

TOP CONSTRUCTION PROJECTS 2009

Supplement to
New Orleans
CITYBUSINESS



Recession takes toll
on area's major projects

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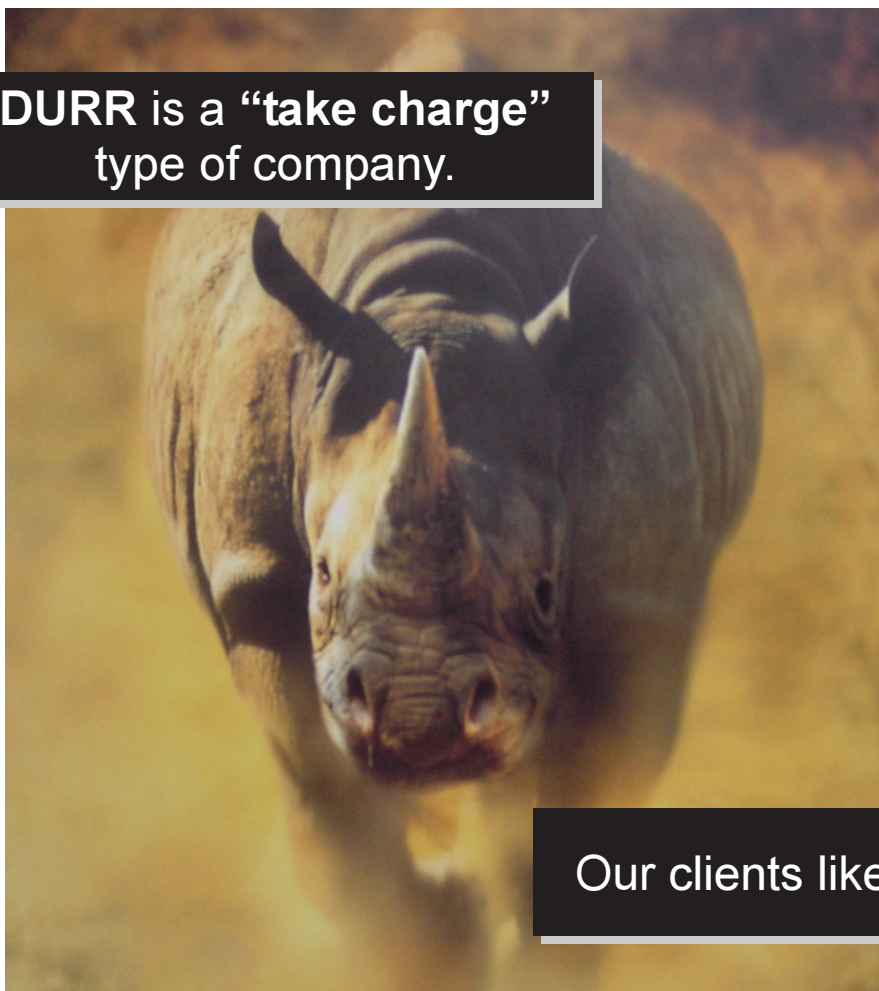


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2009 Top Construction Projects Contents

On the cover:



Photo by Frank Aymami

Works continues on the \$1.2 billion widening and upgrade of the Huey P. Long bridge, which is expected to be completed by 2012.

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Publisher and president:

D. Mark Singletary
Associate Publisher:
Lisa Blossman

Managing Editor: Greg LaRose

News editor: Christian Moises
Associate editor:
Autumn C. Giusti
Art director: Alex Borges
Account Executive:
Peggy Bruce
Production manager:
Julie Bernard
Photography: Frank Aymami

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Recession slows, doesn't stop 2009 projects

With so many stories about how the New Orleans area is recession-proof, the amount of construction — and high-dollar projects — is one piece of evidence to support that claim.

The Top Construction Projects of 2009 represent nearly \$7.9 billion in work. And that's just the Top 10 list — there are even more projects on the horizon and many more already under construction.

Some of the projects in this year's list are expected to break ground in the coming months, while others are already making progress.

Many projects have seen wide fluctuation in their price tag because of increases in insurance, labor and material costs, and the recession has only complicated matters.

Since many of the projects are looking to bonds for financial support during a struggling economy, delays, plan modifications and schedule alterations have become the norm. But officials with the Top 10 projects are remaining hopeful.

They should be.

The projects in this year's list represent an array of industries. An energy project — converting the Little Gypsy refinery — ranks No. 1 for a second year, while transportation

projects to widen and upgrade the Huey P. Long Bridge and build a more storm-resistant Twin Span round out the Top 5.

These projects address the core of our economic infrastructure: energy, transportation, education, retail, storm protection, residential, tourism, community safety and military.

The fact that the majority of the projects highlighted this year are not related to Hurricane Katrina recovery or repairs is just another sign we're moving forward and developers are willing to invest in our area and future.



Christian Moises

2008 project update

Work was under way or about to start on nearly \$6.3 billion in projects CityBusiness examined in 2008.

Looking back, three of last year's top 10 have been delayed because of recession-related issues while two more continue to be on indefinite hold.

And while the cost for four of the projects has risen, work is progressing at five sites, including a \$3.35 billion Marathon Oil Refinery expansion, the \$750 million Federal City project and \$340 million in hurricane protection for the West Bank.

As in the Top 10 list, developers who

have been derailed by the recession remain confident their projects will be back online as soon the economy improves because of their strong belief in the development's vital role in the community.

Projects of note

Looking back over the past year, several projects that have been widely reported on are held up in the design phase, awaiting permits or funding, or have progressed slower than expected.

One of the projects has affected anyone

who relies on Interstate 10 when driving, while two more have divided communities and business leaders.

But all these projects are critical elements to our area's progression and continued recovery, and the determination to push forward with these projects shows New Orleans remains a viable and valuable region for investment. •

News Editor Christian Moises can be reached at 293-9249 or by e-mail at christian.moises@nbp.com.



Photo by Frank Aymami

Work continues on the new \$803 million Interstate 10 Twin Span bridges.

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A \$1.76 billion project to re-power Entergy Louisiana's Little Gypsy facility in Montz is expected to save customers \$150 million in fuel savings during its first year, according to the utility company.

TOP 10 CONSTRUCTION PROJECTS

1 Little Gypsy re-powering project

\$1.76 billion

Project description: conversion of a natural gas-fired generator to burn petroleum coke and coal
Project cost: \$1.76 billion
Peak construction employment: about 1,500
Developer: Entergy Louisiana
Project manager: Perry Walker, director of capital projects for Entergy Louisiana
General contractor: The Shaw Group, Baton Rouge
Subcontractors: to be announced

With natural gas prices on the rise, Entergy Louisiana is pumping \$1.76 billion into better fuel diversification at its Montz power plant site, an investment the company said could save customers up to \$4 billion over the next 30 years.

Entergy's Little Gypsy site on River Road in Montz, just west of the Bonnet Carre Spillway, has been home to three natural gas-fired generating units since the 1960s.

The \$1.76 billion project will re-power Little Gypsy's Unit 3, an older, oil and gas-fired, 530-megawatt unit, by installing two circulating fluidized boilers capable of using lower-cost petroleum coke and coal. While many older plants were designed for a narrow range of energy resources, the circulating fluidized bed technology is capable of burning a much wider variety of fuels, said Perry Walker, Entergy Louisiana's director of capital projects.

"The major benefit of this project is to provide the ability of fuel diversity and have a hedge in the area against higher fuel and natural gas prices," Walker said.

A recent study by Louisiana State University economist Loren Scott estimates the project will pump more than \$500 million in new business sales into the region and provide more than \$150 million in fuel savings to customers in its first year of operation. Entergy estimates about 1,500 construction jobs during the project and 25 to 35 permanent jobs at the plant after completion.

There are however, critics, of the Little Gypsy conversion

who question cost savings for customers.

The Alliance for Affordable Energy and the Sierra Club hired an Arkansas economics research firm, Histecon Associates, to analyze the project and issued a report saying that Entergy in its initial estimates failed to account for the potential cost of carbon emission control legislation; possible increases in the cost of construction; and increases in the cost of coal. The report estimates the plant could cost more than \$2 billion by 2013 and the cost of running the plant could rise by one-third to one-half of estimated expenses. The report claims the cost of coal is increasing at a rate of 16 percent a year, not the 2.5 percent Entergy says.

Entergy Louisiana has selected Baton Rouge-based Shaw Group for engineering, procurement and construction services.

The project is still waiting for final approval from the Louisiana Department of Environmental Quality, which Walker said they anticipate receiving this month. Plans are to begin construction as soon as all permits are received. The project is scheduled for completion by the spring of 2013.

It has been a long permitting process for the Little Gypsy project.

The plant received its original air permit in November 2007, but a federal court ruling in February — unrelated to Little Gypsy — vacated the EPA's "Clean Air Mercury Rule." As a result, utilities were required to supply additional analysis that shows emissions from the new plants, including mercury emis-

sions, would meet Maximum Achievable Control Technology or MACT standards before beginning construction.

Entergy Louisiana submitted another layer of environmental analysis for approval to the LDEQ to show that modern, redundant and extensive emissions controls are incorporated into the plant's design, and the company is waiting for final approval on that second permit.

"Building and operating a technologically advanced plant with the lowest possible emissions is in keeping with our commitment to follow environmental laws and meet or exceed the requirements of all environmental permits for the plants we operate," Entergy Louisiana President and CEO Renae Conley.

In 2006, Entergy made a commitment to lower carbon dioxide emissions at its power plants, which included the Little Gypsy site. The Little Gypsy project will result in a decrease of more than 2,000 tons of nitrogen oxides each year from current emission levels, the company said.

Once the project is complete, the new process will burn the fuel in a bed of limestone that is suspended in a column of rapidly moving air. The limestone absorbs sulfur that is released from the petroleum coke or coal, which is burned at a relatively low temperature to prevent the formation of nitrogen oxides.

Secondary control systems, including a polishing scrubber to eliminate sulfur oxides and a nitrogen oxide removal system, provide additional emissions control. •

By Tommy Santora
 Contributing Writer
 mail@napp.com

2 Huey P. Long widening

\$1.2 billion

Despite Hurricane Katrina and the global economic crisis, work on the \$1.2 billion Huey P. Long Bridge widening continues and is on track for completion by the first part of 2012.

Some feared the long-awaited project, which promises to improve motorist safety, relieve traffic congestion and stimulate economic development throughout the region, was threatened when the Louisiana State Bond Commission canceled a December bond sale of \$485 million.

“We’ve got the money to go through May, but we need to sell some bonds in May to be able to continue to finance the project through bond funding,” said Meghan Legaux, spokeswoman for Louisiana TIMED Managers, which manages the \$5 billion Transportation Infrastructure Model for Economic Development.

In 2002, the Louisiana Department of Transportation and Development hired a consultant to assist with management of the program and bonded out the remainder of the program. The first \$275 million bond sale took place in August 2002. Thanks to hurricanes Katrina and Rita, the TIMED program saw a \$700 million increase in total projected costs. Additionally, scheduled completion dates for the Huey P. widening and other projects were delayed into 2012 and possibly beyond.

However, contractors are still at work on three phases of the project, and the 2012 deadline seems within reach. Boh Bros. Construction Co., which began the \$12.1 million Phase II contract for railroad modifications in October 2006, completed that project in June. The relocation of three railroad bents on the East Bank and the modification

By Angelle Bergeron
Contributing Writer
mail@nogg.com

Project description: widening the Huey P. Long bridge from two to three travel lanes in each direction with a shoulder, resulting in improved safety and ease of congestion

Project cost: \$1.2 billion

Peak construction employment: Phase III will have 150 workers; Phase IV will have 130

Developer: Louisiana Department of Transportation and Development owns the project, but the bridge is the property of the New Orleans Public Belt Railroad

Project manager: Phase I, Paul Scharmer; Phase II, Ricky Hogan; Phase III, Steve Underwood; Phase IV, Tom Thorn

General contractor: Phase I: Massman Construction Co., Kansas City, Mo.; Phase II: Boh Bros. Construction Co., New Orleans; Phase III: MTI, a joint venture partnership of Massman Construction Co. of Kansas City, Mo., Traylor Bros. Inc. of Evansville, Ind., and IHI Inc. of New York; Phase IV: KMTC, a joint venture of Peter Kiewit Sons’ Inc., Massman and Traylor Constructors



Photo by Frank Aymami

Work continues underneath the Huey P. Long bridge in a \$1.2 billion project to widen the span from two lanes on each side to three.

of two on the West Bank will allow for the Phase IV construction of the roadway approaches.

