



UNIVERSITY OF  
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SPRING 2005  
Civil & Coastal  
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Message from the Chair



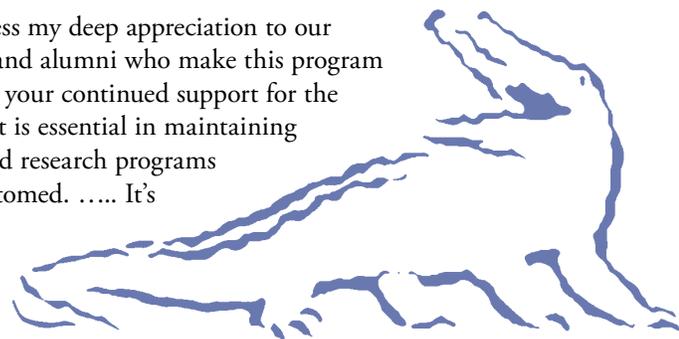
Greetings from the Swamp, to our loyal alumni and friends of the CCE Department. I relish the opportunity afforded to me by this newsletter to update you on the accomplishments and activities of our faculty and students, as well as on new developments on the academic and research fronts. I hope you enjoy reading our newsletter and I invite you to send us your feedback. We love hearing from you.

The CCE Department continues to experience robust growth in its academic and research programs. Undergraduate enrollment exceeds 600, and full-time graduate enrollment is 190, with approximately equal numbers of MS and Ph.D. candidates. The undergraduate “track curriculum” that was initiated in the Fall 2003 semester has been enthusiastically received by our students, and has also garnered high accolades from the CCE Advisory Board. Dr. John Davidson, Associate Chair for Undergraduate Programs, is to be highly commended for his Herculean efforts in conceiving, developing and implementing this very successful program that is being adopted by many civil engineering departments around the country. GO GATORS!

Recently, the CCE Department has made the decision to make its 30 hr. non-thesis MS degree available on-line (please see article on p. 9). The program will be initiated in the Fall 2005 semester. The primary motivation for this initiative is to satisfy the increasing demand from practicing civil engineers in the state for an advanced degree from the University of Florida. The initial offering will be for a general MS degree in civil engineering, but it is anticipated that more discipline specific (i.e., transportation, structures, construction, etc.) MS degrees will be offered as the program matures.

Our faculty continue to distinguish themselves in the research arena. Over the past three years, CCE research expenditures have averaged more than \$16 million per year. During the past two years the CCE Department has emerged as a national leader in homeland security related research. The Center for Infrastructure Protection and Physical Security (CIPPS) has recently been established (see accompanying article on this page) with a \$2.5 million grant from the U.S. Department of Defense. CIPPS will be headquartered in a 16,000 sq. ft. facility on the recently established East Gainesville Campus. The multidisciplinary center will serve as the focal point for homeland security related research at the University of Florida.

In closing, I would like to express my deep appreciation to our extraordinary faculty, students and alumni who make this program great. I also would like to enlist your continued support for the CCE Department. Your support is essential in maintaining the high quality of academic and research programs to which you have grown accustomed. .... It's great to be a Florida Gator!



Joseph W. Tedesco

CCE Receives DOD Grant to Establish  
Homeland Security Research Center

The Department of Civil and Coastal Engineering was recently awarded a \$2.5 million grant from the U.S. Department of Defense (DOD) for the establishment of the Center for Infrastructure Protection and Physical Security (CIPPS). CIPPS will be a multidisciplinary center which will serve as the focal point for all homeland security related research at the University of Florida. The primary mission of CIPPS is to provide a comprehensive approach for developing critical protective technologies against current and future terrorism-related threats to the nation's infrastructure. The establishment of CIPPS will position the University of Florida at the forefront of academic institutions engaged in homeland security research. A national search for the Director of CIPPS is currently under way.

## Faculty Activities – Spring 2005



**Dr. Ralph Ellis**, Professor, was appointed to a new AASHTO subcommittee on Project Delivery. The AASHTO Standing Committee on Quality formed

the subcommittee on Project Delivery in response to the attention and interest from State DOT Members on the expectation for on-time and on-budget construction delivery.



**Dr. Trey Hamilton**, Associate Professor, Markus Kutarba (Structural Engineer, Dekker/Perich/Sabatini), and **Jeff Brown** (CCE PhD candidate) presented the paper "Repair of Corrosion Damaged Concrete Beams with Carbon Fiber-Reinforced Polymer Composites" and were awarded Best Overall Technical Paper and Best



Applications Technical Paper at the COMPOSITES 2004 Convention and Trade Show Proceedings of the American Composites Manufacturers Association in Tampa on October 6-8, 2004. Markus Kutarba received his master's degree in structures and is now working in Albuquerque, NM.

Another technical paper by **Jeff Brown** and **Dr. Trey Hamilton** entitled "Phase Thermography Inspection of Multi-Layer FRP Composites Bonded to Concrete" received 3rd place in the outstanding paper competition at the 36th International SAMPE technical conference in San Diego, California, November 15-18, 2004. (SAMPE = Society for the Advancement of Material and Process Engineering).



**Dr. Robert Thieke**, Assistant Professor, was announced as this year's recipient of the **College of Engineering Teacher of the Year Award**. He is renowned among current

and former students for his teaching prowess. In addition to his excellent classroom preparation and delivery, he is beloved by the students because of his concern for each of them as individuals. In fact, he is one of the most decorated teachers in the college, having won numerous regional and national teaching awards, including most recently the 2003 ASCE Career Award for Excellence in Teaching.



