

2008 Top Construction Projects



**Construction moves beyond
Katrina-related repairs**

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2008 Construction Report

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On the cover:

Construction continues on the \$3.2-billion Marathon refinery expansion in Garyville. Billed as the largest project in the state, it is expected to be completed by the end of 2009. Photo courtesy Marathon Oil Co. LLC

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Work continues on the new \$803-million Interstate 10 Twin Span bridges. Plans call for the westbound span to open in 2009 and the eastbound span to open in 2011.

INTRODUCTION

2008 projects move beyond Katrina work

By Christian Moises

Associate Editor

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DESPITE THE ABSENCE of a skyline full of cranes, there are billions of dollars of ongoing construction projects in the area. The 10 priciest projects account for nearly \$6.3 billion — and many more are on the way.

In the 2008 issue of Top Construction Projects, CityBusiness examines the top 10 projects in the area ranked by dollar amounts. Some projects listed are expected to break ground in the coming months while others are already under way.

The 2008 list represents an array of industries ranging from energy to education, residential to retail.

Many project costs fluctuated because of increases in material, labor and insurance prices. A worker shortage put many projects over budget, off track or on hold.

But that's not putting the brakes on work.

Five of the top 10 projects are new developments unrelated to Katrina. Two are jobs in the works before the storm to provide added protection.

In the 2008 Top Construction Projects, the following two new sections have been added to update projects in the works and new jobs on the horizon.

Top 10 Project Update

The nearly \$6.3 billion in projects listed this

year is far less than the \$11 billion in 2007 because of a new approach to the Top Construction Projects listing.

Instead of keeping projects still under construction in the Top 10 list year after year, we have revisited the 2007 list in the Top 10 Project Update. A snapshot was taken of where the project was in 2007 and updated to reflect any progress made since then.

Only one project has been put on hold — the North Shore Marina Tower condominiums — while the remaining nine are moving forward. The costs of two projects from last year's lineup have risen — the Huey P. Long bridge expansion and task Force Hope hurricane protection — but officials with the remaining ventures are confident about meeting deadlines.

On the Drawing Board

These projects have been reported but are held up in the design phase, awaiting permits or funding, or progressing slower than expected.

The future of some projects is still unknown but their development is necessary to the recovery. Louisiana State University has proposed \$1.2-billion teaching hospital, and the \$650-million Veterans Affairs medical complex continues to face hurdles. But these are two critical elements in repairing the area's crippled health care industry.

With 2008 billed as a tipping point in the recovery, all the projects listed show there is momentum to meet that goal. •



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Photo courtesy Marathon Oil Company LLC

Work continues on the \$3.3-billion Marathon refinery expansion in Garyville, which is expected to be finished and ready to be started up by the end of 2009.

TOP 10 CONSTRUCTION PROJECTS

1 Marathon refinery expansion

\$3.2 billion

MARATHON'S \$3.2-BILLION Garyville refinery expansion is the largest project in the state and one of the largest private sector projects in the country.

Construction began in March on what essentially will be a new refinery adjacent to the existing one. Startup is scheduled for the end of 2009 and will increase the refinery's crude oil capacity to 425,000 barrels per day from 245,000, which is equivalent to adding 7.5 million gallons of clean fuels a day, enough to fuel more than 380,000 cars.

During peak construction, the project will require up to 4,000 construction workers and add an estimated \$60 million to state and parish coffers from sales tax. The completed expansion will add 200 full-time employees and up to 80 full-time contract employees.

The American appetite for fuel, requiring imports of close to 2 million barrels a day, prompted Marathon to begin studies for the project in 2004. Garyville was the obvious choice for two reasons — its energy efficiency and access to infrastructure, said Richard Bedell, plant manager.

Access to the Mississippi River, the Gulf pipeline, rails and highways made the location appealing.

There is room to grow on Garyville's 3,000-acre site. The 400-acre expansion will share much of the 900-acre existing refinery's components, as well as add a new ship dock, increased electrical capacity, a hydrogen plant, several product or crude tanks, process units and a coker unit, which is where delayed coking occurs and removes the byproduct of the refining process known as petroleum coke.

The refinery is one of the most energy efficient in the country because it was the last grass-roots refinery built, Bedell said. Marathon started up the plant in September 1976, and unlike older refineries, the refinery operates on single, larger units performing certain processes rather than several, smaller ones.

"It's a matter of economy of scale because it takes the same number of people and more energy to run units with smaller output," Bedell said. Considering energy use represents 50 percent of a refinery's manufacturing cost, Marathon is investing more money in construction to add heat integration and recovery equipment on the front end to save in efficiency and emissions, Bedell said.

To that end, Irving, Texas-based Flour Corp., a project management, engineering and procurement firm, maximized efficiency through a number of design elements in waste heat recovery, steam generation and air preheat.

"The opportunity to work on the first major refinery expansion in the United States, starting from the conceptual stage all the way through construction with a key client is tremendously exciting," said Steve Anderson Sr., vice president and project director for Fluor.

Hurricane Katrina prompted some second thoughts about the project's viability, Bedell said. But after "extensive studies," the project moved forward.

"We're in pretty good shape here, inland, so not prone to storm surge flooding," he said.

The refinery suffered only minor wind damage from Katrina and was the first refinery back online a week

after the storm.

"What prevented us starting up quicker was infrastructure," Bedell said. "The pipelines and the river, the whole logistical system has to come back together."

The manpower shortage immediately after the 2005 hurricane season drove up cost estimates for the project, Bedell said. The project originally was estimated at \$2 billion, according to "The Louisiana Economic Outlook," an annual report prepared by Louisiana State University economics professor Loren Scott.

To meet the work force demands, Marathon is relying on the employee resources of its six primary contractors, all of which are Louisiana companies. In addition to Fluor, Shaw Stone & Webster of Baton Rouge is also providing engineering and procurement on the project. Industrial Specialty Contractors of Baton Rouge and Excel Contractors of Prairieville are doing electrical and instrumentation work, and Turner Industries Group LLC and Performance Contractors, both from Baton Rouge, are responsible for mechanical work.

"It's a Louisiana project, but also worldwide," said James Shoriak, Marathon project director. Because of the project's size, engineering, design and materials are being provided from around the world.

The first of 22,000 piles were driven in July and foundations were poured by September. By the end of February, work will commence on pipe erection. By this summer, contractors will start hauling in and placing equipment, including a new 44,000-barrels-per day Coker unit, Shoriak said, giving the refinery the world's two largest units. •

By Angelle Bergeron
Contributing Writer



Photos courtesy U.S. Army Corps of Engineers

Pending an environmental impact study, a judge in December could allow work to continue on replacing the 50-year-old lock system on the Inner Harbor Navigation Canal.

TOP 10 CONSTRUCTION PROJECTS

2 Inner Harbor Navigation Canal locks

\$823 million

FOR MORE THAN 50 years, the Industrial Canal has been waiting for lock replacement. If an injunction is lifted in December, the project could resume.

Officials say the lock system is of vital importance as it serves national and international maritime traffic. With the Mississippi River Gulf Outlet closing, the Industrial Canal provides the main eastern access to the Gulf Intracoastal Waterway.

The Port of New Orleans completed the lock in 1921. According to Larry Poindexter, senior project manager for the Inner Harbor Navigational Canal Lock Replacement Project, the typical life span of a lock is 50 years. In 1956, Congress authorized replacing the lock as part of the federal Rivers and Harbors Act.

However, Congressional authorization does not guarantee funding and money did not come for the lock project.

Three decades passed before Congress reauthorized the project in 1986. However, Congress continued to withhold funding.

Because the project would affect urban areas near the Industrial Canal, Congress passed a \$38-million Community Impact Mitigation Plan as part of the Water Resources Development Act of 1996. The mitigation funds would address job training and improved police protection, as well as updating and improving area parks and playgrounds, among other things.

In 1998, Congress authorized the start of new construction. Demolition work on the Galvez Street Wharf was completed in 1999 and other obstructions were demolished and contaminating materials were removed.

In October 2006, a federal court ordered the U.S. Army Corps of Engineers to stop work on the project until a supplemental environmental impact statement was completed by the Corps regarding post-Katrina conditions. The original environmental impact statement was completed in 1996.

Poindexter said the supplemental statement is scheduled to be completed by the Corps and presented to the judge in December, who will decide whether to allow construction to continue. If the judge gives the green light, work should resume quickly.

Bobby Duplantier, a project manager on the lock replacement, said contracts were ready to be awarded when the court handed down the order. If work is allowed to continue, the contracts would need to be reviewed and awarded.

However, the funding issues that have plagued the project for a half-century will continue to be a concern, officials said. Congress can authorize full funding one year then reduce or stop funding the next. Duplantier said the best-case scenario — full funding from Congress each year — would complete the lock in 2018.

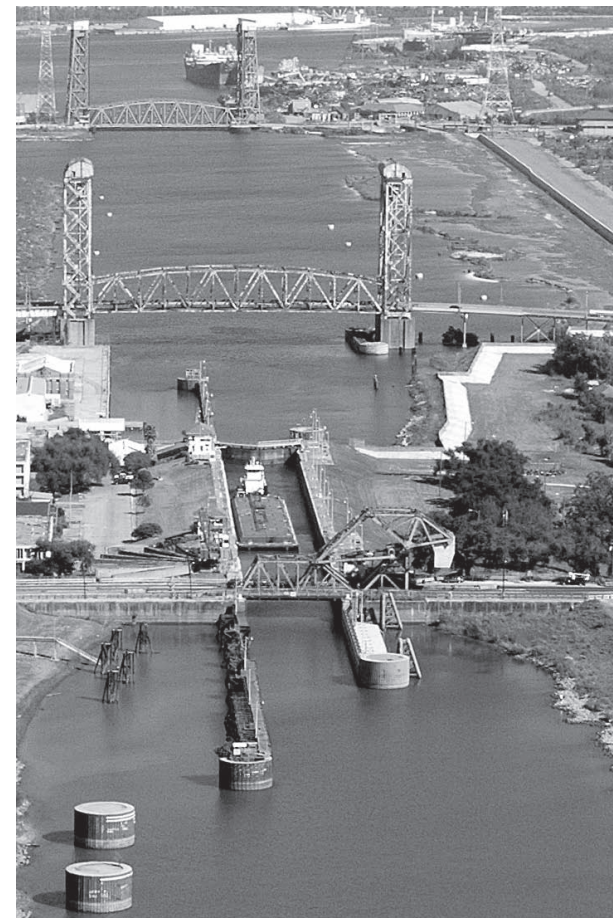
“It all depends on what Congress will give us in any one year,” Poindexter said, adding that the best estimate has the project costing about \$823 million.

The costs of a lock sized only for inland navigation would be split between the Inland Waterway Trust Fund and the regular Corps appropriations. The Corps would pay 65 percent of the remaining costs while the Port would pay for the other 35 percent.

For a new lock to be constructed, the area must be dredged, dredged material disposed of, the old lock removed and demolished, and the new lock installed. The old lock will be functional and traffic will continue to travel through the Industrial Canal until the new lock is in place.

The lock is too small to accommodate today’s maritime traffic. It is 75 feet wide by 640 feet long and 31.5 feet deep. The replacement lock will be 110 feet wide by 1,200 feet long and 36 feet deep, nearly tripling lock capacity.

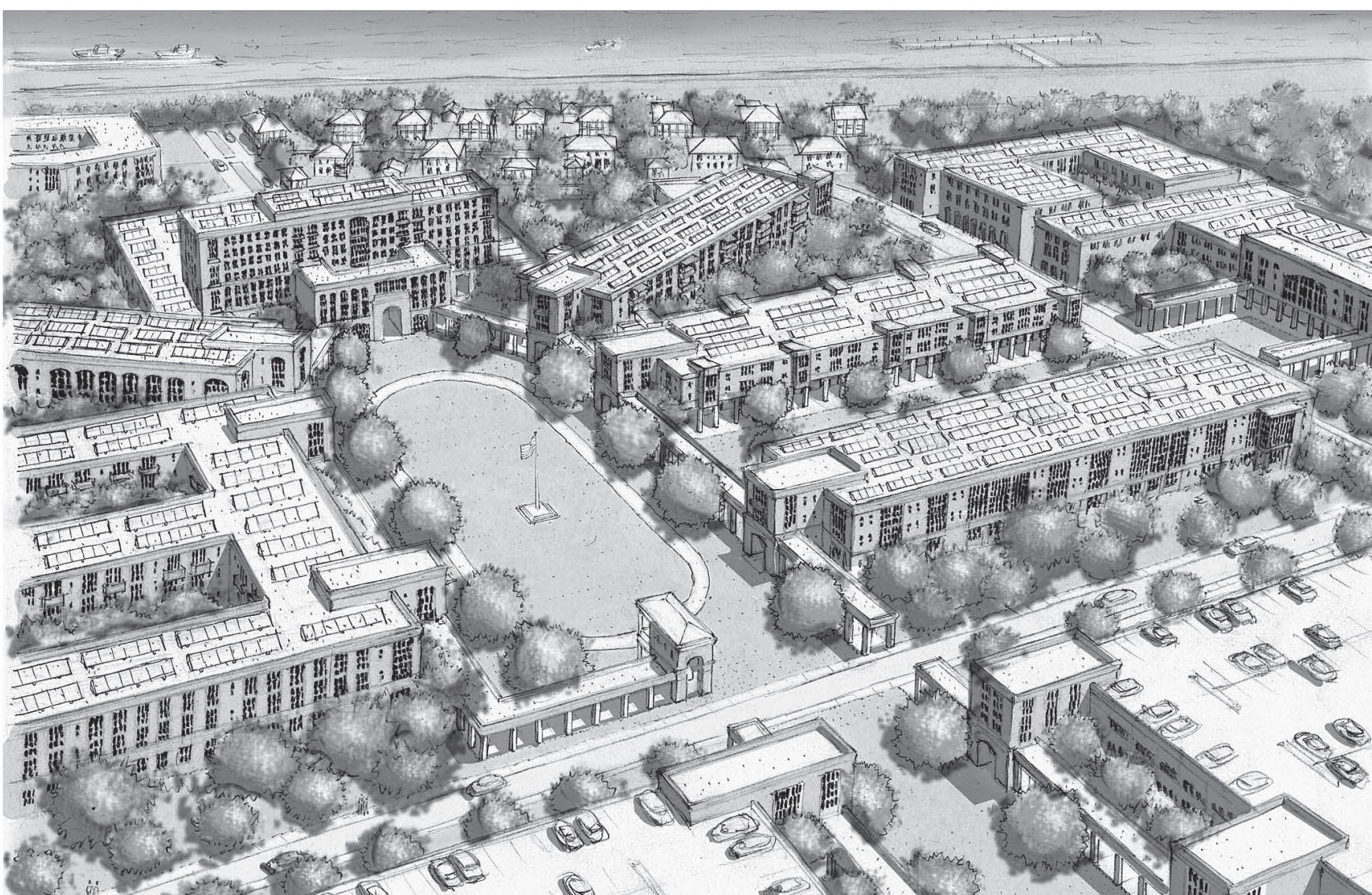
The project will have implications on worldwide trade as well as the New Orleans area, Poindexter said. If the



A new lock system on the Inner Harbor Navigation Canal is estimated at \$823 million with a 2018 completion date.

project starts again, mitigation funds will resume and the devastated neighborhoods along the Industrial Canal will benefit from improved police protection and better parks and playgrounds.

The project also will bring more jobs to the New Orleans area. The Corps estimates the project will create 950 jobs a year. •



Rendering courtesy Apogen Technologies

Work is expected to begin no later than September on the \$500-million redevelopment of the Naval Support Activity campus into the Federal City complex.

