

PROCEEDINGS OF THE REGULAR MEETING OF THE GREATER NEW ORLEANS
EXPRESSWAY COMMISSION, WEDNESDAY, JUNE 15, 2016, 10:00 A.M., GNOEC
CONFERENCE ROOM, VOLUNTEERS OF AMERICA BUILDING, 3939 NORTH CAUSEWAY
BOULEVARD, SUITE 400, METAIRIE, LA

PRESENT: Anthony V. Ligi, Jr., Chairman; Shelby P. LaSalle, Jr., Vice Chairman; Joseph A. Jaeger Jr., Treasurer; Stephen G. Romig, Secretary

OTHERS: Carlton Dufrechou; Chief Nick Congemi; Melissa M. Phillpott; Stacie Heffker; Robert Graham; Red Thompson; Craig Watson and Chris LeMieux, Blue Williams; Jan Evans, Volkert and Associates; Steve Bowes, Sisung Securities; Terri Dupre and David Dupre, Meyers Engineers; Sherri Lebas, DOTD; Cary Bourgeois, Phil Meyers and Bob Boagni, GEC, Inc.; John Becker, Scott Cooper, James Gregg and John Bassillica, HNTB; Zolan Prucz, Bruce Peterson, Anthony Schoencker and Cullen Ledet, Modjeski and Masters; Kathy Gambino, Hardy Edgecomb and Matt Burt, Arthur J. Gallagher; Patrice McNeal, Chase Bank; Jennifer Glynn, Marrero, Couvillon & Associates

The Chairman called the meeting to order.

On the motion by Mr. Jaeger, seconded by Mr. LaSalle, the minutes of the regular meeting held on April 20, 2016 were accepted as written. Mr. Ligi, Mr. LaSalle, Mr. Jaeger and Mr. Romig voted in favor of the motion.

Mr. Anthony Ligi addressed the audience to see if anyone had any comments or questions for the commission. There were no comments or questions.

Mr. Dufrechou stated an RFQ was created to find the GNOEC a consulting Engineering firm. He stated a committee of independent engineers combed through the submissions and narrowed it down to the top three highest ranked engineering firms. Mr. Dufrechou explained those firms were; Modjeski and Masters, HNTB, and GEC. Mr. Dufrechou explained that a straw and number system, suggested by Mr. Ligi, would determine the order of those presentations. He also explained that due to limited space and time, the firms were asked to limit their presentation to four team members and fifteen minutes in length. Mr. Dufrechou brought one representative from the three teams into the

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lobby to pick the order. The following order was picked: 1st HNTB, 2nd Modjeski & Masters and 3rd GEC. He stated the engineering firms would be making presentations toward the end of the Commission meeting.

On the Drawbridge operations, Mr. Dufrechou reported in April and May there were 40 vessel openings, 8 test openings and 0 incidents.

Mr. Dufrechou reported from April 1, 2016 through May 31, 2016, Police and MAP responded to 156 breakdowns on the Causeway Bridge and 52 breakdowns on the Huey P. Long Bridge for a total of 208. He reported in April there were 10 accidents on the Causeway Bridge and 6 accidents occurred on the Huey P. Long Bridge. Mr. Dufrechou stated in May there were 15 accidents on the Causeway Bridge and 14 on the Huey P. Long Bridge.

Mr. Dufrechou stated the Causeway Bridge was closed due to severe weather on the following dates and times; April 30th (4:30 pm to 5:05 pm), May 1st (11:00 pm to 11:30 pm), May 19th (10:52 pm to 11:44 pm), June 3rd (6:45 pm to 7:19 pm), June 4th (9:41 pm to 10:41 pm) and June 11th (11:39 am to 12:10 pm).

Mr. Dufrechou stated he was happy to report that Senate Bill 273, which authorizes the Greater New Orleans Expressway Commission to issue additional toll bonds, passed the Louisiana State Senate Finance Committee on May 2, 2016. He further explained that it then passed the Senate floor on May 4th and the House Ways and Means Committee on May 16th.

