

PROCEEDINGS OF THE REGULAR MEETING OF THE GREATER NEW ORLEANS EXPRESSWAY COMMISSION HELD ON TUESDAY, FEBRUARY 1, 2011, AT 10:00 A.M., IN THE GNOEC CONFERENCE ROOM, VOLUNTEERS OF AMERICA BUILDING, 3939 NORTH CAUSEWAY BOULEVARD, SUITE 400, METAIRIE, LA

PRESENT: Frank L. Levy, Chairman; Lawrence K. Katz, Vice Chairman; Pat Brister, Secretary; Lawrence M. Rase, Treasurer

OTHERS: Carlton F. Dufrechou; Debbie Lopreore; Cheryl H. Lambert; Chief Nick Congemi; Melissa M. Phillpott; Eileen Barthe'; Georgie Bagnetto; Red Thompson; Robert Graham; Perry Daigrepoint; Stacie Heffker; Cary Bourgeois & James Martin, GEC, Inc.; Shelby P. LaSalle, Jr., Steve Phillippi, Carmelo Gutierrez & Thomas Swanson, Krebs, LaSalle, LeMieux Consultants; Burgess McCranie, McCranie, Campbell, Sistrunk, Anzelmo, Hardy, McDaniel & Welch; Allison Becknell, The Becknell Law Firm; Steve Bowes, Sisung Investment Management Services; Sonja Mistretta, Arthur J. Gallagher Risk Management; Gavin Gillen, Burk-Kleinpeter, Inc.; John Shires, Professional Engineering Consultants Corp.; Steve Fall, NY Associates

ABSENT: James E. Ravannack, Assistant Secretary Treasurer

The Chairman called the meeting to order.

On motion by Brister, seconded by Katz, the minutes of the regular meeting held on January 11, 2011 were accepted as written. Mr. Levy, Mr. Katz, Mrs. Brister and Mr. Rase voted in favor of the motion.

On behalf of the Lake Pontchartrain Basin Foundation, Mr. Dufrechou reported of the water quality samples taken in January, 68% met primary recreation criteria - the South Shore had four failures; the North Shore had nine failures. Mr. Dufrechou stated satellite images show a little more oil than anticipated got into Lake Pontchartrain, some as far west as the bridge, just north of Lewisburg about 2.3 miles out. He stated associated with that there was a report of tar balls just west of Lewisburg and at the North Toll Plaza area. Mr. Phillippi stated they are not associated with the piling encapsulation project and it is a completely different material. He added it looks more like a roofing compound.

On behalf of the Causeway Police Charitable Foundation, Mr. Gillen stated the next meeting will

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be on Monday, February 7. He stated the annual fund-raiser luau will be in May.

Mr. Dufrechou reported for the period of January 1 - 27, 2011, the bascule had one opening, one pin motor incident, two gate incidents and eleven test openings. Mr. Dufrechou stated on January 21, there was an incident in which a tug pushing a barge, going from Madisonville heading east, struck the fender system, scraping it, but there was no structural damage to the bridge. He stated Causeway maintenance went to the site that night and Mr. Phillippi went the next morning. There were no damages to the whalers, just a scrape. With regard to the tests performed, Mrs. Brister asked if they are done at the same time - is there a schedule. Mr. Graham stated they used to try to do them on Mondays at a certain time, around 10:00 a.m., but some of those testings contributed to the problems they had so they had to do a test to make sure they had that worked out. Mr. Dufrechou stated Mr. Graham can put it on a regular weekly basis. Mr. Rase asked who owned the barge. Mr. Dufrechou stated he does not know and asked Chief Congemi if he remembers. Mrs. Lopreore replied the tug pushing the barge is owned by Vizier Marine.

Mr. Dufrechou reported five days of fog operations, with the most recent this morning.

Mr. Dufrechou reported Police and MAP personnel handled 336 breakdowns on the Causeway Bridge and 20 on the Huey P. Long Bridge. He stated there will be a revised report clarifying and separating the Police and MAP responses to the incidents - some are currently inclusive of the same incidents.