TOP 10 CONSTRUCTION PROJECTS

3 Federal City

\$500 million

WORK WILL START this year in Algiers on New Orleans' largest modern military facility, beginning a \$500-million, 162-acre construction project expected to be completed in three phases spanning 15 years.

Skyrocketing construction costs have more than doubled the price tag of the high-tech military Federal City campus — to be located at the former Naval Support Activity base — since the project was approved in 2005 with a \$200-million price tag, said retired Marine Maj. Gen. David Mize, chairman of Mayor C. Ray Nagin's Military Advisory Committee and senior vice president of Apogen Technologies, the New Orleans-based company developing the complex with state funds.

The rising cost of building materials and labor slowed building the campus, approved just days before Hurricane Katrina, for nine months.

"When we started planning, the costs were at \$150 to \$175 a square foot, and now we are looking at \$400 a foot," Mize

said. "Now we have to figure out how to raise the (extra) money to make it happen. It's a major challenge."

By Ariella Cohen
Staff Writer
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But even as costs rise, federal and state officials remain committed to completing Federal City, which will include residential and

commercial space as well as thousands of offices for the military, the Department of Defense, the Department of Homeland Security and other federal agencies.

"The commitment of all parties to proceed with the Federal City concept remains intact even as costs have risen in the post-Katrina construction market," Mize said.

The development has been a collaborative effort between Apogen and the public sector since it was born in 2004 as a response to the federal government's plan to close the base in a larger cost-cutting Base Realignment and Closure process.

In 2004, Louisiana officials, working with Mize, convinced the Department of Defense to remove the West Bank base from the closure list by offering Federal

City. The project would eliminate NSA's East Bank operations and not cost the federal government a dime to build since the state and private sector would fund it, Louisiana officials promised.

"This is a project that will retain jobs and create new jobs, high-paying military jobs and it's a win for the community because you get the economic advantage of 10,000 new people in the community," said state Rep. Jeff Arnold, D-Algiers.

"The economic impact of this project is astounding."

An initial \$46,000 consulting grant from the Algiers Development District Board kicked the project into high gear. After state and local officials approved the project in 2005, the Louisiana Economic Development gave \$100 million to cover development costs at the site.

Other public money for road and infrastructure improvements are expected to come from the city of New Orleans Regional Planning Commission in future allocations. The Algiers Development District is also supporting the project by creating a Tax Incentive Financing district that will funnel tax revenue created in the surrounding area back to the development to cover building costs.

Federal City will be designed by HRI/ECC, a New Orleans-based development company. Duany Plater-Zyberk & Co., a design and development firm known for creating pedestrian-friendly residential communities, will work with HRI on the design. No builder has been chosen for the project, Mize said.

When the federal government took

NSA off the BRAC list, it gave the state until Sept. 30 of this year to start construction, a deadline officials are confident they will meet.

"We anticipate breaking ground no later than September 2008," Mize said.

The first tenants slated for Federal City are 1,500 to 1,800 people employed by the U.S. Marine Forces Reserve, a Marine mobilization command moving to NSA from Kansas City, Mo., with about 300 jobs. Plans call for the reservists to work and live on the site, which will include a movie theater, restaurants, shopping outlets, gyms and schools. Mize expects Federal City will eventually house 10,000 employees. •



Photo by Frank Aymami

Marine Maj. Gen. David Mize, chairman of Mayor C. Ray Nagin's Military Advisory Committee and senior vice president of Apogen Technologies, is leading the \$500-million Federal City development.

4 TOP 10 CONSTRUCTION PROJECTS

Dillard University repairs

\$400 million

AFTER MORE THAN two years of delays, major portions of Dillard University's Hurricane Katrina-ravaged campus are being either renovated or built from scratch.

"The mood here is in general much more upbeat than it has been for quite some time," said Theodore Callier, assistant vice president for Dillard's sponsored programs. "Work is under way across the campus and that is something that I think we are all encouraged by."

School officials say they are happy to see storm-related renovation work, put off since 2005 by delayed Federal Emergency Management Agency funding, taking place in the school's pre-Katrina facilities.

Chancellor Marvalene Hughes is especially proud of the new 170,000-square-foot Professional School of Science building, which will cost about \$40 million.

"This will be a new Leadership in Energy and Environmental Design building, which is significant in green building," Hughes said, adding that the school raised more than \$30 million from foundations, grants and individual contributions.

"Much of the \$30 million was devoted to the science building. We wanted to assure we had state-of-the-art facilities in science, nursing, public health and the humanities. Those facilities alone, the laboratories, were over \$20 million."

A design-build project under the direction of Woodward Design+Build, the science building is expected to begin construction this summer and be open by early 2010.

By **Garry Boulard**
Contributing Writer

"It is a very important project for us," said Edgar Chase, Dillard's dean of facilities management and facilities planning, adding that project architect Sizeler Thompson Brown Architects "are right now working to perfect the design, and in doing so are seeking the input of the business, nursing and natural science faculties who will be working in that building." Sizeler Thompson Brown also developed a master plan for Dillard.

Hughes is also anticipating the Board of Trustees will approve in April a \$15-million to \$20-million student recreation and health facility that will include services for adjacent community members.

Although the science and professional schools building represents what Hughes called "the heartbeat of the 'new' Dillard" at groundbreaking ceremonies for the structure in November, it is the devastation brought by Katrina that still dominates much of campus life today.

The estimated \$400 million in damages was primarily caused by Katrina's floodwater, which peaked at 8 feet on the 55-acre campus and damaged every building. The school was forced to relocate students to other parts of the city, including the Hilton New Orleans Riverside, while Dillard officials tried to navigate a FEMA and insurance

reimbursement system that held up payouts for months.

"It did take longer than we anticipated," Chase said. "But since last August, FEMA has really made an effort to understand our situation here and is now working much better with us. So far we have received \$6 million from FEMA, which may not seem like a lot, but to us it is. Keep in mind that two years ago at roughly this same point we only had received \$34,000 from them."

And the insurance struggle continues.

"We have received \$115 million from the insurance company, but we have a major disagreement with that and we have filed suit, with an October trial date," Hughes said. "As of this moment, we have expended about \$225 million on repair work."

With an improved funding outlook, Dillard is now also zeroing in on completing the renovation of the Will Alexander Library, which is expected to open its first phase by March 15.

"Only that section is expected to open because we are expanding due to the load bearing needs for some technological needs that cannot be supported by the existing structure," Hughes said.

Final renovation plans are also ready for the Straight, Hartzell and Camphor residential halls.

"We want to totally restore Straight Hall and have it ready to go by the spring of 2009," Chase said. "Work on Hartzell and Camphor will follow in 2010."•



Repair work on Rosenwald Hall, one of the oldest buildings on Dillard University's campus, is expected to be completed by June when it will house the university's administrative offices.

CityBusiness file photo

5 New Orleans road repairs

\$300 million

NEW ORLEANS RESIDENTS: Watch out for orange cones and barricades on city streets throughout 2008. Federal, state and local programs will activate road repair projects all over the city.

Three major funding sources — the Federal Highway Administration's South Louisiana Submerged Roads Program, the Federal Emergency Management Agency's Damaged Roads Program and the Louisiana Department of Transportation and Development's 2007 surplus funds — will jumpstart an array of repairs and new construction in the first quarter.

"2008 is a big year," said Robert Mendoza, Public Works director for New Orleans. "Between the Submerged Roads Program, our program and the state program, you're looking at around \$360 million of road construction over the next five years — really squeezed in a tight period."

The Submerged Roads Program pays 100 percent of repairs on all federal aid routes in New Orleans, which covers almost all of the city's largest roads, Mendoza said. The city prioritized 52 projects to be let and

started at least by early 2009. The FHWA program will fund about \$54.5 million worth of projects in Orleans Parish this year, Mendoza said. Most projects are rehabilitation projects consisting of asphalt replacement known as mill and overlay, he said.

By Jaime Guillet
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At the top of the city's list is a \$1.5-million repavement of Marconi Drive from Robert E. Lee Boulevard to the Norfolk Southern Railroad.

The city received its bids on the program's first three projects Dec. 19. Mendoza said the project costs are FHWA estimates and will probably end up costing twice as much. The other two FHWA projects let on Dec. 19 are Crowder Road from Dwyer to U.S. Highway 90 and Whitney/L.B. Landry from Patterson to Mardi Gras Boulevard.

Submerged Roads projects will take about 60 days to complete on average, Mendoza said. He expects to let six more projects in the first quarter: Robert E. Lee from Paris to St. Bernard avenues; Wisner from Robert E. Lee to Esplanade Avenue; Press Street from U.S. 90 to Robert E. Lee; Harrison Avenue from Marconi to Wisner; Harrison from West End to the Orleans Canal; and St. Charles Avenue from Nashville to South Carrollton Avenue.

The Damaged Roads Program funded by FEMA allows the city to repair about 13,000 blocks or roadway segments of minor streets the city identified as damaged from Katrina. Inspectors from FEMA, DOTD, Mendoza's staff and volunteers from the Young Leadership Council inspected more than 1,200 miles in Orleans Parish's 72 neighborhoods. The city hired Disaster Recovery Consultants as the prime consultant for the



Photos by Frank Aymami

Damaged roads, such as this hole on Jefferson Avenue in New Orleans, are part of a \$300-million road construction program.

program. DRC then subcontracted Kansas City, Mo.-based HNTB Corp. as the engineers for the program.

"The second phase of work (was) completed ahead of schedule and was performed by HNTB and DRC personnel," said Anne Compson, HNTB project manager for the Damaged Roads project. "There were eight inspectors working rotating schedules to conduct on-foot, causal analysis and estimate scope and method of repair."

"(The assessed damage) is all the work that is direct and apparent at this time and is

not related to water, sewer or drainage issues under the street," Mendoza said. "This is like Phase 1 — the stuff we can go fix without worrying about going under the street. It covers the whole city, non-inclusive. We're working with each councilperson on a neighborhood-by-neighborhood basis."

The city published the bids for this work on its Web site. The mandatory pre-bid period was Feb. 19, and the bids are due March 4, Mendoza said, adding that the city has five contracts out and expects to release a contractor with a minimum two crews in each district.

Mendoza said he plans to meet with FEMA officials this week to streamline the city's repair efforts. He will ask FEMA to allow the city to repair utility cuts — then reimburse the city — rather than keep the responsibility with the utility companies.

"I'm confident this won't be a problem (for FEMA)," Mendoza said.

So far, FEMA has obligated funds for the program in excess of \$20 million, Compson said.

Two more programs strengthening the city's road repairs are DOTD surplus funds from the 2007 regular session and \$80 million worth of construction in 2008 from the sale of road bonds. DOTD allocated more than \$85 million on 21 projects in Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John and St. James parishes. •

Prioritizing repairs

New Orleans roads will receive an upgrade in 2008 from a variety of state and federal programs. On the local side, the city will be able to complete about \$80 million worth of construction projects in 2008 from its Road Bond Program. City Council members are responsible for turning in their list of priority neighborhoods within their districts to receive repairs. As of Feb. 4, District B Councilwoman Stacy Head, District D Councilwoman Cynthia Hedge-Morrell and District A Councilwoman Shelley Midura were the only council members to submit their list.

District A

1. Hollygrove
2. Mid-City
3. Audubon
4. Lakeview
5. Dixon

District B

1. Broadmoor
2. Freret
3. Gert Town
4. Central City
5. Irish Channel

District D

1. Pontchartrain Park
2. St. Anthony
3. Seventh Ward
4. Gentilly Woods
5. St. Bernard

Source: New Orleans Department of Public Works



The Federal Highway Administration's South Louisiana Submerged Roads Program, the Federal Emergency Management Agency's Damaged Roads Program and surplus funds from the Louisiana Department of Transportation and Development will cover about \$300 million in citywide road repairs, such as these cracks in Jefferson Avenue.



Photos courtesy Cajun Constructors

Above: Workers with Cajun Constructors monitor concrete being poured for the \$250-million floodwall on the West Bank. Below: Cajun Constructors is working on the second phase of the West bank floodwall, an 8,300-foot barrier stretching from the Harvey Canal sector gate at Lapalco Boulevard to the S-curve of Old Peters Road.

TOP 10 CONSTRUCTION PROJECTS

6 West Bank and vicinity hurricane protection

\$250 million

LONG BEFORE HURRICANE Katrina, residents called for better flood protection along the vulnerable Harvey Canal. Two and a half years after the storm, a \$250-million project, to be completed in five phases, will finally bring solid flood protection to much of the West Bank.

In mid-February, construction began on an 8,300-foot floodwall stretching south from the Harvey Canal sector gate at Lapalco Boulevard to the S-curve of Old Peters Road. The largest segment, a \$132-million contract, which calls for a completion time in 580 days, was awarded to Baton Rouge-based Cajun Constructors Inc.

Jefferson Parish Councilman Chris Roberts said the floodwall will provide reliable hurricane surge protection to residents and businesses in the Harvey area.

“The main issue for us is that the project protects 250,000 residents that currently don’t have a maintained flood control project. It has been on the drawing board for a number of years and is finally coming to fruition. It’s just

an exciting project that many people have anticipated for years,” Roberts said.

By Craig Guillot
Contributing Writer

Stuart Waits, senior project manager with the U.S. Army Corps of Engineers, said it is the largest floodwall construction project on the West Bank and one of five contracts that will provide protection from Lapalco to the Algiers Canal. Using a “T-wall” configuration, the floodwall is constructed using foundation piles or steel I-beams driven about 100 feet into the ground. On top of that sits a 4-foot base slab with wall stems that allow floodwall construction up to 19 feet high.

“The base slabs vary in length but they’re usually 15-feet-wide-by-30-foot long monoliths. It’s all tied together with reinforcing steel and the walls are going to an elevation of (14 feet above sea level),” Waits said.

The floodwall will be constructed using more than 30,400 cubic yards of concrete, which is more than 61,000 tons of material. The floodwall foundation will require 520,000 feet of steel H-pipes, which is about 98 miles long



and could span from New Orleans to Biloxi, Miss.

The project is funded by the federal government, and the Corps is working with the Louisiana Department of Transportation and Development, the Southeast Louisiana Flood Protection Authority-West and the West Jefferson Levee District.

Ray Fuenzalida, real estate broker and president of the Harvey Canal Industrial Association, said the floodwall is a welcome addition. With about 200 businesses operating along the canal in Harvey, Fuenzalida said some will likely face inconveniences or interruptions when the wall is constructed but most businesses are willing to face minor disruptions for flood protection.

“If I have a complaint, it is that (the floodwall) is about 20 years too late,” Fuenzalida said. “The inconveniences are something that can be dealt with and when you look at having a floodwall or look at having nothing, it’s a no-brainer.”•



Photo by Shannon Diecidue

Colonial Properties expects to finish construction on the \$220-million Nord Du Lac retail complex by March 2009.

7 TOP 10 CONSTRUCTION PROJECTS

Nord Du Lac

\$220 million

WORK WILL BEGIN in March on the Colonial Pinnacle Nord Du Lac complex, a controversial and long-awaited \$220-million, 160-acre retail development near Covington.

Nord Du Lac will consist of a hotel, a 30,000-square-foot outdoor plaza and 1 million square feet for shops and restaurants, making it the largest shopping destination planned to date for St. Tammany Parish. Multiple challenges, including two lawsuits from residents opposed to big-box stores originally slated to go into the center, faced developer Colonial Pinnacle, a Birmingham, Ala., group that has built nine similar upscale "lifestyle retail" centers in Knoxville, Tenn.; Athens, Ga.; Dallas; Charlotte, N.C.; and Birmingham.

"There have been challenges but that is bound to happen with any project of this scale," said Richard Yeilding,

senior vice president of Colonial Properties Trust, which will build the development south of Covington at Interstate 12 and Louisiana Highway 21.