**Dr. Clint Slatton**, Assistant Professor, was a session co-chair at the IEEE International Geoscience and Remote Sensing Symposium (IGARSS) in Anchorage,

Alaska, Sep, 2004. The session was titled "Data Fusion and Data Mining". Dr. Slatton is also a member of the Technical Program Committee and session organizer for the Symposium in Seoul, Korea, 2005 and a member of the Technical Program Committee for the IEEE International Conference on Image Processing (ICIP), Genova, Italy, 2005.

**Dr. Fazil Najafi**, Professor, and Mr. Jeff Martin presented a paper titled "Management Strategies for Utility Relocation and Joint Use in Highway Right-of-way" at the 84th Transportation Research Board Annual Meeting in January.



**Dr. Reynaldo Roque**, Professor, **Bjorn Birgisson**, Associate Professor, **Mr. Christos Drakos**, and Mr. Bruce Dietrich (FDOT), were awarded the W.J.

Emmons Award for Best Journal Article of 2004 for co-authoring, "Development and Field Evaluation of Energy-Based Criteria for Top-Down Cracking Performance of Hot-Mix-Asphalt" by the Journal of the Association of Asphalt Paving Technologists. The official award was presented at the Annual Meeting of the Association of Asphalt Paving Technologists in Long Beach, CA in March.

**Dr. Clayton Clark**, Assistant Professor, was appointed as a 2005 member for the American Chemical Society (ACS) Committee on Environmental Improvement and Committee on Project Seed.



**Dr. Ronald A. Cook**, Professor, and his wife **Kathy J. Caldwell**, President of JEA Construction Engineering Services, Inc., both received the Outstanding Alumni of the Year Award from the Department of Civil Engineering at the University of Tennessee. This is the first time this award is being shared by two

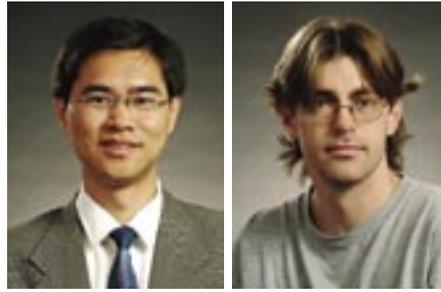


people. Ron graduated from UT in 1981 with his M.S. and Kathy received her B.S.C.E. there in 1985.

### CCE Faculty Prepare for M.I.T. Conference in June

Several CCE faculty members have been actively involved in the planning and organization of the Third M.I.T. Conference on Computational Fluid and Solid Mechanics. Dr. Joseph W. Tedesco resides on the Scientific Advisory Board for the Conference, and CCE professors Bjorn Birgisson, Gary Consolazio, Mike McVay and Don Slinn have organized specialty technical sessions in their respective areas of expertise. The objective of the Conference is to bring together researchers and practitioners from around the world to assess the latest frontiers of high performance computing and to set important directions for further research and development. The focus of the conference will be on computational fluid dynamics, computational solid and structural mechanics, and in particular on the interdisciplinary areas of computational multi-physics phenomena. The Conference will be hosted on the M.I.T. campus June 14-17, 2005. For detailed information on the Conference please visit the web site <http://www.thirdmitconference.org>

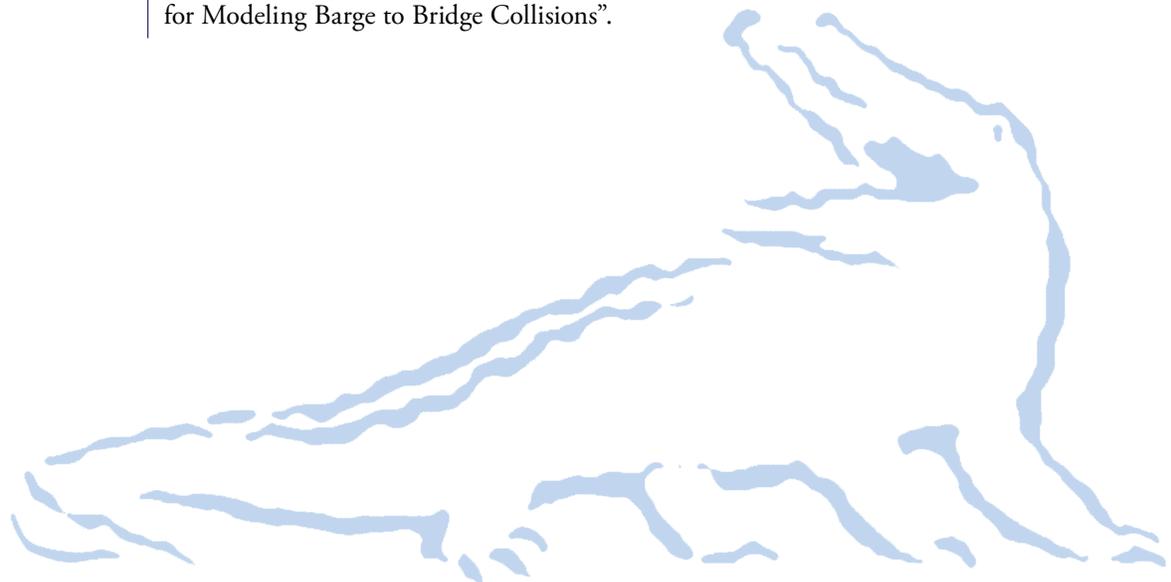
### Award of Conference Fellowships



Two researchers in the CCE Department, Dr. Jianlin Wang and Mr. David Cowan, were recently awarded prestigious Conference Fellowships from the Massachusetts Institute of Technology (MIT) for the purpose of presenting their research at the upcoming Third MIT Conference on Computational Fluid and Solid Mechanics (to be held June 14-17, 2005).