In May, KMTC — a joint venture of Peter Kiewit Sons’ Inc., Massman Construction Co. of Kansas City, Mo., and Traylor Bros. Inc. of Evansville, Ind. — received notice to proceed on the \$434 roadway approaches. The contractor is forming and pouring concrete in trumpet-shaped pilings that will support the new approaches. The contractor will be performing similar work simultaneously on both sides of the river through the end of the year.

Massman’s \$83.1 million Phase I contract to widen the bridge pier, on which work began in April 2006, will be complete within the next couple of months, Legaux said.

Early in 2008, MTI, a joint venture of Massman, Traylor and IHI Inc. of New York, N.Y., began work on the \$453 million Phase III for the main steel truss widening and main bridge erection.

“The total price for the bid of the steel was \$309 million, which made up 68 percent of the total bid,” Legaux said.

Lane closures began Jan. 17 and were to continue through mid-February as the contractor removed 1,000-foot sections of guardrail to widen the floor beams beneath the roadway.

“Although it really seems the public feels that the traffic is the biggest problem, and people can’t wait for the project to be done, the biggest challenge for contractors is access to the project,” Legaux said.

New Orleans Public Belt is the bridge owner, and not interfering with rail traffic is the top priority.

Coordinating certain activities between motor, marine and rail traffic is a huge challenge, Legaux said. MTI has constructed a dance floor, or a steel work deck hung beneath the bridge, to perform some of the work without interfering with traffic. MTI will begin erecting the steel superstructure in August. •



Jacobs Engineer project manager John Taylor, left, reviews plans with Walton Construction superintendent Rocky Pfeifer for the Recovery School District's Andrew Wilson Elementary School.

3 TOP 10 CONSTRUCTION PROJECTS

Orleans Parish Public School rebuild

\$1.2 billion

Project description: construction of five "Quick Start" schools to jump-start the larger Facilities Master Plan for Orleans Parish Public Schools
Project cost: \$1.2 billion for all schools; \$170.4 million for the Quick Start schools
Peak construction employment: about 1,500
Developer: Louisiana Department of Education
Project manager: Recovery School District
General contractor: Roy Anderson Construction, Satterfield and Pontikes Construction Inc., Walton Construction Co.
Subcontractors: Zimmer-Eschette Services, Creek Services

After more than a year of public reviews and a series of adjustments stemming from those meetings, the School Facilities Master Plan for Orleans Parish has cleared the initial hurdles and school system officials are moving toward the first phase.

Designed to completely revamp the layout of all public schools in Orleans Parish, the master plan carries an estimated \$1.2 billion price

tag for all five phases, with construction on the first phase expected to last into 2012.

By Stephen Maloney
Staff Writer
stephen.maloney@nopg.com

To kick-start the lengthy process, Louisiana State Superintendent of Education Paul Pastorek created the Quick Start program in 2007, authorizing the immediate rebuilding and renovation of five schools across Orleans Parish.

Construction has already begun at the five schools — Langston Hughes Elementary, Fannie C. Williams Elementary, Andrew Wilson Elementary, L.B. Landry High School and Lake Area Middle School — with \$170.3 million in funding coming from Federal Emergency Management Agency rebuilding money.

Recovery School District spokeswoman Siona LaFrance said the five Quick Start schools were folded into the first phase, which includes 32 schools for \$716 million total.

Through months of public input hearings and the distribution of surveys to every planning district in New Orleans, LaFrance said changes were made to phase one of the plan that shaved about \$50 million from initial estimates.

Pastorek said additional costs for subsequent phases are being streamlined during Quick Start construction.

That cost-stripping process in the Quick Start project was initially painful, Pastorek said, but it will be applied to every

future school construction project, helping to not only streamline the process but also align the initial estimates with real-time cost comparisons.

"One of the most important things we have learned with the Quick Start schools is what the true cost of the schools is going to be," Pastorek said. "On the first building or two, when we did the cost estimates they came in much higher than we had anticipated, so we went in to make some adjustments to the plan so we could bring the costs down."

Even though the master plan has five phases, RSD Superintendent Paul Vallas said the majority of the city's public schools essentially will be overhauled during the first phase.

Nearly 40 percent of New Orleans' public school buildings will receive complete overhauls during phase one, placing more than 16,000 of the city's 35,000 elementary and high school students in state-of-the-art classrooms by 2012, Vallas said.

"Phase one of the plan represents the largest school construction program in the city's history," he said. "When it is complete, we will be out of all the modular campuses, half the students will be in ultra-modern schools, 100 percent will be modern classrooms, there will not be a child that lives further than half a mile from an elementary school and there will be more high school choices available to children than ever before. That will be quite an accomplishment."•



Andrew Wilson Elementary School is one of five Quick Start schools that will be the first new buildings in a \$1.2 billion rebuild of Orleans Parish Public Schools.

4 TOP 10 CONSTRUCTION PROJECTS

Summit Fremaux

\$900 million

Preliminary site clearing and infrastructure work have begun in anticipation of the first phase of construction on the 400-acre Summit Fremaux development in Slidell.

The project, led by Birmingham, Ala.-based developer Bayer Properties, is designed to bring together a mix of retail, residential units, office, research and medical space. David Silverstein, a principal at Bayer Properties, said his company has targeted cities nationwide for similar mixed-use projects, including Birmingham and Louisville, Ky.

Slidell, Silverstein said, "fit our particular template."

"We've been looking at what we could call emerging marketplaces," Silverstein said, explaining that the growth of the North Shore since Hurricane Katrina, the planned development's location along Interstate 10 and a void of high-end retail and other venues such as research and medical facilities in the area helped make the Slidell site attractive.

"Our sites are strategically located in growth corridors of the communities we are fortunate enough to develop within and (where) there's a need for retail and some residential and some office and other ancillary uses that are compatible," Silverstein said.

One published news story pinned the expected project cost at \$900 million. Silverstein did not dispute that figure or provide an exact dollar estimate, but said the multi-phase development "will certainly exceed \$500 million when you put it all together."

By **Emilie Bahr**
Staff Writer
emilie.bahr@nogg.com

Bayer says the project represents the largest commercial investment of its kind in the area since Katrina. Estimates peg the development's economic impact at \$1 billion during the next 10 years, including 3,000 jobs during construction and 5,000 full- and part-time jobs once the project is complete.

Architect Crawford McWilliams Hatcher and general contractor Brice Building Co. are both based in Birmingham.

Summit principals hope to begin construction this fall on the retail phase of the development, with an estimated completion date in March 2010. The city is expected to begin construction on a major boulevard that will run through the project site later this month, Silverstein said. But the developer conceded construction on the first phase of the project may be delayed by the state of the economy.

"We all must recognize the economic challenges that are being encountered all over the country," Silverstein said. "We're not speculators, and we're not going to build the proj-

Project description: a 400-acre development that will incorporate retail, residential, office, research and medical space in Slidell

Project cost: about \$900 million

Peak construction employment: 3,000

Developer: Birmingham, Ala.-based Bayer Properties

General contractor: Brice Building Co., Birmingham, Ala.

ect with the hope that retailers will come. ... We need to obtain a sufficient amount of pre-leasing, so we'll just see how long it takes for the retail environment to justify moving forward with construction on the project. We hope that's sooner than later, but we all have to assess over the next six months where we are and make a reasonable business judgment."

Some retailers have already committed to the site, Silverstein said, listing among them bookseller Barnes and Noble, department stores Dillard's and Belk and women's clothier Coldwater Creek. But further leases are required before the project can move forward.

"Our commitment to the city as well as to the other retailers is that when we start this project it will have the sufficient amount of leasing so that when it opens it will open with a full complement of retailers," Silverstein said. "We remain enthusiastic about the opportunity. We just have to time things appropriately for the economic times."•



Rendering courtesy Bayer Properties

Construction is expected to start this fall on the 400-acre Summit Fremaux mixed-use development, with an expected completion date of March 2010.



The Interstate 10 Twin Span, which was heavily damaged during Hurricane Katrina, is scheduled to open by August 2011.

TOP 10 CONSTRUCTION PROJECTS

5 Twin Span

\$803 million

Project description: more hurricane-resilient Interstate 10 bridges to replace those damaged during Hurricane Katrina

Project cost: \$803 million

Peak construction employment: 300

Developer: Louisiana Department of Transportation and Development

Project manager: G.J. Schexnayder for Boh and Scott Armstrong for TKM

General contractor: Boh Bros. Construction of New Orleans and the joint venture of Traylor Bros. Inc. of Evansville, Ind.; Kiewit Southern Co. of Peachtree City, Ga.; and Massman Construction Co. of Kansas City, Mo.

Subcontractors: Jack B. Harper Contractor Inc. of Mandeville (electrical); Lafarge North America (concrete); DeBar Reinforcing Inc. of Seminary, Miss.; and Arcadia Rebar Inc. of Carriere, Miss.

Contractors are on schedule to deliver the first phase of the \$803 million Interstate 10 Twin Span Bridge by October.

That means the westbound span of the original bridge — which was built in 1963, heavily damaged by Hurricane Katrina and repaired with temporary panels — will be removed from the equation, said Stephen Heraty, project administrator with Volkert Construction Services Inc. of New Orleans, which is performing construction, engineering and inspection services for the project.

Motorists will drive on the old eastbound roadway and a combination of the eastbound and westbound new bridges until both bridges, the humps and roadway approaches are completed in August 2011.

New Orleans-based Boh Bros. Construction began work in December 2006 on a \$429 million contract for the roughly 4.5-mile low-rise portion of the bridge and the westbound approaches. The joint venture of Traylor Bros. Inc. of Evansville, Ind.; Kiewit Southern Co. of Peachtree City, Ga.; and Massman Construction Co. of Kansas City, Mo., began working on a \$170 million contract to construct the hump portions of the bridge in January 2007.

Fully funded by the Federal Highway Administration, the new Twin Spans will replace the east-west artery that was severely damaged by storm surge during Katrina. Designed by the Louisiana Department of Transportation and Development, the new bridge will be more resistant to wind and wave action and will feature elements such as longer decks and reinforced attachments to prevent the bridge deck from being lifted out of place.

The new bridge is being built 300 feet south of the existing one and at 30 feet high, will be 21 feet higher than the old one. It will include an 80-foot elevated section that will provide a 200-foot horizontal and 73-foot vertical navigational channel clearance for marine traffic. Each span will be 60 feet wide, allowing for three lanes of traffic and two shoulders, each 12 feet.

The new bridge meets American Association of State Highway and Transportation Officials' recommended ship impact standards and is being built with high-performance, high-strength concrete that is resistant to saltwater corrosion and wind and water loads.

Following two separate fatal accidents on the project —

on Oct. 30 and Dec. 23 — both contractors remain on schedule. Following the Oct. 30 accident, the DOTD allowed Boh Bros. to resume all construction activities after the lead contractor agreed to modify a procedure to prevent the rolling of girders during certain operations. Both accidents are still under investigation.

“One of the biggest challenges on the project is the weather, and working over water,” Heraty said. “Access can be a problem when you have high winds, and if you get too much wind you can’t operate your cranes.”

Both contractors are at peak operations and will employ their maximum combined crews of almost 300 for several more months.