Mr. Dufrechou showed four pictures from a five car vehicle accident that occurred on May 5, 2016 at the Bascule. Chief Congemi further explained that Mandeville EMS and Fire department arrived on

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the scene and extricated the driver. Chief Congemi stated the driver suffered major injuries including a fracture to the pelvic bone, hip bone, the 10th rib and the left fibular in two places.

Mr. Dufrechou showed a video of an incident that occurred on May 19, 2016. He explained that a two vehicle accident happened on the Northbound span at the 14.9 mile marker. One of the vehicles involved in the accident drove to Crossover 3000. Mr. Dufrechou stated the occupant of vehicle number 1 suffered a laceration to the top of his head and was bleeding excessively. Chief Congemi stated Mandeville EMS arrived on scene to bring him to the hospital. After the driver was transported, the Camera department noticed, while reviewing the footage, that he had deposited something behind the attenuator in Crossover 3000. Chief Congemi explained that an Officer went to examine the location, where he located the illegal substances. He stated the driver was arrested in the hospital. Chief Congemi stated the driver was also in possession of \$6,300.00.

Mr. Dufrechou showed a picture of the section on the Northbound span at the 18.4 mile marker that was struck by lightning.

Mr. Dufrechou stated on May 28th on the Southbound span at the 11.4 mile marker a vehicle struck the railing and damaged 6 ½ slabs with skid marks (approximately 364 feet), 17 brackets and 18 rails. He showed two pictures of the damage and two pictures of the repairs.

Mr. Dufrechou showed a news story that appeared on WWL TV on June 7th where a kitten was rescued on the Northbound span at the 1.4 mile marker. He further explained Barbara Boyle, from the Camera department, found a home for the kitten.

Mr. Dufrechou showed a sped up video of CM Combs Construction Company pouring the concrete for the Police department on the Northshore.

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Mr. Dufrechou showed a video of an accident that happened on June 11th where a vehicle hit the attenuator in Crossover 7000.

Mr. Dufrechou showed pictures of another kitten that was rescued on the Huey P. Long on June 13th.

On the 9-Mile Turnaround Spans, Mr. Dufrechou presented Plan Change No. 4. On motion by Mr. Romig, seconded by Mr. LaSalle, Plan Change No. 4 provides for the installation of 65 MPH impact attenuators instead of the specified 62 MPH impact attenuators in the amount of \$9,055.75 and no calendar days. Based upon the recommendation of the Staff and its Consulting Engineers, the GNOEC authorizes the General Manager to complete the execution of Plan Change No. 4. Mr. Ligi, Mr. LaSalle, Mr. Jaeger and Mr. Romig voted in favor of the motion.

On the Replacement of the Dynamic Message Signs, Mr. Dufrechou recommended re-advertisement. On motion by Mr. Jaeger, seconded by Mr. Romig, the GNOEC, on June 8, 2016, received one bid for the replacement of the Dynamic Message Signs (Project No. 429). Due to the bidder's failure to provide written evidence of the authority of the person signing the bid as required by La. R.S. 38:2212 (B) (2) and (5), the bid is rejected. Therefore, in accordance procedures outlined in Title 38 of the Louisiana Revised Statutes, the GNOEC authorizes the re-advertisement of Project No. 429. Mr. Ligi, Mr. LaSalle, Mr. Jaeger and Mr. Romig voted in favor of the motion.

On the North Toll Plaza Generator Relocation, Mr. Dufrechou recommended development of plans and specifications. On motion by Mr. LaSalle, seconded by Mr. Romig, Based on the recommendation of the GNOEC staff, the General Manager is hereby authorized to execute the

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project memorandum for the project titled North Toll Plaza Generator Relocation and the Consulting Engineers are authorized to begin development of plans and specifications and advertise the project. Mr. Ligi, Mr. LaSalle, Mr. Jaeger and Mr. Romig voted in favor of the motion.

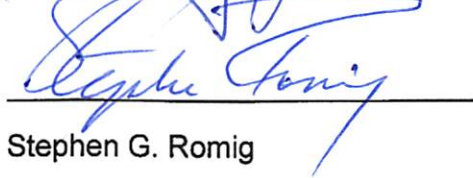
Mr. Dufrechou introduced each engineering firm and their respective team members. All three firms separately presented their presentations in PowerPoint format. Attached is a copy of each presentation.