Jianlin Wang received the B.E. and the M.E. degrees in Civil Engineering from Tianjin University, China, the M.S. degree in Computer Science and the Ph.D. degree in Civil Engineering from the University of Minnesota in 2003 and 2004, respectively. He joined the UF-CCE department in January, 2005 and is currently working as a post doctoral research associate in the materials group with Dr. Bjorn Birgisson. His research interests lie in the general area of computational mechanics and numerical modeling, with emphasis on computer modeling of structures, geomaterials, and geomechanical process. His recent work with Dr. Birgisson centers around modeling of pavement cracking via the viscoelastic displacement discontinuity method and FEM modeling of rock softening and damage under dynamic loading. At the M.I.T. conference, Jianlin is going to present a topic on “Computational Modeling of Functionally Graded and Composite Materials.”

David Cowan received the B.S.C.E. and M.E. degrees from the UF Civil and Coastal Engineering Department in 2002 and 2004, respectively. He is currently pursuing a Ph.D. degree at UF in the structures area where he works with Dr. Gary Consolazio. Over the past few years, David has been extensively involved in ongoing research in the area of vessel impact loading of bridge piers. His contributions include the development of nonlinear collision analysis algorithms, characterization of impact loading through high resolution nonlinear dynamic finite element analysis, and full-scale experimental impact testing. He has helped coauthor several conference and journal papers focusing on vessel impact analysis, including papers that have appeared in or been accepted for publication in the ASCE Journal of Structural Engineering, Computers and Structures, and the Transportation Research Record. At the M.I.T. conference, David will be presenting a paper titled “Development of a Numerically Efficient Analysis Technique for Modeling Barge to Bridge Collisions”.



# Preserving the State's Beaches for Future Generations

Florida's beaches are one of the State's most precious natural resources. They provide valuable recreational opportunities, contribute to the general quality of life in Florida and are a key element in tourism, our most important industry. Studies have shown that beach-related tourism contributes some \$ 40 billion annually to the State's economy and supports more than 440,000 jobs. Wide beaches also provide protection for upland development and infrastructure during storms such as the severe hurricanes that occurred during the last season.

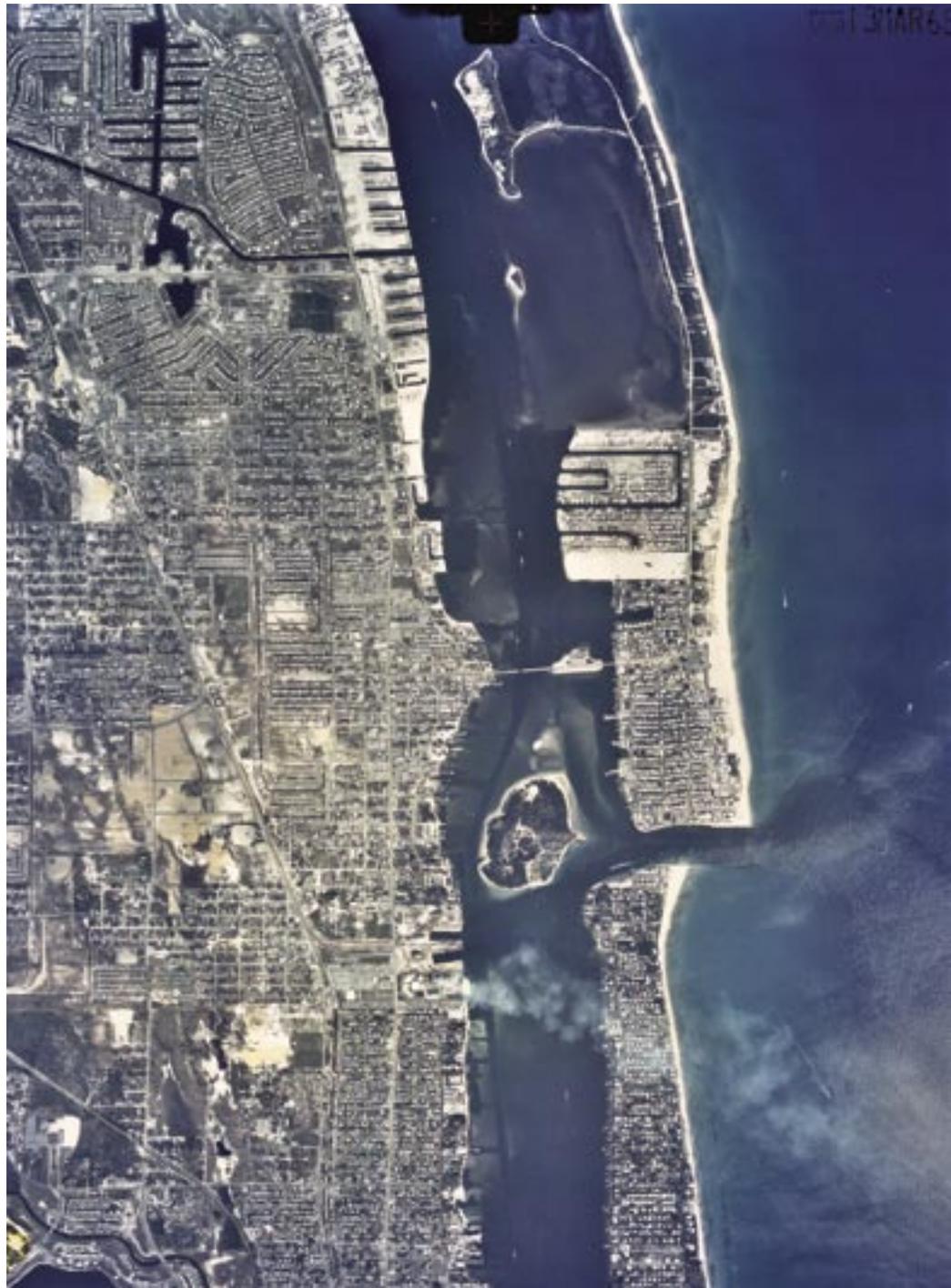
With the above as background, Bob Dean has dedicated much of his 27 active years at the University to the study of beaches as natural and modified systems and applying that knowledge to their preservation for future generations. Human activities have had marked effects on our beach system. This is particularly the case on the east coast of Florida where the natural processes cause large quantities of sand flow from north to south. This flow is interrupted by channel entrances that have been constructed or modified for navigation purposes. Through analysis of the excellent shoreline position data base maintained by the Florida Department of Environmental Protection (FDEP), he and his students have found that approximately 80% of the east coast beach erosion is attributable to the interruption of this natural southerly sand transport by the jetties and deepened channels at these navigational entrances. An example is shown in this photograph of Lake Worth Entrance (also known as Port of Palm Beach Entrance). This entrance was dredged for navigation purposes in 1917 and gradually deepened to 35 feet. The shoreline to the north has advanced seaward by approximately 400 feet and the south shoreline has eroded significantly with the erosion effects extending for more than 10 miles to the south. Contributing to this impact is that for many years, sand dredged to maintain channel depths was placed offshore in

