distribution. Congratulations to the 2017-2018 recipients!



Dillion Benoit



William Saunders

Sensors for Buried Utility Management Seminar

In November the T&DI Louisiana Chapter, along with the ASCE Shreveport Branch as co-sponsor, hosted the Sensors for Buried Utility Management seminar which was presented at the Louisiana Tech University, Shreveport Center in Shreveport. The seminar was coordinated by T&DI Executive Committee Members Jay Wang and Elba Hamilton.

The seminar presented some of the recent developments in sensor technology for buried asset management with focus on solving practical problems facing the civil & construction engineering community. The talk focused on three specific applications: 1) advanced Ultra-Wideband (UWB) radar for condition assessment of sewer and storm water pipes, 2) "See-ahead" sensors for Horizontal Directional Drilling (HDD) for mechanical damage prevention during boring, and 3) HDD drill-head tracking system for real-time mapping of the borehole. The speaker was Dr. Arun Jaganathan who is an Associate Professor of Civil Engineering at Louisiana Tech University.

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 19-21 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 Lisa Graves, Director of the Louisiana Science and Engineering Fair, at lgraves@outreach.lsu.edu for additional information.

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 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 Bill Temple, PE, at btemple@caal.org 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:

- Ethics
- Historic Louisiana Bridges
- Mitigation Banking
- Green Infrastructure: Integrating Infrastructure Needs
- New Orleans Armstrong Airport
- Bridge Approach Slabs
- Highway Safety Seminar - to be hosted in North Louisiana

Louisiana's Civil Engineers Construct History: Plaquemine Lock

By Tonja Koob Marking, PhD, PE

As a new, regular feature, this column will highlight significant civil engineering projects throughout Louisiana to bring attention to our noteworthy engineering history and to the engineers responsible for our engineering heritage.

These projects may qualify for recognition as ASCE National Historical Civil Engineering Landmarks. The Section History and Heritage Committee encourages branches to further research these projects for potential nomination to the national committee for official Landmark designation.

As a distributary of the Mississippi River, Bayou Plaquemine was a navigable waterway predating European exploration. From the early 1700s, Bayou Plaquemine was a commercial transport route, promoting settlement and economic prosperity in southwestern and northern Louisiana via the Atchafalaya and Red Rivers.

Colonel George W. Goethals (1858-1928), assistant to the chief engineer of the U.S. Army Corps of Engineers, designed the Plaquemine Lock. Goethals later gained distinction as chairman and chief engineer of the Isthmian Canal Commission for the design and construction of the Panama Canal.

When completed in 1909, the lock had the world's highest freshwater lift, 51 feet, and a unique engineering design which employed a gravity-flow principle. The US Army Corps of Engineers later updated the locks with the installation of hydraulic pumps.

Increased river traffic during and after World War II severely strained the lock's capacity, driving demand for a larger lock at Port Allen. In 1961 a larger set of locks opened at Port Allen, and the Plaquemine Lock closed after 52 years of service. Thirteen years later, the US Army Corps of Engineers supervised the construction of the present levee across the mouth of Bayou Plaquemine at the Mississippi River, providing the historic structure greater stability and flood protection, while closing access to the Mississippi River through Bayou Plaquemine.

In 1972 the National Park Service added Plaquemine Lock to the National Register of Historic Places.

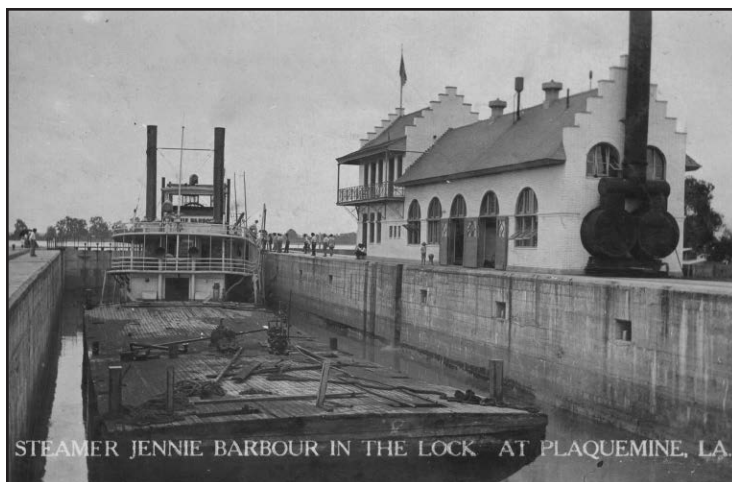
Plaquemine Lock

Completed: 1909

Years in Operation: 52

Owner: US Army Corps of Engineers

Engineering Significance:
When completed in 1909, the lock had the highest freshwater lift in the world. Its gates served as prototypes for the Panama Canal Locks' gates.



