

PROCEEDINGS OF THE REGULAR MEETING OF THE GREATER NEW ORLEANS EXPRESSWAY COMMISSION HELD ON THURSDAY, DECEMBER 12, 2013, AT 10:00 A.M., IN THE GNOEC CONFERENCE ROOM, VOLUNTEERS OF AMERICA BUILDING, 3939 NORTH CAUSEWAY BOULEVARD, SUITE 400, METAIRIE, LA

PRESENT: Lawrence M. Rase, Chairman; Michael R. Lorino, Jr., Vice Chairman; Stephen G. Romig, Treasurer; Anthony V. Ligi, Jr., Assistant Secretary Treasurer; Tommy S. Cvitanovich, Member

OTHERS: Carlton Dufrechou; Debbie Lopreore; Cheryl H. Lambert; Chief Nick Congemi; Melissa M. Phillpott; Eileen Barthe'; Georgie Bagnetto; Perry Daigrepoint; Red Thompson; Robert Graham; Stacie Heffker; Cary Bourgeois, Jim Martin & Bob Boagni, GEC, Inc.; Burgess McCranie, McCranie, Campbell, Sistrunk, Anzelmo, Hardy, McDaniel & Welch; Mike Powers, The Becknell Law Firm; Byron Poydras, Bank of New York; Patrice McNeal, Chase Bank; Andrea Calvin, Lake Pontchartrain Basin Foundation; Kathy Gambino & Jim Lynch, Arthur J. Gallagher Risk Management Svc.; Rene Chopin, Burk-Kleinpeter; Steve Bowes, Sisung Investment Services; Doug Brooks, Jack B. Harper Electrical; Lori Rase; Polly Greene, St. Tammany Farmer; Robert Rhoden, The Times-Picayune

The Chairman called the meeting to order.

**On motion by Romig, seconded by Lorino, the minutes of the regular meeting held on November 6, 2013 were accepted as written. Mr. Rase, Mr. Lorino, Mr. Romig, Mr. Ligi and Mr. Cvitanovich voted in favor of the motion.**

On behalf of the Lake Pontchartrain Basin Foundation, Dr. Calvin reported for November that of the thirty-six water quality samples taken, thirty-six (100%) met primary contact recreation standards.

Dr. Calvin explained that the lab previously used is closing so the Foundation will be contracting with a local private lab using a different method of calculating. Mr. Rase stated it is nice to see the Bogue Falaya Park with zero.

On behalf of the Causeway Police Charitable Foundation, Mr. Dufrechou stated slides of the skeet shoot will be shown later in the meeting.

Mr. Dufrechou reported for November fifteen vessel openings, three pin motor incidents, three drive fault incidents and nine test openings at the drawbridge.

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Mr. Dufrechou reported seven fog days - November 15, 16, 17, 18, December 4, 5 and 6. Mr. Dufrechou stated it has been a busy fog season and he cannot say enough about Police, MAP, Toll Collectors, Maintenance folks and Dispatchers - everybody going back and forth in the bad visibility and keeping them safe.

Mr. Dufrechou reported 241 breakdowns on the Causeway Bridge and 29 breakdowns on the Huey P. Long Bridge.

Mr. Dufrechou reported 15 accidents on the Causeway Bridge (8 southbound, 5 northbound, 2 at the North Toll Plaza, 11 in dry conditions and 4 in wet conditions). He reported there were 7 accidents on the Huey P. Long Bridge (2 on the eastbank, 5 on the westbank, 6 in dry conditions and 1 in wet conditions).

Mr. Dufrechou stated on November 18 and December 2, Texas A & M was here for site inspections to upgrade the bridge railings.

Mr. Dufrechou stated on December 5, an eighteen-wheeler jack-knifed closing the southbound bridge for about one hour. He added they were able to get the bridge opened very quickly because of the rapid response of personnel.

Mr. Dufrechou showed slides from the Charitable Foundation's skeet shoot on November 8. He stated the beneficiary this year will be the Homeless Outreach for the Youth in St. Tammany.

Mr. Dufrechou showed slides from the ASCE dedication of the Causeway as an engineering landmark on November 8. He stated Mr. Rase was there to represent the Causeway as well as Councilwoman Lee-Sheng from the South Shore, Council member Falconer from the North Shore; there was a guest appearance by the ghost of former Governor Earl Long; Mr. Lambert was there; Chief Congemi, and Tom Jackson representing the American Society of Civil Engineers. Mr.