water depths too deep to be of benefit to the beaches. One of Bob's professional dreams is to assist in "fixing" these problems at Florida's (and the Nation's) navigational entrances.

Beach nourishment has proven to be the most broadly applicable method of countering beach erosion. This process removes sand from offshore and places it on the beach and in the nearshore zone. Of interest to the funding entities of such projects is the length of time that a

beach nourishment project will last before additional nourishment expenditures will be required. Through projects funded by FDEP and Florida Sea Grant, the processes governing beach nourishment project longevity have been studied and methods developed in the form of computer programs that allow reasonable projections of project performance (say within 25 percent). In 2002, Bob completed his book "Beach Nourishment: Theory and Practice", based primarily on

[continued on page 9](#)

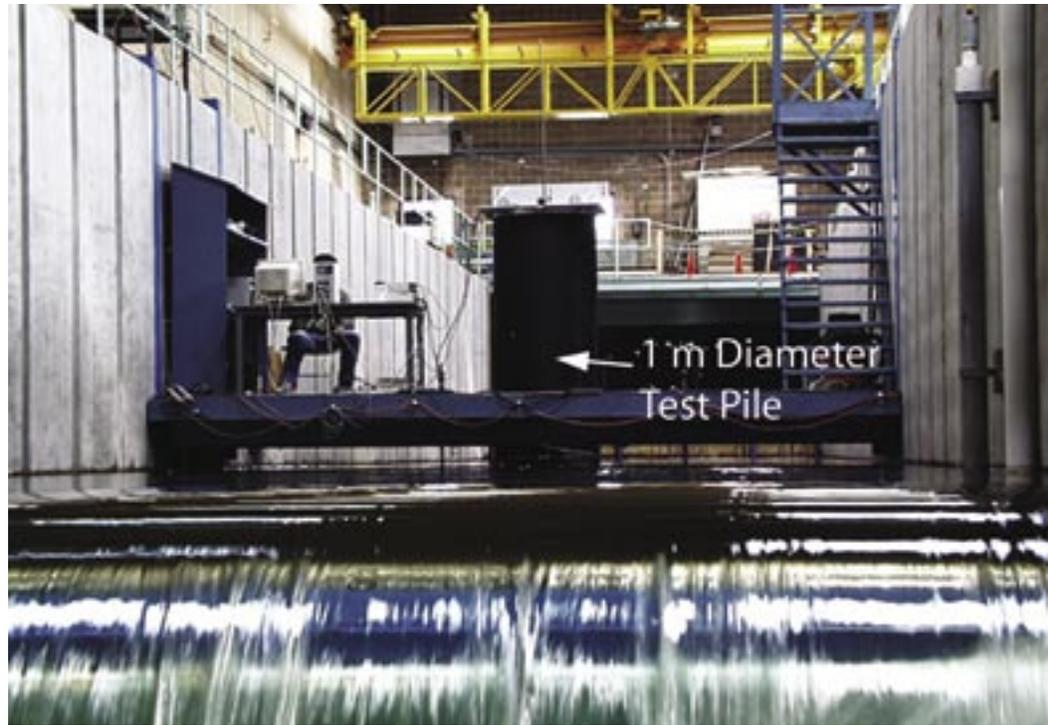


### Protecting Our Bridges From Scour

D. Max Sheppard

When water flows past a structure that is located in or near erodable soil, the bed near the structure can be removed and carried downstream. This process is known as structure-induced sediment scour. To properly design the foundation of the structure, it is necessary to predict the depth to which the scour hole will reach during a design flow event. Under prediction of this depth can result in costly damage to the structure and possibly loss of life. Over prediction can result in millions of dollars being wasted in over design.