Engineering-It's a Risky Business

By Deborah Ducote Keller, PE

As I approach my 40th year practicing engineering, which in my opinion is both an art and a science, I find myself reflecting on the \$1 billion worth of projects I have participated in so far in my career.

Typically from that first meeting from which a project is born comes the question, "Can we do this?" I have learned that if there is a commitment to put enough time, money, and people into a project, then the answer will always be a resounding, "Yes!"

But I have never had the honor of working on any project team where resources were unlimited. Those initial project meetings usually involve a plethora of non-engineers, non-project managers, and the project owner, who you may work for as an employee or as the consultant.

The one objective shared by everyone in the initial meeting is to have the project come in on schedule, within budget, and with exceptional quality. Fast, hot, and cheap is good enough only for buying a pizza.

Every project has risks, and those risks ultimately will be placed on the engineer and/or contractor. Much of contract language is not to the benefit of the engineers and contractors. However, the seasoned professionals in engineering and construction values assessing a project's risk factors from the start. It can earn you a nickname like "Debbie Downer" when you start listing highly likely threats that will impact schedule, budget, and quality. That's the duty of engineering project managers.

I recently came across a blog by Anna Mar in which she lists 130 Project Risks. Obviously, this global business executive has a wealth of experience herself or a lot of cohorts that share their woes. Maybe it's both. See the reference herein to read the whole list.

The risks are grouped in the blog, but I renamed the types of threats to a successful project for this article:

- Lack of Executive Support and Engagement
- Budget Mismanagement
- Change Mismanagement
- Stakeholder Sabotage
- Miscommunication
- Lack of Required Resources
- Convoluting Contract Process
- Inadequate Design and Wrong Assumptions
- Incompatible Technology
- Decision Paralysis
- Resolve to not Resolve
- Difficult Procurement Process
- Approval Red Tape (excessive bureaucracy)
- Dysfunctional Organization
- External Events
- Project Mismanagement
- Owner Rejection of Acceptance
- Litigation

So, realizing all these threats, how do I as a senior project manager approach risk management on my project?

First, I recognize that many risks cannot be foreseen, managed, nor prevented, but they can be planned as a likely threat. I recommend not bidding projects in August and September in coastal Louisiana during peak hurricane season. Likewise, a project schedule should avoid pile driving and deep excavations during high river season along the Mississippi River.

Second, I establish who the person with the authority and responsibility and accountability to act on behalf of the owner. As a consultant, I may be the project's manager, but I have to take direction from a person with legal authority who represents the interests of the owner. If it's a committee, the project is in trouble because usually this means everyone thinks they are in charge and everyone thinks they can avoid being held responsible. Where this person lies on the organizational chart will show you how much or little engagement there will be from the executive at the top.

Third, learn the Serenity Prayer so you can accept the things that cannot change. Permitting, whether local or state or federal, is a bureaucratic process. Plan for lengthy reviews so that the project schedule can only be shortened if the permit process goes smoothly and quickly.

Fourth, remember that anybody can sue anyone for anything. Winning or losing depends often upon the party that has the best documentation of the project, including the emails, the conversations, the photographs, the videos, the formal letters, the notes and electronic files, drawings and specifications, etc. Include dates, times, places, names involved, who they work for, etc., as well as the person who performed the work.

Lastly, never compromise your ethics and principles. Whether your cost estimate, or project schedule, or advice is not what the owner wants to hear, stay true to what you know to be your professional opinion and recommendation. If owners want project managers who will give them only optimistic forecasts, conceal problems, and avoid conflict, they can find them, but most likely it won't be people with PE behind their name.

Reference: www.Simplicable.com, June 28, 2016, 130 Project Risks, Ana Mar.



Deborah Ducote Keller, PE

Deborah Keller, PE is the CEO of Deborah D. Keller and Partners and is one of the Assigned Directors for the Louisiana Section of the American Society of Civil Engineers.

Branch News

ACADIANA BRANCH

By Jared Veazey, PE, Branch President

Happy New Year! I hope everyone had a great and safe Christmas and New Year's Holiday. Allow me to begin this message by thanking all who attended the Christmas Social at ABACUS last month. This was a great opportunity to socialize with fellow colleagues in the industry and discuss the past years' events and future events and of course enjoy a relaxing lunch.