Mr. Ligi reminded everyone the next meeting is tentatively scheduled July 20, 2016 in the St. Tammany Council chambers.

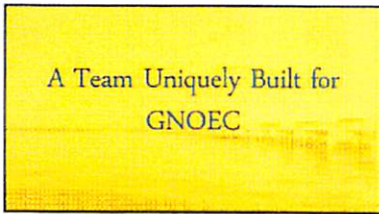
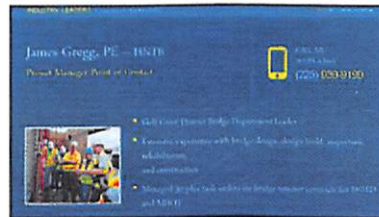
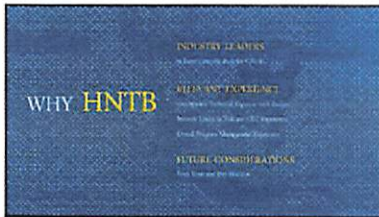
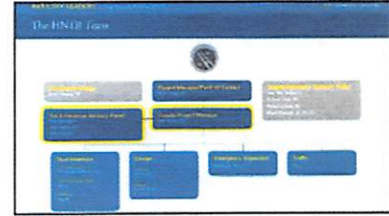
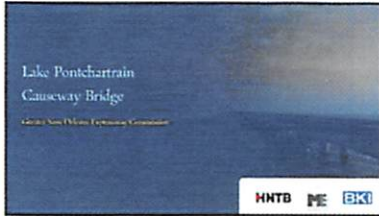
There being no further business, the meeting was be adjourned.



Anthony V. Ligi, Jr.
Chairman

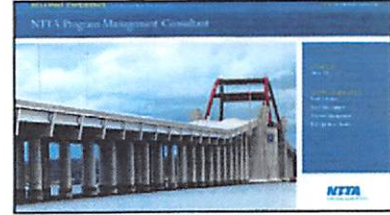


Stephen G. Romig
Secretary





Industry Leader in
Toll and GEC



Overall Program Management
Experience

Project Overview

Management INTEGRATION

Scope Cost Schedule Quality

NO SURPRISES!

Project Overview

Tollway



Future Considerations

-
-
-
-

Fresh Ideas and Best Practices

WHY HNTB

INDUSTRY LEADERS
A 100-Year Tradition

GLOBAL CAPABILITY
Over 100 Offices in 30+ Countries
Specialized in Transportation, Water, and Environmental Engineering

EXPERIENCE
Over 100 Years of Service

Project Overview

Casuarina Bridge



Future Considerations

-
-
-
-

Greater New Orleans Expressway Commission
 RFP No. 02131201-001

**Request for Qualifications
 for Professional
 Engineering Services**

June 15, 2016

A Landmark Structure

- A Landmark Structure critical to the Greater New Orleans Region
- Service for this bridge is your profession. Our core purpose is using our passion for bridges to provide the right solutions for our clients' challenges.
- The Causeway is a special bridge. Bridge Engineering is our specialty and has been for nearly 125 years.

Bridge Life-Cycle Services

Overview

- Landmark Structure
- Modjeski and Masters – Who are we?
- Bridge Life-Cycle Services
- Modjeski and Masters – New Orleans
- Project Team
- Why Select Us?
- RFP Summary
- Questions and Answer Session

Modjeski and Masters, Inc.