By Ariella Cohen
Staff Writer
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Colonial Pinnacle had planned to include a Wal-Mart and a Sam's Club as the anchor tenants, but after the St. Tammany Parish Council approved rezoning for the big boxes, a local group called Smart Growth Tammany filed a lawsuit in an attempt to block the project from moving forward.

The commercial development group will be able to start driving pilings this year after prohibiting big-box stores from the center.

"We felt it was in the best interest of the project and the neighborhood to respond to (local) concerns and go on without the big boxes," Yeilding said.

So far, the center has attracted interest from upscale

national retailers including Dillard's, Kohl's, Williams-Sonoma, Barnes & Noble, Bonefish, Pei Wei and Panera Bread. Colonial is also recruiting Bed Bath & Beyond, Victoria's Secret, Gap, Banana Republic, Old Navy and others, Yeilding said.

The brick-faced, village-style development, which was approved for \$24 million in public bond financing, was designed by HKW Associates, an architecture firm based in Birmingham. Duplantis Design Group of Mandeville will do additional design work. A Birmingham-based general contracting firm, Brasfield & Gorrie, will oversee construction.

Infrastructure improvements will include a six-lane boulevard from Louisiana 21 west through the center to a closed I-12 rest stop. The vacant rest stop will be transformed into a second interchange for the state highway.

"None of the money is going to the tenants," Yeilding said.

Colonial Pinnacle expects to finish construction by March 2009, one year after breaking ground. The yet-unnamed hotel is planned for the third floor of the development, above two floors of shops and restaurants.

Even as labor and material costs have risen, Nord Du Lac's cost has remained stable at \$220 million, Yeilding said.

He said Colonial Pinnacle had projected the rise in construction costs when Nord Du Lac was still in planning phases in 2006 and 2007.

"We had that rise built into our projections," he said. •

8 Algiers Crossing

\$200 million

THE FIRST PILES have been driven for Algiers Crossing, a 1,500-residence, mixed-use community slated to rise on a piece of Old Algiers that has for the past 60 years been home to the oversized characters of Carnival floats.

Mardi Gras World owner Blaine Kern and his son, Barry, are developing the 14-acre community on land along the Mississippi River long used for storing their elaborate parade floats. The project will cost more than \$200 million, said Mitchell Wotherspoon, general sales manager.

Durr Heavy Construction of Harahan is demolishing the existing buildings while New Orleans-based Boh Brothers Construction Co. will oversee the first phase of construction, which began late last year and is expected to be complete in mid-2010.

The first phase will include more than 300 rental units and for-sale condominiums, Wotherspoon said. In addition to the 300 residential units, the first phase of construction will include a new museum for Mardi Gras World, which is relocating a large part of its float-making enterprise to the East Bank.

Mathes Brierre, a local architectural firm, designed Algiers Crossing as an urban village with a mix of low-rise townhouses and larger apartment and condo towers. Shops and restaurants will occupy the ground floor of residential buildings on Brooklyn Avenue. The development will include New Orleans-style traditional architecture as well as contemporary-style brickwork.

Officials and residents have been largely supportive of the project, which will bring recreational areas and new retail to an area that has been mostly residential for the past several decades.

"Algiers Crossing will bring housing and new economic activity to an area that, like waterfront areas all over the world, is growing in popularity," said state Rep. Jeff Arnold, D-Algiers.

Blaine Kern promised residents the development would keep in line with its low-rise, historic surroundings when he was seeking the necessary rezoning to build in 2006. One year later, he even scaled back some of the planned development, which was originally supposed to include

more housing units in its first phase of construction, a hotel and a cruise ship terminal.

"The (project's) density is lower than zoning permits and customary for multi-family development projects," Wotherspoon said. The national real estate slump has also played a role in the project's evolution, Wotherspoon said.

"The current state of the market has been a challenge," he said.

Homes at Algiers Crossing will range from \$316,000 for a one-bedroom condo to \$611,000 for a two-bedroom model. The development's promotional materials tout its location across the river from post-Katrina New Orleans or the "right bank of the river."

"The Algiers side of the river, known as the West Bank or the Right Bank, was not damaged by hurricane flooding," brags a brochure targeting out-of-town buyers.

The project was granted Gulf Opportunity Zone Act investment benefits, which means condo buyers will be eligible for a 35 percent tax refund from the original purchase price. The federal refund would deliver \$76,045 to a buyer of a \$425,000 condo, according to Algiers Crossing promotional materials. •

By Ariella Cohen
Staff Writer
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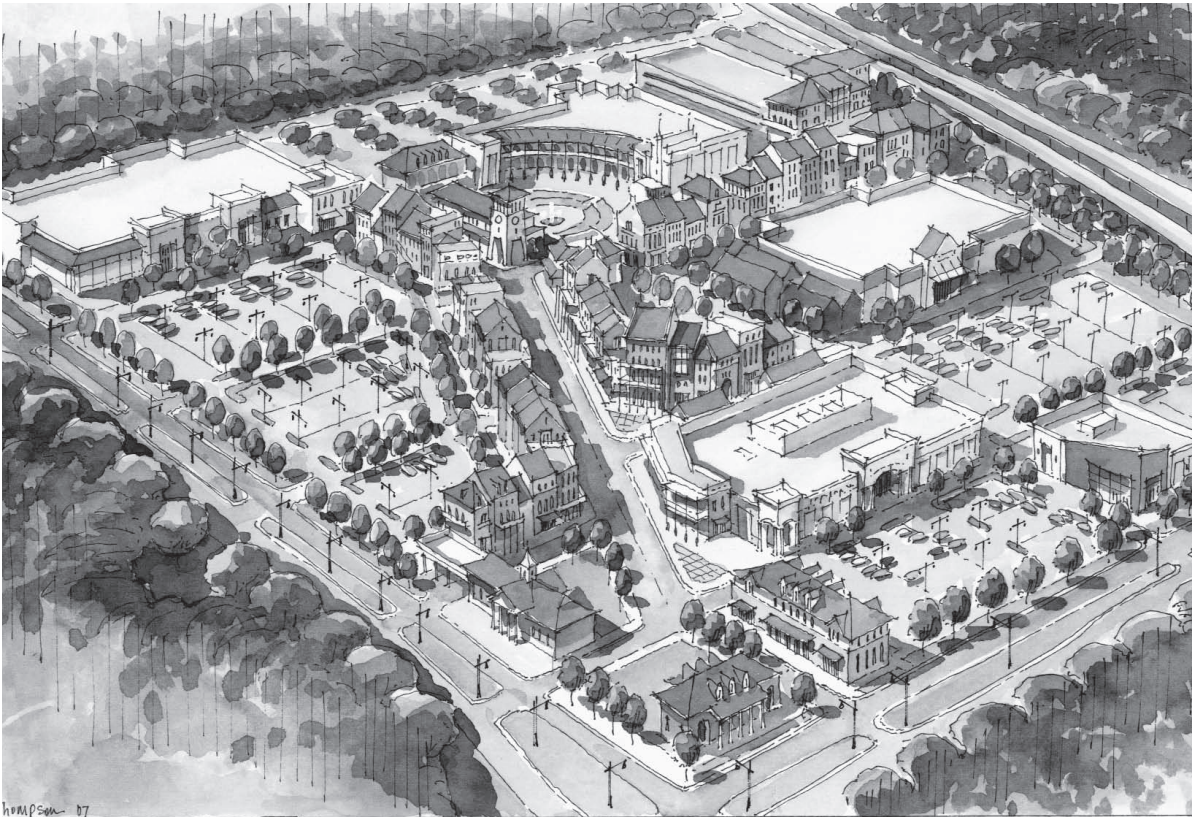
Rendering courtesy International Sales Group

The \$200-million Algiers Crossing development, a 1,500-residence mixed-use development slated for a 14-acre stretch along the Mississippi River, is expected to be completed by mid-2010.

9 Lake Forest Plaza

\$200 million

Rendering courtesy Renaissance Town Center



A \$200-million redevelopment of the Lake Forest Plaza mall in eastern New Orleans will include residential and retail space, expected for completion by 2010.

THE SPRAWLING PROPERTY where Lake Forest Plaza mall once stood will soon become an 80-acre mixed use community in eastern New Orleans.

Renaissance Town Center is scheduled to be completed in three phases. Phase 1, a 140,000-square-foot Lowe's Home Improvement store, is under construction and scheduled for completion in June. Lowe's representatives said the company has invested \$18.5 million in the project that will bring 175 new jobs to the area.

Gowri Kailas, owner of the property where Lake Forest Plaza once stood and Renaissance developer, said the project exemplifies the principles of New Urbanism, a pedestrian-friendly village of open-air stores and residential units.

"It is the first establishment of this style in New Orleans," Kailas said. "It will feature stores and shops of various sizes, restaurants, entertainment venues and residential components — all of life's necessities in one place."

The main architects are Cliff Korman of Kirkor Architects and Andres Duany of Duany Plater-Zyberk and Co. Both companies have a history of designing and building communities similar to Renaissance Town Center.

Duany and fellow principal architect Elizabeth Plater-Zyberk are the co-founders of the Congress for New Urbanism.

The final two phases of Renaissance Town Center are scheduled for completion in 2009 and 2010. Future development hinges on a tax increment financing deal with the state.

The New Orleans City Council designated the

Renaissance site as a TIF district after Hurricane Katrina, meaning the city can funnel tax revenue generated in the district to developers building there.

By Robin Shannon
Contributing Writer

Once everything is finalized, the TIF agreement will allow Kailas to use state bonds to help fund new construction. Future development hinges on these TIF bonds to provide a percentage of the cost, which Kailas estimates to be in the range of \$200 million.



A Lowe's Home Improvement store under construction is the first component of an 80-acre redevelopment of the Lake Forest Plaza in eastern New Orleans.

Kailas and the city are in the midst of negotiating two outstanding debts on buildings formerly on the site. One of the loans has been paid and the second is now in the closing stages of negotiations, Kailas said.

When deciding what direction to take after Hurricane Katrina, Kailas said he considered many options for redevelopment with the goal of bringing people back to eastern New Orleans. The Lake Forest Plaza was once the centerpiece of the shopping community in eastern New Orleans, but the decline of the region because of rampant crime led to the mall's downfall. Kailas said Dillard's was the only anchor left in the once-bustling shopping center.

"People want to come back to something worth coming back to," said Kailas. "My goal was to demolish as little as possible. But in order to change perception, we had to tear down and make things new."

As it turns out, getting people to come back is the roadblock to developing the town center.

Kailas said he is in negotiations with several tenants, but they all want assurances people will be there.

"It is really a Catch-22," Kailas said. "You have stores and people will come back; we just need to make sure the people will come back before we can get some of the stores to sign on."

Kailas said Renaissance Town Center will feature one 200,000-square-foot anchor store, two 100,000-square-foot anchor stores and several mid-size anchors ranging from 30,000 to 60,000 square feet. It will also include a Grand Cinema movie theater and office and residential space.

The finished project will create a pedestrian-friendly environment for work and play that will reduce automobile congestion and minimize crime, Kailas said.

"Because of the perception that the area is more prone to crime, it was harder to get anchor tenants to come back," Kailas said. "We are hoping that this old perception is gone now." •

— CityBusiness staff writer Ariella Cohen contributed to this report.

Photo by Frank Aymanni

10

TOP 10 CONSTRUCTION PROJECTS

North Oaks expansion

\$200 million

TASKED WITH COMPLETING what once was a 10-year facility expansion plan in only five years, North Oaks Health System is rapidly executing a \$200-million expansion, adding health care facilities and upgrades to meet the increasing medical needs of individuals throughout Tangipahoa and neighboring parishes.

By **Nayita Wilson**
Contributing Writer

Last year, North Oaks ended Phase 1 of its three-phase expansion and spent most of the year planning for facilities construction slated to begin this year, said Brian Hannah, facility development officer at North Oaks.

Included in the 2007 completions were the opening of a new Orthopedic Clinic in Ponchatoula and the opening of the Magnolia Obstetrics and Gynecology office in Hammond.

In the spring of 2007, Independence-based Frank A. Anzalone General Contractors finished work on the \$6.2-million expansion of the North Oaks Rehabilitation Hospital, which included the construction of a gymnasium, cafeteria and kitchen, chapel, two patient solariums, a lobby and a dining area. The project added 2,000 square feet to the facility, said Linda Morgan, marketing and business development director at North Oaks.

The initial 10-year plan set forth in 2004 came to a halt in 2005 after Hurricane Katrina. In 2006, North Oaks leadership decided to expedite the pre-



Rendering courtesy North Oaks Health System

Plans call for the \$10.8-million North Oaks Resource Center to open by this fall.

existing plan in direct response to a shortage of health care professionals and an increased need for services that resulted after the hurricane.

“The new projects represent the single largest expansion of facilities in our 48-year

history,” said North Oaks CEO James Cathey Jr. “In 2007, we saw those plans begin to move from vision to reality, and that will continue throughout 2008,” he said.

Hannah said the expedited plan faced no opposition or delays.

“The challenge in all of health care today is to make facilities and personnel available for the high demand of health care,” he said.

Last year, Frank A. Anzalone also began work on a four-story Resource Center on the Medical Center campus, which will be used to house support personnel. The \$10.8-million center is expected to be complete this fall, Hannah said.

The final phase of the project will begin this year with three active projects nearing \$130 million. Walker-based Stafford Construction Co. will begin on a \$15-million medical office building in Hammond and with the goal of drawing new doctors to the area.

Another \$15-million project, the North Oaks-Livingston Parish Medical Complex in Satsuma will include construction of a 24-hour urgent care center, a family medicine clinic, a specialty clinic, an outpatient diagnostic and treatment center and a conference center.

Based on its location at the center of Livingston and at the southwest quad-

rant of I-12 and Satsuma, the complex will provide services to an area that is “underserved in terms of health care services,” and will deter individuals from seeking medical services in areas like Baton Rouge and Hammond, Hannah said.

North Oaks will also double the size of its emergency room, construct a surgical operations suite and add an additional 150 beds at the Medical Center campus. The \$90-million project is expected to be completed by the end of 2011 and will raise the hospital's number of private beds to about 500.

Another \$1.2 million will be used to add an interactive classroom to the Medical Center's Outpatient Diagnostic Center.

Hannah said the expansion is fully funded through North Oaks cash reserves and bonds.

“All access revenues beyond expenses are put aside for facility expansions such as this,” he added.

North Oaks is working with Holly & Smith Architects and Gasaway, Gasaway and Bankston for its architectural needs. Operations and services remain uninterrupted throughout construction process because of “disruption minimization” issues that were addressed during the planning process, Hannah said. •

Photo courtesy Tim Dumford



Independence-based contractor Frank A. Anzalone finished work on the \$6.2-million expansion of the North Oaks Rehabilitation Hospital in the spring of 2007.

Boomtown expansion

By Kelly W. Brown
Associate Editor
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A PLANNED \$200-million expansion to the Boomtown Casino in Harvey has been delayed indefinitely.

General Manager Terry Schneider said the project, expected to break ground in this quarter, is still in the design phase. Asked when the project might move forward or whether it was scrapped, Schneider continually repeated it was in the "design phase" and that he could not offer more information.

"The hotel and casino barge are still in the architectural phase, and I don't have an estimated starting date on that," he said, adding that construction is expected to start on a \$1.5-million restaurant in early to mid-March. He would not say why the expansion had been delayed or whether it would still be built.

"We were planning on doing it sometime this year," he said. "All that I can tell you is that it's still in the design phase. We have multiple projects going on right now as a company, and the construction team is a little busy."