The Acadiana Branch did not have a January luncheon due to the 22nd Annual Joint Engineering Societies Conference, which was held at the Double Tree by Hilton in Lafayette, LA, on January 31st through February 1st 2018.

Please plan to attend the February luncheon, which is scheduled for Wednesday, February 21st 2018.

The University of Louisiana at Lafayette Student Chapter is hosting the annual Deep South Conference this year. The ULL Student Chapter is looking for judges for the different competitions, such as concrete canoe, steel bridge, and surveying. Please continue to send us your project and/or research articles for our newsletter.



Tom Carroll III, PE, PLS presents on "Engineering Ethics"



Avery Brooks of ULL receives an ASCE Scholarship



Caleb Greathouse of MSU receives an ASCE Scholarship

BATON ROUGE BRANCH

By Blake Roussel, PE, Branch President

The winter of 2017-2018 will go down in the record books. Record breaking cold weather brought about the cancellation of school, governmental offices, and yes, even ASCE Baton Rouge Branch luncheons! However, despite the frigid temperatures, the Baton Rouge Branch continues to thrive.

Attendees listened attentively to Mr. Chris Feters, PE, GIS Engineering, present about the Plaquemines Port Harbor and Terminal District at our November luncheon. Mr. Feters was an excellent speaker and discussed the port's current infrastructure and its plans to utilize PPP in the future to provide for large scale capital improvement projects. The goal is for these improvements to allow the port to service New Panamax vessels. Many thanks go out to Chris for his informative presentation!

The branch did not host a December meeting. Instead, we hosted our Annual Christmas Party at the Bocage Racquet Club! More than 100 members and their guests enjoyed great food, great company, and great music! We couldn't do it without the amazing support from our local engineering firms. Thank you thank you thank you!

Our January luncheon was postponed due to cold weather and icy roadway conditions, but our scheduled speaker, Mr. Scott Kirkpatrick, was flexible enough to roll with the punches. We rescheduled his luncheon presentation for February 1, 2018. Mr. Kirkpatrick represents the CRISIS organization (Capital Region Industry for Sustainable Infrastructure Solutions). He presented an update to their Capital Region Mobility Strategy (CRMS) to branch members. It was an excellent presentation and the crowd peppered Mr. Kirkpatrick with some great questions leading to excellent discussions related to ideas on how to improve Baton Rouge's

transportation system! We appreciate Scott's flexibility to reschedule.

The board of directors is working hard behind the scenes. A new student scholarship is in the process of being established through an endowment administered by the ASCE Foundation. Mr. and Ms. Greg Young have created the Melissa Young Doucet Memorial Scholarship in their daughter's name. The scholarship will aid one deserving female student each year. It truly is an honor for the board to work with the amazing Young family as they make a real difference in the lives of local civil engineering students.

The next Bridging the Gap event will be held on February 15 and the topic will be "Managing Efficiency and Productivity from All Levels of the Org Chart". We have an esteemed panel of speakers with backgrounds ranging from CEOs to Ex-Military leaders to a current talented Engineer Intern. There will be serious tips and tricks designed to help our members become more efficient at managing their everyday lives discussed at this event. Don't miss out!

Finally, the Baton Rouge Branch will be hosting the LA Section Spring Conference this year. The conference will be held April 25 or 26 through April 27 depending on keynote speaker availability. A call for speakers has gone out to the section membership. If you have an interesting project, topic or area of expertise that you would like to publicize, this will be a great forum. Please submit a session title, a single paragraph abstract, and a speaker bio to gomer@civilsolutionscgi.com as soon as possible!

SHREVEPORT BRANCH

By Tim Wright, EI, Branch President

Here in Shreveport, we're excited to kick off the new year right. We have much to reflect on positively from last year, and are looking forward to many events new and old in the year to come.

Our first speaker for January is very timely, due to the nature of work performed in the recent EPA Consent Decree projects in Shreveport. Bruce Magee of United Rentals, Trench Safety division spoke to us on OSHA requirements and trench safety used on jobs that require advanced techniques to be used. As ASCE is concerned with safety, we are looking forward to continuing to make that a priority. We also enjoyed our related retaining wall luncheon with Brian Roy in February.

The spring is a time for several big events. The Shreveport officers attended the Louisiana Tech Winter Banquet. It's our annual way of making our local university feel welcome in the branch. Additionally, President-elect Marcus Taylor and Treasurer Amanda Mitchner

attended the Eastern Regional Leadership Conference in Buffalo, NY this year. They met lots of new folks and gathered lots of information to find out how to make our local branch better.

