



HPL review



Providing up-to-date information on the Huey P. Long Bridge Widening Project

2009 Issue No. 4

SAVE THE DATE

BAT/CAT MEETING

EAST BANK

January 4; March 8

6-7 p.m.

East Bank Regional Library
4747 W. Napoleon Ave.

WEST BANK

January 14

6-7 p.m.

Bridge City Fire Station
2220 Bridge City Ave.

March TBA

6-7 p.m.

Nine Mile Point Fire Station
1024 Oak Ave.

The Transformation Begins 1 - 2

West Bank Roadway 3

Meet the Builder 4

The Transformation Begins



CONTACT INFO

Public Outreach Office:
4910 Pontchartrain Rd.
Jefferson, LA 70121

Public Outreach Line:
(504) 731-4200

Toll Free:
(866) 846-3352

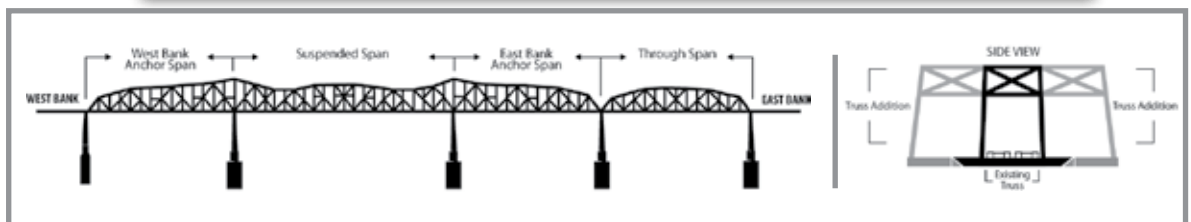
Web site:
www.hueypbridge.com

E-mail:
hueypbridgeinfo@latimedmgrs.com

My Huey P.:
www.myhueyp.com

Find us:
 twitter.com/hueypbridge

Fan Page and Group Page



November 3 marks the beginning of the much anticipated bridge transformation. It took more than a year to prepare the bridge for the structural steel that is transforming the single barrel structure to a triple barrel structure. This structural steel installation will be one of the most visually exciting portions of the project.

The four span bridge will be erected one span at a time. The upstream side of the West Bank anchor span was the first section to receive new truss additions. This area, spanning 529 feet, is being constructed using the stick-built method, meaning each element of the span is

individually placed.

The first truss elements installed were two bottom chords, two verticals, three diagonals, three floor beam extensions, and two lateral struts. The West Bank anchor span is estimated to be completed by May 2010.

The three remaining bridge spans will be installed using the span-by-span method. This will entail implementing large barges to transport a pre-assembled span section, position it under the bridge, and lift it into position using strand jacks. According to Sean McInerney,

(Continues on page 2)

Assistant Project Engineer with MTI — joint venture of Massman Construction Co., Traylor Brothers, Inc. and IHL, Inc. and the contractor for this phase of the project — this is the first time the strategic steel installation method will be used on this scale.

As the stick-built construction began, so did the periodic bridge closures. The contractor has kept traffic impacts to a minimum by having intermittent bridge closures during the non-peak traffic hours of 9 a.m. to 3 p.m. According to the contractor, the periodic closures will last from 15 minutes to one hour and will be ongoing until the completion of all four spans.

“The periodic bridge closures have been going smoothly. People are responding and adapting well.” explains Tim Todd, Resident Engineer with Louisiana TIMED Managers. The contractor is doing a great job at giving enough notice to alert the traveling public.”

For those interested in following the steel installation progress, there are two ways to stay current with the undergoing transformation.

- **Steel Installation Photo Diary.** Available online is a photo diary which includes angles rarely seen by the general public. The photo diary can be accessed at this link: <http://bit.ly/3NVcXo>.
- **Web cams.** One of the six Web cams available on the Web site provides a great view of the upstream steel installation of the West Bank anchor span. This Web cam can be accessed by choosing the “Web cam – HPL Bridge Construction” link from the Explore menu on the homepage of the Web site. Once the two web cams are displayed, choose the HPL West Bank camera.