Dr. D. Max Sheppard, Professor Emeritus and his graduate students have been conducting research in the area of structure-induced sediment scour for the past 15 years. During this time they have developed scour depth prediction equations that are being used in the design of all new Florida bridges as well as for the evaluation of existing bridge foundations. Predictive equations were first developed for single structures with simple shapes. Building on the results of this research, a methodology was developed for estimating equilibrium scour depths at structures with complex geometries. This research, which has been funded primarily by the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA), has utilized laboratory and field experiments as well as theoretical and computational methods. Laboratory experiments have been conducted in the 1) Hydraulics Laboratory in the basement of Weil Hall at the University of Florida, 2) Hydraulics Laboratory at Colorado State University, 3) Conte USGS-BRD Laboratory in Turners Falls Massachusetts (Figure 1), and 4) Hydraulics Laboratory at the University of Auckland in Auckland, New Zealand (Figure 2).



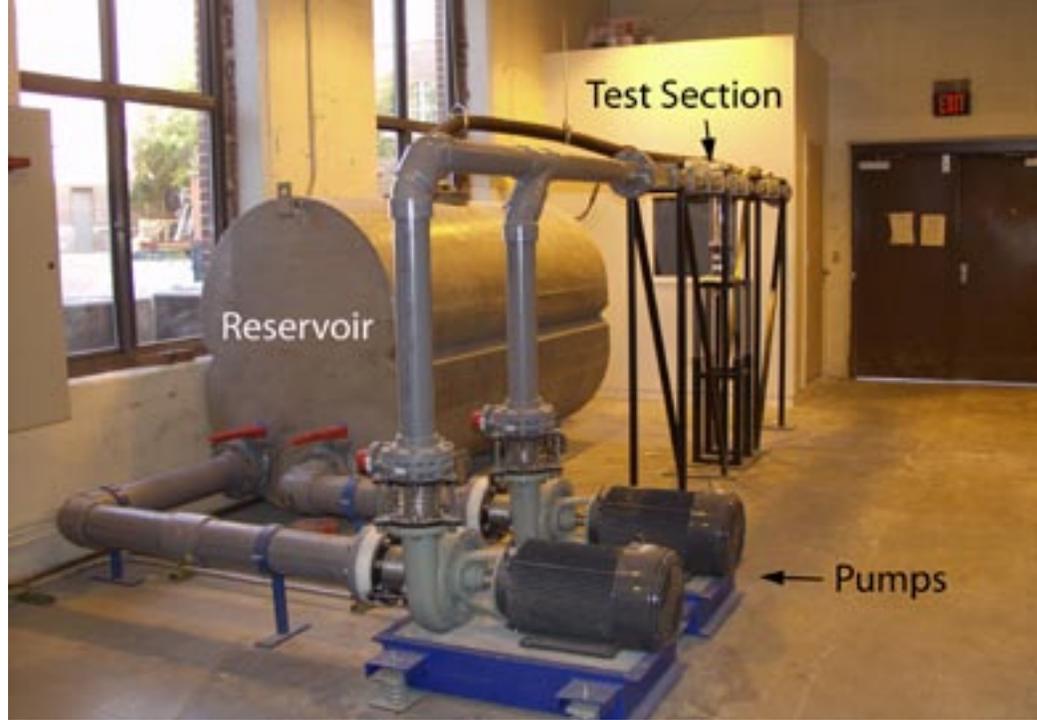
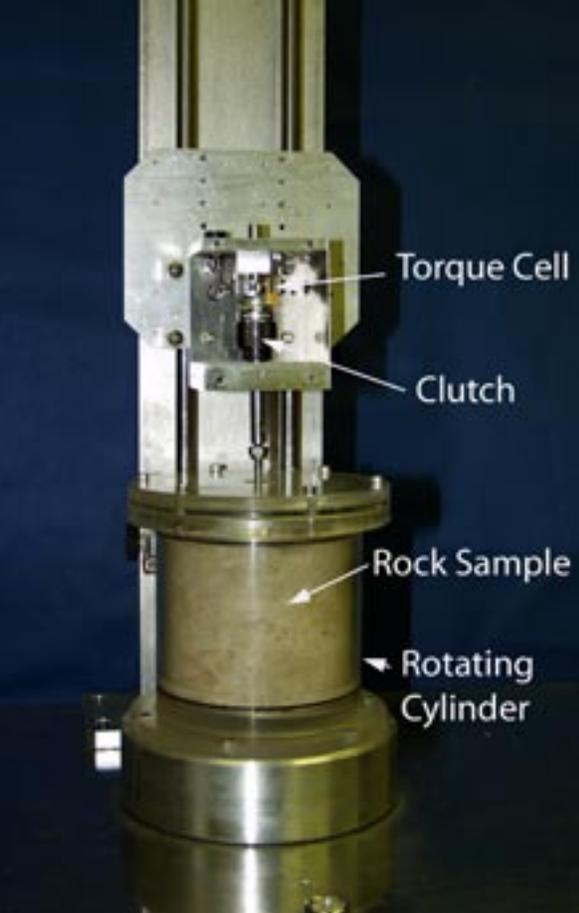
**Figure 1. Structure-induced sediment scour test in the Hydraulics Flume at the Conte USGS-BRD Laboratory in Turners Falls, Massachusetts.**

**Figure 2. High velocity scour test in a flume in the Hydraulics Laboratory at the University of Auckland, Auckland, New Zealand.**

Dr. Sheppard and his doctoral student, William Miller, have also developed a computer model for predicting the rate at which structure-induced sediment scour occurs. A field study is currently underway to verify this model. The scour hole at an existing large bridge pier is to be filled with the native sediment and scour depth and flow measuring instrumentation installed. The reformation of the scour hole

will be monitored along with the flow parameters. The computer model will be run for the same flow conditions and the results compared with the measured values to test/verify the model.