Finally, we are planning for several key events that are key fundraisers for the spring. We are looking forward to the golf tournament that will be hosted soon. We are excited to host several other younger member group meetings that will keep younger members involved that don't usually come to the monthly meetings. We also plan to visit one of our less visited areas, the Monroe Branch, as an outreach to the eastern part of our branch.

NEW ORLEANS BRANCH

By Karishma Desai, PE, Branch President

Nothing says “celebrate the holidays” like karaoke and cocktails. Members of the ASCE New Orleans Branch and the Society of Military Engineers set their obligations (and hopefully their video-capturing cell phones) aside to celebrate the season at Tiki Tolteca in New Orleans on 14 December 2017.

But before taking a sip of margarita, we had some business to attend to the day before regarding another controlled release of liquid.

In a ceremony held 13 December 2017 at the Bonnet Carré Spillway, the massive St. Charles Parish structure was dedicated as a Historic Civil Engineering Landmark by the ASCE. The date of 13 December was significant because it was also the day the spillway was dedicated in 1935 as part of the Mississippi River flood control project. Attendees included Commander Col. Michael Clancy, P.E., of the United States Army Corps of Engineers, New Orleans District (who also attended the Christmas holiday party with his wife, Dr. Hailey Clancy, and other military officials); ASCE National Past President Norma Jean Mattei, PhD, P.E.; Louisiana Section President Malay Ghose Hajra, PhD, P.E.; ASCE New Orleans Branch President-Elect Rob Delaune, P.E.; Louisiana State Sen. Gary Smith; and St. Charles Parish President Larry Cochran. Tonja Koob, P.E., PhD, past president of the New Orleans Branch, and Miles Bingham, P.E., both chaired the ASCE Historic Landmark committee. Tonja Koob and Miles Bingham spent several months researching the spillway and

submitting documentation to include the spillway as a Historic Civil Engineering Landmark.

For our November and December luncheons, the New Orleans Branch welcomed two wonderful speakers.

At our 14 November 2017 luncheon at Heritage Grill, AECOM Hunt’s Chris Bauer presented on the New Orleans International Airport’s highly anticipated North Terminal project. Mr. Bauer, a project director for AECOM Hunt, serves as the terminal project’s construction manager. AECOM Hunt is part of the Hunt, Gibbs, Boh, Metro Joint Venture (HGBM JV).

At our 12 December 2017 luncheon, also at Heritage Grill, CPRA’s Rudolph (Rudy) Simoneaux III, P.E., of the Coastal Protection and Restoration Authority (CPRA) presented on Methods for Delivering Sediment to the Barataria Basin Wetlands. With more than 10 years of experience in coastal and ecosystem restoration, Rudy Simoneaux is the Engineering Division Manager for CPRA, where he has worked since 2004. Mr. Simoneaux is the president-elect of the ASCE Louisiana Section.

For our upcoming 16 January 2018 luncheon, the New Orleans Branch will host Plaquemines Port Harbor & Terminal District’s Sandy Sanders, who will present “Plaquemines Port, Gulf Gateway to the Heartland of America.”



Karishma Desai, PE, of Eustis Engineering presents Chris Bauer with a Guest Speaker plaque on behalf of the ASCE New Orleans Branch.



From left at the ASCE/SAME holiday party at Tiki Tolteca are Dave Ronnie with US Army Corps of Engineers, New Orleans District, ASCE New Orleans Branch President Karishma Desai of Eustis Engineering, Commander Col. Michael Clancy of the U.S. Army Corps of Engineers, New Orleans District, and his wife, Dr. Hailey Clancy



It was selfie time for Karishma Desai and Norma Jean Mattei at the ASCE/SAME Christmas party



Karishma Desai, PE, of Eustis Engineering presents Rudy Simoneaux III, PE, with a token of appreciation from ASCE New Orleans Branch