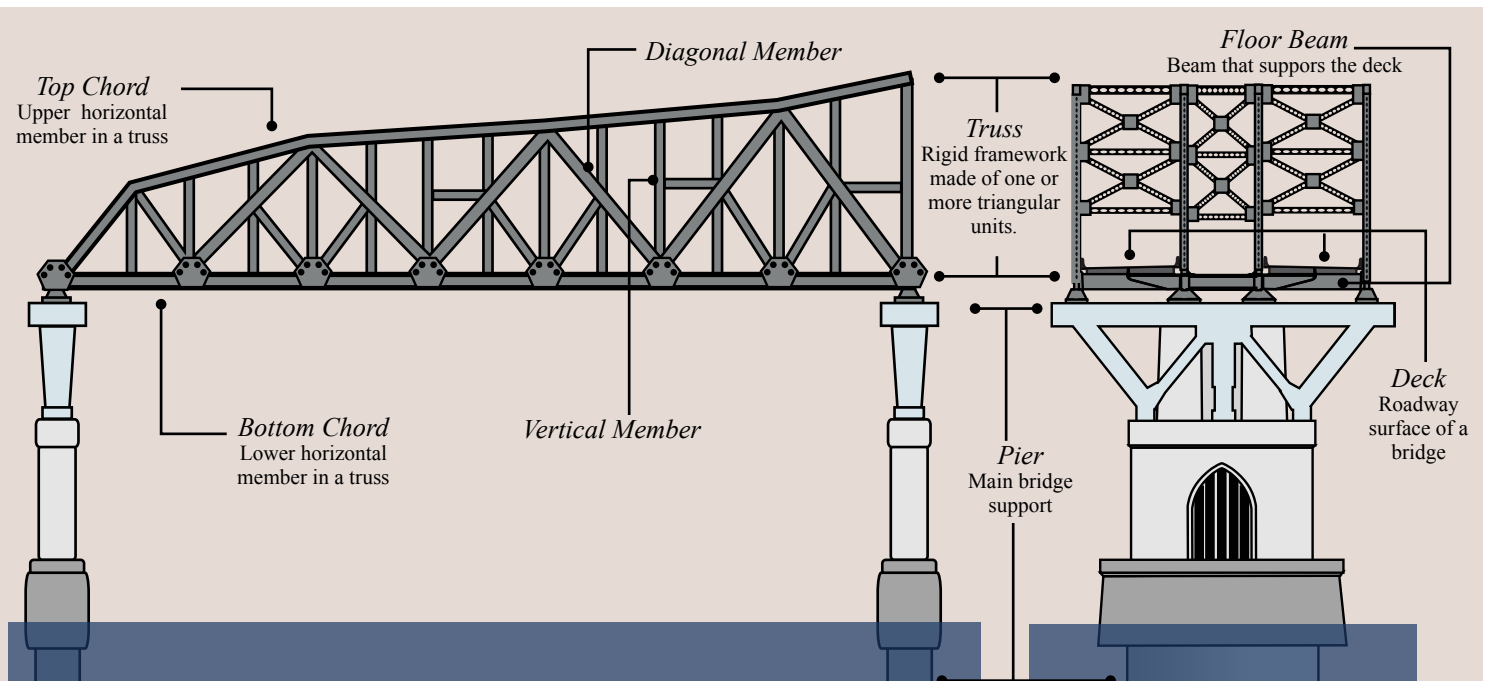
**BRIDGE CLOSURES:
WAYS TO STAY INFORMED**

**Call Phone Line
(504) 731-4200**

**Visit Website
www.hueypbridge.com**

**Follow us on Twitter
www.twitter.com/hueypbridge**

KNOW YOUR STRUCTURES



West Bank Roadway Work Begins To Take Shape

Work on the West Bank roadway has been steadily progressing. The signalized intersections and roadway are taking shape. Here's an overview of the expected road work within the next three months.

LA 18 / US 90

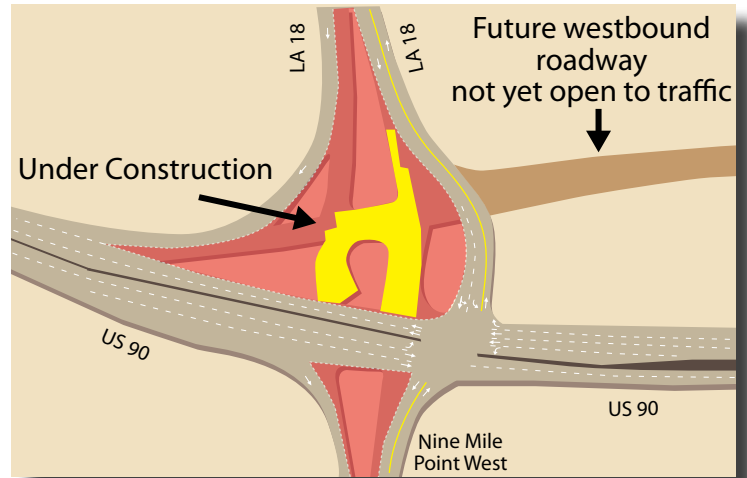
The opening of Nine Mile Point West on November 16 marked the beginning of Phase II of the new traffic configuration at the intersection of U.S. 90 and LA 18. At this point, traffic has been directed to the newly paved sections of LA 18. The original roadway has been removed and is being repaved. Once completed, traffic will shift to the newly repaved section until the future westbound U.S. 90 roadway tie-in is ready.