- Founded in 1893, M&M is a practice centered firm that provides comprehensive bridge life-cycle services with a personalized service relationship founded on:
 - Trust
 - Technical Innovation
 - Practical Approaches
 - Bottom Line Value
- Proven track record and successful portfolio of complex work that features:
 - All-Movable Bridge Types
 - Long-Span Bridges
 - Maintenance/Inspection/Rehabilitation
 - Unique and Practical Repair Solutions

Bridge Life-Cycle Services

A Landmark Structure

- The Lake Pontchartrain Causeway – An ASCE National Historic Civil Engineering Landmark
 - Longest Bridge in the world
 - Techniques used during construction
 - Seach follow cyclical prestressed concrete piles
 - Direct Access follows the City of New Orleans
 - Life-Line for evaluation and emergency response efforts
 - Notable individuals who worked on this project
 - Dr. Warren O'Neil
 - Mr. Walter Bentley
 - Mr. Wayne Farmer
 - Mr. Henry Lemkau
 - Major Paul Giff

Bridge Life-Cycle Services

Bridge Life-Cycle Services

Bridge Life-Cycle Services

M&M – New Orleans Office

- Established after the completion of the Huey P. Long Bridge in Jefferson Parish (1936)
- Long-standing local office, knowledge of local conditions and presence in the Greater New Orleans area
- Notable Local Projects:
 - Huey P. Long Bridge (Original and Widening)
 - Greater New Orleans Bridges #1 and #2
 - Luling Bridge
 - I-10 / I-110 Interchange (Includes a 54' Footprint Pier Alteration)
 - I-10 / Carrington Interchange
 - Florida Ave. Vertical Lift Bridge
 - I-10 Baton Rouge Mississippi River Bridge

M&M – New Orleans Office

Bridge Life-Cycle Services

M&M – New Orleans Office

- Personnel:
 - Design (Structural & Highway) and Field Services Capabilities
 - Thirty Seven (37) employees who reside throughout the metropolitan area
 - Sixteen (16) Professional Engineers Registered in Louisiana
 - Design: Ten (10) Professional Engineers
 - Field Services: Six (6) Professional Engineers
 - Sixteen (16) employees have over ten (10) years of experience at M&M
 - Eight (8) employees have over thirty (30) years of experience at M&M
 - All field services personnel are certified as Traffic Control Supervisors/Technicians/Flaggers

Project Team

Bridge Life-Cycle Services

M&M – New Orleans Office

Project Execution



Why Select M&M

Crescent City Connection Division (now LADOTD)

- Bridge Design and Inspection, Toll Facilities, Support Facilities, Valuation Services
- Trust Indenture Services, Capital Outlay Planning/Budgeting, Emergency Response

Why Select M&M

Our Movable Bridge Expertise – Our Movable Bridge Unit is well established and fully capable of handling any movable bridge needs.

- Move to be the "go-to" movable bridge firm among movable bridge owners with experience in bascule, swing and vertical lift type movable bridges.
- Notable Bascule Bridge Services:
 - US 55 Bridge over Lake Pontchartrain, Northwest South Drive
 - Galveston Bridge over Houston Canal
 - Port of New Orleans – Three Strauss Truss/Bascule Bridges
 - Stennis Space Center Double Leaf Bascule Bridge
 - 4th Street Harvey Canal Bridge
 - Notable Southern Bascule Bridge (west of US 55 North Drive)

Funding Experience

Our Team has a successful history of securing grants and funds for our clients' projects

- Fenstermaker, Gordon Nelson, PE
 - Grants: Submitted for and received grants for the Delta Regional Authority, City of Ferris and City of Sparta
 - Capital Outlay: Reviewed capital outlay requests for LADOTD operations
- Neel-Schaffer, Inc., Connie Stanulje, PE
 - Administered the operations of LADOTD statewide, including Crescent City Connection toll collections and startup of LA 3 Toll Road
 - Prepared benefit-cost analysis for grant applications for funds for the Port of Intracoastal Intermodal Improvement Projects

Why Select M&M

New Orleans Public Belt Railroad

- Bridge Design and Inspection, Valuation, Emergency Response Services
- Maintenance & Repair Planning/Budgeting, Bridge Management Program, Support Facilities

Why Select M&M

Our People – We are capable of solving any problem given to us by the GNDEC:

- Experience:** We are the bridge experts and know the appropriate level of design and inspection. We pride ourselves on long-term continuity and stable personnel.
- Integrity:** We deliver what we say we will do, by when it is due and within budget.
- Depth:** We have the available capacity to effectively respond to and complete any assignment.
- Focus:** We are bridge and transportation-focused, with a passion for what we do best. Our clients enjoy working with us.