In November 2006, Boomtown announced a \$200-million expansion with a new gaming boat, 220-room hotel, parking garage, additional retail space, restaurants and concert hall. At the time, casino officials estimated the new barge could be finished as early as the first quarter of 2008. Construction was expected to take 13 months.

Then-General Manager David Williams said at the time the renovation was designed to move Boomtown into a position to compete with Harrah's and the Mississippi Gulf Coast casinos.

"We want to offer a venue here that can compete directly with the Gulf and indirectly with Harrah's," Williams said. "We're not targeting Harrah's. What we want to do is offer a venue here that a customer can say, 'Wow, they have just as much over there as they do in the Gulf (Coast), as they do in New Orleans, as they do in any other major casino environment.'"

When asked whether the delay had anything to do with the proposed expansion being outside the protection of the U.S. Army Corps of Engineers' \$132-million floodwall, Schneider said the floodwall plans "have changed nothing for us."

But Parish Councilman Chris Roberts,



CityBusiness file photo

Plans have been delayed on a \$200-million expansion at Boomtown Casino, which was expected to break ground in the first quarter of 2008.

whose district includes Boomtown, said he is frustrated with the slow pace and lack of communication coming from the casino.

"It's kind of surprising that we haven't heard anything," Roberts said. "There are

a lot of things that Boomtown has said and indicated, but nothing has really materialized. We were concerned that there may have been a hold-up relative to the Harvey Canal floodwall project."•

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ON THE DRAWING BOARD

Canal Place Hotel

By Fritz Esker
Contributing Writer

NEW ORLEANS REAL ESTATE development firm The Berger Co. is working on a \$220-million luxury hotel and condominium building at the Canal Place complex.

"We're still working to line up public and private financing to execute the development," said Darryl Berger Jr., project director at Berger. Planning for the project began a year before Hurricane Katrina as the brainchild of developers Darryl Berger Sr. and Roger Ogden. However, the storm killed the project for a short while. Even now, with development under way again, the effects of the storm are still being felt.

"Labor and construction costs skyrocketed post-Katrina," Berger said.

While still not a sure thing, the project has new life because of a \$200-million Gulf Opportunity Zone bond, but "there are still tremendous financial challenges," Berger said.

If completed, the mixed-use facility will have 260 rooms. Most rooms will be hotel rooms with a limited number of luxury residences available. There also will

be retail stores on the ground floor. The construction site is a surface parking lot adjacent to Saks Fifth Avenue on the river

side of Canal Place.

Berger emphasized the project is still in pre-development and financing is still

being secured. Therefore, it is too early to speculate on start dates for construction and an opening date for the complex. Once financing is secured, plans will be made, then bidding will begin on the project, and once bids are complete, construction will begin.

While New Orleans has come a long way since Katrina, the economic situation remains uncertain and securing funds for building projects is not easy.

"It is a challenging time for New Orleans in commercial real estate," Berger said. "Capital markets are shying away from investments."

Berger emphasized the need for the New Orleans community to support endeavors like the Canal Place Hotel.

"As a community, we need to work together to (encourage) development and business and get the capital markets to take a new look at New Orleans. ... Within the skepticism, there's a lot of opportunity."

If the project is even green-lighted, Berger is optimistic about the effect it will have on the local economy.

"It will be a positive economic development victory for the city of New Orleans at a time when we need some victories," Berger said. •

Photo by Frank Aymami



Developers are still looking for financing for a \$200-million, 260-room five-star hotel and condominium adjacent to Saks Fifth Avenue at Canal Place, which is facing "tremendous financial challenges."

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ON THE DRAWING BOARD

Lincoln Beach

By Jaime Guillet

Staff Writer

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NEARLY SIX WEEKS into the 180-day period to present a comprehensive development and financing plan for the \$477-million Lincoln Beach project, no progress had been made.

But developers remain confident.

"We're ready to get moving on (the project)," said Rickey Spearman, president of Nolatown Inc., the primary developer, which received a non-binding letter of intent Jan. 9 with the New Orleans Building Corp., the city agency that coordinates development of city-owned property.

The project would include green space; an entertainment complex; gathering areas with cultural themes; recreational, commercial and hospitality areas; housing and residential facilities and support areas; and a commuter train stop. Housing would include 400 condos and a 500-vehicle parking garage.

Spearman said three project developers — Atlanta-based Nolatown Inc.; Covina, Calif.-based International Performance Packaging Co.; and Monrovia, Calif.-based Nardi Associates — have \$500 million in financing pre-approved.

"When you get into a project like this, you go to financial institutions to see what their reaction is," said Norberto Nardi, president of Nardi Associates,

the architectural firm handling the project. "We did our homework and we secured a letter of commitment from two financial institutions in support of the project. We were waiting on this letter of intent from the city. Now we can pursue our final negotiations with financial institutions."

NOBC Executive Director Sean Cummings said the city's letter of intent does not provide exclusivity to Nolatown.

"The city is still subject to public bid law," Cummings said. "It would be a competitive process."

Cummings and City Council members were cautious about prematurely committing the project to one developer "because we don't want to create false hope," Cummings said.

Nolatown's proposed mixed-retail development will be 100 percent privately funded.

Nardi acknowledges the project is far from a done deal.

"It's just a foot in the door," Nardi said. "It's probably the largest project in the city in an area that needs it. We're happy to have our foot in the door. We're careful not to raise expectations beyond reality, and the reality is we've got a letter of intent."

Lincoln Beach originally was built as an amusement park for African-Americans during segregation. Developers want to transform the 15-acre site along Lake Pontchartrain and a 10-acre site south of the beach across Hayne Boulevard into a recreational water park. •



Financing is in place and a letter of intent has been issued for the \$477-million redevelopment of Lincoln Beach in eastern New Orleans.

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ON THE DRAWING BOARD

LSU teaching hospital



CityBusiness file photo

The architectural team has been selected for a new \$1.2-billion, 1.1-million square-foot downtown teaching hospital, but Louisiana State University doesn't plan on beginning construction until June 2009.

By Richard A. Webster
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LOUISIANA STATE University's plan to build a \$1.2-billion, 1.1-million-square-foot downtown teaching hospital is still in the preliminary stages but a loose framework for the project has emerged.

The proposed hospital will have 484 beds including 68 psychiatric beds, a Level One trauma center, an ambulatory care building, energy plant, lab facilities and a parking deck. It will be built on a 37-acre tract of land bounded by South Claiborne Avenue, Canal Street, Tulane Avenue and South Galvez Street. The hospital will be constructed adjacent to a proposed 200-bed U.S. Department of Veterans Affairs hospital as part of a joint venture.

LSU hired two architectural firms to design the facility — Blitch Knevel from New Orleans and NBBJ based in Columbus, Ohio, the second-largest architectural firm in the country with 10 national and international offices. Both firms have extensive histories building medical facilities.

Blitch Knevel designed East Jefferson General Hospital while NBBJ worked on Massachusetts General Hospital and the University of Washington Medical Center

among others. The firm has collaborated on seven of the Top 10 "U.S. News and World Report" Honor Roll hospitals.

The land acquisition process is under way and design work is expected to be complete by March 2009. Construction is scheduled to begin in June 2009 and completed December 2012.

Larry Hollier, chancellor of the LSU Health Sciences Center, said the proposed hospital could have an annual economic impact of \$1.7 billion compared with the \$1.3 billion for Charity Hospital.

The hospital is expected to replace the 68-year old Charity Hospital, which includes the Avery C. Alexander Charity Campus and the interim University Hospital Campus.

The Federal Emergency Management Agency is expected to provide \$100 million for the new hospital, with \$300 million coming from the Louisiana Recovery Authority and \$800 million from state revenue bonds. The LRA dedicated \$74 million out of its \$300-million share to buy land and hire architects.

When LSU announced the plan it was opposed by people who said it was too expensive, bloated and a replication of the old, failed Charity model. Louisiana State Treasurer John Kennedy said the price tag is fiscally irresponsible and the product of legislators more concerned with "power and money and turf" as opposed to health care. •

ON THE DRAWING BOARD

McMoRan LNG terminal

By **Emilie Bahr**
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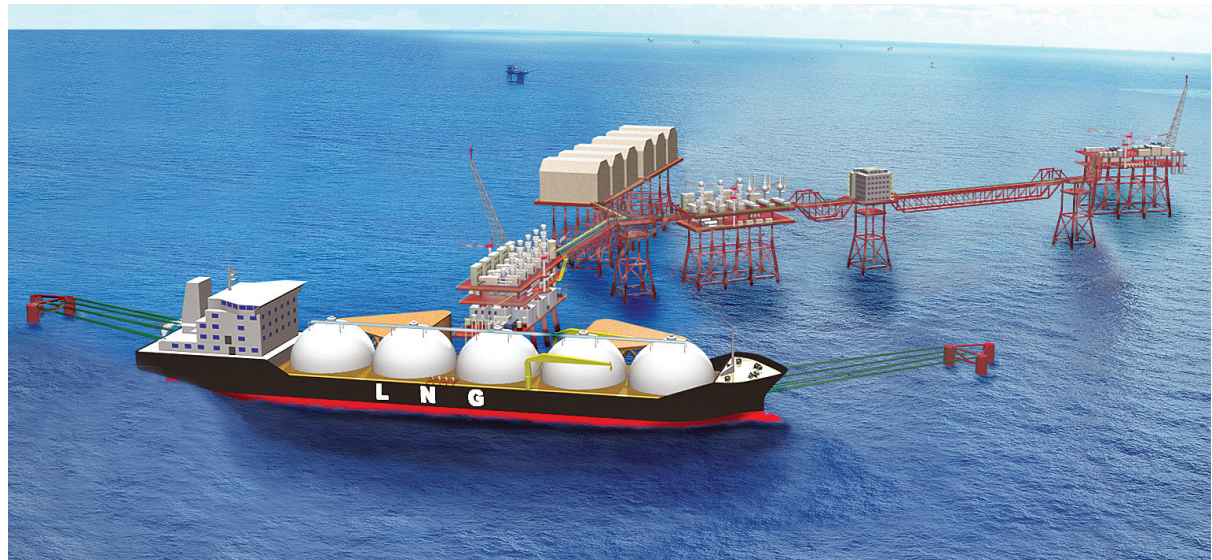
MCMORAN Exploration Co. of New Orleans received final approval in January 2007 from the U.S. Coast Guard and Maritime Administration to build its estimated \$1-billion liquefied natural gas terminal in state waters off Louisiana's coast. Dubbed the Main Pass Energy Hub, the terminal roughly 37 miles east of Venice was the first off-shore LNG facility approved in the state.

Lake Charles is home to the only existing LNG terminal in Louisiana, according to the Center for Liquefied Natural Gas trade group. Other U.S. import terminals are located in Everett, Mass.; Cove Point, Md.; Elba Island, Ga.; Puerto Rico; and roughly 116 miles off the coast of Louisiana in the Gulf of Mexico.

The project has been delayed by global liquid natural gas demand that complicated finalizing a commercial arrangement with a liquid natural gas supplier, McMoRan spokesman Bill Collier said.

"While we remain confident that we will be able to secure a commercial supply of LNG, the current market situation is such that global LNG suppliers are able to get a better price for LNG outside the United States, which has slowed progress," he said. "Once we have commercial arrangements in place, we will be able to finance the final design and construction costs of the project."

Collier said the project will eventually be a boon to the state economy.



Rendering courtesy McMoRan

McMoRan Exploration Co. has received final approval for its estimated \$1-billion liquefied natural gas facility about 16 miles off the coast of Louisiana.

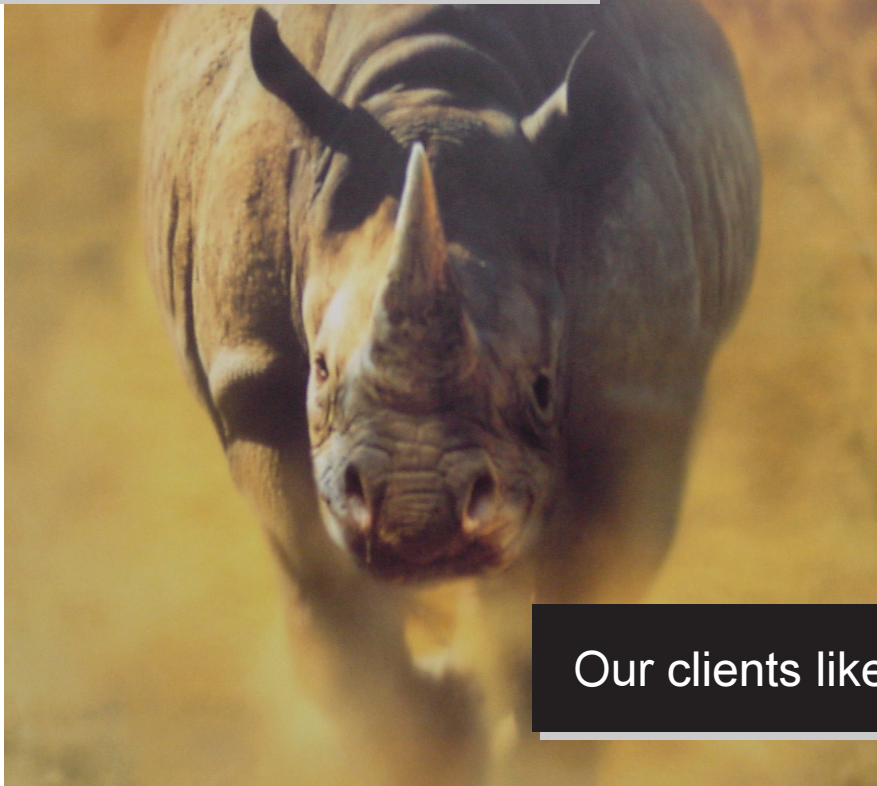
"The unique assets of Main Pass — including its off-shore location, and thus lesser security concerns, deepwater access to existing shipping lanes, quick ingress and egress for commercial ships when compared to onshore ports, onsite cavern storage and existing steel platforms that will serve the new facility — keep our project in the forefront of the eyes of LNG suppliers," he said.

McMoRan said Main Pass will be capable of storing 28 billion cubic feet of gas in underground storage caverns and re-gasifying 1.6 billion cubic feet per day.

Former Gov. Kathleen Babineaux Blanco in 2006 vetoed the project based on designs calling for an open-loop system that would have used water from the Gulf of Mexico to warm the liquefied gas, which is cooled to minus-260 degrees to reduce its volume for transport. Environmentalists opposed the project, saying it would kill aquatic life.

As a result, McMoRan agreed to build a more expensive, closed-loop system which does not use seawater to warm the gas. •

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Plaza Tower

By Garry Boulard
Contributing Writer

REMEDICATION WORK IS on schedule inside a building of unfulfilled dreams: the 45-story Plaza Tower at 1001 Howard Ave., which has been plagued not only by faulty marketing and a challenging location but the presence of mold and asbestos throughout the 40-year-old structure.

Since just before Christmas, up to 75 workers have been working on the tower's \$20-million interior remediation, said Chip D'Angelo, president of WCD Construction Management of Louisiana and the project manager.

"The good news is that it is all working out very well," D'Angelo said. "We are pleased with how it's going and are right on schedule."

D'Angelo is optimistic after a recent preliminary visit to the Plaza Tower by representatives of the Louisiana Department of Environmental Quality. "They found no issues, nothing that would stop us from continuing our work," D'Angelo said.

Purchased last year at a public foreclosure auction for \$583,000 by Howard Acquisitions, a subsidiary of Plainfield Direct, a Greenwich, Conn.-based mortgage lender and investment firm, the Plaza Tower has been empty for nearly six years because of toxic mold.