“We’re doing every activity simultaneously from pile driving to setting girders, hanging structural steel and forming and finishing concrete,” said Scott Armstrong, project manager for the TKM joint venture. “We’ll finish up the major substructure work within the next couple months and will probably be dropping off that level (of 125 employees),” Armstrong said.

Boh Bros. is also at peak production and will use its estimated 170 workers for at least another six months, said GJ Schexnayder, project manager. •

By Angelle Bergeron
Contributing Writer
mail@npg.com



Photo by Tracie Morris Schaefer

Lt. Col. Victor Zillmer with the U.S. Army Corps of Engineers shows where pile driving is taking place for the Inner Harbor Navigation Canal storm surge barrier.

6 TOP 10 CONSTRUCTION PROJECTS

Inner Harbor Navigation Canal storm surge barrier

\$695 million

Project description: a 2.5-mile-long floodwall across canals that funneled Hurricane Katrina's storm surge into New Orleans and St. Bernard Parish
Project cost: \$695 million
Peak construction employment: 2,000
Developer: U.S. Army Corps of Engineers
Project manager: Maj. Jeremy Chapman, U.S. Army Corps of Engineers
General contractor: Shaw Environmental and Infrastructure Group, a New Orleans division of The Shaw Group of Baton Rouge
Subcontractors: 28 firms

Work began in December on a 2.5-mile-long floodwall across canals that funneled Hurricane Katrina's storm surge into New Orleans and St. Bernard Parish.

The \$695 million barrier will stretch across the point where the Gulf Intracoastal Waterway meets the Mississippi River Gulf Outlet.

"That was the area that caused most of the flooding from Hurricane Katrina," said Randy Cephus, spokesman for the U.S. Army Corps of Engineers' Hurricane Protection Office.

The barrier, similar to a floodwall but much larger, is meant to keep storm surge out of the MRGO and the Inner Harbor Navigation Canal, which runs into the Intracoastal Waterway.

During Katrina, the navigational canal carried storm surge into the 9th Ward, washing houses from their foundations. The MRGO is blamed for flooding in St. Bernard Parish and eastern New Orleans.

In a separate corps project, the Gulf Outlet will be closed. The surge barrier will be up to 26 feet high and will include two 150-foot gates to allow shipping along the Intracoastal Waterway.

By Autumn C. Giusti
 Associate Editor
 autumn.giusti@nopg.com

The corps calls the \$695 million barrier the largest design-build civil works project in its history. That means the general contractor will design and construct the project simultaneously. The corps calls the strategy "highly unusual" for a civil works project but necessary to complete the project in a short timeframe.

The project is slated for completion for the 2011 hurricane season and is part of the corps' efforts to achieve 100-year flood protection by 2011. Shaw Environmental and Infrastructure Group, a New Orleans division of The Shaw Group of Baton Rouge, is the general contractor.

At peak construction, the project will employ about 2,000 people, Cephus said.

At press time in early February, contractors were working

to dredge the area where the floodwall barriers will be placed. They were expected to start construction on the barriers later in the month.

The marshy areas surrounding the site have created some obstacles for contractors, who will have to barge in all of their construction materials, Cephus said.

"And because of the marsh and soil conditions, we're doing pile testing to make sure we're going down far enough to make the wall safe," he said.

The upside is that inclement weather won't slow the project, since the materials will be assembled at other locations before being barged in, Cephus said.

But the project isn't immune from Mother Nature. With hurricane season less than six months away, crews are practicing hurricane drills in case a major storm hits before work is complete.

"These are going to be rehearsed," Cephus said. "Everyone will know their role so we can protect the people, the equipment and the ongoing work." •



An artist's rendering shows the U.S. Department of Housing and Urban Development's plans to replace the former C.J. Peete housing development.

7 TOP 10 CONSTRUCTION PROJECTS

Public housing rebuild

\$636 million

Project description: replacing four major public housing complexes that were demolished after Hurricane Katrina
Project cost: \$636 million
Peak construction employment: 1,500 (375 for each project)
Developer: Housing Authority of New Orleans with KBK Enterprise, B.W. Cooper; McCormack Baron Salazar, C.J. Peete; Providence Community Housing and Enterprise, Lafitte; Columbia Residential, St. Bernard
Project manager: HANO and companies
General contractor: undisclosed, B.W. Cooper; Woodward Design+Build, C.J. Peete; Broadmoor LLC and M.J. Womack, Lafitte; Broadmoor, St. Bernard
Subcontractors: local and minority firms chosen according to U.S. Department of Housing and Urban Development rules

New buildings will rise this year on the cleared sites of New Orleans' four biggest public housing projects.

The \$636 million rebuilding project represents the largest burst of affordable housing construction in the city's history. When the dust settles, U.S. Department of Housing and Urban Development officials expect 1,904 new units spread among the former B.W. Cooper, C.J. Peete, Lafitte and St. Bernard housing developments. All four projects must be complete by the end of 2010, according to federal requirements.

But progress has been slow on the muddy yards, home before Katrina to tens of thousands of residents. During the past three years, federal and local housing officials have worked with private developers to create plans for the new developments.

Under the new strategy, private developers, rather than the New Orleans Housing Authority, will own the four developments, and all of them will include affordable and market-rate units as well as the federally subsidized, low-income rental units that existed on the sites before the storm.

Funding for the new developments is coming from feder-

al low-income housing tax credits, which provide developers with a source of revenue in exchange for a promise that the project will meet certain federal criteria for affordability. Typically, the developer will work with a syndicator to sell the credits at a discounted rate, with the proceeds going to pay for construction for the project.

Throwing a wrench in the process, however, is the national recession because institutions that traditionally purchase the credits have backed away from the market, sending their value plummeting an estimated 30 percent from an average of 94 cents on the dollar a year ago to 75 cents.

C.J. Peete developer McCormack Baron Salazar broke ground on the Central City project Feb. 4. It was the second project to begin construction.

St. Bernard developer Columbia Residential broke ground in December. But getting the shovel into the ground was not easy, said Cady Scott, associate project manager for the St. Louis-based developer.

"With the decline in tax credit values and the loss of available credit in the system, the feasibility of the project was

called into question, Scott said. Ultimately, the development team was able to move forward after international investment bank Goldman Sachs stepped in to negotiate a complicated leveraged transaction with HANO and other state and local financiers. The road is not over, however, for all the developers signed on to build.

While Lafitte developers Providence Community Housing and Enterprise Community Partners have secured investors to buy the project's tax credits and expect to begin construction next month, the team had to add additional soft financing sources to fund gaps created by the drop in value of tax credits. Because of delays caused by this funding challenge, Enterprise is lobbying to extend the federal 2010 completion deadline to 2012.

"The biggest challenges (have been) project financing and the 2010 placed-in-service deadline, which we are working hard to get extended to 2012," said TeAnne Coleman Chennault, communications manager for the national affordable housing developer.

The B.W. Cooper project's developer, KBK Enterprises, still has not secured buyers for the tax credits funding their \$250 million rebuild. •

By Tommy Santora
Contributing Writer
mail@nopg.com

8 National World War II Museum expansion

\$300 million

Before the end of the year, visitors to the National World War II Museum will be able to feel the rumble of tanks and the heat of battle alongside images from the war.

Construction is about two-thirds complete on the first phase of the museum's \$300 million expansion, which includes the special effects-filled Victory Theater and the Stage Door Canteen, a 1940s-style entertainment venue and restaurant.

Construction began in April on the \$60 million first phase.

"We're on budget and on schedule. We're about 60 percent complete, and construction should finish around July or August," Bob Farnsworth, senior vice president for the museum's capital programs, said of the first phase.

The theater-canteen complex is the first of six new pavilions that comprise the museum's multiphase expansion and capital campaign plan. The complex will be the first part of the U.S. Freedom Pavilion, which will be the main entrance building to the main theater, exhibit halls and other pavilions.

Houston-based contractor Satterfield and Pontikes has a \$42 million contract for this phase of construction.

Upon completion, the 250-seat theater will screen regular showings of "Beyond All Boundaries," a \$9 million film created exclusively for the museum by executive producer Tom Hanks

and director Paul Hettema. For 14 years, Hettema was director of all creative attractions at Universal Studios.

While Farnsworth didn't want to give away all the secrets, he said visitors who watch the film will be able to experience four-dimensional special effects such as falling snow, heat, cold and seats that vibrate when tanks roll onto the screen — all of which had to be carefully worked

into the construction.

"It's not your everyday construction project because of the coordination of the movie production itself into the construction work," Farnsworth said. "You don't walk into this theater and see a regular show. It's a multisensory experience — a journey through the entire war."

Another component of the project is the beautification of three blocks of Magazine Street between St. Joseph and Calliope streets. Crews will bury all of the overhead power lines and install new brick sidewalks, granite curbs, trees and lighting. The Regional Planning Commission, the city and the museum are working on the streetscape improvements.

"That's going to dramatically change the environment," Farnsworth said, adding that the improvements are a few weeks from completion.

Another cornerstone of the project is its sleek modern archi-

Project description: multiphase expansion and capital campaign plan featuring a multisensory theater, exhibit halls and six pavilions

Project cost: \$300 million

Peak construction employment: 120 daily workers

Developer: National World War II Museum

Project manager: Bob Farnsworth, senior vice president for capital programs

General contractor: Satterfield and Pontikes of Houston (first phase)

Subcontractors: Alack Refrigeration Co.; Boh Bros. Construction Co.; Frischhertz Electric, New Orleans Glass and Simms Hardin Construction Co. of New Orleans; Arena Fire Protection of Hurley, Miss.; Blanchard Mechanical Contractors of Roseland; Gate Precast Co. of Jacksonville, Fla.; Manufab Inc. of Kenner; Miller Masonry of Harvey; Postel International of Houston; Rufino's Painting and Construction of Gretna; Roof-Tech of Harvey

tecture, which Farnsworth said will be significant on a national scale. The architect is Voorsanger Mathes LLC, a joint venture of New York firm Voorsanger Architects PLC and New Orleans-based Mathes Brierre Architects.

"It's wonderful for the city to have a unique piece of architecture like this," Farnsworth said. "It's very appropriate to what takes place inside the buildings."

The entire expansion is slated for completion in 2015. •

By **Autumn C. Giusti**
Associate Editor
autumn.giusti@nopg.com



The National World War II Museum's Victory Theater will be part of the museum's U.S. Freedom Pavilion, which will be the main entrance to a \$300 million expansion.

Photo by Frank Aymanni

9 Orleans Parish Prison complex

\$270 million

After three years of planning, the rebuilding of New Orleans' Hurricane Katrina-damaged detention complex will move forward this year.

In February, the first wrecking ball hit two jail towers that never reopened after the storm. The start of demolition marked the beginning of a modernization long in the making for the sprawling complex. For the past generation, the jail has consisted of 12 buildings, all in varying states of disrepair, spread over several blocks bordering Interstate 10 in lower Mid-City.

With low ceilings, chipping paint and crowded quarters, the facility was widely criticized before the storm. The storm rendered cellblocks completely unusable. But while there was clear consensus from city and prison officials on the need for a modern jail, funding sources were uncertain.

That uncertainty was cleared up in October when voters approved a ballot proposition authorizing the Orleans Parish Criminal Sheriff to issue \$63.2 million in bonds that will supplement \$90.7 million in Federal Emergency Management Agency money and help pay for a new 1,438-bed facility and adjacent utility, maintenance and processing facilities.

The new buildings will be rebuilt over the next two years with the entire project expected to be complete by the end of 2011.

Major components of the project to be completed this year include a new \$4.5 million vehicle maintenance facility and the first construction phases of an \$85 million generator plant, warehouse and kitchen. The facility will rise beneath I-10 on a 1-acre site near Perdido Street and is expected to open by the end of 2011, said Thomas Brown of Sizeler Thomson Brown Architects, which is managing the rebuilding of the prison complex.