Mr. Dufrechou stated the sink hole reported last month at Brookside Drive on the left of the North Approach has been repaired by Barriere Construction at no cost to the Commission. He thanked the staff and engineers for their inspection of the site.

Mr. Dufrechou reported the dedication of the wind turbine was on January 13, 2011. Mr. Dufrechou

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stated the American Public Works Association (APWA) is having a conference next month that he will try to attend. The wind turbine will be discussed.

Mr. Dufrechou stated on January 25, 2011, he and Mr. Katz had a meeting with Councilman Cynthia Lee-Sheng regarding the relocation of the South Toll Plaza canopy. Mr. Katz stated wherever the canopy is going to go, it will be on parish property so they wanted to make Councilman Lee-Sheng aware of the possibility that they would be asking at some point for her assistance. He stated she thought it was a good idea to create some sort of modeling for visitors going to the North and South Shores. Mr. Dufrechou stated there will be a follow-up meeting with Dean Schwartz of Tulane's Architectural School.

Mr. Dufrechou reported on January 26, 2011, the roughening of the northbound grid deck was completed. In response to Mr. Dufrechou's inquiry as to the southbound deck, Mr. Graham stated the left lane needs to be done. Mr. Dufrechou asked the status of the bascule generator. Mr. Graham stated it was out yesterday. Mr. Dufrechou added this has been going on for a while and they are troubleshooting it.

Mr. Dufrechou stated on January 29, 2011, the South Toll Plaza canopy was removed.

Mr. Dufrechou reported the engineers are underway with the future toll system evaluation, looking at alternatives - to replace the current system with 21st Century technology; to retain two toll booths with toll collectors and two unattended, open-road tolling type lanes; to replace the current system with completely electronic open-road tolling. Mr. Dufrechou stated he thought the open-road tolling would be the more affordable option in the long-term, but it appears that open-road tolling may be more costly than anticipated. He stated there will be a complete report to the Commission in about sixty days.

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With regard to the Hurricane Protection Work, Mr. Dufrechou stated there will be a temporary building for the bridge monitors by mid-February in the median near 6th Street. Mr. Dufrechou stated Mr. McCranie and Mr. Bourgeois are continuing to press for reimbursement from the State and the Corps. Mr. Bourgeois stated it has been transferred from the State to the Feds.

With regard to the North Channel Emergency Span Motors project, Mr. Dufrechou stated shop drawings were submitted last month. He stated completion is scheduled for March 2011, but will be more like April.

Mr. Dufrechou stated the North Channel Bascule - Trunnion Bearing Maintenance project is the third of the three most recent bascule projects. He stated the initial engineering estimate was about \$260,000. Mr. Dufrechou stated the bid is \$334,000 but he would like to note, however, the cumulative cost for the three bascule projects was estimated at \$1,083,120 and the actual total bids are \$893,234, which is a savings in excess of \$180,000. Mr. Dufrechou stated the staff and engineers are recommending award to the low bidder, Boh Brother Construction, in the amount of \$334,000. In response to Mr. Levy's inquiry, Mr. Bourgeois explained the whole bascule pivots, like a teeter-totter; there is the underneath part of the deck and then the grid deck. He stated the bearing is a large pivot point that rotates. He stated underneath there is a bearing and even with the best maintenance practices, occasionally a little debris gets in it. He explained form work will be brought in and the portion of the bridge will be jacked up just enough to get the weight off of the bearing, unbolt it, roll it out and roll the new one in. Mr. Bourgeois stated the other part of the project is to inspect the other seven locations where they do not believe there are any issues but want to check, clean them and put the cap back on; if there is an issue they will get a price. Mr. Katz asked if that will be another \$220,000 per bearing. Mr. Bourgeois replied no, it should not be that