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Dufrechou stated Bob Jacobs, with the ASCE, made a terrific statement that if one looked to the west there was the natural environment and to the east are the nice clean lines of the bridge; man's environment and nature's environment and how they blend together so well. Mr. Dufrechou stated Mrs. Lee-Sheng, Mr. Rase and Mr. Falconer recognized the significance of the bridge as it connects both the North and South Shores. Mr. Dufrechou mentioned the original traffic count on the bridge in the first decade was about one million cars annually; today there are one million transits every month. Mr. Dufrechou stated the monument was erected permanently at the North Plaza.

Mr. Dufrechou stated everyone is aware of the fog convoys but something that does not get much attention is how the cones get put out and picked up. He showed a video of the cones being picked up by maintenance personnel.

With respect to a bridge railing update, Mr. Dufrechou stated the A & M guys have been here twice and he and Mr. Bourgeois have spent a good deal of time on the phone with Bill Williams. Mr. Rase has met with Mr. Williams once already too. Mr. Dufrechou showed slides of the southbound bridge railing, stating they are focusing on this because of the lower top of concrete which is the more problematic condition we have here. He pointed out a post system that is similar to what was placed on the Highway 11 bridge. He stated the problem this would pose for the Causeway is the width is less, about eight inches, and the post is thirty-six inches high. Mr. Dufrechou stated if this was put on the Causeway they would be losing the space. He added thirty-six inches is not that high and one could get over it. Mr. Dufrechou showed slides of different alignments and one in which the curb is preserved and the existing handrail comes off, a barrier placed on top of it being forty inches high. He showed one that is forty-two inches high with the curb, stating these are all conceptual at this time. Mr. Dufrechou explained what A & M would

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do is the analytical analysis in its offices; after that they would select three different designs that will be fabricated at A & M's facilities, then brought back here to be installed at the old nine-mile ramp for static testing; from that they will go back to Texas to build the entire deck section with the existing barrier and put the new railing on top and those would be crash tested. Mr. Dufrechou stated the first two tasks are the analytical design work and the static testing, not to exceed \$100,000.

Mr. Lorino stated Mr. Dufrechou is trying to maintain the little walkway that they have out there right now, and that is very important and is one of the things they are looking at, but if this system we are looking at here right now is not on any bridge anywhere, they are blazing new territory and looking at something totally different. Mr. Lorino stated the Highway 11 bridge has been tested and asked if Texas A & M did that work and testing also. Mr. Dufrechou replied yes. Mr. Lorino asked Mr. Dufrechou if Texas A & M gave him any ifs or the buts between the two as far as actually working or being the best working scenario for the Causeway. Mr. Dufrechou stated the only thing they can tell with any degree of confidence right now is that the Highway 11 system would work because it has been through all the tests, but their new concepts have not. He stated what they are looking at now is they are putting their best forces in testing the environment for something that has the potential. Mr. Dufrechou stated what they are trying to do is if there is an incident on the bridge, to keep that vehicle on the bridge and keep it from going overboard. Mr. Lorino stated he appreciates both sides of it but wants to make sure the Causeway looks at it knowing it is going into something brand new and wants some type of guarantee from Texas A & M that this system will work. Mr. Lorino added he has not been involved in any of this and is just throwing it out now - that this guarantee is something that would be very important to him. Mr. Bourgeois stated that is the ultimate and explained it is going to be a step by step process; the first step is to design a number

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of alternates that can be done and to take those alternates and compare them for constructability; make refinements and the ones that survive that round will then go forth to the next round, which will be the actual static tests. He stated the ones that survive the static tests then will go to the dynamic test where they actually run the crash from different crash test scenarios. Mr. Bourgeois stated the ultimate product will be the one that meets all the requirements. Mr. Ligi stated obviously the big question is going to be cost and asked when will the Commission have an idea of the cost. Mr. Dufrechou replied probably this time next year. Mr. Ligi asked if that is the best he can say right now. Mr. Dufrechou stated this past summer they went for the TIGER grant for about \$30 million. Mr. Ligi asked where does the cost come from - from Mr. Bourgeois. Mr. Bourgeois stated the cost GEC developed for the TIGER grant is something they have and they will be able to develop a magnitude cost of this one before it goes to testing - it is a matter of timing and whether it actually passes the tests. Mr. Bourgeois stated once they get through the static tests, they will be able to develop a cost estimate at that time - the magnitude of this effort going forward. He stated there will be some refinement after the testing but it would not necessarily change the price significantly - maybe 10% - 15%. Mr. Lorino stated, as Mr. Ligi mentioned, it is very important that when the Commission does this it needs to have a good ball park of the costs because things have to fall in place so that the trigger can be pulled at the proper time for a project like this. Mr. Lorino stated by listening to Mr. Bourgeois, when A & M comes up with the testing portion of it, if it works, they will be able to take that out, run it the distance of the bridge, and give a pretty close estimate of the costs. Mr. Bourgeois stated they will be able to develop that while A & M is working on things. Mr. Bourgeois pointed out on the slide what the TIGER grant money was based upon; the cheaper solution that also sacrifices the curb - about \$50 a linear foot - \$28 million cost. He