"This will be a self-sustaining, efficient facility," Brown said.

Construction on the prison's new jail and intake processing center is expected to begin by the end of 2009. The modern intake center will include classrooms and clinic space where inmates will receive medical care. There will also be a new visitor center and administrative offices.

"This will bring our facility into the 21st century," said Sheriff Marlin Gusman, who has long said that such

Project description: rebuilding of the Orleans Parish Prison complex including a 1,438-bed jail facility, new intake and processing center, administrative office, visitor center, kitchen and warehouse

Project cost: \$270 million

Peak construction employment: 500

Developer: Orleans Parish Criminal Sheriff's Office

Project manager: Sizeler Thomson Brown

General contractor: to be announced

improvements are necessary.

A \$5.5 million renovation of another existing building in the detention center will begin in June. Contractors have not been chosen yet.

The bond issue that is helping pay for the rebuilt jail complex also includes \$7.5 million for Municipal Court renovations and \$3.3 million for the Orleans Parish district attorney's office. Criminal Court Clerk Arthur Morrell will receive \$2.8 million to help build new evidence storage facilities.

Brown said now that funding has been largely secured, the biggest challenge will be fitting all the bulldozers, cranes and workers needed for the massive rebuilding within the gates of the sheriff's lower Mid-City site.

"I don't know if you've ever gone to the jail," he said. "But it's a very tight site and not easy to enter or exit."•

By Ariella Cohen
Contributing Writer
mail@nopg.com

Photo by Christian Moises



Site preparation has started for a new Orleans Parish Prison complex, which is expected to be completed by 2011.

10 TOP 10 CONSTRUCTION PROJECTS

Jackson Barracks rebuild

\$183 million

Army Lt. Col. Danny Bordelon, commander of the 527th Engineer Battalion of the Louisiana National Guard, figured it would be impossible for five general contractors to not get in the way of each other, working at similar times in the same construction area.

But five Louisiana general contractors working for one purpose — to return a cornerstone of the state's military history to St. Bernard Parish — has been rather “a smooth process,” Bordelon said.

By January, that process will result in the return of Jackson Barracks, the headquarters for the Louisiana National Guard and the Louisiana Military Department.

Jackson Barracks, originally built in the mid-1830s and located in Arabi at the Orleans/St. Bernard Parish line, contained about 219 structures with roadways, parking areas, interior fencing, a brick perimeter and utilities before Hurricane Katrina's floodwaters destroyed about 30 buildings and the Guard razed another 100 heavily damaged structures.

The state announced a nearly \$200 million master plan in July 2006 to rebuild Jackson Barracks, which would be funded

mainly through the Department of Defense's military construction unit, Milcon, which has put up \$163 million. Another \$37 million came from the Federal Emergency Management Agency and about \$3.7 million is from a community development block grant.

The state Legislature also exempted the project from the normal bid process, opening the door for a design-build project that would speed up the rebuilding.

The end result is 16 buildings under six different contracts, including a \$44 million, 800,000-square-foot Joint Force Headquarters built by Broadmoor LLC; a \$32 million 61st Troop Command Center by Walton Construction; a \$30 million 141st Readiness Center by Woodward Design+Build; \$21 million in infrastructure needs by Cajun Constructors; and two Gibbs Construction contracts, one for a \$23 million living quarters complex for soldiers and families and another for \$16 million in gatehouses and perimeter fencing.

“We thought our main challenge was going to be the construction companies overlapping each other in all the areas of work, but they

have really worked together, respected each other's space and made the whole project go smoothly,” Bordelon said.

The buildings were constructed to post-storm building codes, are expected to withstand 20 feet of floodwaters, keep computer and electrical systems above sea level and house emergency generators on the second floor or higher. Bordelon hopes to have about 65 structures and 94 homes on the campus by 2010.

Bordelon, who is responsible for all Louisiana National Guard construction projects south of Baton Rouge, said the 61st Troop Command Center, gatehouses, fencing and infrastructure will be complete this month, while the sleeping quarters is scheduled for completion in June, followed by the 141st Readiness Center in August and the Joint Force Headquarters by January.

Jackson Barracks will not reopen until January, Bordelon said. Once the project is complete, about 700 Guard members will work at Jackson Barracks during the week and an additional 3,500 soldiers and airmen will drill on weekends, said Army Maj. Gen. Hunt Downer, Louisiana's assistant adju-

Project description: reconstruction of Jackson Barracks' headquarters, buildings, living quarters and infrastructure that were damaged during Hurricane Katrina. Project consists of 16 buildings under five general contracts. Completion date scheduled for January 2010.

Project cost: \$183 million

Peak construction employment: not available

Developer: Louisiana National Guard

Project manager: Army Lt. Col. Danny Bordelon, commander of the 527th Engineer Battalion of the Louisiana National Guard

General contractor: Broadmoor LLC, Walton Construction, Woodward Design+Build, Gibbs Construction, Cajun Constructors

Subcontractors: as many as 20-25 subcontractors under each general contractor

tant general. The Jackson Military Barracks Military Museum is also scheduled to reopen to the public by May 2010.

The Louisiana National Guard expects Jackson Barracks to have a \$110 million economic impact on the economy in St. Bernard Parish.

“The neighborhood is happy we will be back, and it's a giant economic stimulus and security aspect for the area. It gives St. Bernard Parish residents an uplift for us to be back here,” Bordelon said. “A lot of area residents said they wouldn't be back here if not for the National Guard presence.”



Photo courtesy David Haydel

Woodward Design+Build continues to work on a \$30 million Readiness Center at Jackson Barracks, part of a nearly \$200 million rebuild of the state's National Guard headquarters.

2008's Top 10 project updates

CityBusiness revisits the Top 10 construction projects of 2008

— CityBusiness staff reports

1 MARATHON REFINERY EXPANSION

2008 — \$3.2 billion

Construction on Marathon Oil Corp.'s \$3.2 billion Garyville refinery expansion began in March 2007 on what essentially will be a new refinery adjacent to the existing one. Startup is scheduled for the end of this year and will increase the refinery's crude oil production from 245,000 barrels per day to 425,000. The first of 22,000 piles were driven in July 2007 and foundations were being poured by September 2007. By the end of February 2008, work was to start on pipe erection. Contractors were expected to start placing equipment by last summer.

2009 — \$3.35 billion

Work on Marathon Oil Corp.'s Garyville refinery expansion, which began in 2004 with front-end engineering and conceptualizing, is about 80 percent complete. When talking about "man on the ground" work, though, the company is about 60 percent away from having the refinery turning out product, said Marathon spokesman Robert Calmus. "Considering we had a hurricane, we're right dead on target with our projected schedule and are feeling extremely optimistic for a fourth-quarter (2009) completion."

2 INNER HARBOR NAVIGATION CANAL LOCKS

2008 — \$823 million

Officials in December were waiting on a judge to lift an injunction allowing contractors to replace the 50-year-old lock system for the Inner Harbor Navigation Canal. In October 2006, a federal court ordered the U.S. Army Corps of Engineers to stop work on the project until the corps completed a supplemental environmental impact statement regarding post-Hurricane Katrina conditions. The original statement was completed in 1996. The best-case scenario for the project — full funding from Congress each year — would complete the lock in 2018.

2009 — \$1.3 billion

The project remains on hold, pending the corps' completion of the environmental impact statement. The corps requested an extension to allow the public more time to review the statement during the holidays. The new public comment period ended Jan. 26, although no deadline has been set for the report's completion. After re-examining the \$823 million estimate from 1997, the corps adjusted the cost to account for materials and labor. Corps officials say it is still feasible to complete the lock by 2018.

3 FEDERAL CITY

2008 — \$500 million

Work started 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 project's price tag since it was approved in 2005 with a \$200 million price tag. Although a builder wasn't chosen until early spring, the state met its Sept. 30, federally mandated start construction deadline.

2009 — \$750 million

The final master plan for Federal City is expected to be completed in the second half of March. "From April on, for the next year and a half, you'll see a lot of cranes in the sky," said retired Marine Maj. Gen. David Mize, chairman of Mayor C. Ray Nagin's Military Advisory Committee. Of the nine construction milestones set for the Marines headquarters, two have been met and work will start on a third when piles are driven in mid-April for a 411,000-square-foot Marine Forces Reserve building.

4 DILLARD UNIVERSITY REPAIRS

2008 — \$400 million

After more than two years of delays, major portions of Dillard University's Hurricane Katrina-ravaged campus were being either renovated or built from scratch. A design-build project, the science building was expected to open by early 2010. Final renovation plans were also ready for the Straight, Hartzell and Camphor residential halls, which are expected to open in 2010.

2009 — more than \$400 million

To date, 86 percent of the campus has been restored, which includes 19 of 23 buildings. The most recent buildings completed were the Lawless Assembly Hall in February and the Will Alexander Library. The 32,511-square-foot Alexander Library reopened in March 2008, with plans to add another 12,000 to 18,000 square feet by 2010. Dillard will spend about \$5 million on Straight, Hartzell and Camphor halls in 2009 and \$11 million more in 2010. A new Professional Schools and Science Building and repairs to the Student Union and the Recreation, Health and Wellness Center are targeted for completion by January and will cost \$55 million.

5 NEW ORLEANS ROAD REPAIRS

2008 — \$300 million

Orange cones started to dot the New Orleans landscape as federal, state and local programs activated road repair projects across the city. The city prioritized 52 projects totaling \$54.5 million to be let and started at least by early 2009 through the Federal Highway Administration's South Louisiana Submerged Roads Program. At the top of the list was a \$1.5 million project to repave Marconi Drive, one of three jobs let in late 2007. The other two were Crowder Road in eastern New Orleans and Whitney Avenue on the West Bank.

2009 — \$546 million

The amount available for repairs has almost doubled because of more grant money coming in, including \$90 million from FEMA. "I wouldn't be surprised if by mid-year that number (\$546 million) was a little higher," said Robert Mendoza, director of the city's Office of Public Works. About 40 of the 52 projects scheduled for 2008 were completed, with 105 projects in the works for 2009, including the remaining 12 from last year. In 2008, the city completed Marconi, Crowder and Whitney for \$3.5 million and bid out Robert E. Lee, Press and Wisner for \$3.7 million.

Photo courtesy Marathon Oil Co. LLC



Work continues on the \$3.35 billion Marathon Oil refinery expansion, which is expected to be completed by the fourth quarter of this year.



Photo courtesy North Oaks Health System

Despite delays on the \$200 million North Oaks Health System expansion, a \$6.5 million parking garage is scheduled to open this winter.

6 WEST BANK AND VICINITY HURRICANE PROTECTION

2008 — \$250 million

Two and a half years after Hurricane Katrina, a \$250 million project was on track to improve flood protection along the Harvey Canal. The canal had no federal protection long before Katrina, leaving the West Bank vulnerable to flooding. In mid-February 2007, construction began on an 8,300-foot floodwall stretching south from the Harvey Canal at Lapalco Boulevard. The largest segment, a \$132 million contract which calls for completion within 580 days, was awarded to Baton Rouge-based Cajun Constructors Inc.

2009 — \$340 million

The cost has risen to \$340 million, largely because of a \$32 million contract awarded in December to Shavers-Whittle Construction of Covington to build a levee and floodwall at the southern end of the Harvey Canal. "This is the final Harvey Canal construction contract to be awarded," said Gary Brouse, the Corps of Engineers' senior project manager for floodwalls. The contract will tie into the floodwalls and pump station protection under construction along Peters Road. Work is about two-thirds complete on the project.

7 NORD DU LAC

2008 — \$220 million

Work was slated to begin in March on the Colonial Pinnacle Nord Du Lac complex, a 160-acre retail development near Covington. Plans include a 30,000-square-foot outdoor plaza and 1 million square feet for shops and restaurants. St. Tammany residents fearing overdevelopment filed two lawsuits against developer Colonial Properties Trust of Birmingham, Ala.