Why Select M&M

Our Knowledge – We understand the services called for and have the right personnel locally available to handle them

- Fast Experience on previous bridge indenture and consulting service retainer contracts with similar scopes of work
- Routinely do this type of work
- Key Personnel and Tools are in place and are ready to serve

Why Select M&M

Port of New Orleans

- Bridge Design and Inspection, Bridge Management Program, Emergency Response Services
- Maintenance & Repair Planning/Budgeting

Why Select M&M

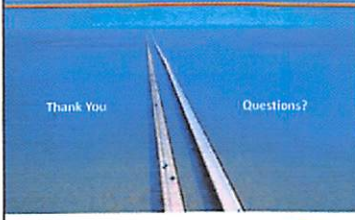

Our Understanding – We understand the issues that are important to the GNDEC:

- Safety:** We understand your mission to provide a safe and efficient transportation corridor and goal to maintain and improve the structure to modern standards and ensure motorists safety.
- Budget:** We understand the funding sources and operative expenses for this structure – "doing a lot with a little".
- Emergency Response and Traffic Management:** We understand that keeping the traffic flowing in a safe and efficient manner is paramount and that all unplanned events are to be addressed quickly and intelligently.

Why Select M&M


Our Promise – When you work with us, you can expect:

- ▶ The highest degree of integrity, ethical standards, and dedication
- ▶ A collaborative dialogue and direct, anytime access to our technical experts – No layers to work through
- ▶ Technical excellence and innovation driven by function and value
- ▶ Immediate response to any emergencies
- ▶ Comprehensive life-cycle bridge services



Thank You

Questions?




Why Select M&M

- ▶ *Our Knowledge*
- ▶ *Our Movable Bridge Expertise*
- ▶ *Our People*
- ▶ *Our Understanding*
- ▶ *Our Promise*



In Summary

When you select us, you select a team of dedicated professionals that you can rely on.



GEOEC PROFESSIONAL ENGINEERING SERVICES

MEMBERSHIP IN THE NATIONAL SOCIETY OF PROFESSIONAL ENGINEERS (NSPE)

History
Knowledge
Experience

03 EXPERIENCE IN LOUISIANA DESIGN-BUILD DELIVERY

GEC and our Practice Leaders have managed and provided leadership for many of Louisiana's design-build projects.

- DOTD Intelligent Transportation System (ITS) and Infrastructure Program (IIP)
- Route 104 Bridge Open Roadwork
- Louisiana Toll System Project (LA-TS)
- I-10 Bridge Open Roadwork
- I-10 Bridge Open Roadwork
- I-10 Bridge Open Roadwork
- I-10 Bridge Open Roadwork
- I-10 Bridge Open Roadwork

GEC LEADERSHIP | 3 Total | **CLIENTS/LEADERSHIP** | 3 Total

06 OUR GEOEC ENGINEERING TEAM

01 INTRODUCTION OF OUR FIRM

For over 25 years GEC has been your trusted provider of innovative and cost-effective solutions to meet the needs of the Lake Pontchartrain Causeway Bridge.

- National Reach from Pacific to the Atlantic
- Recognized Practice Leaders
- Understanding of Federal Aid Funding Programs
- Well-Versed in Alternative Delivery Methods and Public-Private-Partnerships

04 LEADERSHIP IN CMAR AND P3

Sherril Leikas has provided leadership for alternative delivery methods and project funding options, including Construction Management at Risk (CMAR) and Public-Private Partnerships.

- Construction Management at Risk (CMAR)
- Public-Private Partnership (P3)

OVER 25 YEARS OF SUCCESS

02 NEW RECOGNIZED PRACTICE LEADERS

SHERRIL LEIKAS, P.E., S.E. | RONALD M. NELSON, P.E., S.E., P.E., S.E.

05 EXPERIENCE IN LOUISIANA TOLL SYSTEMS

GEC has experience in toll technologies, toll collection systems, and toll operations which allows us to offer innovative solutions to GEOEC.

