

PROCEEDINGS OF THE REGULAR MEETING OF THE GREATER NEW ORLEANS EXPRESSWAY COMMISSION, WEDNESDAY, SEPTEMBER 19, 2018, 10:00 A.M., VOA BUILDING, 3939 NORTH CAUSEWAY BLVD, SUITE 400, METAIRIE, LA 70002

PRESENT: Shelby P. LaSalle, Jr., Chairman; Patrick W. Fitzmorris, Vice Chairman; Joy Zainey, Assistant Secretary/Treasurer; Tim Coulon, Member; Donald Sharp, Member

OTHERS: Carlton Dufrechou; Melissa M. Phillpott; Crystal Scott; Chief Nick Congemi; Red Thompson; Stacie Heffker; Georgie Bagnetto; Eileen Barthe; Robert Graham; Craig Watson, Blue Williams; Liz Lambert, Riess LeMieux; Cary Bourgeois, and Verdi Adam, GEC; Jan Evans and Hossein Ghara, Volkert and Associates; Terri Dupre, Meyer Engineers; Robert Rhoden, Times Picayune; Emily Frock, ECM; Robert Berning, Berning Marketing; Kinton Lawler and Chris Beary, AIMS International; Philip Averill, Gulf Material Sales; Capt. Mike Lorino Jr., St. Tammany Parish Council

The Chairman called the meeting to order.

On the motion by Mrs. Zainey, seconded by Mr. Sharp, the minutes of the regular meeting held on August 22, 2018 were accepted as written. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.

Mr. LaSalle asked the audience if anyone had any comments or questions for the Commission.

Mr. Kinton Lawler read a prepared statement regarding the AIMS Fiber Glass Reinforced Plastic System and requested the GNOEC include the AIMS Fiber Glass Reinforced Plastic System in the Safety Rail Bid.

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Capt. Mike Lorino, St. Tammany Parish Councilman for District 4, reported this issue came before the Council and he has received a few emails regarding the AIMS System versus Steel railings for the Safety Improvements. He stated the AIMS System should be allowed in the bid because it may decrease the price of the project due to the free market system. Capt. Lorino stated he would just like the process to move forward with all options.

Mr. Coulon reported that he read all of the data and there are strengths and challenges to the AIMS System. He stated the Commission should follow the GNOEC Consulting Engineer's recommendation.

Mr. Sharp stated he is receiving numerous calls from Commuters asking why the Safety Rail Improvement project keeps being delayed. He stated delays cost money. Mr. Sharp echoed Mr. Coulon that the Commission should put faith in the GNOEC Consulting Engineer's opinion.

Mrs. Zainey reported that she is also not stating one product is better than the other. She stated the GNOEC should have confidence in the Consulting Engineer.

Mr. Lawler responded that the GNOEC relied on Dr. Williams's data as it relates to the steel rail and AIMS went through the same tests. He reported that the only question posed to Dr. Williams, when he appeared before the Commission, was from Mr. Dufrechou asking how much resin or batched were involved.

Mr. LaSalle explained to the new Commissioners that Dr. Williams was the Engineer of record at Texas A&M and provided testing of both systems.

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Mr. Chris Beary stated they hired Dr. Williams based on the GNOEC's suggestion and they spent \$1 million dollars to have all the testing performed. He reported the AIMS system passed all testing and that Dr. Williams said it was equal. Mr. Beary stated the GNOEC and Mr. Bourgeois could rely on Dr. Williams opinion. Mr. Beary went on to discuss the AIMS System and the longevity of the system.

Mr. Sharp asked if the FRP system is utilized anywhere else in America and how does he know that it would bring the price down. Mr. Beary answered the FRP system was created specifically for the Causeway Bridge and those they have priced the steel versus the RFP. Mr. Beary summarized the benefits and costs of the FRP system.

Mr. Coulon asked Mr. Bourgeois if he would like to make a statement. Mr. Bourgeois responded that all statements have been made in his reports.

Mr. Coulon addressed the audience stating, in his opinion, it would be unwise of the Commission to supersede the consulting Engineer's opinion.

Mrs. Zainey wanted clarification that the FRP system is not being used anywhere currently as a bridge rail and there was no other place the GNOEC could get information regarding durability, longevity, or costs. Mr. Beary confirmed that fact and stated they were not told that would be a determining factor.

Mr. Coulon stated he was for innovation, but the product is not DOTD certified. The product has potential, but do we want to be the first bridge to consider it? Mr. Coulon stated we have professional engineers who do not agree the product should be included.

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Mr. LaSalle stated the Causeway Bridge has been innovating since its conception.

Mr. Watson advised the GNOEC to listen to their representatives and not Mr. Beary providing legal advice regarding liability exposure. He stated specifically considering Mr. Beary is both a principal in AIMS, as well, as an Attorney. Mr. Watson asked the Commission to listen to their own legal representatives regarding assessing liability exposure for any particular system.

Mr. LaSalle asked if there were any other questions. There were no additional questions.

Mr. Dufrechou reported in August the Drawbridge operations included 9 vessel openings, 1 test openings and 0 incidents.