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stated the solution on the Highway 11 is similar to this and got bid at \$91 a linear foot. Mr. Bourgeois stated a concrete solution is going to be \$60 million and above. Mr. Bourgeois stated the ultimate answer is all based upon the crash tests. Mr. Lorino asked if they were to file for the TIGER grant in Washington based on the concrete and happen to receive it, can they then use the money for something else or do they have to use the concrete and lose the curb. Mr. Bourgeois stated the TIGER grant application was not successful. Mr. Lorino asked if there will be a TIGER grant that will be filed in 2014. Mr. Dufrechou stated no and they used the other one because it was the only thing at the time. Mr. Bourgeois stated if there is another round of TIGER grants, the original information is at hand to go forward with it. Mr. Rase stated to note on that with the TIGER grant, the Governor is looking at possibly helping out from Baton Rouge. In response to Mr. Rase's inquiry about the price going from \$30 million to \$60 million, Mr. Bourgeois stated the price of the steel shown is \$91 a foot some time ago so on the Causeway that would equate to the mid-\$50 million. Mr. Cvitanovich stated although the cost is probably the most important, the testing of this is a year out and asked how long from when they test it to when the installation would be finished - another year to year and a half - so this is two and one-half to three years away from today. Mr. Bourgeois stated two years would be very optimistic; there is one hundred miles of railing to be fabricated and installed. Mr. Cvitanovich stated they are talking about two and one half to three years out to be finished on one bridge in a perfect world. Mr. Bourgeois stated that is with every domino falling exactly right. Mr. Lorino stated that is why he thinks it is so important to try to get these things, even though they may not be right on the dollar, because if they wait for one to finish before starting the next, all they are doing is prolonging the situation - making it take longer. Mr. Bourgeois stated they can develop the estimate based upon the drawings for the static

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piece that is going to be tested because they will have all the information. He stated at that point they will be assuming that it is going to work and they will go forward with an estimate. Mr. Lorino stated Texas A & M is looking at this and asked what does A & M think about this product, this new project that they are getting ready to embark on being able to work or not work - do they give a 50%, 60%, 80%, 20 % or a do not know. Mr. Dufrechou stated from what they are telling him, they can practically design something here that can take the hit for the vehicle that went overboard, the most recent one. Mr. Dufrechou stated the goal for this is to save lives and to keep vehicles on the bridge; if the vehicles can be kept on the bridge they can get to them. Mr. Dufrechou stated the concern they have is, while this might work for a Class 3 which is the F-150 pickup truck or even the larger vehicles, the Class 4, the smaller vehicles, if they hit the curb, the curb will still induce those to roll; so these sections may fail a design criteria because it still induces vehicles to roll. Mr. Dufrechou stated this is something that he would suggest as the General Manager that they accept because the goal is to save lives and keep people on the bridge and retain the curb as a haven of last resort. Mr. Dufrechou stated it may not make the criteria that A & M and others are looking at traditionally but out on this bridge in any situation the whole purpose is to try to save lives. Mr. Dufrechou stated that is one of the reasons A & M wants to keep the rail section out here - they know that it can make, they have a high degree of confidence that that can make all of their criteria. Mr. Dufrechou stated they have told A & M repeatedly and they understand that we have to keep the curb to save lives. Mr. Dufrechou mentioned the I-10 high rise on which there were two deaths a couple weeks ago and showed on the slides the railing sections that sacrificed the curb; the people who had the breakdown got out of their vehicle, were forced to stand in the roadway and lost their lives; that is what they are trying to prevent - we are trying to save lives.