Much of Sheppard's earlier scour research was directed at scour in cohesionless soils (sand, shell, etc.). More recently his work has included scour in cohesive soils (muds, clays, etc.) and erodable rock



(limestone, sandstone, coquina, etc.). He and his colleague, Dr. David Bloomquist, have developed two different apparatus for measuring the “Rate of Erosion” as a function of bed shear stress for these materials. These apparatus known as 1) Rotating Erosion Test Apparatus (RETA) and 2) Sediment Erosion Rate Flume (SERF) are shown in Figures 3 and 4. The data from these apparatus (Erosion Rate vs Bed Shear Stress plots) along with the flow information for the site are used to estimate scour depths at the structure over the life of the structure.

Dr. Sheppard and graduate student, Justin Marin, are in the final stages of the design of a 1 m wide, 1.2 m deep by 30 m long tilting hydraulic and sediment transport flume. The plan is to have this versatile, flow and sediment recirculating flume operational sometime during the fall semester 2005. Ultimately the flume will have the capability of generating random waves as well as high velocity flows. A three-dimensional rendering of this flume is shown in Figure 5.

Dr. Sheppard is also working on a research project to improve the methods for predicting wave loading on horizontal structures such as bridge spans. This is a significant problem throughout the United States with a number of bridge failures attributed to wave loading. The I-10 Bridge over Escambia Bay during Hurricane Ivan is a good example of this type of failure. Analytical and computational analyses are underway and experiments with random waves in the Air-Sea Wave Tank at the Coastal Laboratory are planned for later this academic year.

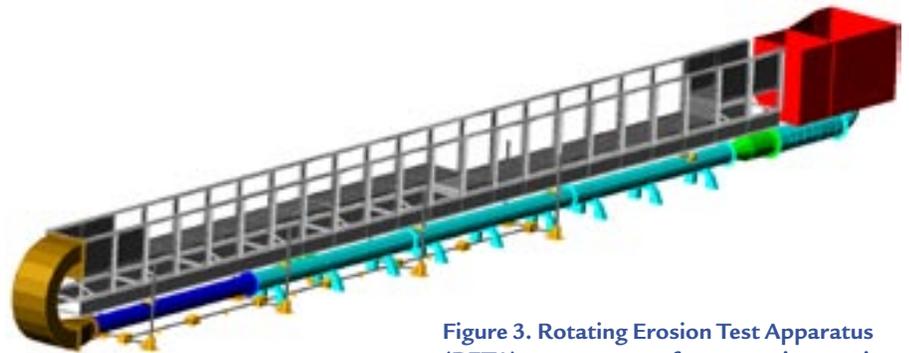


Figure 3. Rotating Erosion Test Apparatus (RETA), an apparatus for measuring erosion rate as a function of bed shear stress of stiff clays and erodable rock.

Figure 4. Scour Erosion Rate Flume (SERF), an apparatus for measuring erosion rate as a function of bed shear stress of a wide range of sediments and rock.

Figure 5. Tilting, hydraulics and sediment transport flume to be constructed at the Coastal Engineering Laboratory.



## Making Highway Construction Work Zones Safer for Pedestrian and Bicyclist

Most drivers have experienced traveling through one of our state's many highway construction work zones. Imagine traveling through a highway work zone as a pedestrian or bicyclist. Highway construction work zones present additional safety challenges for pedestrians and bicyclists. A research team led by Dr. Ralph Ellis is working on a Florida Department of Transportation project to improve non-motorist safety in highway construction work zones.

The work zone situation can involve active construction work operations immediately adjacent to the open travel lane. Some travel lanes may be closed and lane shifts are common. Travel lane widths may be temporarily reduced. The pavement surface may be rough from milling and there may be drop-off differences in elevation, which while not significant for an automobile may present problems for a bicyclist or a pedestrian. It is not uncommon for a roadway construction project to involve a significant change in the grade or elevation between the existing and new roadways. These elevation differences may offer significant problems for non-

motorist cross traffic. Additionally, construction equipment may track a significant amount of soil onto the pavement surface.

Detouring pedestrians and bicyclists around work zones is not always a satisfactory solution. Pedestrians and bicyclists seek access to business and other destinations within construction work zones. Work zones have been occasionally located between schools and the students' homes. In many situations non-motorist cross traffic is inevitable.

Assisted by Dr. Linda Crider, Program Director of the UF Bicycle Safety Program and Ph.D. student Jose Sanda, Dr. Ellis will be developing new safety standards for work zone design that will address non-motorists safety issues. The first phase of the project is to identify significant safety factors involving non-motorist in work zones. Video recordings of non-motorist traffic in work zones will be used to assess safety issues. The final phase of the project will involve developing tools to be used by the highway project designers and constructors to make the work areas safer for non-motorists.

## Research

### CCE Holds its 3rd Annual Transportation Research Board Meeting Reception

The Civil & Coastal Engineering Department held its 3rd Annual Reception at the TRB Annual Meeting in January 2005, in Washington, DC. The reception was a huge success with well over 400 transportation professionals attending. The reception is held each year to reconnect our faculty with transportation engineering researchers worldwide and provide an opportunity to recruit the very best graduate students. We thank our sponsors, Wilson Miller, Post, Buckley, Schuh & Jernigan (PBS&J) and Parsons Brinckerhoff (PB) for their generous support of this event.

**See you next year!**



## CCE Distance Master's Degree Available this Fall

The CCE Department is now offering a distance master's degree in Civil Engineering. This new degree program provides an outstanding opportunity of off-campus students to obtain their master's degree in just two years. Practicing engineers can now earn their graduate degree at home or work. Cost per credit hour is \$300. Admission and registration processing is now open for the first cohort, which will start in Fall 2005.