Mr. Dufrechou reported there were 374 breakdown responses in August on the Causeway Bridge. He stated 238 of those breakdowns were due to mechanical problems and 136 were caused by debris on the Causeway Bridge. Mr. Dufrechou reported 26 breakdowns on the Huey P. Long Bridge. He stated 24 of those breakdowns were due to mechanical problems and 2 were caused by debris on the Huey P. Long Bridge. Mr. Dufrechou reported a total of 400 breakdown responses for both bridges in August.

Mr. Dufrechou reported in the month of August there were a total of 18 accidents on the Causeway Bridge. He stated 8 occurred Northbound, 9 Southbound, 1 in a Crossover, 4 on the Northshore, and 2 on the Southshore. Mr. Dufrechou reported 6 were caused by

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breakdowns on the Causeway Bridge. He also stated in the month of August, 8 accidents occurred on the Huey P. Long Bridge. He reported 3 Eastbound and 5 Westbound. Mr. Dufrechou reported none were caused by breakdowns on the Huey P. Long Bridge.

Mr. Dufrechou presented a PowerPoint summarizing significant events that occurred since the last Commission meeting.

On the Dynamic Message Signs, Mr. Dufrechou recommended approval for Plan Change No. 7. **On motion by Mrs. Zainey, seconded by Mr. Coulon, Plan Change No. 7 adjusts plan quantities to the actual field quantities and adjusts contract time in the credit amount of \$1,365.37 and 352 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. 7. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.**

On the Dynamic Message Signs, Mr. Dufrechou recommended approval for acceptance of the project. **On motion by Mrs. Zainey, seconded by Mr. Sharp, based upon the recommendation of the Staff and its Consulting Engineers, the Greater New Orleans Expressway Commission accepts the project titled Replace the Dynamic Message Signs. The Greater New Orleans Expressway Commission authorizes General Manager Carlton Dufrechou to execute any documents associated with the acceptance of this project on behalf of the Greater New Orleans Expressway**

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Commission. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.

On the Resurface Pavement at North and South Marine Crossings, Mr. Dufrechou recommended approval for Plan Change No. 1. **On motion by Mr. Coulon, seconded by Mr. Fitzmorris, Plan Change No. 1 adjusts plan quantities to the actual field quantities and adds stipulated damages for 14 additional working days used to complete the project in a credit amount of \$16,282.30. 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. 1. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.**

On the Resurface Pavement at North and South Marine Crossings, Mr. Dufrechou recommended approval for acceptance of the project. **On motion by Mr. Coulon, seconded by Mr. Fitzmorris, based upon the recommendation of the Staff and its Consulting Engineers, the Greater New Orleans Expressway Commission accepts the project titled Resurface Pavement at North and South Marine Crossing. The Greater New Orleans Expressway Commission authorizes General Manager Carlton Dufrechou to execute any documents associated with the acceptance of this project on behalf of the Greater New Orleans Expressway Commission. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.**

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On the Demolition of the 9-Mile Turnaround Spans, Mr. Dufrechou recommended approval for Plan Change No. 3. **On motion by Mr. Fitzmorris, seconded by Mr. Sharp, Plan Change No. 3 adjusts plan quantities to the actual field quantities used in a credit amount of \$28,772.40 and no working 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. 3. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.**

On the Demolition of the 9-Mile Turnaround Spans, Mr. Dufrechou recommended approval for acceptance of the project. **On motion by Mr. Fitzmorris, seconded by Mr. Coulon, based upon the recommendation of the Staff and its Consulting Engineers, the Greater New Orleans Expressway Commission accepts the project titled Demolition of 9-Mile Turnaround Spans. The Greater New Orleans Expressway Commission authorizes General Manager Carlton Dufrechou to execute any documents associated with the acceptance of this project on behalf of the Greater New Orleans Expressway Commission. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.**

On the Subcontractor to Volkert, Inc., Mr. Dufrechou recommended approval to enter into an agreement with T. Baker Smith for the Safety Bay Improvement project. **On motion by Mr. Sharp, seconded by Mr. Fitzmorris, on April 7, 2017, the GNOEC issued RFQ No. 2017-432-01 for Statements of Qualifications from qualified firms interested in providing design engineering services for the GNOEC Safety Bay Improvements; and on October 9, 2017, the GNOEC selected Volkert, Inc. to**

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provide design engineering services for the GNOEC Safety Bay Improvements; and in order to facilitate the timely progression of the Project and expedite the construction schedule, Volkert wishes to add T. Baker Smith as a subcontractor to perform laser scanning survey services and to amend its agreement with the GNOEC to include the laser scanning surveying services. Accordingly, after consideration, and upon recommendation from the GNOEC staff, the project manager, and legal counsel, the GNOEC hereby approves T. Baker Smith as a subcontractor to Volkert, Inc. and authorizes the General Manager to execute a supplemental agreement with Volkert, Inc. to provide for laser scanning surveying services. Mr. LaSalle, Mr. Fitzmorris, Mrs. Zainey, Mr. Coulon and Mr. Sharp voted in favor of the motion.

Mr. LaSalle reminded everyone the next meeting is tentatively scheduled October 24, 2018 at 10:00 a.m. at the VOA building on the South Shore. There being no further business, the meeting was be adjourned.



Patrick Fitzmorris
Vice Chairman



Joy H. Zainey
Assistant Secretary/Treasurer