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Mr. Dufrechou stated this is going to be an interesting trying venture for the Causeway in the next years and added the big question ultimately is where do they get the money. Mr. Lorino stated if they had some type of estimate, adding they do not want to wait until the last date, which is why he is pushing so hard to emphasize this. Mr. Dufrechou stated right now the numbers they are working with are \$30 million for the railings and for safety bays upward of \$60 - 80 million. Mr. Ligi stated they have to realize that there is no perfect solution within the realm of financial reality. Mr. Dufrechou stated there is not a perfect engineering solution either. He stated the perfect solution would be to add shoulders. Mr. Dufrechou stated they are trying to achieve an added degree of safety; there have been ten overboards in twenty years - since 1993. Mr. Cvitanovich stated the tough decision or question they are going to have is spending \$30, 60, 80 million dollars on this knowing that it is not impossible one day to have a vehicle go over. Mr. Dufrechou stated that is correct, but hopefully this would prevent the vast majority.

Mr. Dufrechou stated the Piling Restoration Transformer Platforms project is complete, on budget, was completed ahead of schedule and approval was recommended. **On motion by Romig, seconded by Lorino, based upon the recommendation of the Staff and its Consulting Engineers, the Commission accepted the project titled Piling Restoration Transformer Platforms. The Commission authorized General Manager Carlton Dufrechou to execute any documents associated with the acceptance of this project on behalf of the GNOEC. Mr. Rase, Mr. Lorino, Mr. Romig, Mr. Ligi and Mr. Cvitanovich voted in favor of the motion.**

On the North Channel Bascule Control System Replacement project, Mr. Dufrechou presented Plan Change No. 3, which proposes installation of additional fuses to protect the DC drives and motors in an amount not to exceed \$20,000, and recommended approval. **On motion by Romig, seconded**

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**by Ligi, Plan Change No. 3 provides for the installation of additional fuses to protect the DC Drives and Motors in an amount not to exceed \$20,000. Based upon the recommendation of the Staff and its Consulting Engineers, the Commission authorized the General Manager to complete the execution of Plan Change No. 3. Mr. Rase, Mr. Lorino, Mr. Romig, Mr. Ligi and Mr. Cvitanovich voted in favor of the motion.**

On the hurricane repairs to the cable trays support system work, Mr. Dufrechou stated this is 100% reimbursable from the U.S. Government and the action item is concurring with the LA Department of Transportation and Development's selection of the low bidder C.E.C, Inc. in the amount of \$1,119,824 and recommended concurrence. **On motion by Rase, seconded by Romig, bids on State Project No. H.005971 were received by the LA DOTD on November 13, 2013. The low bid of \$1,119,824, submitted by C.E.C., Inc., is presently under review for compliance with the traffic control specifications. Should this review find the bid in compliance with the specifications, LA DOTD will recommend award to the low bidder. Contingent on the recommendation of LA DOTD of award, the Staff and Consulting Engineers recommend award of the project. Based upon the recommendation of the Staff and Consulting Engineers, the Commission concurred with recommendation of the LA DOTD to award State Project No. H.005971 to the low bidder C.E.C., Inc. In the amount of \$1,119,824. The Commission authorized General Manager Carlton Dufrechou to execute any documents associated with the award of this contract on behalf of the GNOEC. Mr. Rase, Mr. Lorino, Mr. Romig, Mr. Ligi and Mr. Cvitanovich voted in favor of the motion.**

Mr. Dufrechou stated one of the safety projects is the restriping of both bridges and recommended authorizing execution of the project memorandum to develop plans and specifications. **On motion**

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**by Lorino, seconded by Romig, based on the recommendation of the Commission Staff, the General Manager is hereby authorized to execute the project memorandum for the project titled Restripe the Lake Pontchartrain Causeway Bridges and the Consulting Engineers are authorized to begin development of plans and specifications. Mr. Rase, Mr. Lorino, Mr. Romig, Mr. Ligi and Mr. Cvitanovich voted in favor of the motion.**

With respect to the bridge railing, Mr. Dufrechou presented a resolution that would authorize the design and detail of railing options and full scale static testing, which will be Tasks 1 and 2, by Texas A & M Transportation Institute in an amount not to exceed \$100,000; the engineers and staff are recommending this. **On motion by Ligi, seconded by Romig, based on the recommendation of the Consulting Engineers and the GNOEC Staff, the General Manager is hereby authorized to negotiate a contract with the Texas A & M Transportation Institute for the initial phases of the Lake Pontchartrain Causeway Bridge Railing Study, not to exceed \$100,000. Mr. Rase, Mr. Lorino, Mr. Romig, Mr. Ligi and Mr. Cvitanovich voted in favor of the motion.**

Mr. Dufrechou stated on behalf of the staff, he thanks the Commission for championing not only the Causeway and its efforts but the staff's.