These are the same courses taught by CCE faculty on campus. CCE graduate courses will be held in the college's EDGE distance education studios where the lectures will be recorded. Distance students will receive the same educational experience as on-campus students. Course presentations are delivered either via streaming video or DVD directly to the student. Distance students will participate in all traditional class activities such as homework, team projects and exams.

The new master's degree has been structured with a general civil engineering theme. Courses have been selected from civil engineering practice areas to provide a broad inter disciplinary graduate education. Five courses for a total of 15 credit hours will be offered each year. The planned course offerings are:

- Construction Planning and Scheduling
- Traffic Engineering
- Ground Modification Design
- Public Works Planning
- Engineering Project Management
- Advanced Geotechnical Aspects of Landfill Design
- Construction Engineering I
- Construction Engineering II
- Traffic Flow Theory
- Design of Temporary Structures

Want to earn \$2.5 million over the course of your career? A master's degree in engineering can be worth that much to you, according to a recent US Commerce Department Census Bureau study that compares educational level to work-life earnings.

For additional information on the CCE Distance Master's Degree contact:

Dr. Ralph Ellis  
352/392-9537 x1485  
relli@ce.ufl.edu

<http://www.eng.ufl.edu/home/oEEP/>



### Preserving the State's Beaches for Future Generations continued from page 4

research on developing and application of these techniques in Florida, although he has applied the procedures in many areas including internationally. Earlier (1984), he co-authored a text book "Water Wave Mechanics for Scientists and Engineers" which has been popular with students commencing their studies in coastal and ocean engineering and is now in use by more than 20 universities internationally. A second co-authored book (2002) is "Coastal Processes with Engineering Applications" which was stimulated by his experiences in beach research and teaching, primarily in Florida.

Bob has had opportunities to participate with the State program to manage beaches. From 1985 to 1987, he was appointed by then Governor Graham to be head of the State beaches program. During this period, he spent Mondays through Thursdays in Tallahassee

administering the beach program, returning to the university on Fridays to teach his class on water waves. This provided an opportunity to learn more about the management of Florida's beaches and to implement appropriate strategies that had become evident. Although now retired, he continues to interact with and contribute to the State management activities.

When he arrived at UF in 1966, knowledge in coastal engineering and the practice of coastal engineering was much more primitive than at present. At that time, all of the non-federal coastal engineering projects in Florida were carried out within the UF program which had developed a small cadre of staff and a field and laboratory capability. The Florida government employed one staff at that time and has now grown to approximately 85 personnel. Additionally,

there are now approximately 8 consulting firms with a central focus on coastal engineering where before none existed. Although most are fairly small, two have grown to more than 50 employees. This increase of capability outside the university has changed the focus of the UF program to one of more basic research and education.

Bob interrupted his career at UF to teach at the University of Delaware for seven years. Prior to arriving at UF, he had taught at MIT and the University of Washington. Bob feels privileged to have had the opportunity to have taught and conducted research in this interesting coastal engineering field. During his 27 years at UF, he has supervised many MS students and 20 Ph. D. students, a number of whom are continuing through conducting research and teaching at leading universities.



Jenny Turner (front left) and Jenn Tovar (front right) presented their research results at the ASCE Gainesville Branch Meeting. (bottom) Dr. Sputo watches as Carlos Lopez and Andre Tousignant (2005 Captain) build in the "Camber Curve" to the 2005 Steel Bridge

### UF-ASCE Student Chapter Continues Tradition of Professional Excellence and Service

The UF American Society of Civil Engineers (ASCE) Student Chapter and its members continue to represent the department and the Civil Engineering profession through their activities. With 250 members, UF-ASCE Student Chapter is one of the largest and most active student organizations at the University of Florida, and one of the largest ASCE student chapters in the nation.

Chapter members take the ASCE motto of being a "People Serving Profession" to heart. Under the able guidance of Community Service Chair, Bonnie Serina, chapter members volunteered at the local Boys and Girls Club where they worked with disadvantaged youth in the community, along with cooking and serving meals for families in need at the Gainesville Ronald McDonald House. November brought around the annual canned food drive where chapter members collected over 1000 cans which were donated to the local homeless shelter, St. Francis House.

The chapter was also active on the professional front. Student members Jenny Turner and Jenn Tovar presented their research on cold-formed steel structures at the December meeting of the ASCE Gainesville Branch to a receptive audience.

Spring brings the final push for the nationally competitive UF Concrete Canoe and Steel Bridge Teams as they strive to qualify for their respective national competitions. The regional qualifying for these events, along with numerous other competitions, will occur in April at the 2005 Southeast Region Student Conference in Tuscaloosa, Alabama. All faithful Gators are encouraged to attend and support the current Gator Civil Engineers.

One of the biggest challenges on the horizon for the chapter is hosting the 2006 ASCE Southeast Region Student Conference on March 30 and April 1, 2006. Over 20 schools and 800 students will converge on Gainesville to compete in the regional qualifying for the National Concrete Canoe Competition and the National Student Steel Bridge Competition, along with ten other events. The chapter is looking for volunteers and

judges to assist in this undertaking, and sponsorship opportunities are available.

The Chapter looks forward to the challenges of the future. If you would like to recruit a UF ASCE Student Member for employment or graduate study, or would like information on how you can assist the Chapter in its activities, please contact the chapter advisor, Dr. Thomas Sputo at [sputo@ufl.edu](mailto:sputo@ufl.edu).



## UF to Host the 2006 American Society of Civil Engineers (ASCE) Southeast Region Student Conference

The University of Florida Department of Civil and Coastal Engineering is preparing to host the 2006 American Society of Civil Engineers (ASCE) Southeast Region Student Conference, to be held at the University of Florida from March 30 to April 1, 2006. The University of Florida Student Chapter of ASCE is responsible for organizing the conference of approximately 1000 students, parents, and educators.