But even before the tower's last tenants left, which included the Orleans Parish District Attorney's Office

and the Louisiana Department of Health and Hospitals, the structure was the last building standing in a late 1960s plan to turn the intersection of Howard and Loyola avenues into a hub of commerce.

"Instead, that part of the city has always been pretty empty and desolate, and that has affected the Plaza Tower's fortunes," said commercial real estate agent Paul De Verges.

Even in its depleted condition, Gary Schnellbacher, a Topeka, Kan.-based consultant, said the tower "is a solid structure that, if repaired and marketed correctly, should have a future."

"You are looking at about \$40 million in concrete and steel if you priced the materials that make the Plaza Tower what it is on today's market," Schnellbacher said.

A Plainfield Direct representative said remediation is regarded as the first step in an extensive redevelopment of the property. But Plainfield Direct officials have declined to say exactly what those redevelopment plans are.

"They haven't even told me," D'Angelo said. "All I know is that our job is to clean the building up."

The previous owner, Baltimore-based Giannasca Development Group LLC, said in 2005 it was going to spend upward of \$100 million to gut the building and rebuild the office tower into a 350-unit condominium tower.

Giannasca later scaled back its redevelopment plans and then defaulted on the tower's mortgage in 2007, which put the property on the auction block. •



Photo by Frank Aymann

The Plaza Tower is in the midst of a \$20-million remediation but plans remain unknown as to what the tower will become after the cleanup.

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CityBusiness will include the annual Junior Achievement publication in its May 12, 2008 issue. The supplement touts the local accomplishments of the world's largest and fastest-growing nonprofit economic education program with profiles of JA's Business Hall of Fame and Lifetime Achievement Award honorees. It also includes a list of participating sponsors and schools involved in the Junior Achievement program.

For more information please call Peggy Bruce
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St. Raymond development

By **Craig Guillot**
Contributing Writer

ANTICIPATING A mid-2008 groundbreaking, the \$500-million St. Raymond development will bring high-rise luxury condo living to Jefferson Parish.

Perched on a 10-acre parcel of land between River Road and Jefferson Highway just a few blocks from Ochsner Medical Center, the development will feature 400 units in two towers centered around a cluster of restaurants and retail establishments. Developer Jim St. Raymond said the project will create a lifestyle center featuring stylish, compact living.

"The idea is to be a city within a city in the sense that (residents) can walk out of their front door and have a variety of services from a pharmacy to a coffee shop, bookstore, clothing shops and restaurants," St. Raymond said. "You can life, work and shop in the community."

St. Raymond recently offered the site for sale or a joint venture for \$24 million in cash, adding that he wants someone to develop the retail portion of the project, which will feature 195 independent-living units while the other would consist of roughly 300 condos. If no buyers come forward, St. Raymond said he would develop the retail portion himself.

He has already been awarded the necessary zoning approvals, as well as \$1.75 million in tax-exempt bond financing from the Louisiana Public Facilities

Authority. The bonds are intended to help finance the senior-housing component of the development, which will include 195 apartments.

The development's two 35-story towers will be built to withstand 175-mile per hour winds and have a stylish appearance with stair-step terraces above penthouse balconies adorned with shrubs. The St. Raymond was designed by New Orleans architecture firm Mathes Briere and N-Y Associates of Metairie, and by Daniel Libeskind, a New York architect known for the Freedom Tower and the redevelopment of the World Trade Center remains.

"I wanted something that was going to be a piece of art, not just a typical-looking building," St. Raymond said. "New Orleans doesn't have many high-rises that have been built like this. I wanted something for the community to be proud of."

While one of the towers will feature traditional upscale condos, another will cater to the growing elderly market, which is seeking hassle-free stylish living. St. Raymond is enlisting the help of Portland, Ore.-based Paradigm Senior Living to oversee the operation of the senior facility. Services will include independent living, assisted living and nursing care for residents ages 62 and older.

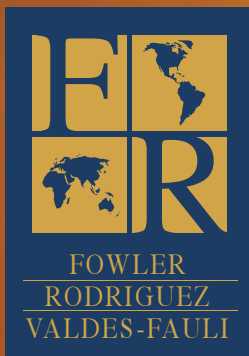
Sales have already opened on the 400 condo units, which St. Raymond said are going for about \$300 to \$400 a square foot. •

— Staff writer Ariella Cohen contributed to this report.



Rendering courtesy Jim St. Raymond

Plans call for the roughly \$500-million St. Raymond Development, comprised of two high-rise condominium towers, to break ground by the middle of this year.



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Trump International

By Christian Moises
Associate Editor
christian.moises@npg.com

PLANS CONTINUE TO solidify for The Trump International Hotel and Tower in New Orleans as a 5,000-square-foot sales center was set to open Feb. 18.

Cliff Mowe, co-developer with Davie Brannen at Pensacola, Fla.-based Poydras LLC, hopes to break ground on the project sometime this summer but that depends on final approvals and securing the necessary condominium documents.

"Hopefully we can finish the condo docs in the next 60 to 90 days, but they've taken a lot longer than expected because of the condotel aspect," Mowe said, referencing condominiums that owners can sublet for shorter stays, much like hotel rooms. "It's more complicated than your usual condo docs."

Brannen said they are showing at the sales center when people make appointments but they're not open for regular hours yet.

The 72-story tower at 555 Poydras St. between Magazine and Camp streets will have 435 condo-hotel units and 290 residential condominiums.

The tower's first two floors will be reserved for retail while floors three to 15 will provide 715 parking spaces. Floors 18 through 32 will be condotel units and floors 33 through 37 will be residential condos. Floors 58

through 63 will feature penthouse units accessible only through private elevators, Brannen said.

Hank Smith with Metairie-based Harry Baker Smith Architects II said the concrete-framed building will sit on 30-inch-wide steel pilings driven more than 200 feet into the ground.

Poydras will likely work with one of two banks for construction costs — Chicago-based Corus Bank or San Mateo, Calif.-based Capmark Financial Group, Brannen said.

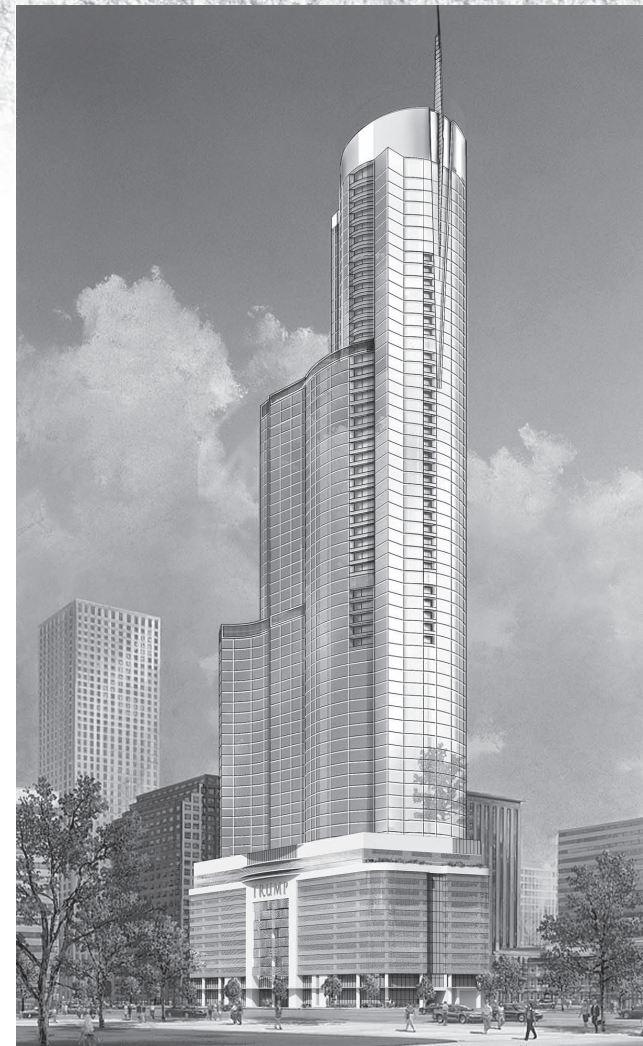
Architects are Fort Lauderdale, Fla.-based Adache Architects and Harry Baker Smith Architects II. Philadelphia, Miss.-based Yates Construction will lead the build.

Brannen also said Poydras is working with First Bank and Trust under an agreement as the project's exclusive bank.

"The only pre-sales we've taken are from signage and we have about 175 deposits at this point," Mowe said, adding that only one or two of seven half-floor penthouses are still available. The only full-floor penthouse costs about \$7 million and has nearly 10,000 square feet of living space.

"We've had some interest in it," said Mowe, who expects to launch a national marketing campaign, to include a DVD with Donald Trump, this month.

New Orleans will join seven other Trump locations worldwide, including New York, Honolulu, Chicago, Fort Lauderdale, Fla., Las Vegas, Toronto and Panama. Work is under way on a 10th tower in Dubai, United Arab Emirates. •



Rendering courtesy Trump International Hotel and Tower New Orleans

Developers with the Trump International Hotel and Tower New Orleans hope to break ground this summer of the 72-story, nearly \$400-million condominium and hotel tower.

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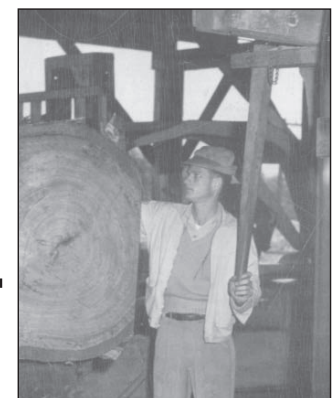
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Thomas Hayden, Jr.
Milling cypress in the early 1950's

ON THE DRAWING BOARD

Veterans Affairs hospital

By Richard A. Webster
Staff Writer
richard.webster@npg.com

MAYOR C. RAY NAGIN secured an agreement with the U.S. Department of Veterans Affairs in November to build its new hospital in downtown New Orleans as opposed to a competing site on Jefferson Highway across from Ochsner Health System.

The \$625-million building will have 200 beds including 76 medical and surgical beds, 24 intensive care beds, 40 mental health beds and 60 long-term beds.

The facility will be built on a 34-acre tract bounded by Tulane Avenue and Canal, Rocheblave and Galvez streets. It will sit adjacent to the 37-acre plot where Louisiana State University plans to build its new \$1.2-billion hospital. Together the two projects are expected to create more than 10,000 jobs in downtown New Orleans.

The VA must complete an environmental impact study before the site can be finalized. If the study determines the location is suitable for redevelopment, the VA will have to acquire up to 200 privately owned homes, businesses and lots including the old City Hall annex and the old Dixie Brewery.

Before any groundbreaking ceremony

can take place, however, the VA must come to terms with the estimated 50 homeowners and renters living on the proposed site.

Councilwoman Stacy Head met with the VA attorney who said all the homeowners will be well compensated and relocated to homes of equal or greater value within New Orleans. Because of the neighborhood's poor condition, she said it is possible an individual who owns an \$80,000 shotgun could be relocated to a shotgun in Mid-City valued at \$250,000. And if possible, houses in good condition will be moved to vacant lots in better sections of the city, increasing their value.

"It's an area of significant blight," Head said. "There's not much access to economic opportunities or basic household services and quality of life requirements like parks and grocery stores, things that make a normal neighborhood. You can't put a price tag on what feels like home but people will end up significantly better off financially by moving to a healthier neighborhood."

Pam Perkins, general counsel for the Division of Administration, the state agency responsible for land acquisitions, said it is early in the process and the exact details of the relocation are being worked out.

Initially, several appraisals of the homes will be made and owners will be offered fair



CityBusiness file photo

An environmental impact study is one of the hurdles facing the \$625-million Veterans Affairs hospital to be built on a 34-acre tract near downtown.

market value. Eligibility for additional relocation costs will be based on how long people have lived on their properties. Perkins said residents will have a choice as to where they are moved to.

Design work for the hospital was scheduled to begin in January and is being led by three architectural firms — NBBJ of Columbus, Ohio, Eskew+Dumez+Ripple of New Orleans and Rozas-Ward of New Orleans.

NBBJ, the second largest architectural firm in the country, worked on Massachusetts General Hospital and the University of Washington Medical Center. It has collaborated on seven of the Top 10 "U.S. News and World Report" Honor Roll hospitals.

Eskew+Dumez+Ripple designed the 130,000-square-foot LSU Life Sciences Building Annex on the Baton Rouge campus. •

ON THE DRAWING BOARD

World Trade Center redevelopment

Photo by Frank Aymami



A \$200-million redevelopment of the World Trade Center, which has faced many hurdles and delays over the past 10 years, is now waiting for the City Council to approve a lease agreement before moving forward.

By Deon Roberts
Online Editor
deon.roberts@npg.com

2008 MARKS A decade since the first team of developers was chosen to redevelop the 33-story New Orleans World Trade Center building.

But during the past 10 years the project has remained only a concept as bureaucracy, legal challenges and the loss of a team of developers in late 2006 kept it from becoming a reality.

It has been in the hands of two mayors, starting with former Mayor Marc Morial, who passed it on to Mayor C. Ray Nagin, and is on its second set of developers, New York-based Full Spectrum NY, which was chosen in March. The former team, led by Larry and Lane Sisung, had planned to put a hotel in the building. But the Sisungs lost their lease after missing an October 2006 deadline to come up with project financing.

Roughly half the city-owned building, which is also home to the WTC organization, sits gutted and vacant, awaiting development. Opened in 1967, the building was the first of what are now 289 centers in 85 countries. At the foot of Canal Street, overlooking the Mississippi River, the high-rise sits on prime downtown real estate.

"I think it's a crying shame that it's still not developed, for the World Trade Center's sake and the city's sake," said City Councilwoman Jacquelyn Brechtel Clarkson.

Officials are counting on the latest development team to

jumpstart the long-awaited, roughly \$200-million project.

Plans call for the building to be converted into a mixed-use development involving 130 residences, a roughly 230-room four-star hotel, conference and retail space and an interactive cultural museum.

Sean Cummings, head of the New Orleans Building Corp., which oversees the redevelopment of underused city-owned property, said he could not pinpoint when construction would begin.

"There is no construction timeline as this is a private matter for the developer to determine," Cummings said.

Full Spectrum did not return repeated requests for comment.

On Jan. 9, NOBC's board approved the 99-year lease for Full Spectrum. The lease still needs approval from the City Council, which was scheduled to consider it Feb. 21. NOBC's plans to close the deal with Full Spectrum by Feb. 29.

Under terms of the deal, Full Spectrum will pay \$5.75 million to reimburse the WTC for legal fees and preparing the building and \$24.25 million to the NOBC. The WTC is also expected to receive \$350,000 annually.

The \$24.25 million to NOBC exceeds the estimated \$21 million NOBC would have received under the Sisung lease. •

2007's Top 10 project updates

CityBusiness updates the Top 10 construction projects from 2007.
— CityBusiness staff reports

TASK FORCE HOPE

2007 — \$5.7 billion

In 2007, the U.S. Army Corps of Engineers turned its attention to Task Force Hope, a \$5.7-billion effort to bring regional flood protection up to 100-year storm standards by 2010. Projects include levee and floodwall upgrades and permanent pumping stations and floodgates.

2008 — \$14.7 billion

The Corps increased its estimate to \$14.7 billion in August and moved the completion date to 2011 because of labor and material cost increases. The Corps is seeking an additional \$7.6 billion from Congress to supplement the \$7.1 billion already appropriated for Task Force Hope. As of December, the Corps had awarded 140 contracts for \$1.2 billion and expects to award more than 40 contracts for \$2 billion this year.