Karishma Desai, ASCE New Orleans Branch President, during her welcome address

ASCE-SEI New Orleans Chapter News

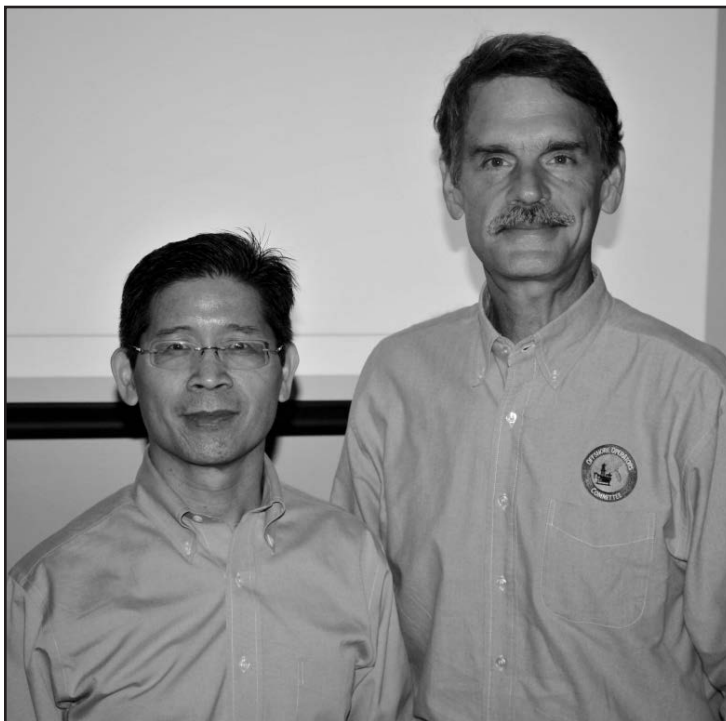
By Om Dixit, PE, FASCE, F-SEI



ASCE SEI New Orleans Chapter started the 2017-18 year by a seminar *Platform Installation Utilizing Float-Over Methods* by Jim Li, PE, President, Offshore Tech, LLC, Houston TX. Mr. Li presented how platforms could be installed utilizing float-over methodology as potentially less costly, safer, and quicker than conventional methods. He addressed the description, design, construction and operational problems to watch for. The seminar was attended by 49 attendees.

ASCE SEI New Orleans Chapter will present next seminar on January 18 by inviting Rolfe Jennings, PE, (Interim Regional Manager of Southwestern Region, CRSI, Dallas, Texas). The title for this seminar will be *Economy by Design - How to Make Reinforced Concrete Structures Economical*. Rolfe Jennings will address achieving overall economy in a reinforced concrete project by considering the costs related to formwork, reinforcing steel, and concrete, which are the three main cost components in any concrete project.

New innovations in BIM (Building Information Modeling) as well as requirements of the re-organized 2014 edition of ACI 318 (Building Code Requirements for Structural Concrete) will be presented at this seminar.



At ASCE SEI NO Seminar on November 16, 2017 – Seminar Coordinator L.T. Cooper, P.E. (on right) and presenter Jim Li, PE, President, Offshore Tech, LLC, Houston TX



SEI NO has planned the following Seminars in coming months.

On March 7, 2018 “Structural Strength of Sheet Piles” by *Dr. Richard J. Hartman, PE* (Haetman Engineering, New York, NY).

On April 3, 2018 “Strength Design of Masonry” by *Dr. Richard Bennett, PE* (University of Tennessee, Knoxville, TN).

On May 3, 2018 David Hunter Lecture, by *Dr. Barney Martin, PE*, Modjeski & Masters, Parsippany, New York).

There are several other seminars topics are in progress of being scheduled. For more details visit SEI NO Chapter on www.asceneworleans.org/events/. SEI NO will sponsor awards at the Regional Science Fair. The Chapter also sponsored New Orleans Regional Math Count Competition hosted by Louisiana Engineering Society every year.

The committee is looking for good topics and speakers for future presentations. Members with expertise in the field of structural engineering are welcome to join the Executive Committee. For any suggestion and information on joining the Executive Committee, contact Chairman Kabir Mohammed, P.E. at asceseinola@gmail.com. For adding your name to our mailing list, please visit ASCE New Orleans Branch website at www.asceneworleans.org and add name to the email list.

Student Chapter News

LOUISIANA STATE UNIVERSITY

By Alicia R. Sellers, EI

During the 2017 Fall semester, ASCE at LSU hosted 8 chapter meetings, the most of any semester on record. Guest speakers from the ASCE Baton Rouge Local Chapter, SIGMA Consulting Group, Clear World, Stanley Consultants, and Geoengineers spoke to the chapter as well as Dr. Rodolfo Aguilar, a member of the LSU Hall of Distinction for Civil and Environmental Engineering. Since the

Spring of 2017, ASCE has increased its meeting rate from monthly to weekly to give its members access to as much information as possible. There has also been an effort to find speakers to represent as many different focuses of Civil Engineering as possible. Starting this semester, the newly elected officers have taken over their duties. The elections were held early in the Fall semester with the

hopes of providing sufficient time to pass along advice and mentorship to those replacing current officers. These officer-elects spent the fall semester learning about their duties and responsibilities in order to start strong for their official terms in the Spring.