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much because a good bit of the bid price for this work is purchasing the form work and all the equipment to do the jacking. Mr. Dufrechou asked Mr. Graham if he wants to add anything and are the bearings and trunnions in pretty good shape. Mr. Graham replied yes, adding it is actually like a big sleeve, it is not actually like a round bearing, and what happens is it stops up so they actually have to be taken out, cleaned and reinstalled. Mr. Levy asked if the contractor finds something wrong with another one, will it have to be replaced like this bad one. Mr. Bourgeois replied it depends on how bad it is. He explained they can see the top of the bearing; the top of the bearing will go down into the bottom part when the bridge is open because it opens seventy degrees, which also gives them a good view of what is going on with the bottom part of the bearing; they can see whether or not the top is damaged. He added they do not anticipate there is any damage, adding this one was found because it started to squeal. Mrs. Brister asked about buying equipment to do this; does the Causeway have to purchase equipment. Mr. Bourgeois explained it is part of the bid, adding the savings on doing a second one would be in not having to fabricate all the equipment again. Mr. Bourgeois stated there are no indications that any of this is happening; they are taking advantage of Boh Brothers being on-site to do preventive work to see early on if any pieces are starting to wear and if they are, it can be caught early. Mr. Katz asked if in six months it has to be done on the other side, instead of \$334,000, what would the cost be. Mr. Bourgeois stated it would not be done in six months; through the investigation on this project they will find out whether or not it needs to be done; there should not be anything to occur to cause this to have to be done in six months; they will know right after the work is done or it is good for a long time. **On motion by Brister, seconded by Rase, based upon the recommendation of the Staff and the Consulting Engineers, GEC, Inc./Krebs, LaSalle, LeMieux Consultants, Inc., the project titled North**

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Channel Bascule - Trunnion Bearing Maintenance, GNOEC Project No. 425, is awarded to the low bidder, Boh Brothers Constructions Co. LLC, in the amount of \$334,000. The General Manager is hereby authorized to complete the execution of the contract with Boh Brothers Construction Co. LLC pending the review of the bonds and insurance by legal counsel and insurance representatives. Mr. Levy, Mr. Katz, Mrs. Brister and Mr. Rase voted in favor of the motion.

Mr. Dufrechou stated the Piling Restoration, Part E, project is complete. He presented the final balancing Change Order No. 2 in the amount of \$9,019 for additional repairs in piles. He stated this will up the total project cost to \$3,350,516.08. Mr. Dufrechou stated the staff and engineers recommend this for the Commission's consideration. In response to Mr. Katz's inquiry, Mr. Phillippi stated this was the last phase of the capital improvement project for piling encapsulation; there were five phases. Mr. Phillippi stated approximately 3,000 pilings have been encapsulated, adding they would like ultimately to encapsulate all pilings but this will be undertaken on a cash available basis in the future, maybe \$1 million to \$2 million at a time, moving through the rest of the bridge. In response to Mr. Levy's inquiry, Mr. Dufrechou replied there are approximately 9,000 pilings. In response to Mr. Katz's inquiry, Mr. Phillippi stated about one-third has been done. Mr. Phillippi stated the original cost anticipated was about \$17 million; total project to date is just shy of \$12 million. With respect to pilings, Mr. Phillippi stated the next project the engineers are looking at is the encapsulation of the transformer vault pilings, which are twenty-four by twenty-four-inch square piles, precast concrete piles - about ninety-six piles. He stated they have seen some stress cracks. He stated the cost would be around \$1 million. **On motion by Katz, seconded by Brister, based on the recommendation of the Consulting Engineers, GEC, Inc./Krebs, LaSalle,**

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LeMieux Consultants, Inc., and the GNOEC staff, Change Order No. 2 for the project titled Piling Restoration, Part E, providing for an increase in the amount of \$9,019 was approved. The change order is the final and balancing change order for the project. Final project cost is \$3,350,516.08. The General Manager is hereby authorized to complete the execution of the change order and other matters therewith. Mr. Levy, Mr. Katz, Mrs. Brister and Mr. Rase voted in favor of the motion.

On motion by Katz, seconded by Brister, based on the recommendation of the Consulting Engineers, GEC, Inc./Krebs, LaSalle, LeMieux Consultants, Inc., and the GNOEC staff, the project titled Piling Restoration, Part E, is accepted. The General Manager is hereby authorized to complete the execution of the completion certificate and other matters therewith. Mr. Levy, Mr. Katz, Mrs. Brister and Mr. Rase voted in favor of the motion.