Civil Engineering students from over 20 Southeast Region universities, including the University of Tennessee, Auburn University, the University of Miami, the University of Alabama, Florida A&M University/Florida State University, the University of Central Florida, and the University of South Florida will attend the three day conference. These students will participate in engineering-style competitions, each representing a civil engineering sub-discipline. The conference will feature two headline events: the "Steel Bridge Competition", in which scale model steel bridges are assembled and load-tested, and the

"Concrete Canoe Competition", in which canoes are fabricated from high-performance concrete materials and raced in a nearby lake. The conference will also include competitions in such areas as surveying, geotechnical engineering, plan reading, and transportation engineering.

Organizing a conference of such magnitude requires significant manpower and a sizeable financial commitment. We hope that you will consider supporting this important event. Your financial support will play a crucial role in the success of the 2006 ASCE Southeast Region Student Conference. If you would like to donate online, visit the UF Foundation, Inc. webpage at <https://www.uff.ufl.edu/OnlineGiving/Engineering.asp> and make your tax-deductible contribution to the Civil Engineering Fund. Please indicate that the donation is for the 2006 ASCE Regional Conference in the comments section. For more information regarding making a donation, please contact Ed Kominowski at (352) 392-6795.

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## CCE Student Wins Science and Engineering Graduate Fellowship

Allison Penko, recently won the 2005 Department of Defense, National Defense Science and Engineering Graduate Fellowship, worth \$120,000 for 3 years of graduate study in Coastal and Oceanographic Engineering.

Allison joined us last year, from Ohio State University, where she received her B.S. in Civil Engineering. Her research topic is on the formation of sand ripples under waves and the effect of sand ripples on the penetration of sound waves through the sea bed which has application to detection of buried mines in the coastal zone. She is pursuing a M.S. and Ph.D. in the Civil and Coastal Engineering Department under the guidance of Dr. Donald Slinn, Associate Professor. Congratulations Allison!

## Southeastern Transportation Center Outstanding Student Award

One of CCE's former graduate students in Transportation, Kimberly Seager, won this year's STC (Southeastern Transportation Center) Outstanding Student Award. Kimberly received a \$1,000 check from the STC and was also recognized during the CUTC Dinner at the Transportation Research Board Annual Meeting this last January. Congratulations Kimberly!

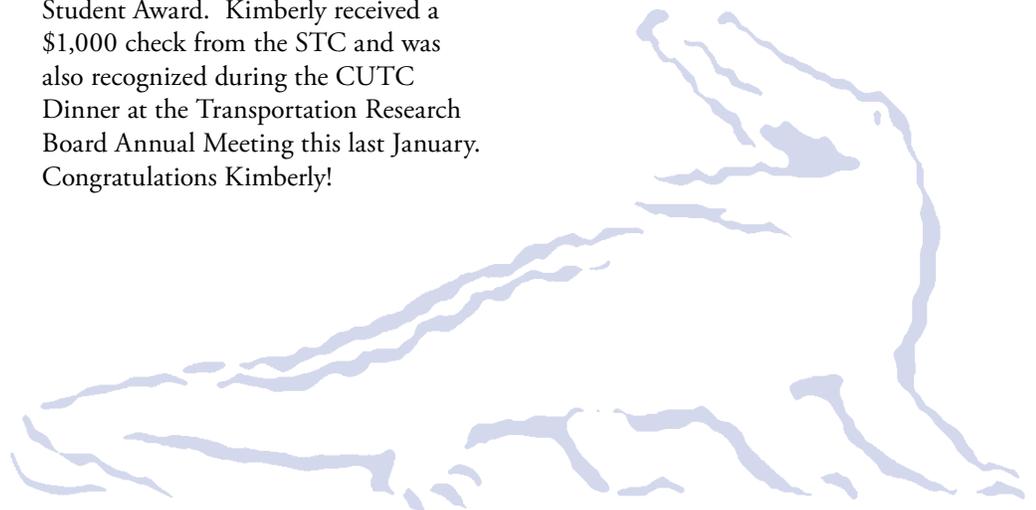
## UFITE Wins 1st Place at TRANSP0 2004 Student Chapter Presentation Competition

In December of 2004, the student chapter of the University of Florida Institute of Transportation Engineers (UFITE) participated in the Florida Section ITE competition for outstanding student chapter presentation. The purpose of the competition was to recognize the activities and accomplishments of individual student chapters across District 10 (Florida and Puerto Rico) of ITE. The student chapter president, Jessica Morriss, and vice president, David Kirschner, were able to secure the first place prize of \$750 by presenting an overview of past and future chapter activities, including speakers, socials, and conferences. The prize money will be used to fund future UFITE programs.

Congratulations Jessica, David and the UFITE Students!

## Our Students Move On

Two of CCE's Ph.D. graduates, Jack Puleo and Jamie MacMahan have accepted tenure-track faculty positions in the Coastal Engineering group at the University of Delaware.





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### CCE Needs Your Support

In this time of receding support from the State Government, we need the help of our loyal alumni and friends. Any donations you can make to the Department will help to sustain the vitality and quality of our education programs. Thank you in advance.

Joseph W. Tedesco

Yes, I want to donate to the University of Florida Department of Civil & Coastal Engineering. My donation is:

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Make checks payable to University of Florida Foundation or make your gift online by visiting <https://www.uff.ufl.edu/OnlineGiving/Engineering.asp> and selecting the Civil Engineering Fund.

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