Mr. Rase stated the last thing is the Election of Officers, and based on consensus, Mike Lorino will be Chairman; Steve Romig, Vice Chairman; Toni Ligi, Treasurer; Tommy Cvitanovich, Secretary; and Larry Rase, Assistant Secretary Treasurer. **Mr. Romig moved, seconded by Mr. Ligi, that the Election of Officers is accepted as presented. Mr. Rase, Mr. Lorino, Mr. Romig, Mr. Ligi and Mr. Cvitanovich voted in favor of the motion.**

Mr. Rase stated this is his last meeting as Chairman and he has a couple thoughts. Mr. Rase stated

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when he started with the Causeway, he originally started in the Blanco administration and was the one-year swing seat and since then he has received other appointments to it. Mr. Rase stated as a team he thinks the Causeway has accomplished a lot in this past year; just the fact that they are sitting here talking about the railings, he thinks they have come a long way. Mr. Rase stated they have discussed such things as succession plans, how the personnel will work; the rail options that were talked about here; a brand new toll system in place; a selection of architects to build the North Shore office when the leases expire on the South Shore; settlements on the South Shore for the flood control in Jefferson Parish - thanks to Mr. Bourgeois; changed the GNOEC benefit packages to bring them in line with the Best Business Practices, which he thinks is a good thing for us; changed type of vehicles for the patrol officers to increase their effectiveness and safety - he thinks on the safety side of it on the rear-end impact they decided to go with that vehicle based on that. Mr. Rase stated they certainly have had some tragedies - three overboards since he has served as Chairman, which is in one year; one resulted in an amazing rescue and tragically the other two resulted in deaths. Mr. Rase stated he is proud of how the Causeway responded to both of those overboards, which was a heck of an effort. Mr. Rase stated safety has always been the number one priority; they are committed to do the right thing every time; they do whatever it takes to keep the commuters safe and never see another life lost on the bridge. Mr. Rase stated so for all the Commissioners that are sitting here, as well as those previous, he certainly thanks them for their leadership and direction. Mr. Rase stated Mr. Dufrechou has done a wonderful job for the Commission and he is real glad to see him sitting here; he does a great job day in and day out but in reality the Commission really has to thank the staff. Mr. Rase stated the staff, day in and day out, is taking care of different things - things they have never seen before - and mentioned the pig and chickens - a few things like that, the

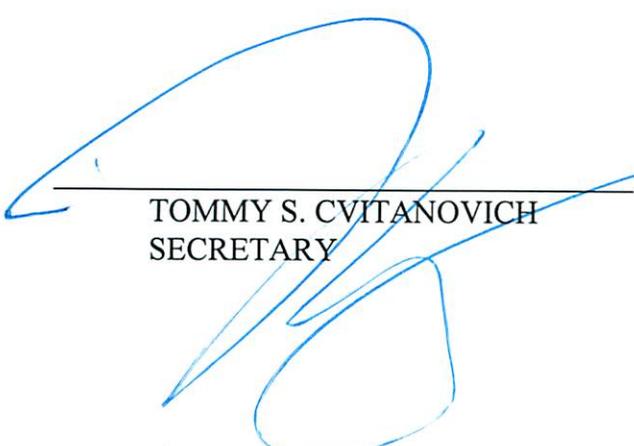
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people who really keep the bridge going are the staff and the Commission thanks them for that. Mr. Rase stated it has been an honor to serve as Chair; he will continue to serve on the board and has one year left on his appointment. Mr. Rase stated Mr. Lorino was born and raised in New Orleans, and started his career as a bar pilot in 1978 and has been President of the Associated Branch Pilots since 2000, which is a feat in itself because they have annual elections. Mr. Rase stated Mr. Lorino has served on multiple boards around the state and is a champion and advocate for the State of Louisiana. Mr. Rase stated Mr. Lorino is the guy that they call up to Washington when there are discussions about the water resource bill and dredging to fifty feet; Mr. Lorino is the one they put in the pit with all the legislators and he answers all the questions; he does a great job of it. Mr. Rase stated Mr. Lorino was first appointed to the GNOEC in 2012 and he has worked with Mr. Lorino over the years in different things and he promises he will serve the Causeway with distinction. Mr. Lorino thanked the Commission and stated he is looking forward to working with everyone. Mr. Lorino thanked Mr. Rase for his service as Chairman the past year and stated he has done a fantastic job.

**There being no further business, on motion by Lorino, seconded by Romig, the meeting was adjourned.** The Commission wished everyone Happy Holidays.



MICHAEL R. LORINO, JR.  
CHAIRMAN



TOMMY S. CVITANOVICH  
SECRETARY