LOUISIANA HIGHWAY 1 REPAIRS

2007 — \$1.4 billion

Work began on the first phase of a \$1.4-billion project to upgrade and elevate Louisiana Highway 1, the main artery for the oil and gas industry to Port Fourchon. The partnership of Traylor Bros. and Massman Construction Co. won a \$141.4-million contract in December 2006 for Phase 1B and a \$20.2-million contract for Phase 1C in February 2006. The \$3-million to \$4-million Phase 1D was scheduled to be let by the third quarter of 2007. James Construction Group was designing and purchasing new equipment for the \$137-million Phase 1A. Construction was expected to begin in late summer.

2008 — \$1.4 billion

Letting Phase 1D was delayed “because it’s taking some time to formalize the specifications” and is now set for a letting this month, said Henri Boulet, executive director for the Louisiana Highway 1 Coalition. James Construction has moved equipment to the site and started test pilings. The DOTD on Dec. 20 authorized Wilbert Smith and Associates to formalize right-of-way maps to be delivered in August.

TWIN SPAN

2007 — \$803 million

Boh Bros. Construction won a \$379-million contract to construct 4.5 miles of the low-level portions of the new \$803-million Interstate 10 Twin Span. The westbound span is scheduled for completion in 2009 and the eastbound in 2011. By April 2007, Boh Bros. was scheduled to begin driving pilings. The joint venture of Traylor Bros. Inc., Kiewit Southern Co. and Massman Construction Co. won the \$166.6-million contract to construct the roughly 1-mile, 80-foot “hump” section.

2008 — \$803 million

Construction is about 30 percent complete on the new Twin Span bridges. The project remains on schedule and at budget, with the westbound span scheduled for completion in 2009 and the eastbound span in 2011, said project spokesman Mike Sasser. Demolition of the existing bridge is scheduled for mid- to late-2009.

Construction about 30 percent complete on the new Interstate 10 Twin Span bridges. Project officials said the project is on schedule and on budget with the westbound span scheduled for completion in 2009 and the eastbound span in 2011.

NEW ORLEANS PUBLIC SCHOOLS

2007 — \$1 billion

A total of 84 of the 124 New Orleans Public Schools were severely damaged during Hurricane Katrina. In all, 61 facilities have been repaired and reopened, 10 by New Orleans Public Schools and 51 by the Recovery School District, for \$87 million. Funding required to restore all damaged schools and school buildings in the RSD was estimated between \$776.7 million and more than \$1 billion.

2008 — \$1 billion

Eighty-four RSD schools and temporary buildings the Federal Emergency Management Agency has deemed substantially damaged will come down in the next few months. Five schools have been demolished to make way for new or remodeled campuses under the state’s Facilities Master Plan, which will be complete by 2010.

HUEY P. LONG BRIDGE WIDENING

2007 — \$660 million

The Huey P. Long Bridge widening kicked off in April 2006 when Massman Construction Co. started on the first phase of the \$660-million project, expected to be completed in 2012. The Kansas City, Mo., contractor was working on the \$83.1-million Phase I contract to widen the five main piers. Boh Bros. Construction began work in September 2006 on the \$12.1-million Phase II contract for new approaches. The \$200-million to \$225-million Phase III contract for main span work was scheduled to be let March 28, 2007, and the Phase IV contract was scheduled for letting in October 2007.

2008 — \$989 million

The \$989-million project moved into the main construction phase in 2007 with completion of widening the bridge’s steel supports and modernizing of its railroad tracks. The latest phase of the seven-year project, slated for completion in 2013, began in August when the DOTD awarded contractors \$453 million to widen the main span. The estimated cost has more than doubled since the original 2005 estimate of \$413 million because of high prices for steel, concrete and labor.

photo by Frank Aymami





photo by Frank Aymami

Work on the Interstate 10 stretches from the 17th Street Canal to Causeway Boulevard. This phase should be completed by December.

JACKSON BARRACKS

2007 — \$210 million

Reconstruction started at Jackson Barracks in 2006 with completion expected by summer 2009. Pasadena, Calif.-based Jacobs Engineering Group Inc. received a \$460-million contract to manage 15 design-build projects throughout Louisiana. Jackson Barracks was awarded \$210 million — \$173 million from the federal government and \$37 million from the state.

2008 — \$200 million

By 2009, officials say a \$200-million renovation will be complete, including 23 new buildings and 70 remodeled and remediated structures.

The Department of Defense's military construction unit, Milcon, has put up \$163 million for the project, while another \$37 million comes from FEMA and about \$3.7 million is from community development block grants. Construction of the 14 buildings funded through Milcon is 33 percent complete. At press time, the nine FEMA- and state-funded buildings were expected to be under construction by January.

RIVER GARDEN

2007 — \$318 million

Work on the final phase of the River Garden development was scheduled to begin in the fall of 2007. "Our goal is to break ground with the final phase of construction by early this fall," said Trey Langus, project manager for Historic Restorations Inc., the company transforming the former St. Thomas public housing development. Plans included about 596 apartments, an elderly facility with 64 units, 35 apartments carved out of historic structures and 73 single-family residences. Langus expects the project, scheduled for completion in 2008, will cost \$300 million.

2008 — \$318 million

National homebuilder KB Home has scrapped 35 planned market-rate homes. KB sold 11 homes since the 2006 unveiling of a first model two-story shotgun home and plans to sell the 12 under construction before stopping work on the subdivision where 58 market-rate homes were to have been built. KB is under contract to complete the subsidized affordable homes even if it does not finish the market-rate construction. River Garden is slated to be complete in 2009.

NORTHSHORE MARINA TOWER CONDOMINIUMS

2007 — \$258 million

The Northshore Marina Tower Condominiums, a 26-story, \$258-million high-rise in Slidell, is slated as the tallest and costliest project in St. Tammany Parish.

The tower was once expected to be complete by mid-2008, said Realtor Henry Aparicio, who is selling the units. Yet since August 2006, when 49 of the 89 units had sold before Hurricane Katrina hit Slidell, sales have stalled and some buyers have backed

out. As of last year this time, 27 condos had sold for \$349,000 to \$899,000, up from 10 in May 2006, while more than 60 were pending on sales of up to \$3.9 million.

2008 — \$258 million

Plans for the condominium tower have been delayed until next year, according to developer Sam Markovich of Northshore Marina Towers LLC.

NATIONAL WAR WORLD II MUSEUM

2007 — \$300 million

A third contract was awarded in the \$300-million expansion of the National World War II Museum. In 2007, Bridge City-based Concrete Busters of Louisiana Inc. was scheduled to begin the \$481,827 demolition of the property bordered by Magazine Street, Andrew Higgins Boulevard, and Camp and Calliope streets to make way for buildings that will quadruple the facility's size over the next five years. With new estimates about 70 percent complete, it looked like there would be more cost increases to the \$300-million estimate made immediately after Katrina. The expansion was originally scheduled for completion in 2011, but Katrina delayed it until 2014.

2008 — \$300 million

Satterfield and Pontikes Construction Group LLC of Houston was expected to begin construction in late January on a \$42-million contract to build an advanced-format theater and the USO Experience and Canteen, the first of six new pavilions in the expanded World War II Museum campus due to be completed in 2014. The 250-seat theater will feature special effects, 4-D multi-sensory experiences and dimensional sound when it opens in the summer of 2009.

INTERSTATE 10 WIDENING

2007 — \$274 million

Started in late 1998, the \$274-million project was on track to widen Interstate 10 from Carrollton Avenue to Veterans Memorial Boulevard from three lanes to five. Boh Bros. Construction started work on the approximately 1.5-mile stretch from the 17th Street Canal to the Causeway Boulevard interchange — expected to cost \$71 million — in February 2006 and is on track to finish by late 2008. The DOTD plans to let the \$33.5-million stretch from Clearview Parkway to Veterans in July 2009. The final phase — reworking the Causeway interchange, estimated at \$31 million — was expected to be let in 2010. The second section of this phase, estimated at \$42 million, did not have a proposed bid date.

2008 — \$274 million

Work is still on track on the 17th-Street-Canal-to-Causeway-Boulevard stretch and should be complete by December, said Frank Standige, Kenner-area engineer with the DOTD. Plans call for the first phase of the Causeway interchange redo to be let in February but there are no immediate plans to let Phase II and the stretch from Clearview Parkway to the Veterans Memorial Boulevard exit.

Largest architectural firms

(ranked by the number of registered architects)

2008 Rank	Name Address	Telephone Fax	No. of registered architects No. of licensed engineers	No. of staff full-time part-time contract	Managing principal(s)	Interior design	Renovation	Landscaping	Historical preservation	Construction management	Three recent local projects
1	Mathes Briere Architects APC 201 St. Charles Ave., Suite 400 New Orleans 70170	586-9303 582-1305	22 0	52 1 0	Edward C. Mathes	Yes	Yes	Yes	Yes	Yes	National World War II Museum (D-Day expansion); 1201 Canal St. condominiums, Krauss Department Store alterations and renovations; multi-use development on West Bank (Kern Property)
2	Sizeler Thompson Brown Architects 300 Lafayette St., Suite 200 New Orleans 70130	523-6472 529-1181	16 0	47 0 0	I. William Sizeler; Ian Thompson, AIA and Tommy Brown	Yes	Yes	Yes	Yes	Yes	Louisiana Department of Transportation & Development Traffic Management Center & Regional Planning Commission Headquarters, Ochsner Baptist Imaging Center & Cancer Center at Ochsner Baptist Medical Center, Crime Laboratory for the Jefferson Parish Sheriff's Office
3	Eskew+Dumez+Ripple 365 Canal St., Suite 3150 New Orleans 70130	561-8686 522-2253	11 1	30 2 0	R. Allen Eskew; Steve Dumez and Mark Ripple	Yes	Yes	No	No	No	New Orleans BioInnovation Center, L.B. Landry High School, LLOG Northshore Headquarters
4	Verges Rome Architects 320 N. Carrollton Ave., Suite 100 New Orleans 70119	488-7739 488-7743	11 NA	25 3 1	Chip Verges and Steve Rome	Yes	Yes	No	Yes	Yes	St. Tammany Parish Early Childhood Center; Omni Bank Metairie Road Office; Elmwood Shopping Center; Chase Bank Claiborne and Carrollton; LSU Dental School; Souther University Student Housing; First NBC Bank Clearview
5	Waggoner & Ball Architects APC 2200 Prytania St. New Orleans 70130	524-5308 524-5314	10 0	16 1 0	J. David Waggoner III	Yes	Yes	No	Yes	No	St. Bernard Cultural Arts Center, Brother Martin High School Math and Science Center, St. Anselm Catholic Church
6	Blicht Knevel Architects Inc. 757 St. Charles Ave. New Orleans 70130	524-4634 524-5128	9 0	20 4 3	Ronald B. Blicht	Yes	Yes	Yes	Yes	No	LSU Hospital, pharmacy building at Xavier University, Holy Cross High School
7	Fauntleroy & Latham Architects, A Professional Corp. 229 St. John Lane Covington 70433	(985) 893-4100 (985) 893-4128	8 0	26 2 1	Samuel E. Fauntleroy and Kenneth E. Latham	Yes	Yes	No	Yes	No	1.) St. Tammany Parish School Board—New High School on Hwy. 1088; 2.) New Archbishop Hannan High School; 3.) St. Tammany Parish Hospital expansion
8	John C. Williams Architects LLC 824 Baronne St. New Orleans 70113	566-0888 566-0897	8 0	19 4 7	John C. Williams	Yes	Yes	No	Yes	Yes	LSU Residence Hall, Tulane University Alumni House, Make It Right NOLA
9	John T. Campo & Associates Inc. 307 Tchoupitoulas St., Suite 300 New Orleans 70130	598-4440 598-4448	8 0	12 0 2	John T. Campo Jr.	Yes	Yes	No	Yes	Yes	Country Inns and Suites by Carlson; Center for Breast Reconstructive Surgery; Jackson Barracks
10	Broadmoor Design Group Dean M. Duplantier APAC 2740 N. Arnoult Road Metairie 70002	885-5400 885-6065	7 0	15 2 0	Dean M. Duplantier	Yes	Yes	No	No	Yes	Lakeside Parking Garages 2 and 3, Metairie, LA; Louisiana Army National Guard Hammond Readiness Center; Louisiana Army National Guard Army Aviation Support Facility, Hammond
11	Chenevert Architects LLC 8200 Hampson St., Suite 200 New Orleans 70118	314-1404 314-1406	7 0	9 0 0	Mark I. Baum	No	Yes	No	Yes	Yes	Omni Bank Mandeville, Jefferson Parish School Board Employee Credit Union, Louis Armstrong Airport Renovations

Largest architectural firms

(ranked by the number of registered architects)

2008 Rank	Name Address	Telephone Fax	No. of registered architects No. of licensed engineers	No. of staff full-time part-time contract	Managing principal(s)	Interior design	Renovation	Landscaping	Historical preservation	Construction management	Three recent local projects
12	HMS Architects, A Professional Corporation 1515 Poydras St., Suite 2680 New Orleans 70112	636-3434 636-3435	7 0	7 1 0	Charles B. Montgomery	Yes	Yes	Yes	Yes	Yes	Louisiana State University Student Union Theatre; Laitram Molding Plant; Andrew H. Wilson Elementary School
13	Holly and Smith Architects 208 N. Cate St. Hammond 70401	(985) 345-5210 (985) 345-5297	7 0	20 4 NA	Michael F. Holly; Jeffrey Smith; Mark Beckers and Cassie Ragan	Yes	Yes	No	Yes	Yes	Replace New Orleans State Office Building & Annex, Brock Elementary School Renovation & Addition, UNO Kiefer Lakefront Arena Interior & Exterior Repairs
14	Manning Architects APAC 650 Poydras St., Suite 1250 New Orleans 70130	412-2000 412-2001	6 0	20 NA NA	William R. Manning	Yes	Yes	No	Yes	Yes	Marnell Corporate Headquarters, Las Vegas, Nev.; Dillard University; Xavier University; Louis Armstrong International Airport
15	SCNZ Architects LLC 2131 Magazine St., Suite 200 New Orleans 70130	301-3722 301-3724	5 0	7 1 0	R. Sean Sullivan; Richard Choate; J. Matt Norton and Jody Zeringue	Yes	Yes	No	Yes	Yes	Durr Heavy Equipment Office Building, Jackson Barracks Museum & Post Engineering Facility, Mandina's restaurant
16	The Hopkins Co. AIA 3045 Ridgelake Drive, Suite 300 Metairie 70002	838-8700 838-6003	5 0	10 6 3	George D. Hopkins Jr.	Yes	Yes	Yes	Yes	Yes	Tchefuncta Country Club; Purohit, Plauche, Sibley and Vascati Residences
17	Lachin Oubré & Associates, Planners & Project Managers 3000 W. Esplanade Ave., Suite 302 Metairie 70002	835-8013 835-8034	4 0	8 4 0	Michael Lachin and Peter Fortier	Yes	Yes	Yes	Yes	No	CJ Schoen/St. Tammany Parish Administrative Offices, Andrew Jackson School Hurricane Repairs, LaCoste School Repairs/New Field House
18	Trapolin Architects APC 639 Julia St. New Orleans 70130	523-2772 523-3081	4 0	18 1 1	Peter M. Trapolin	Yes	Yes	No	Yes	No	Tracage Condominiums, New Orleans, LA; Tradition Village Center Tradition, MS; Oak Grove Apartments, Slidell, LA
19	Wisznia Associates 800 Common St., Suite 200 New Orleans 70112	581-1948 581-1954	4 0	8 1 1	Marcel Wisznia	Yes	Yes	No	Yes	Yes	Saratoga Lofts, Maritime Building, Stephens Garage conversion to lofts
20	Yeates and Yeates Architects LLC 929 S. Peters St. New Orleans 70130	522-7218 522-5606	4 0	9 1 0	Z. Ames Yeates and Cynthia Miller Yeates	Yes	Yes	No	Yes	Yes	Restoration of Original Garrison Structures at Jackson Barracks, Hurricane repairs to F. C. Williams Elementary School, Port Sulphur Government Building, Buras Auditorium
21	Barron/Toups Architects 400 N. Peters St., Suite 2025 New Orleans 70130	581-7845 581-9474	3 0	7 1 0	Michael Toups	Yes	Yes	No	Yes	No	Ogden Museum of Southern Art; Louisiana Public Health Laboratory; Sher Garner law offices
22	Favrot & Shane Cos. - 1st Lake Properties 3925 N. I-10 Service Road W., Suite 105 Metairie 70002	885-4885 885-4941	3 0	3 0 0	Henni Mortimer Favrot	No	No	Yes	No	No	Palmetto Creek Apartments; Lakes of Chateau Estates; Pelican Bay