- GEOEC Toll System Implementation & Maintenance
- DOTD LA 1 Toll Plaza Modifications
- Crescent City Connection Division Integrated Electronic Toll Collection System
- LA-70 Sunshine Bridge

GEC

1700 **Finalizing of Roadway System**
 Finalizing of the roadway system and ensuring the project meets all regulatory requirements.

1701 **Rehabilitation of Roadway System**
 Rehabilitation of the roadway system to meet all regulatory requirements.

Surface Reinforcement & Marking
 Surface reinforcement and marking to meet all regulatory requirements.

Finalizing of Roadway System
 Finalizing of the roadway system and ensuring the project meets all regulatory requirements.

GEC

1702 **North Approach Road Rehabilitation**
 Rehabilitation of the roadway system to meet all regulatory requirements.

1703 **North Channel Roadway System**
 Rehabilitation of the roadway system to meet all regulatory requirements.

1704 **Finalizing of Roadway System**
 Finalizing of the roadway system and ensuring the project meets all regulatory requirements.

Finalizing of Roadway System
 Finalizing of the roadway system and ensuring the project meets all regulatory requirements.

GEC

08 GEC IS PART OF GNOFC

GEC is proud to have served GNOFC for over 25 years...

GEC is prepared to move forward with increased value and without loss of knowledge, momentum, disruption, or unrecoverable transition costs.

GEC

1705 **High Voltage Detail Cable Replacement**
 Replacement of the roadway system to meet all regulatory requirements.

1706 **North Channel Roadway System**
 Rehabilitation of the roadway system to meet all regulatory requirements.

1707 **Finalizing of Roadway System**
 Finalizing of the roadway system and ensuring the project meets all regulatory requirements.

Emergency Preparedness for 2016
 Emergency preparedness for 2016 to meet all regulatory requirements.

GEC

1708 **North Channel Roadway System**
 Rehabilitation of the roadway system to meet all regulatory requirements.

1709 **Finalizing of Roadway System**
 Finalizing of the roadway system and ensuring the project meets all regulatory requirements.

1710 **North Channel Roadway System**
 Rehabilitation of the roadway system to meet all regulatory requirements.

Custom & Electric Load Equipment
 Custom and electric load equipment to meet all regulatory requirements.

GEC

09 GEC IS PART OF GNOFC

Our team comes with a unique set of assets important to realization of work envisioned for the Carisway:

- Locally Based Engineering Team**
 Long-term relationships and experience working for local, state, and federal agencies.
- Institutional Knowledge**
 Institutional knowledge and experience working for local, state, and federal agencies.
- In-Place Procedures and Processes**
 In-place procedures and processes for local, state, and federal agencies.
- Key Staff and Stakeholder Relationships**
 Key staff and stakeholder relationships for local, state, and federal agencies.
- Regulatory Agency Relationships**
 Regulatory agency relationships for local, state, and federal agencies.

GEC

1711 **North Water Transportation & Drainage**
 North water transportation and drainage to meet all regulatory requirements.

1712 **CCV Controls for Security**
 CCV controls for security to meet all regulatory requirements.

1713 **North Shore Bridge Lanes & Turn Prohibitions**
 North shore bridge lanes and turn prohibitions to meet all regulatory requirements.

GEC

1714 **Reinforcements & Safety Upgrade**
 Reinforcements and safety upgrade to meet all regulatory requirements.

1715 **North Channel Roadway System**
 Rehabilitation of the roadway system to meet all regulatory requirements.

1716 **CCV Controls for Security**
 CCV controls for security to meet all regulatory requirements.

1717 **North Channel Roadway System**
 Rehabilitation of the roadway system to meet all regulatory requirements.

GEC

10 GEC IS PART OF GNOFC

Our in-place team comes with the following expertise:

Legal Assistance	Construction Management	Construction Management	Construction Management
Construction Management	Construction Management	Construction Management	Construction Management

CONTINUED TRUSTED PROVIDER

We appreciate the capability of remaining your trusted provider in the maintenance and improvement of the Lake Pontchartrain Causeway to safeguard the interest of stakeholders and provide a safe and efficient passage in our community.



QUESTIONS

404.311.4600 | 404.311.4600 | 404.311.4600
July 13, 2016