2009 — \$220 million

The North Shore will have to wait one more year for Nord Du Lac. "Right now we're just saying late 2010," said Jim Spahn, Colonial Properties Trust spokesman. About one-third of the project is complete. Dillard's, Barnes and Noble, Kohl's and P.F. Chang's are among 18 committed retailers. Other than Circuit City, which filed for bankruptcy, no tenants have backed out.

10 NORTH OAKS HEALTH SYSTEM EXPANSION

2008 — \$200 million

North Oaks finished the first part of its three-phase expansion, scheduled for completion in 2011. After Hurricane Katrina, the hospital was tasked with completing a 10-year growth plan in five years. In the spring of 2007, Independence-based Frank A. Anzalone General Contractors finished work on the \$6.2 million, 2,000-square-foot expansion of the North Oaks Rehabilitation Hospital. Anzalone also began work on a \$10.8 million, four-story Resource Center on the Medical Center campus.

8 ALGIERS CROSSING

2008 — \$200 million

The first piles have been driven for Algiers Crossing, a 1,500-unit mixed-use community slated for Old Algiers along the Mississippi River. It will cost more than \$200 million, said Mitchell Wotherspoon, general sales manager for the development. Durr Heavy Construction of Harahan is demolishing the existing buildings while New Orleans-based Boh Brothers Construction Co. will oversee the development's first phase of construction, which is expected to be complete in mid-2010.

2009 — on hold

Work on Algiers Crossing is on hold because of the recession. Barry Kern, president and CEO of Kern Studios, which owns the property, said that by the time officials received final approvals to start construction in May, the bottom fell out of the economy. "We're exploring with the developers and all interested parties other ways to move forward," Kern said. "We still own the property and we still want to develop it."

9 RENAISSANCE TOWN CENTER

2008 — \$200 million

Renaissance Town Center, an 80-acre mixed-use community on the site of the former Lake Forest Plaza mall in eastern New Orleans, originally called for three phases. The first, a 140,000-square-foot Lowe's Home Improvement store, was completed early last summer. The final two phases, which included two large anchor stores and several mid-sized anchors, were scheduled for completion in 2009 and 2010.

2009 — on hold

Renaissance Town Center has been stalled for close to a year while property owners Gowri Kailas and Ashton Ryan straighten out financing with the city. State Sen. Ann Duplessis represents the area and was part of a panel considering tax increment financing for the project. She said Mayor C. Ray Nagin and recovery director Ed Blakely were considering calling the developers' debt that dates back to 2001. With the property in city hands, new investors and developers could be brought in to finish the project, she said.

2009 — \$200 million

North Oaks' expansion is on hold at least until summer because of unfavorable conditions in the bond market. The expansion is in its third and final phase, but a new completion date has not been determined. Projects on hold include a \$90 million five-story hospital addition and a medical office plaza. The delay will not affect projects under construction, including a \$6.5 million parking garage set to open this winter.

Interstate 10 widening

By Christian Moises

News Editor
christian.moises@nopg.com

The good news for drivers along Interstate 10 is that all lanes between the 17th Street Canal and Causeway Boulevard are expected to be open by mid-March. The bad news is workers still need to put a top layer on the road surface before the project is officially deemed complete.

But that work will be done at night, starting between 8 p.m. and 9 p.m. and wrapping up by 5 a.m., and all work should be completed by May, said Brendan Rush, spokesman for the Louisiana Department of Transportation and Development.

Boh Bros. Construction started work on the approximately 1.5-mile stretch in February 2006, but issues with concrete being too hard — the stones originally used were a little heavier than they should have been — delayed the project from its expected completion of September 2008, Rush said.

Work on this phase included widening I-10 from five to six lanes westbound and from three to five lanes eastbound. The Bonnabel Boulevard and Causeway entrance and exit ramps in each direction were modified to make room for a flyover ramp from Bonnabel onto I-10 westbound. Drainage repairs and sound walls were also included.

Flyover ramps provide quicker access on and off the interstate by replacing cloverleaf ramps.

The north side frontage roads were expected to be completed last week, Rush said, while the south side frontage roads should be completed by mid-March.

With the stretch from the 17th Street Canal to Tulane Avenue having already been

widened, in addition to the stretch from Causeway to Clearview Parkway and the I-10/I-610 interchange, there are only two more sections that were part of the master plan.

But with the current economy, those phases — the second part of the Causeway interchange and widening the stretch from Clearview to Veterans Boulevard — have been delayed.

“Both projects are on our list to do, but one

of them isn’t ready to be let until fiscal 2013,” Rush said. “Right now there’s no funding for this. We still don’t know how much the state will get from the stimulus. We have some idea that it could be between \$250 million and \$350 million, and that would be for the department statewide.”

In today’s dollars, Rush said the second phase of the Causeway upgrade would cost \$62 million. •



The widening of Interstate 10 from the 17th Street Canal to Causeway Boulevard is expected to be completed by May.

Photo by Frank Aymami

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Louisiana Highway 1 improvements

By Tommy Santora
Contributing Writer
mail@nopg.com

The good news for Henri Boulet is that more than \$300 million in construction work is funded and in progress along Louisiana Highway 1, a roadway important to the oil and gas industry and one that has been damaged over the years by storms.

The light at the end of the tunnel is the construction of a 7-mile, 40-foot-wide, two-lane elevated highway south of the Leeville Bridge to Louisiana Highway 3090 in Port Fourchon, scheduled for completion by 2011.

The bad news is more than \$1 billion is still needed in secured funding for the remainder of the La. 1 Relocated Project, including more than \$300 million to begin the project's critical second phase of a 9-mile, two-lane highway elevation between Leeville and Golden Meadow.

"We call that the other half of our bridge," said Boulet, who for the past three years has served as executive director of the nonprofit La. 1 Coalition, which is working for highway improvements from U.S. Highway 90 to the coast in Lafourche Parish.

"Probably the most frustrating part in this project is policymakers in Washington are



Photo courtesy Louisiana Department of Transportation and Development

Workers elevate a section of Louisiana Highway 1 near the entrance to Port Fourchon.

aware of the role La. 1 plays in the oil and gas industry, but we are not able to get the appropriate infrastructure funding for the entire project to address the threat to our roads and economy."

The second phase of the La. 1 Relocated Project would cost about \$360 million, and funding could come from President Obama's proposed stimulus package, Boulet said at press time when the package was being finalized. The state has a list of \$1.3 billion in road

projects ready to go, with Phase 2 of the project being the most expensive on the state's list, he said.

Louisiana Highway 1, which is the sole route to Port Fourchon servicing up to 18 percent of U.S. domestic and imported oil and gas, provides access to the Louisiana Offshore Oil Port by way of a twisting, two-lane road that cuts through the marsh at ground level.

"We're just taking this one phase at a time," Boulet said. "Each step is critical to

Phase by phase

Phase 1A: A \$141 million contract expected to be completed in 2011 to build a two-lane elevated highway south of the Leeville Bridge to Louisiana Highway 3090 that will be about 7 miles and 40 feet wide.

Phases 1B and 1C: A \$161 million project expected to be completed by this fall to replace the Leeville Bridge with a two-lane, fixed span bridge and build two-lane interchanges and connector roads north and south of the bridge.

Phase 1D: A \$7 million project expected to be completed this fall that includes a customer service center, kiosk network, open-road tolling equipment and intelligent transportation systems.

Phase 2: With no secured funding, this \$360 million project to elevate about 9 miles of highway from Leeville to Golden Meadow has not been let.

Phase 3: With no secured funding, this \$380 million project to continue Louisiana Highway 3235 from Larose northward to U.S. Highway 90 for about 19 miles has not been let.

Phase 4: With no secured funding, this \$580 million project to add two lanes between Golden Meadow and Port Fourchon has not been let.

secure that Highway 1 is adequate to serve our oil and gas industry and also residents of our coastal communities."•

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LSU/VA medical center

By Ariella Cohen
Contributing Writer
mail@nopg.com

Financing woes and political backlash are likely to slow progress on New Orleans' largest post-Katrina construction project — a \$1.2 billion medical center planned for lower Mid-City — in 2009.

The massive economic development project, which would replace shuttered Charity Hospital with a 400-bed Louisiana State University teaching hospital and a 200-bed U.S. Department of Veterans Affairs hospital, has been in the works since 2006.

When LSU and the VA first announced the plan two and a half years ago, they predicted construction would begin in October 2008. Getting the project off the ground has taken far longer.

In November, one month after construction was originally expected to begin, the VA and LSU formally announced their intentions to build on an approximately 70-acre site bound by Tulane and South Claiborne avenues and Canal and South Rocheblave streets.

State officials say they will spend this year acquiring the land from business owners and residents who occupy the low-rise downtown neighborhood, now a mix of traditional New Orleans-style houses, parking lots and small businesses. LSU does not yet have a formal timeline for the project, but construction is expected to take another seven years.

Impeding progress is insufficient funding for the \$784 million proposed replacement for Charity, and insistent

opposition from preservationists who say a new hospital could be built within the existing Charity for less money and without razing an entire neighborhood.

Last month, the two sides presented arguments at a hearing before the House Appropriations Committee in Baton Rouge. While LSU officials said it would not be cheaper or take less time to renovate Charity, state officials voiced concerns that the economic downturn would make it harder to sell the \$400 million in bonds needed to fund a new hospital.

State Treasurer John Kennedy told the budgetary committee that state taxpayers could be responsible for paying back the bonds if the hospital can't foot the bill, a proposition that has sparked concern among legislators and Kennedy.

In addition to relying on \$400 million from the bond market, LSU is depending on the Federal Emergency Management Agency to increase its payment for the Charity replacement to \$492 million from the current approved payment of \$150 million.

"The goal is to build the best hospital taxpayers can afford, not the best hospital that can be built," Kennedy said at the hearing.

Even with those risks in play, LSU System President John Lombardi said he is confident the project will move forward, albeit slower than he would like.

"Nothing is guaranteed," Lombardi said in an interview at the Jan. 21 hearing. "But we have been told that we will be able to borrow on the bond market ... and when President Obama came here on campaign, he pledged to build a state-of-the-art hospital. We think that under the current administration there is every incentive to do the right thing."•



CityBusiness file photo

Construction was expected to begin in October on a medical complex to replace Charity Hospital, but funding issues and opposition have slowed progress.

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PROJECTS OF NOTE

Riverfront redevelopment

By Jaime Guillet
Staff Writer
jaime.guillet@nopg.com

The first phase of the \$294 million Reinventing the Crescent, an ambitious project to redevelop a 4-mile stretch of the Mississippi Riverfront, has at least three more public meetings scheduled and about five more associated with the city of New Orleans' zoning and permitting process before construction begins in early fall.

The riverfront redevelopment aims to renovate the 4-mile stretch from Jackson to Poland avenues into a contiguous mix of public park space and retail developments.

The momentum for the project has been exemplary considering its size and breadth, said Sean Cummings, CEO of New Orleans Building Corp., the city's public benefit corporation responsible for managing and developing underutilized, deteriorated, or vacant city properties.

Demolition and debris removal for Phase 1, a \$30 million redevelopment of the riverfront between Esplanade Avenue and Mazant Street, has already begun, whereas actual construction is set to begin in the fall, Cummings said.

"We're fully funded, full speed ahead and we're breaking ground in the fall," he said during the most recent public meeting held Jan. 14.

The New Orleans City Council recently authorized spend-



Rendering courtesy New Orleans Building Corp.

The Reinventing the Crescent project includes renovating a 4-mile stretch of the Mississippi Riverfront from Jackson to Poland avenues.

ing \$30 million in community development block grants for Phase 1. Eskew+Dumez+Ripple, the architectural firm leading the riverfront project, has remained a key component of the public input process — a successful albeit sometime contentious facet of the project — including details such as parking availability, traffic impact and public green space facilities.