Our Steel Bridge and Concrete Canoe teams are hard at work preparing for the ASCE Deep South Competition in March. The Steel Bridge team has grown in number and is actively fabricating this year's bridge, while the Concrete Canoe team is perfecting their rowing and approaching their pour day. These competitions are extremely important to their members who have been preparing for the events all year. Both teams are looking forward to competition day, and a very competitive showing is expected.

The third ASCE at LSU career fair held on November 7th was a great success, with the highest student attendance of any fair yet. This career fair also had the most organizations of any ASCE career fair to date as well, all of which were recruiting Civil Engineers. Building connections and hearing from professionals in the engineering fields are extremely beneficial for young prospective engineers, and the ASCE career fair is the best way for Civil Engineering students and employers to connect. Of course, we also always welcome speakers for future meetings in addition to this opportunity. If you or your company are interested in sharing your experience at one of our meetings or at an upcoming ASCE at LSU Career Fair, please contact: asce@lsu.edu or visit www.lsuasce.weebly.com. As always, we would love to hear from you!



UNIVERSITY OF LOUISIANA LAFAYETTE

By Avery Brooks, Student Chapter President

In the midst of final exams and the conclusion of the Fall semester here at the University of Louisiana Lafayette, student led extracurricular activities within our department have curtailed. Our UL-ASCE student members have been focused on the completion of a successful Fall academic term and transition into the Spring academic turn. We as a department and as a chapter understand the importance of our dedication to the academic success of ourselves as well as our fellow UL-ASCE student members.

Although the majority of this period's time and resources have been dedicated to assignments, group projects, and final exams; our chapter was fortunate enough to host a joint student and professional member meeting on our campus with a presentation on engineering ethics by Mr. Tom Carroll along with a presentation by UL-ASCE members Mary Grace Sherlock and Alice Kerl about their experience at this year's ASCE National Conference. The meeting was enjoyable, informative, and a great way for our

student members to make connections with professionals working in the positions that we aspire to. Our student chapter has also continued the process of planning a Clean the Coast event at which we will be working alongside Mcneese University's ASCE student chapter in an attempt to rid the South Louisiana Coast of the trash and debris that unfortunately continues to do damage to our state's ecosystem. This will be a great opportunity for our student members to provide service to the environment while forging relationships with ASCE student members from a different university.

We, as an ASCE student chapter, are grateful to have completed another generally successful Fall semester. We also look forward to the events that we have planned for the upcoming Spring semester with excitement. For additional information regarding UL-ASCE please feel free to contact me at ullafayetteasce@gmail.com.
Geaux Cajuns!



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SOUTHERN UNIVERSITY

By Randon Green, President Student Chapter

Southern University's Homecoming game was held on Saturday October 7th, despite the threat of Hurricane Nate making landfall in Louisiana. The college of Engineering held its annual Homecoming tailgate, which started the Friday evening and carried well over into Saturday evening. Many other tailgates were held across campus, crowded with students and alumni. There were periods of rainfall throughout the day, but the homecoming celebration continued well into the evening. The annual homecoming parade was to be held on the day of the game, but was rescheduled and held on November 4th.





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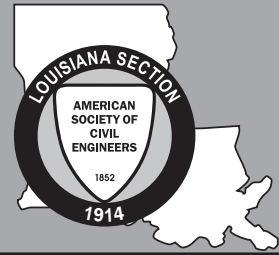
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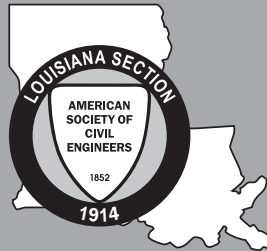
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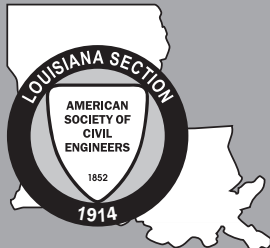


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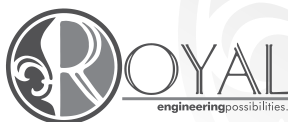
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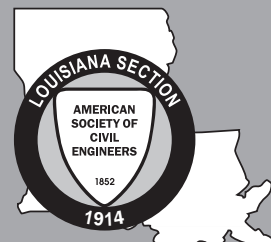


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