Bridge City Avenue

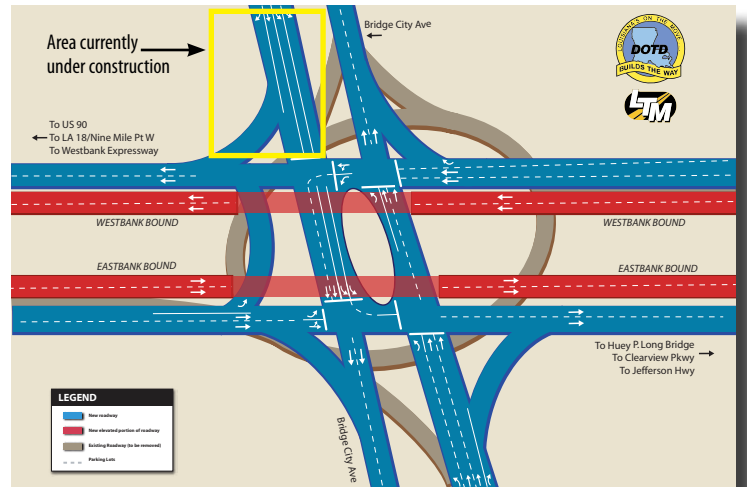
The preparation for the widening of Bridge City Avenue West has started. In the next couple of months, paving of the newly widened section will take place. Construction will then move to the other side of the avenue.

West Bank Approaches

The construction of the eastbound approaches has been going smoothly. The eastbound approach will be paved by February 2010. On the westbound side of the approach, columns and caps will be finished by early 2010. Once done, girders will be installed to prepare the deck.



US 90 and LA 18



Bridge City Avenue signalized intersection

BAT / CAT Meeting Update

Starting in January 2010, our bi-monthly Business Advisory Team (BAT) and Community Advisory Team (CAT) meetings will take place at the same time. Another change will be the time at which our East Bank meeting will be held. The meeting will start at 6 p.m. at the East Bank Regional Library.

For our West Bank meetings, we are joining forces with Bridge City Citizen's Group Organization and the Nine Mile Point Community Group. Our BAT / CAT meeting will be held every other month and will coincide with their monthly meetings. For more information, please call (504) 731-4200.

DID YOU KNOW?

An estimated 17,500 tons (35,000,000 lbs) of structural steel will be used in the main bridge widening phase, which is equivalent to 2.5 Eiffel Towers.



SLOW

SLOW DOWN AROUND WORK ZONES

The Huey P. Long Bridge is an active construction site. For your safety and the safety of construction crews, remember to slow down around work zones. Visit www.geauxorange.com for safe driving tips when around work zones.

MEET THE BRIDGE BUILDER

Jeremy Martin, E.I.

Role on project:

Assistant Project Engineer. It is my job to coordinate between the contractor and the design engineer by responding to requests for information, reviewing shop drawings and other fabrication and erection issues.

Brief bio:

I was born in New Orleans and moved to Poughkeepsie, NY when I was 10. When I was 18, I returned to New Orleans and attended Tulane University (which had a civil engineering program at the time). I graduated with my master's in civil engineering in 2006.

What attracted you to this project?

This project is novel and complex. I was attracted to the problem solving and creative thinking required to design the widening of the bridge. When the job went out to bid, I wanted to stay with the construction services part of the job because of the sheer scale and "once-in-a-lifetime" qualities of the project. A huge bridge widening like this does not occur often.

What has been most rewarding aspect of your role on this project?

I would have to say working with a diverse array of interesting and talented people. With a project this challenging it can be difficult to face every obstacle yourself. I have been consistently amazed at the way the contractor, the project managers and the design engineers have worked together to come up with inventive and brilliant solutions to problems that I have never faced before. Every day I encounter a new problem or situation, try to solve it and learn something new.

What has been the most challenging obstacle you have faced since working on the project?

The sheer quantity of paperwork involved. It is tempting to think the work is done after the design is completed and all the contractor does is just "put it up". In reality, the design is a small portion of the total work. Day to day we look at shop drawings (plans of how each piece of the bridge goes together), material specifications, welding procedures, erection procedures and unexpected existing bridge conditions. All of these issues have to be documented, evaluated and approved in a timely manner. It takes a tremendous amount of time and effort to review them without delaying a very aggressive project schedule.

If you weren't working on the Huey P. Bridge, what would you be doing?

I would be analyzing and rating one of the many bridges in Louisiana which requires consistent maintenance and inspection to remain safe.

What is your favorite thing about the Greater New Orleans Area?

The culture. I love the way that people here come together to celebrate life and their home over music, food, neighborhoods, anything that gives an excuse to socialize and have a good time with each other. This is a unique place in the world and most people in the area know that and are willing to defend it in the face of hurricanes, politics and other threats.



HUEY P. LONG
BRIDGE WIDENING

Public Outreach Office
4910 Pontchartrain Rd.
Jefferson, LA 70121