Probably the most hotly debated aspect of the first phase has been the relocation of New Orleans Cold Storage, a frozen poultry shipper and important Port of New Orleans tenant, from its current site on the Industrial Canal to the Gov. Nicholls Wharf on the Mississippi River.

Many residents of the Faubourg Marigny and Bywater neighborhoods have expressed concern about the company's relocation because of its industrial nature, parking and traffic implications and any potential chemical pollution that could arise.

Although there was little mention of NOCS' relocation during the January meeting, residents' concerns are still present, said Chris Costello, president of the Faubourg Marigny Improvement Association, which maintains its objection to the relocation.

Port officials say the Gov. Nicholls wharf has always been used for maritime purposes and the NOCS relocation is just a continuation of that. •

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Valero Refinery hydrocracker

By Tommy Santora
Contributing Writer
mail@nopg.com

The nation's economic downturn has put a halt to Valero Energy's \$1.25 billion hydrocracker project at its St. Charles refinery.

In its fourth-quarter earnings conference call in January, in which the company reported its first quarterly loss in six years, San Antonio-based Valero Energy also said the St. Charles hydrocracker project would be delayed until 2012, erasing the original completion date of 2010.

The project was scheduled to boost the refinery's systemwide diesel output from 33 percent to 40 percent with the construction of a new 50,000-barrel-per-day hydrocracker that would upgrade low-value feedstocks into ultralow-sulfur diesel. The St. Charles refinery currently has a crude processing capacity of 190,000 barrels per day and a total fuel throughput capacity of 250,000 barrels per day.

A hydrocracker is a unit in a petroleum refinery that can produce "light" products from heavier crude oil distillation fractions. A refinery feedstock, meanwhile, is product derived from crude oil and destined for further processing other than blending. It is transformed into one or more components or finished products.

"The reason Valero decided to delay the project was to reduce the capital spending budget during the current financial situation and economic downturn," said Bill Day, Valero spokesman. "Despite the economic downturn and the temporary drop in demand for motor fuels, Valero believes the long-



Photo courtesy Valero Energy

Valero Energy has put the brakes on a \$1.35 billion project to increase its St. Charles refinery's diesel output because of the national recession.

term demand for diesel fuel will be strong, which is why we're concentrating our expansion plans around equipment that can process diesel."

Once complete, Day said the new hydrocracker unit will generate 30 additional permanent jobs at the refinery, and

they expect 1,500 construction workers on site at peak times of construction.

Valero also said its Memphis, Tenn.-refinery upgrade of a gasoline-producing fluidic catalytic cracking unit is being pushed back from 2011 to 2012. •

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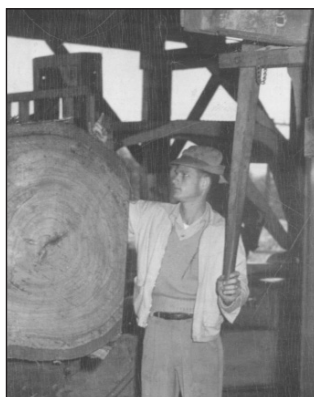
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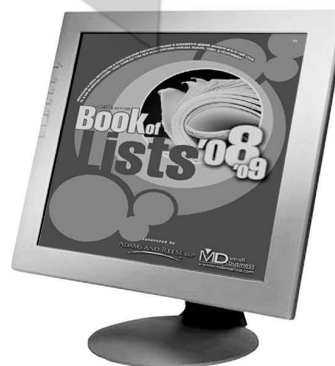
Thomas Hayden, Jr.
Milling cypress in the early 1950's

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Largest architectural firms

(ranked by the number of registered architects)

Name Address	Telephone Fax	Registered architects Licensed engineers	Staff: Full- time Part-time Contract	Managing principal(s)	Interior design	Renovation	Landscaping	Historical preservation	Construction management	Recent local projects
Mathes Brierre Architects APC 201 St. Charles Ave., Suite 4100 New Orleans 70170	586-9303 582-1305	24 0	61 0 1	Edward C. Mathes chairman	Y	Y	Y	Y	Y	National World War II Museum expansion, Conversion of Kraus Department Store into apartments, Marine Corps Headquarters, Federal City
Sizeler Thompson Brown Architects 300 Lafayette St., Suite 200 New Orleans 70130	523-6472 529-1181	17 0	49 0 0	I. William Sizeler Ian G. Thompson Thomas M. Brown principals	Y	Y	Y	Y	Y	NASA-UNO Foundation Research Administration Building at Michoud; Orleans Parish Criminal Sheriff New Campus Facilities including Intake Processing Center, Detention Housing, Kitchen, Receiving Warehouse and Central Plant; Renovation to the City of New Orleans Municipal Yacht Harbor
Verges Rome Architects 320 N. Carrollton Ave., Suite 100 New Orleans 70119	488-7739 488-7743	12 0	28 3 4	Chip Verges president Steve Rome	Y	Y	N	Y	Y	Lake Area High School; Christians Brothers School Expansion and Renovations; Elmwood Shopping Center; Chase Bank Claiborne and Carrollton; LSU Dental School; Southern University Student Housing; First NBC Bank Veterans Boulevard
Eskew+Dumez+Ripple 365 Canal St., Suite 3150 New Orleans 70130	561-8686 522-2253	11 0	31 0 0	R. Allen Eskew Steve Dumez Mark Ripple directors	Y	Y	N	N	N	Lamar Advertising, Veterans Affairs Medical Center, St. Tammany Parish Advanced Studies High School
Waggoner & Ball Architects APC 2200 Prytania St. New Orleans 70130	524-5308 524-5314	10 0	18 1 0	J. David Waggoner III F. Macnaughton Ball Jr. principals	Y	Y	N	Y	N	St. Bernard Cultural Arts Center, Southern Yacht Club, St. Anselm Catholic Church
Blitch Knevel Architects Inc. 757 St. Charles Ave. New Orleans 70130	524-4634 524-5128	8 0	10 1 2	Ken Knevel vice president Ron Blitch president	Y	Y	Y	Y	N	new MCLNO Hospital, new Holy Cross High School, new Xavier University pharmacy building
Fauntleroy & Latham Architects, A Professional Corp. 229 St. John Lane Covington 70433	(985) 893-4100 (985) 893-4128	8 0	25 2 0	Sam Fauntleroy Kenneth E. Latham principals	Y	Y	N	Y	N	new Salmen High School; Bogue Chitto State Park; St. Tammany Parish Hospital — 5th and 6th floor addition
John C. Williams Architects LLC 824 Baronne St. New Orleans 70113	566-0888 566-0897	8 0	20 3 3	John C. Williams principal	Y	Y	N	Y	Y	Global Green, Make It Right, Second Line Stages
Broadmoor Design Group Dean M. Duplantier APAC 2740 N. Arnoult Road Metairie 70002	885-5400 885-6065	7 0	24 0 1	Dean M. Duplantier president	Y	Y	N	N	Y	Lakeside Parking Garages 2 and 3, Metairie; Louisiana Army National Guard Hammond Readiness Center; Louisiana Army National Guard Army Aviation Support Facility, Hammond
Chenevert Architects LLC 8200 Hampson St., Suite 200 New Orleans 70118	314-1404 314-1406	7 0	25 1 25	Mark I. Baum	N	Y	N	Y	Y	Omni Bank Mandeville; Jefferson Parish School Board Employee Credit Union; Louis Armstrong New Orleans International Airport renovations
HMS Architects APC 1515 Poydras St., Suite 2680 New Orleans 70112	636-3434 636-3435	7 0	17 0 0	Keith R. Steger vice president Charles B. Montgomery	Y	Y	Y	Y	Y	Louisiana State University Student Union Theatre; Laitram molding plant; Andrew H. Wilson Elementary School
Holly and Smith Architects 208 N. Cate St. Hammond 70401	(985) 345-5210 (985) 345-5297	7 0	22 3 1	Michael F. Holly president Jeffrey Smith Mark Beckers Cassie Ragan	Y	Y	N	Y	Y	Replace New Orleans State Office Building and Annex (\$74 Million), New Student Union, Southeastern Louisiana University (\$30 Million), Village de Jardin Senior Living Village (\$50 Million)
Manning Architects APAC 650 Poydras St., Suite 1250 New Orleans 70130	412-2000 412-2001	7 0	23 1 0	Wm. Raymond Manning president and CEO	Y	Y	N	Y	Y	Marnell corporate headquarters, Las Vegas; Dillard University; Xavier University; Louis Armstrong New Orleans International Airport

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 architectural firms

(ranked by the number of registered architects)

Name Address	Telephone Fax	Registered architects Licensed engineers	Staff: Full- time Part-time Contract	Managing principal(s)	Interior design	Renovation	Landscaping	Historical preservation	Construction management	Recent local projects
John T. Campo & Associates Inc. 307 Tchoupitoulas St., Suite 300 New Orleans 70130	598-4440 598-4448	6 0	16 2 2	John T. Campo Jr.	Y	Y	N	Y	Y	American Bank Building Apartments; National Guard Readiness Center/Bogalusa; Jackson Barracks
SCNZ Architects LLC 2131 Magazine St., Suite 200 New Orleans 70130	301-3722 301-3724	5 0	9 1 0	R. Sean Sullivan Richard Choate J. Matt Norton Jody Zeringue	Y	Y	N	Y	Y	Jackson Barracks Military Museum, City of New Orleans Police Stables, Joseph A. Craig Elementary addition and renovations
The Hopkins Co. AIA 3045 Ridgelake Drive, Suite 300 Metairie 70002	838-8700 838-6003	5 0	7 1 1	George D. Hopkins Jr. president	Y	Y	Y	Y	Y	Heebe, Boelte, Gutterman, Sibley, Branton
Performance Architecture LLC 650 Poydras St., Suite 2800 New Orleans 70130	799-3000 799-3010	4 0	12 1 0	Michael Robert Howard president	Y	Y	N	N	N	OLPS, New Orleans Baptist Theological Seminary, LSU Tiger Band Hall
Rozas-Ward/a.i.a. architects inc. 1010 Common St., Suite 2750 New Orleans 70112	524-4375 524-2493	4 0	14 0 0	Darren M. Rozas Charles J. Ward Jr. partners	N	Y	N	Y	N	St. Mary's Academy High School, Renovation of 925 Common Street, First Bank and Trust at Northpark
Trapolin Architects APC 639 Julia St. New Orleans 70130	523-2772 523-3081	4 0	18 1 0	Peter M. Trapolin president	Y	Y	N	Y	N	Pontchartrain Hotel Renovations, LA National Guard-Marrerro Readiness Center, Tracage Condominium
Wisznia Associates 800 Common St., Suite 200 New Orleans 70112	581-1948 581-1954	4 0	9 1 0	Marcel Wisznia principal	Y	Y	N	Y	N	Saratoga Lofts, Maritime Building, Stephens Garage conversion to lofts
Yeates and Yeates Architects LLC 929 S. Peters St. New Orleans 70130	522-7218 522-5606	4 0	9 1 0	Z. Ames Yeates partner Cynthia Miller Yeates partner	Y	Y	N	Y	Y	new Phoenix High School, new Fannie C. Williams School, Repair and restoration to 14 Buildings at the Historic Garrison at Jackson Barracks, New Port Sulphur Community Center, Port Sulphur Government Building
Barron/Toups Architects 400 N. Peters St., Suite 202 New Orleans 70130	581-7845 581-9474	3 0	5 0 0	Michael Toups	Y	Y	N	Y	N	Ogden Museum of Southern Art; Louisiana Public Health Laboratory; Sher Garner law offices
Koch and Wilson Architects APC 1100 Jackson Ave. New Orleans 70130	581-7023 581-7040	3 0	6 1 0	Robert J. Cangelosi president Calvin G. Rice Daniel D. Taylor	N	Y	N	Y	N	Gretna City Hall; Historic New Orleans Collection- Chartres Street; Royal Sonesta Hotel
Lachin Oubré & Associates, Planners & Project Managers 3000 W. Esplanade Ave., Suite 302 Metairie 70002	835-8013 835-8034	3 0	8 1 3	Michael Lachin	N	Y	Y	Y	Y	Hughes Elementary School, Lacoste campus of Chalmette High School, Lafon Nursing Facility
Montgomery Roth Architecture & Interior Design LLC 400 Poydras St., Suite 1720 New Orleans 70130	568-1240 568-1245	3 0	16 0 0	John Montgomery principal Lisa Roth	Y	Y	N	Y	Y	Wyndham Vacation Ownership; Churchill Downs Racino; Hilton Riverside Lobby, Bar & Cafe
N-Y Associates Inc. 2750 Lake Villa Drive Metairie 70002	885-0500 885-0595	3 12	38 2 0	Nicholas S. Musso vice president and director of architecture Frank Nicoladis president Michael F. Nicoladis senior vice president	Y	Y	N	Y	Y	Mahalia Jackson Theatre of the Performing Arts, New Orleans; St. Bernard Parish Civic Center; Guste Elementary School, New Orleans
Perez APC 317 Burgundy St., Suite 10 New Orleans 70112	588-2161 588-2162	3 1	35 2 1	Angela O'Byrne president	Y	Y	Y	Y	Y	Gretna Amphitheatre, Barthelomew Golf Course, Patrick F. Taylor Science & Technology Regional Academy