Largest architectural firms

(ranked by the number of registered architects)

2008 Rank	Name Address	Telephone Fax	No. of registered architects No. of licensed engineers	No. of staff full-time part-time contract	Managing principal(s)	Interior design	Renovation	Landscaping	Historical preservation	Construction management	Three recent local projects
23	Koch and Wilson Architects APC 1100 Jackson Ave. New Orleans 70130	581-7023 581-7040	3 0	2 1 0	Robert J. Cangelosi Jr. ; Calvin G. Rice and Daniel D. Taylor	No	Yes	No	Yes	No	Gretna City Hall; Historic New Orleans Collection-Chartres Street; Royal Sonesta Hotel
24	Montgomery Roth Architecture & Interior Design LLC 400 Poydras St., Suite 400 New Orleans 70130	568-1240 568-1245	3 0	17 1 1	John Montgomery and Lisa Roth	Yes	Yes	No	Yes	Yes	Fairfield Resorts Timeshare, Harrah's Grand Bay View Hotel and Spa, Hilton New Orleans Riverside
25	Perez APC 909 Poydras St., Suite 2425 New Orleans 70112	584-5100 584-5140	3 0	27 0 2	Angela O'Byrne	Yes	Yes	Yes	Yes	Yes	New Orleans Mission Family Center, General Aviation Corp Terminal, Ascension Parish Governmental Complex
26	Wink Design Group/Wink Companies, LLC 1100 Poydras St., Suite 1360 New Orleans 70163	754-5280 754-5275	3 118	650 0 0	Larry D. Wink; Michael H. Wink and Ronn P. Babin	Yes	Yes	Yes	Yes	Yes	New Orleans Public Belt Railroad, - Centennial Renovations; Port of St. Bernard - New Administration Center; Orleans Parish School Board - Post Katrina Management
27	Concordia Architects 201 St. Charles Ave., Suite 4314 New Orleans 70170	569-1818 569-1820	2 0	12 0 0	Steven Bingler and Bobbie Hill	No	Yes	Yes	Yes	Yes	Make It Right; Lusher performing arts facility; Bingler residence
28	Ledbetter Fullerton Architects 1055 St. Charles Ave., Suite 320 New Orleans 70130	566-9669 566-9668	2 0	8 0 0	Lee Ledbetter and Richard Fullerton	Yes	Yes	No	No	No	Gallery Bienvenu, Sucre
29	Nano Turchi & Associates Architects 5736 Citrus Blvd., Suite 103 Harahan 70123	733-9667 733-6327	2 0	4 0 0	Nano Turchi	Yes	Yes	NA	NA	NA	St. Francis Xavier Church; Magic Seasoning Blend headquarters, Lapalco Plaza Shopping Center additions
30	Piazza Architecture Planning 800 Mariners Plaza, Suite 821 Mandeville 70448	(985) 626-1564 (985) 626-8289	2 0	7 0 0	Michael A. Piazza	No	No	No	No	No	Arbor Walk professional office park, Pontchartrain Yacht Club, Little Oak Elementary School
31	Richard C. Lambert Consultants, LLC 521 N. Causeway Blvd. Mandeville 70448	(985) 727-4440 (985) 727-4447	2 4	41 0 0	Richard C. Lambert, P.E.	No	Yes	No	Yes	Yes	St. Tammany Parish Sheriff's Administrative Office Building; Houma Rehabilitation Hospital; Lakefront Airport Hangar and Terminal Building Hurricane Restoration
32	Woodward Design Group 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	2 3	10 2 0	Paul H. Flower	Yes	Yes	No	Yes	No	Louisiana National Guard Readiness Center, Borders book store, Weatherford Manufacturing plant
33	Humphreys & Partners Architects 603 Julia St. New Orleans 70130	717-4700 324-0973	1 0	3 0 0	Danny Baldasaro	No	Yes	No	No	No	The Preserve, The Crescent Club, Magnolia Park

The above information was provided by the firms themselves. Please send any additions or corrections to Research, New Orleans CityBusiness, 111 Veterans Blvd., Suite 1440, Metairie 70005

Largest engineering firms

(ranked by the number of licensed engineers)

2008 Rank	Name Address	Phone Fax	No. of licensed engineers	No. of fulltime employees Year Founded	Enviro.	Industrial or Comm.	Wastewater water	Geotech.	Residential	Public Works	Other	Recent local projects	Managing principal(s) E-mail/Internet Address
1	Wink Companies LLC 120 Mallard St. St. Rose 70087	468-4264 471-6420 471-6470	118	650 1970	5	83	5	0	0	5	2	ConocoPhillips Alliance Refinery-Refinery Relief System; LOOP-LOCAP Expansion, St. James; ExxonMobil Chalmette Refinery-Flare Gas Management	Larry D. Wink; Michael H. Wink and Kenneth J. Wink ldwink@winkinc.com www.winkinc.com
2	URS Corp. 3500 N. Causeway Blvd., Suite 900, Metairie 70002 600 Carondelet St., New Orleans, 70130 N/A	837-6326/ 586-8111 831-8860/ 599-5240	112	936 1904	15	55	10	0	0	20	0	Jefferson Parish road improvement program- program management services; ConocoPhillips Alliance for Engineering Services; Cytec Industries- Alliance for Engineering Services	Vincent Provenza and Kenneth Martinez ken_martinez@urscorp.com www.urscorp.com
3	Waldemar S. Nelson & Co. Inc. 1200 St. Charles Ave. New Orleans 70130	523-5281 523-4587	87	350 1945	2	92	2	0	0	4	0	Shell offshore oil and gas facilities; Exxon Mobil offshore oil and gas facilities; Corps of Engineers hurricane protection projects	Charles W. Nelson Chairman and president; Kenneth Nelson; Richard Cabiro; James Cospolich and Tom Ehrlicher James Lane www.wsnelson.com
4	Jacobs Linder Engineering Group 3330 W. Esplanade Ave., Suite 300 Metairie 70002	835-2577 837-5924	55	150 1981	0	100	0	0	0	0	0	Chevron Offshore Platform Upgrades; Shell Ursa Waterflood; ExxonMobil Chalmette Furnace Project; Chevron Pascagoula Marine Terminal Project	Lawrence J. Cacioppo and William J. Gieseler bill.gieseler@jacobs.com www.jacobs.com
5	HFG Engineering US 3500 N. Causeway Blvd., Suite 600 Metairie 70002	846-6400 838-8955	52	263 1990	0	100	0	0	0	0	0	Hurricane emergency communications systems for LOOP; Exxon Mobil Baldwin expansion; multiple platform renovations for Helix	Glenn A. Garaudy President and Garth J. Albert Executive vice president of HR www.hfg-engineering.com
6	Rimkus Consulting Group 3850 N. Causeway Blvd., Suite 1325 Metairie 70003	832-8999 832-1060	37	25 1995	1	4	0	3	17	0	12	WND	Jeremy Hoffpauir, P.E. District manager jchoffpauir@rimkus.com www.rimkus.com
7	EDG Inc. Consulting Engineers 3900 N. Causeway Blvd., Suite 700 Metairie 70002	455-0858 (888) EDG-9298 455-0868	31	186 1982	0	10	0	0	0	0	90	Subsea tieback for two gas wells to Devil's Tower; major oil field drilling waste disposal facility	Paul Mogabgab; Dwight Paulsen; Dave Colomb; Pete Posner and Tim Moreau contactedg@edg.net www.edg.net
8	Burk-Kleinpeter Inc. 4176 Canal St. New Orleans 70119	486-5901 483-6298	30	121 1910	5	43	5	0	0	46	6	Avondale Ship Yard, New Orleans street repair, Peters Road Bridge	George C. Kleinpeter Jr. www.bkiusa.com
9	Keystone Engineering Inc. 2450 Severn Ave., Suite 308 Metairie 70001	362-9465 362-6899	26	110 1988	0	100	0	0	0	0	0	ExxonMobil WD-30 new developments, brownfield work, assessments & GOM hurricane restoration; Chevron GOM Hurricane Restoration Work; Valero St. Charles Refinery HCU Offsites	Rudy Hall; Glenn Baudin; David Spako; Chris Suchand and Barry Reed hr@keystoneenr.com www.keystoneenr.com
10	Audubon Engineering Co. LLC 111 Veterans Blvd., Suite 1200 Metairie 70005	833-5669 828-4609	23	200 1997	0	100	0	0	0	0	0	Taylor Energy Company LLC, Mississippi Canyon 21B; Helis Oil & Gas LLC, Black Bay Field Rebuild; McMoRan Oil & Gas, Vermillion 16 Field; Siemens Waterflood Skids; Shell Flowstation Design	J. Denis Taylor; Bob Rosamond and Ryan Haneman www.aecno.com

Managing principals also include James Melancon and James Lane

Largest engineering firms

(ranked by the number of licensed engineers)

2008 Rank	Name Address	Phone Fax	No. of licensed engineers	No. of fulltime employees Year Founded	Enviro.	Industrial or Comm.	Wastewater water	Geotech.	Residential	Public Works	Other	Recent local projects	Managing principal(s) E-mail/Internet Address
11	Project Associates, Inc. 6660 Riverside Drive, Suite 300 Metairie 70003	836-2901 836-2912	17	75 1974	0	0	0	0	0	0	100	Chevron-Piceance Basin; Expro - Pinauna	W.D. Beakley; J. B. Exley and S.J. Trocquet pai@paieng.com www.paieng.com
12	BCG Engineering & Consulting, Inc. 2701 Kingman St. Metairie 70006	454-3866 454-6397	16	34 1976	1	9	10	0	0	70	10	Southeast Louisiana Flood Control Project; Department of Natural Resources Master Plan for Coastal Restoration and Hurricane Protection; Fronting Protection at Bonnabel & Suburban Pump Stations	Kenneth L. Brown and Rodney J. Gannuch rgannuch@bcgnola.com www.bcgengineers.com
13	Evans-Graves Engineers, Inc. 1 Galleria Blvd., Suite 1520 Metairie 70001	836-8190 836-8199	15	45 1954	0	10	5	0	15	50	20	U.S. Army Corps of Engineers Hurricane Protection Office; Louis Armstrong New Orleans International Airport hurricane repairs, Pontchartrain Levee District flood protection	John A. Graves jgraves@evans-graves.com www.evans-graves.com
14	Modjeski & Masters 1055 St. Charles Ave., Suite 400 New Orleans 70130	524-4344 561-1229	13	28 1893	0	0	0	0	0	0	100	Florida Ave. bridge replacement; Huey P. Long Bridge widening	Donald F. Sorgonfrei and Zolan Pruez dfsorgonfrei@modjeski.com www.modjeski.com
15	N-Y Associates Inc. 2750 Lake Villa Drive, Suite 100 Metairie 70002	885-0500 885-0595	11	38 1969	5	10	10	0	0	75	0	LDOTD-Causeway Blvd./Earhart Expressway Interchange; St. Tammany Parish- La. 1085 Widening; U.S. Army Corps of Engineers- Pump Station Fronting Protection	Frank Nicoladis; Michael F. Nicoladis; Constantine F. Nicoladis and James E. Simmons mnicoladis@n-yassociates.com www.n-yassociates.com
16	Gandolfo Kuhn LLC 5413 Powell St., Suite A Harahan 70123	818-2810 818-2811	10	2 1890	0	85	5	0	0	5	5	Oschner Health System; Huey P. Long Bridge right-of-way; Chef Menteur land company	Paul Kocke Jr.; Ed Kocke; Walter Stone and Joseph Meilleur surveys@gandolfokuhn.com
17	Eustis Engineering Services LLC 3011 28th St. Metairie 70002	834-0157 (800) 966-0157 834-0354	9	102 1957	0	0	0	368	0	0	155	Hoey's Pump to the River, Alabo Street Terminal Improvements, Marathon GME Project, Mississippi River Levees - Gretna to Point Celeste, Phase I Design for Houma Navigation Canal Lock and Floodgate	William Gwyn; John Eustis and Gwendolyn P. Sanderes info@eustiseng.com www.eustiseng.com
18	AIMS Group Inc. Consulting Engineers 4421 Zenith St. Metairie 70001	887-7045 887-7088	5	23 1994	25	5	0	10	5	15	40	LaRose to Golden Meadow flood wall Design; Bayou Segnette State Park Hurricane Flood Protection Study; roadway work on Clearview Parkway between Mounes to Airline Highway, mold remediation and design at SUNO and UNO	Thomas R. L'Hoste and Kirk Juneau trclaims@bellsouth.net
19	Clement Control Systems 1305 Distributors Row, Suite K Harahan 70123	733-5323 733-5373	5	25 1998		100	0	0	0	0	0	Control System Upgrades for LOOP, ChevronTexaco, Murphy Oil, Valero, Enbridge, Occidental, and Stolthaven.	Mark D. Clement; Mark P. Hymel and Mark M. Foster www.clementcontrols.com
20	Moses Engineers Inc. 909 Poydras St., Suite 2150 New Orleans 70118	586-1725 586-1846	5	18 1947	0	80	0	0	0	20	0	New Orleans Judicial Complex; Tulane Univ. Lavin-Bernick Center; Jefferson Parish Performing Arts Center	Ted H. Moses; W. Howard Moses and Luis R. Sosa hmoses@mosesengineers.com

Oil/gas/petrochemical

Largest engineering firms

(ranked by the number of licensed engineers)