Mr. Dufrechou stated he has one late resolution for the Commission's consideration regarding a turning lane modification on the West Approach. **Mr. Rase moved that based on the recommendation of the Consulting Engineers, GEC, Inc./Krebs, LaSalle, LeMieux Consultants, Inc., and the Staff, the project Turning Lanes at the Triangle on West Causeway Approach, Project No. 630, is approved for design and bidding at a cost not to exceed \$130,000. Project costs are to be shared with St. Tammany Parish and the City of Mandeville. The General Manager is authorized to execute the design memorandum and other matters therewith. Mr. Levy stated it should be more specific and include that St. Tammany Parish will pay 50% of the cost, the City of Mandeville will pay 25% of the cost and the GNOEC will pay 25% of the cost. Mr. Katz asked if the \$130,000 total will include design and construction management. Mr. Dufrechou replied yes, the "not to exceed" would be**

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inclusive. **Mrs. Brister seconded the motion. Mr. Levy, Mr. Katz, Mrs. Brister and Mr. Rase voted in favor of the motion.**

Regarding Mrs. Brister's inquiry about CPR training, Mr. Dufrechou stated training is upcoming in March for all maintenance personnel. He mentioned one of the MAP operators is EMS qualified already. He added they are looking to put defibrillators in all Police and MAP vehicles.

Mrs. Lopreore stated when the South Toll Plaza canopy was to be moved there were outside agencies that agreed to community partner with the Causeway by allowing it to display VMS messages on their signs at no cost to the Causeway. She stated Chris Laborde with Regional Planning and Steve Strength with Traffic Management Center have gotten in touch with and partnered with the outside agencies requesting they assist the Causeway in notifying its commuters about any extended closures. Mrs. Lopreore thanked Advanced Building Products (just west of the Huey P. Long Bridge) for displaying a message on Saturday about the extended closure; Eagan Insurance (Causeway and I-10 Service Road); Favrot Shane (I-10 North Service Road between Causeway and Clearview); the Superdome for its beautiful sign on the pylon; and, Tastee Donuts (Clearview and West Metairie Avenues) - special thanks to them for their assistance in getting the message out to commuters at no cost to the Causeway.

Mr. Dufrechou asked Chief Congemi if he wants to offer any tours of the Huey P. Long operations for the Commissioners. Chief Congemi stated Mr. Dufrechou took a recent trip to the Huey P. Long Bridge with Sgt. Roy Jacob, who rode him around in the police car a few hours and toured the entire facility and updated him on everything that is taking place; it is really a massive project that is taking place. Chief Congemi stated Mr. Dufrechou wanted to offer the same to each one of the Commissioners, whether they want to go over collectively or individually, and can be taken in a

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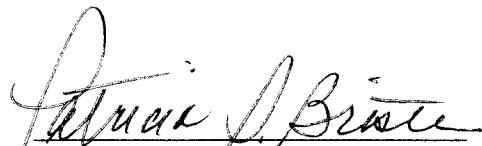
police car or all go in a van and maybe look over the project at a time that is convenient to each one of them. Chief Congemi stated if they want to do it individually he can arrange it quickly; if they want to do it collectively, it will probably take a little more time. Mr. Dufrechou stated the Huey P. Long Bridge itself is something to see, but he was very impressed with the operations of the Police and MAP personnel - four police officers including the detail and one MAP operator; it is amazing what a handful of Causeway personnel does for sixteen hours a day. Mr. Rase suggested scheduling a tour right after a Commission meeting when all members are present.


Mr. Dufrechou showed a time-lapsed video of the removal and demolition of the South Toll Plaza canopy between 3:00 a.m. - 6:42 a.m. In response to Mrs. Brister's inquiry, Mrs. Lopreore stated there were no traffic problems because the public was notified ahead of time.

Mr. Dufrechou showed a photograph of Mrs. Lopreore and Sgt. Viola with a mechanical engineering student from Japan who wanted to see the "world's longest bridge."

Mr. Levy announced the next meeting will be on Wednesday, March 2, at 10:00 a.m.

There being no further business, the meeting was adjourned.


PATRICIA P. BRISTER
SECRETARY


FRANK L. LEVY
CHAIRMAN