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Largest architectural firms

(ranked by the number of registered architects)

Name Address	Telephone Fax	Registered architects Licensed engineers	Staff: Full- time Part-time Contract	Managing principal(s)	Interior design	Renovation	Landscaping	Historical preservation	Construction management	Recent local projects
Richard C. Lambert Consultants LLC 900 West Causeway Approach Mandeville 70471	(985) 727-4440 (985) 727-4447	3 3	41 0 0	Richard C. Lambert principal in charge	N	Y	N	Y	Y	St. Tammany Parish Sheriff's Administrative Headquarters; New Orleans Lakefront Airport Restoration Project, LOOP Office Building
Antoine Architects LLC 4990 Hwy. 22, Suite B Mandeville 70471-6770	(985) 845-9650 NA	2 0	4 1 0	Alan B. Antoine architect	Y	Y	N	Y	Y	Food for Families Warehouse, K-Bar-B Youth Ranch, St. Mary of the Angels School
Concordia LLC 201 St. Charles Ave., Suite 4318 New Orleans 70170	569-1818 569-1820	2 NA	11 NA 1	Steven Bingler principal Bobbie Hill	N	Y	Y	Y	Y	Make It Right; Lusher performing arts facility; Bingler residence
Piazza Architecture Planning 800 Mariners Plaza, Suite 821 Mandeville 70448	626-1564 626-8289	2 0	5 0 0	Michael A. Piazza architect and owner	N	Y	N	Y	N	Woodside Energy Office Building, Mandeville; The Commons Office Park, Mandeville; Bayou Lacombe Middle School renovations
Wink Design Group/Wink Companies LLC 1100 Poydras St., Suite 1360 New Orleans 70163	561-1599 561-1598	2 122	640 0 0	Larry D. Wink president and CEO Michael H. Wink executive vice president and chief operating officer Ron P. Babin general manager	Y	Y	Y	Y	Y	New Orleans Public Belt Railroad Centennial Renovations; Full Gospel Baptist Church auditorium and headquarters; Port of St. Bernard New Administrative Building and Security Complex
Woodward Design Group 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	2 3	10 3 NA	Paul H. Flower	Y	Y	N	Y	N	Louisiana National Guard 141st Readiness Center, Borders Books St. Charles Ave., Weatherford Manufacturing Plant
Humphreys & Partners Architects 603 Julia St. New Orleans 70130	717-4701 324-0973	1 0	5 0 2	Danny Baldassaro regional director	Y	Y	Y	N	N	The Preserve, The Crescent Club, Meridian
Lee Ledbetter & Associates 1055 St. Charles Ave., Suite 320 New Orleans 70130	566-9669 566-9668	1 0	6 0 1	Lee H. Ledbetter president	Y	Y	N	Y	N	Gallery Bienvenu, Sucre, New Orleans Museum of Art Sculpture Garden

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Largest commercial landscape contractors

(ranked by 2008 landscaping revenue)

Name Address	Telephone Fax	2008 landscaping revenue	Full-time staff Professional staff	Contact Title Year founded locally	Design or architecture	Construction Irrigation Maintenance	Installation or landscaping	Other services	Recent projects
RCI 894 Robert Blvd. Slidell 70458	(985) 643-2427 (985) 643-2691	\$15 million	125 12	Joe Rotolo president 1964	Y	Y Y Y	Y	pool design and build, hardscape	Lacoste HS pool, LLOG landscape and pools, Keesler Housing 1640 Homes, Ashton Plantation landscape
Louisiana Landscape Specialty Inc. 1701 Belle Chasse Highway Gretna 70056	391-1800 394-0726	\$11 million	130 20	Randy Loup CEO 1983	Y	Y Y Y	Y	drainage, lightning, hydro-seeding, tree pruning and removal, swimming pools, demolition, hauling	Lafreniere Park, River Gardens, Jackson Barracks, Macy's, Belle Chasse Naval Air Station
Anthony's 300 L and A Road Metairie 70001	834-3094 834-3097	\$4 million	28 9	Ray Gumpert ASLA landscape architect and vice president Ted W. Anthony Jr. president 1997	Y	Y Y Y	Y	swimming pool design and construction, interiorscaping, drainage, lighting, hydroseeding	Citrus Creek Apartments, Clearwater Creek Apartments, Normandy Oaks Recreation Park
Landscape Images Ltd. 655 Central Ave. Jefferson 70121	734-8380 734-8493	\$2 million	18 4	Jeannette Roussel landscape architect Marianne Mumford Alan Mumford 1984	Y	Y Y Y	Y	commercial design build, pool design, boggy or water gardens	Great New Orleans Residences, visit our Web site
The Plant Gallery Inc. 9401 Airline Drive New Orleans 70118	488-8887 (866) 903-7398	\$1 million	54 26	Jim Massicot general manager Kenneth John Rabalais owner and president 1991	Y	N Y Y	Y	florist, plant rentals, special events	Mariott Hotel, Canizerio residence, Downtown Development District
Swanson's Perfect Ponds & Landscaping dba Stone Yard 3944 Peters Road Harvey 70058	367-2339 263-0211	\$150,000	5 2	Frank Swanson president 1990	Y	Y N Y	Y	construction and maintenance of all water features (certified aquatic contractors), and landscape contractor, stone yard and pond supplies-Internet, phone and retail sales (pond supplies, outdoor decor, sugar kettles, gifts and more)	NA

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

Largest engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Environmental	Industrial or Commercial	Wastewater water	Geotechnical Residential	Public works Other	Recent local projects	Managing principal(s) E-mail Web site
URS Corp. 3500 N. Causeway Blvd., Suite 900, Metairie 70002 600 Carondelet St., New Orleans, 70130	837-6326/ 586-8111 831-8860/ 599-5240	137	521 1904	15	55	10	0 0	20 0	Army Corps of Engineers, Hurricane Protection/Levee Improvement Design; ConocoPhillips Alliance for Engineering Services; Cytec Industries- Alliance for Engineering Services	Bruce Adams Vincent Provenza Kenneth Martinez susan_fertitta@urscorp.com www.urscorp.com
Wink Companies LLC 120 Mallard St. St. Rose 70087	468-4264 471-6420 471-6470	122	640 1970	5	83	5	0 0	5 2	Valero Rerun Knockout Drum; Chevron Pascagoula OSBL for new Paraxylene Unit: IMTT St. Rose VGO Tank Farm	Larry D. Wink, president and CEO Michael H. Wink, executive vice president and chief operating officer Kenneth J. Wink, executive vice president rcapers@winkinc.com www.winkinc.com
Waldemar S. Nelson & Co. Inc. 1200 St. Charles Ave. New Orleans 70130	523-5281 523-4587	94	350 1945	2	91	2	0 0	5 0	Shell offshore oil and gas facilities; ExxonMobil offshore oil and gas facilities; Corps of Engineers hurricane protection projects	Charles W. Nelson, chairman and president Kenneth Nelson Richard Cabiro James Cospolich Tom Ehrlicher James Melancon James Lane www.wsnelson.com
Audubon Engineering Co. LLC 111 Veterans Blvd., Suite 1200 Metairie 70005	833-5669 828-4609	42	335 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, managing partner Bob Rosamond Ryan Haneman www.aecno.com
Jacobs Upstream Engineering Group 3330 W. Esplanade Ave., Suite 300 Metairie 70002	835-2577 837-5924	38	160 1981	0	100	0	0 0	0 0	Chevron Offshore Platform Upgrades; Shell Ursa Waterflood; ExxonMobil Chalmette Furnace Project; Chevron Pascagoula Marine Terminal Project	Barry Acosta, manager of business development Randy Hasling, manager of projects Lawrence J. Cacioppo barry.acosta@jacobs.com www.jacobs.com
Keystone Engineering Inc. 2450 Severn Ave., Suite 308 Metairie 70001	362-9465 362-6899	30	165 1988	0	100	0	0 0	0 0	ExxonMobil new developments, brownfield work, assessments and GOM hurricane restoration; Misc. ConocoPhillips GOM Project Work; Valero St. Charles Refinery Offsites	Wesley Salmon, financial principal Rudy Hall Glenn Baudoin David Spako Chris Suchand Barry Reed hr@keystoneenr.com www.keystoneenr.com
Burk-Kleinpeter Inc. 4176 Canal St. New Orleans 70119	486-5901 483-6298	29	113 1910	5	43	5	0 0	46 6	Avondale Ship Yard, New Orleans street repair, Peters Road Bridge	George C. Kleinpeter Jr., president gkleinpeter@bkusa.com www.bkusa.com
EDG Inc. Consulting Engineers 3900 N. Causeway Blvd., Suite 700 Metairie 70002	455-0858 (888) 334-9298 455-0868	24	185 1982	0	10	0	0 0	0 90	subsea tieback for two gas wells to Devil's Tower; major oilfield drilling waste disposal facility	Dave Colomb Pete Posner Tim Moreau Douglas DeRouen contactedg@edg.net www.edg.net
Rimkus Consulting Group 3850 N. Causeway Blvd., Suite 1325 Metairie 70003	832-8999 832-1060	24	369 1995	0	2	0	3 16	0 6	WND	Jeremy Hoffpauir, district manager jchoffpauir@rimkus.com www.rimkus.com
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 S.J. Trocquet pai@paieng.com www.paieng.com