2008 Rank	Name Address	Phone Fax	No. of licensed engineers	No. of fulltime employees Year Founded	Enviro.	Industrial or Comm.	Wastewater water	Geotech.	Residential	Public Works	Other	Recent local projects	Managing principal(s) E-mail/Internet Address
21	Petrynx Consulting Engineers 3520 Gen. DeGaulle Drive, Suite 3200 New Orleans 70114	366-1414 366-1450	5	25 1998	0	100	0	0	0	0	0	Helis Oil & Gas Black Bay post-Katrina reconstruction; Magnum Hunter Main Pass 175-A subsea tie-backs; Shell Pipeline metering facility for Tahiti/Phoenix production	Hossein Kasiri and Robert Zone www.petrynx.com
22	Associated Design Group 1010 Common St., Suite 2405 New Orleans 70112	561-6333 561-6338	4	12 1996	15	25	0	0	0	0	60	Dillard University campus recovery, Louisiana Superdome reconstruction, U.S. Customs House reconstruction, Regional Transit Authority reconstruction	Lawrence W. Blanchette; Perry S. Brown; Pat Boudreaux and Craig Campbell adgno@adgno.org
23	Perrin & Carter Inc. 3501 Ridgelake Drive Metairie 70002	831-7958 831-7975	4	16 1964	0	37	13	0	0	50	0	West Jefferson Medical Center central plant and support services; Progressive Insurance service center on Airline Highway; Harvey Blvd. bridges	Michael A. Carter and James J. Brown Jr. www.perrincarter.com
24	Richard C. Lambert Consultants LLC 521 N. Causeway Blvd. Mandeville 70448	(985) 727-4440 (985) 727-4447	4	41 1987	2	25	5	0	35	25	8	Northshore Business Park; I-12/LA 21 Interchange Improvements; W. Esplanade Ave. Panel Replacement west bound Cleary - Bonnabel; Tuscany West Estates	Richard C. Lambert, P.E. rclc@rclconsultants.com www.rclconsultants.com
25	J.V. Burkes & Associates 1805 Shortcut Highway Slidell 70458	(985) 649-0075 (985) 649-0154	3	31 1964	10	30	10	0	25	25	0	Rooms To Go Distribution Center Haas Road Widening Project New St. Tammany Parish Schools Oak Grove Apartment Complex	J.V. Burkes and Sean Burkes sburkes@jvburkes.com www.jvburkes.com
26	Kyle Associates LLC 638 Village Lane N. Mandeville 70471	(985) 727-9377 (985) 727-9390	3	15 1998	15	0	25	0	0	50	10	Fairway Drive extensions; Southeastern Louisiana Water and Sewer Company improvement	Franklin M. Kyle III kyleassc@acadiacom.net
27	Woodward Engineering Group 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	3	5 1924	0	95	0	0	5	0	0	Borders Books on St. Charles Avenue, Laitram Greenfield Plant, Fisk Electric Office and Warehouse, the Terraces Apartments	Paul H. Flower www.woodwarddesignbuild.com
28	Mahl & Associates Inc. 5817 Citrus Blvd. New Orleans 70123	733-8050 733-8052	2	7 1983	0	100	0	0	0	0	0	Sprint PCS Infrastructure improvements; Entergy Corp. Standby generator installations and Marine conversions on pipe lay barges	George J. Mahl III gjwahl@mahlengr.com
29	Carubba Engineering Inc. 1018 Central Ave., Suite 200 Metairie 70001	888-1490 888-1491	1	5 1993	0	60	0	0	20	20	0	N/A	Roy M. Carubba roy@carubbaengineering.com
30	Leonard C. Quick & Associates Inc. 21449 Marion Lane, Suite 6 Mandeville 70471	(985) 727-4500 (985) 249-5124	N/A	N/A 1988	5	30	8	2	40	15	7	WND	Leonard C. Quick www.quickforensics.com

The above information was provided by the firms themselves. Any additions or corrections should be mailed on company letterhead to Research, New Orleans CityBusiness, 111 Veterans Blvd., Suite 1440, Metairie 70005

Largest general contractors

(ranked by gross revenue)

Company Street Address City Postal Code	Phone Fax	Gross revenue	Full time employees Year founded locally	Services offered	% of volume: commercial	% of volume: light industrial	% of volume: heavy industrial	% volume: public works	% of volume: other	Recent Local Projects	Top executive Title
Boh Bros. Construction Co. LLC P.O. Box 53266 New Orleans 70153	821-2400 821-0714	\$425 million	1,500 1909	general contractor	0%	0%	30%	60%	10%	I-10 Twin Spans; floodgates at the 17th St. Canal; Harvey Canal sector gate	Robert S. Boh president/CEO
MAPP Construction, LLC 3300 W. Esplanade Ave., Suite 100 Metairie 70002	833-6277 833-6074	\$212 million	210 1991	general contractor	90%	10%	0%	0%	0%	Chevron Northpark (JV), Covington, LA; JCPenney's, Gretna, LA; Capital One Mid-City, New Orleans, LA; Entercom Corporate Office, New Orleans, LA; Progressive Claims Center, Metairie, LA; Gulf Coast Bank, Covington, LA.	Michael Polito president/CEO
Walton Construction 2 Commerce Court Harahan 70123	733-2212 733-2214	\$195 million	300 2003	pre-construction, construction, design-build, construction management	75%	0%	0%	0%	25%	Harrah's New Orleans hotel, West Jefferson Hospital support services building, Terrebonne General Medical Center women and child care center, 19th Judicial District Courthouse, 61st Training Center at Jackson Barracks	Bill Petty president of New Orleans Division
Woodward Design+Build 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	\$175 million	192 1924	construction, design, engineering, steel, millwork	92%	5%	0%	0%	3%	Harrah's Hotel; Tulane University post-Katrina recovery; Perdido Towers	Paul H. Flower president/CEO
Broadnoor, LLC 2740 N. Arnoult Road Metairie 70002	885-5400 885-6065	\$135 million	162 1973	General Contracting, Design/Build, Project Management	100%	0%	0%	0%	0%	Lakeside Shopping Center Parking Garages 2 and 3; LAARNG Army Aviation Support Facility; LAARNG Readiness Center; New Campus for Holy Cross School; Joint Forces Headquarters, Jackson Barracks; Navy Package 3a, NAS/JRB	John A. Stewart Presidenttp
Gibbs Construction LLC 5736 Citrus Blvd., Suite 200 Harahan 70123	733-4336 734-1417	\$99 million	147 1976	commercial general contractor, design/build	100%	0%	0%	0%	0%	Jackson Barracks The Preserve The Crescent 1201 Canal Krauss	Lawrence C. Gibbs CEO
Brice Building Co. 3500 N. Causeway Blvd., Suite 350 Metairie 70002	887-7020 887-7090	\$91 million	70 1952	general contracting, design, build; design/assist/const. management	100%	0%	0%	0%	0%	Ochsner Interior Renovations, Roosevelt Hotel, Chef Joh Folse Facility Addition, Fairgrounds Horseman's Dorm & Prmanent Slots Facility	Robert Donnes executive vice president
Landis Construction 241 Industrial Ave. Jefferson 70121	833-6070 833-6662	\$75 million	100 1956	construction, pre-construction, design/build	100%	0%	0%	0%	0%	Xavier University storm repairs, Jefferson Parish 24th Judicial Court, University Hospital Level 1 trauma center	James C. Landis president/CEO
DonahueFavret Contractors Inc. 3030 E. Causeway Approach Mandeville 70448	(985) 626-4431 (985) 626-3572	\$70 million	60 1979	pre-construction services, commercial general contractor	100%	0%	0%	0%	0%	200 Carondelet; La National Guard Bogalusa Readiness Center; NO Public Belt Railroad; Lowe's New Orleans East	John "Jack" Donahue Jr. chairman/CEO
The McDonnel Group LLC 3350 Ridgelake Drive, Suite 170 Metairie 70002	219-0032 219-0095	\$55 million	44 2000	pre-construction services, construction management, deesign/build services	100%	0%	0%	0%	0%	a new St. Tammany Parish high school, Archbishop Hannan High School, LSU Health Scinces Center - University Hospital renovations, LSU School of Medicine Center for Advanced Learning, New Orleans Marriott lobby and ballroom renovations	Allan McDonnel president
Durr Heavy Construction, LLC 817 Hickory Ave. Harahan 70123	737-3205 737-3905	\$35 million	103 1955	site preparation, demolition, underground utilities, paving, disaster recovery	50%	30%	0%	10%	10%	Guste Housing Infrastructure; New Orleans cleanup operation; haul and install post-Katrina operations	Stephen F. Stumpf CEO
Professional Construction Services Inc. P.O. Box 26245 New Orleans 70186	241-8001 245-7475	\$27 million	135 1972	land and marine pile driving, concrete foundations, structural steel fabrication and erection, process piping	20%	30%	30%	5%	15%	Chevron chemical at Belle Chasse; Avondale shipbuilding warehouse; miscellaneous pile driving	Leonard B. Hebert Jr. CEO/chairman of the board

Largest general contractors

(ranked by gross revenue)

Company Street Address City Postal Code	Phone Fax	Gross revenue	Full time employees Year founded locally	Services offered	% of volume: commercial	% of volume: light industrial	% of volume: heavy industrial	% volume: public works	% of volume: other	Recent Local Projects	Top executive Title
Construction Masters 701 Papworth Ave., Suite 206 Metairie 70005	831-4261 832-0762	\$21 million	24 1989	renovations, new construction, adaptive reuse, hurricane rehabilitation	18%	0%	0%	80%	2%	Gentilly Terrace Elementary School, Schaumburg Elementary School, Bethune Elementary School, West Jefferson High School	Rene J. Becnel / Glen Newell architect/CEO / president
F.H. Myers Construction Corp. 520 Commerce Point Harahan 70123	734-1073 734-1099	\$21 million	35 1987	gGeneral contractor - commercial; design/build	90%	10%	0%	0%	0%	1st English Lutheran Church, Mary Queen of Peace Church, office and warehouse for Woolf-Harris, two Regions Bank locations	Fred H. Myers president
Aegis Construction Inc. 456 W. Fifth St. LaPlace 70068	(985) 651-2859 (985) 651-2854	\$21 million	25 1991	design-build, construction management, general contractor	60%	20%	0%	20%	0%	Whitney National Bank; Emily C. Watkins Elem School; LA ARNG Reserve Readiness Center; Garyville Fire Stations	M. Kent Lilledahl president/CEO
Ellis Construction 739 S. Clark St. New Orleans 70119	483-9510 483-9520	\$19 million	22 1996	general contractor	100%	0%	0%	0%	0%	Deanie's Seafood, condominiums	Bret Ellis president
DeGeorge Construction 625 Gerard St. Mandeville 70448	(985) 626-8257 (985) 624-9493	\$15 million	3 1992	custom residential construction	0%	0%	0%	0%	100%	WND	Krass DeGeorge president
RCI 894 Robert Blvd. Slidell 70458	(985) 643-2427 (985) 643-2691	\$13 million	130 1978	landscape construction, pool construction, hardscape	75%	0%	0%	10%	15%	Harrah's Casino landscape renovations, Ashton Plantation concrete walks, masonry, signage; Beau Rivage landscape and pool rebuild	Joe Rotolo President
Ryan Gootee General Contractors LLC 1613 Justin Road Metairie 70001	832-1282 832-8969	\$13 million	35 2004	commercial general construction	100%	0%	0%	0%	0%	Fidelity Homestead, General De Gaulle Branch; One River Place Condos, Hurricane Repairs; CVS Pharmacy; Gus Mayer Building Restoration	Ryan P. Gootee president/CEO
Core Construction Co. LLC 4416 York St., Suite 200 Metairie 70001	457-2420 457-2422	\$11 million	16 2001	general contractor, commercial and residential, tennis resurfacing, new construction	90%	0%	0%	0%	10%	St. Francis Xavier Church, Metairie; Capitol Once 201 St. Charles, New Orleans; Interstate Electronic Systems Office Building in Harahan; Dr. Do Dentist Office in Marrero; Fertility Clinic in Metairie; St. John Bosco School in Harvey; St. Rosalie School in Harvey; LOPA offices in Metairie	Timothy A. Held / Frank B. Stritzinger co-managers
Cycle Construction 6 E. Third St. Kenner 70062	467-1444 467-1222	\$10 million	50 2000	underground utility construction, trenchless technology, site preparation, heavy construction, trench milling services	10%	0%	0%	20%	70%	Sprint Switch, new sewer lift station, Slidell sewer pump rehab	NA NA
Crane Builders 3807 Magazine St. New Orleans 70115	891-5461 NA	\$10 million	24 1980	residential renovation, light commercial	28%	0%	0%	0%	72%	Enterprise Rent-A-Car; Grace Residence, Taylor Residence	James J. Crane president
Goliath Construction Co. Inc. 2700 Metairie Lawn Drive Metairie 70002	837-6515 837-6519	\$6 million	12 1957	medical, banking, religious, educational facilities	100%	0%	0%	0%	0%	Doctor's Imaging Services, Southeast Veterinary Specialists, 321 Veterans Blvd. Office Building, Ipik Door Company Warehouse	Harry P. Lazarus president
B.E.I. General Contractors 2530 Lexington Ave. Kenner 70062	712-0234 467-5234	\$5 million	16 1992	commercial construction, fast track	100%	0%	0%	0%	0%	Oakland Baptist Church; Treasure Chest updates; Harrah's Employess clinic and Katrina repairs	Tara O'Meallie owner/president

Largest general contractors

(ranked by gross revenue)

Company Street Address City Postal Code	Phone Fax	Gross revenue	Full time employees Year founded locally	Services offered	% of volume: commercial	% of volume: light industrial	% of volume: heavy industrial	% volume: public works	% of volume: other	Recent Local Projects	Top executive Title
Hillside Builders Inc. 2180 Manton Drive Covington 70433	(985) 893-5009 (985) 893-0840	\$5 million	20 1987	retail build outs, shopping centers, banks	100%	0%	0%	0%	0%	Citizens Savings Bank, Covington; DiCristina's Restaurant; Faith Presbyterian Church	Jimmy Manton president
Wolffman Construction 3101 Elysian Fields Ave. New Orleans 70122	276-9653 (866) 351-4127	\$5 million	4 1969	commercial, residential	40%	5%	5%	0%	50%	UNO Information Technology Building; Family Dollar USA; French Quarter condominiums	Scott Wolfe Sr CEO
Cragmar Construction, L.L.C. 3343 Metairie Road, Suite 7 Metairie 70001	218-4410 218-4416	\$4 million	5 2004	Custom Homes, Renovations	3%	0%	0%	0%	98%	Aucoin, Becker, Becnel, Bohn, Garvey, Keefe, Lovisa, Rosenstein, Rourke, Sims, Viator Residences - Brocato Law Firm	Craig C. Martin Sr. CEO
Poche' Construction Inc. 2520 Bayou Road New Orleans 70179	301-0525 301-0523	\$2 million	6 1987	commercial/industrial general contractor	80%	20%	0%	0%	0%	Warehouse in Westwego; Lazy River Cafe in the Jax Brewery; home renovations	Warren L. Poche president
C.R. Pittman Construction Co. 3021 Franklin Ave. New Orleans 70122	947-4771 947-4811	WND	125 1991	highway/street construction, industrial building construction	2%	0%	0%	98%	0%	WND	Charles R. Pittman president

WND = will not disclose

The above information was provided by the companies themselves. Any additions or corrections should be sent on company letterhead to Research, New Orleans CityBusiness, 111 Veterans Blvd., Suite 1440, Metairie 70005

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RCI performs landscape irrigation construction, ground maintenance, horizontal construction, pools, pavers, architectural concrete.

RCI's pool division builds commercial and residential pools that are supervised by RCI team members from start to finish.

Beau Rivage Hotel and Casino Pool
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Harrah's Biloxi Roof Top Pool
Palace Casino
Isle of Capri Roof Top Pool

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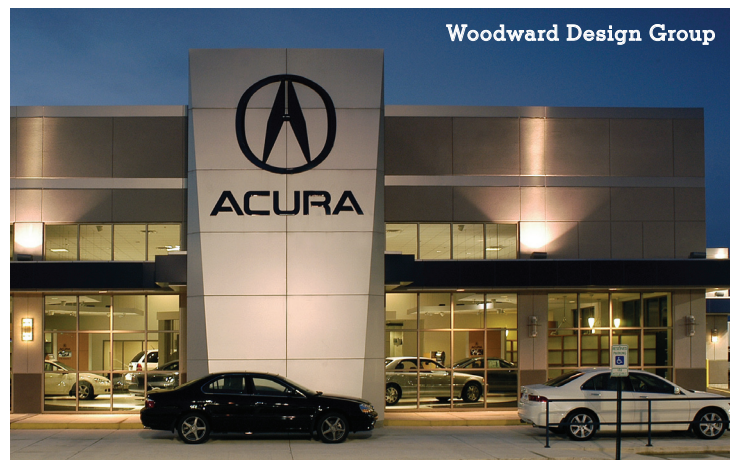
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