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Largest engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Environmental	Industrial or Commercial	Wastewater water	Geotechnical Residential	Public works Other	Recent local projects	Managing principal(s) E-mail Web site
BCG Engineering & Consulting Inc. 2701 Kingman St. Metairie 70006	454-3866 454-6397	15	30 1976	0	5	5	0 0	80 10	Southeast Louisiana Flood Control Project; fronting protection at Bonnabel and Suburban pump stations; West Bank levees Engineering Alternative Reports and plans and specifications; coastal restoration	Kenneth L. Brown, president Rodney J. Gannuch, executive vice president rgannuch@bcgnola.com www.bcgengineers.com
Evans-Graves Engineers Inc. 1 Galleria Blvd., Suite 1520 Metairie 70001	836-8190 836-8199	15	44 1954	0	10	5	0 10	65 10	U.S. Army Corps of Engineers Hurricane Protection Office; Louis Armstrong New Orleans International Airport pavement remediation; Pontchartrain Levee District flood protection; and design and reconstruction of hurricane damaged facilities in Plaquemines Parish	John A. Graves, president jgraves@evans-graves.com www.evans-graves.com
Leonard C. Quick & Associates Inc. 21449 Marion Lane, Suite 6 Mandeville 70471	(985) 249-5130 (877) 224-4500 (985) 249-5124	15	WND 1988	5	30	8	2 40	15 7	WND	Leonard C. Quick www.quickforensics.com
Modjeski & Masters Inc. 1055 St. Charles Ave., Suite 400 New Orleans 70130	524-4344 561-1229	12	31 1893	0	0	0	0 0	0 100	Florida Avenue bridge replacement; Huey P. Long Bridge widening	Donald F. Sorgenfrei, senior vice president dfsorgenfrei@modjeski.com www.modjeski.com
N-Y Associates Inc. 2750 Lake Villa Drive, Suite 100 Metairie 70002	885-0500 885-0595	12	38 1969	5	10	10	0 0	75 0	LDOTD-Causeway Blvd./ Earhart Expressway Interchange EA; St. Tammany Parish- LA 1085 Widening; U.S. Army Corps of Engineers - Pump Station Fronting Protection	Frank Nicoladis Michael F. Nicoladis Constantine F. Nicoladis James E. Simmons mnicoladis@n-yassociates.com www.n-yassociates.com
Associated Design Group 1010 Common St., Suite 2405 New Orleans 70112	561-6333 561-6338	7	16 1996	15	20	0	0 0	0 65	Dillard University campus recovery, Louisiana Superdome reconstruction, Hyatt Hotel renovation, Regional Transit Authority reconstruction, 200 Carondelet renovation	Lawrence W. Blanchette, chief executive officer Perry S. Brown, branch executive officer Pat Boudreaux, executive officer Craig Campbell, chief operating officer Lance J. Bonadona, branch executive officer adgno@adginc.org adginc.org
Moses Engineers Inc. 909 Poydras St., Suite 2150 New Orleans 70118	586-1725 586-1846	6	19 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 Luis R. Sosa hmoses@mosesengineers.com
Perrin & Carter Inc. 3501 Ridgelake Drive Metairie 70002	831-7958 831-7975	6	19 1964	0	47	13	0 0	40 0	Expansion of seven-story parking garage at Jefferson Parish Courthouse; Jefferson Parish EOC/911 Building; West Jefferson Medical Center Elevator Tower Expansion; Terrytown Elementary School; Terrytown Playground gymnasium; Harvey Boulevard Extension and Bridges; J.P. Sewer Capital projects management	Michael A. Carter, president James J. Brown Jr. www.perrincarter.com
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, Chevron Texaco, Murphy Oil, Valero, Enbridge, Occidental, and Stolthaven	Mark D. Clement Mark P. Hymel Mark M. Foster www.clementcontrols.com
IMC Consulting Engineers Inc. 3120 20th St. Metairie 70002	831-9119 831-9121 831-9134	5	15 1988	0	70	0	0 5	25 0	Touro Imaging Center Renovation of U.S. Custom House Naval Public Works Complex	Ken McLaughlin, president Chip Higbee, vice president kmclaughlin@imcconsultingengineers.com

Largest engineering firms

(ranked by the number of licensed engineers)

Name Address	Phone Fax	Licensed engineers	Full-time employees Year founded	Environmental	Industrial or Commercial	Wastewater water	Geotechnical Residential	Public works Other	Recent local projects	Managing principal(s) E-mail Web site
Julien Engineering 3520 General DeGaulle Drive, Suite 1045 New Orleans 70114	366-3454 366-8726	5	28 1995	0	10	5	0 15	40 30	Louis Armstrong New Orleans International Airport, Consolidated Car Rental Facility; CJ Peete Redevelopment, Housing and Public Works; Rehabilitation of Law St, Somerset St, Berkely St.; RTA Canal Blvd. Bus and Streetcar Terminal; Hynes Elementary School Replacement; LADOTD South LA Submerged Roads Program	Kerwin E. Julien, president kerwin@julien-engineering.com www.julien-engineering.com
AIMS Group Inc. Consulting Engineers 4421 Zenith St. Metairie 70001	887-7045 887-7088	4	18 1994	25	5	0	10 5	15 40	LaRose to Golden Meadow floodwall Design; Bayou Segnette State Park hurricane flood protection study; roadway work on Clearview Parkway between Mounes and Airline Highway; mold remediation and design at SUNO and UNO	Thomas R. L'Hoste Kirk Juneau triams@bellsouth.net
Petronyx Consulting Engineers 3520 Gen. DeGaulle Drive, Suite 3200 New Orleans 70114	366-1414 366-1450	4	22 1998	0	100	0	0 0	0 0	Shell Pipeline Garyville Pump Station; Shell E&P Yellow Hammer; Magnum Hunter Main Pass 175-A subsea tie-backs; Helis Oil & Gas Black Bay post-Katrina reconstruction; Shell Pipeline metering facility for Tahiti/Phoenix Production Risers & Metering.	Hossein A. Kasiri Robert M. Zone, managing principals mail@petronyx.com www.petronyx.com
J.V. Burkes & Associates 1805 Shortcut Highway Slidell 70458	(985) 649-0075 (985) 649-0154	3	22 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, president Sean Burkes, vice president sburkes@jvburkes.com www.jvburkes.com
Richard C. Lambert Consultants LLC 900 West Causeway Approach Mandeville 70471	(985) 727-4440 (985) 727-4447	3	41 1987	2	25	5	0 35	25 8	Church of the King -Civil; LLOG Exploration -Civil; I-12/LA 21 Interchange Improvements; Tuscany West Estates; Regions Bank Civil	Richard C. Lambert, principal in charge rclc@rclconsultants.com www.rclconsultants.com
Woodward Engineering Group 1019 S. Dupre St. New Orleans 70125	822-6443 822-9493	3	5 1924	0	95	0	0 5	0 0	Dillard Professional Schools Building, Borders Books on St. Charles Ave., Laitram Greenfield Plant, Fisk Electric Office and Warehouse, VOA The Terraces Apartments; Federal City	Johann L. Palacios, division manager Paul H. Flower, CEO info@woodwarddesignbuild.com www.woodwarddesignbuild.com
Gandolfo Kuhn LLC 5413 Powell St., Suite A Harahan 70123	818-2810 818-2811	2	10 1890	0	85	5	0 0	5 5	Brazilier Island Boundary Survey; Riverfront Boundary Survey (Elysian Fields to Poland Ave.); Harrahs Hotel Resubdivision	Paul J. Kocke Sr. Ed Kocke Walter Stone Joseph Meilleur pkocke@gandolfokuhn.com
Carubba Engineering Inc. 3621 Ridgelake Drive, Suite 204 Metairie 70002	888-1490 888-1491	1	9 1993	0	60	0	0 20	20 0	St. Bakhita, St. Mary's, Levy Gardens	Roy M. Carubba, principal and owner roy@carubbaengineering.com carubbaengineering.com
K-Belle Consultants 624 Atherton Drive Metairie 70001	832-9123 457-4193 617-7797	1	2 2008						NA	Kristi Hoke Mirambell, president KMirambell@k-belle.com www.k-belle.com
Mahl & Associates Inc. 5817 Citrus Blvd. New Orleans 70123	733-8050 733-8052	1	5 1983	0	100	0	0 0	0 0	Sprint PCS infrastructure improvements; Entergy Corp. Standby generator installations and Marine conversions on pipe lay barges and Dive Support Vessels	George J. Mahl III, president gjwahl@mahlengr.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 Address	Phone Fax	Gross revenue	Full time employees Year founded locally	Services offered	Percent of volume: commercial	Percent of volume: light industrial	Percent of volume: heavy industrial	Percent of volume: public works	Percent 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	\$450 million	1,500 1909	general contractor	10 percent	0 percent	28 percent	62 percent	0 percent	I-10 Twin Spans; floodgates at the 17th St. Canal; Harvey Canal sector gate	Robert S. Boh president and CEO
Woodward Design+Build 1019 South Dupre St. New Orleans 70125	822-6443 822-9493	\$220 million	206 1924	construction, design, engineering, steel, millwork	75 percent	10 percent	0 percent	0 percent	15 percent	Dillard University Professional Schools Building, 141st LA National Guard Readiness Center, River Garden Apartments Phase II, Borders Book Store Historic on St. Charles Ave, Weatherford Manufacturing Plant and Office Buildings	Paul H. Flower president and CEO
Walton Construction 2 Commerce Court Harahan 70123	733-2212 733-2214	\$212 million	203 2003	pre-construction, construction, design-build, construction management	100 percent	0 percent	0 percent	0 percent	0 percent	Southern University dormitories, Wilson Elementary, 19th Judicial District Courthouse	Bill Petty president
Broadmoor LLC 2740 N. Arnoult Road Metairie 70002	885-5400 885-6065	\$202 million	150 1973	general contracting, design/build, project management	100 percent	0 percent	0 percent	0 percent	0 percent	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 Stewart president
MAPP Construction LLC 601 Poydras St., Suite 1715 New Orleans 70130	833-6277 833-6074	\$192 million	161 1991	general contractor	90 percent	10 percent	0 percent	0 percent	0 percent	Jefferson Parish Emergency Call Center (911), Gretna; Jefferson Parish School Board Credit Union, Metairie; Chase Bank - Roosevelt Branch, New Orleans; Capital One - West Esplanade, Metairie; parking garage expansion, Gretna	Michael Polito president and CEO
Gibbs Construction LLC 5736 Citrus Blvd., Suite 200 Harahan 70123	733-4336 734-1417	\$179 million	160 1976	commercial general contractor, design/build	100 percent	0 percent	0 percent	0 percent	0 percent	Jackson Barracks, The Preserve, The Crescent, 1201 Canal, Saint Bakhita	Lawrence C. Gibbs CEO

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- Harrah's Casino
- Ashton Plantation
- Lusher Charter School Athletic Complex

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Largest general contractors

(ranked by gross revenue)

Company Address	Phone Fax	Gross revenue	Full time employees Year founded locally	Services offered	Percent of volume: commercial	Percent of volume: light industrial	Percent of volume: heavy industrial	Percent of volume: public works	Percent of volume: other	Recent local projects	Top executive Title
The McDonnell Group LLC 3350 Ridgelake Drive, Suite 170 Metairie 70002	219-0032 219-0095	\$90 million	48 2000	general construction, pre-construction services, construction management, design-build	100 percent	0 percent	0 percent	0 percent	0 percent	Louisiana Medical Center & Heart Hospital expansion, Metairie Country Club expansion and renovations, New Cryogenics Control Center - Stennis Space Center, LSU Interim Hospital & UMOB renovations, C&M Medical Services Building, multi-floor tenant improvements at One Shell Square, Xavier University interior renovations, A New St. Tammany Parish High School, Archbishop Hannan High School, LSU School of Medicine Center for Advanced Practice, New Orleans Marriott lobby and ballroom renovations, New Orleans Marriott 2nd, 4th and 5th floor renovations	Allan McDonnell president
DonahueFavret Contractors Inc. 3030 E. Causeway Approach Mandeville 70448	(985) 626-4431 (985) 626-3572	\$85 million	60 1979	pre-construction services, commercial general contractor	100 percent	0 percent	0 percent	0 percent	0 percent	200 Carondelet; Sunrise Senior Living, Metairie; New Orleans Public Belt Railroad; La. National Guard Bogalusa Readiness Center; JCPenney, Hammond	Jack Donahue chairman and CEO
Brice Building Co. 3500 N. Causeway Blvd., Suite 350 Metairie 70002	887-7020 887-7090	\$79 million	65 1952	general contracting, design, build, design/assist/construction management	100 percent	0 percent	0 percent	0 percent	0 percent	Roosevelt Hotel, Southeastern Louisiana University Parking Garage & Stadium Addition, New Orleans Fairgrounds Permanent Slots Facility, Children's Hospital PICU addition and renovation	Robert Donnes executive vice president
Landis Construction 8300 Earhart Blvd. New Orleans 70118	833-6070 833-6662	\$60 million	105 1956	construction, pre-construction, design/build	100 percent	0 percent	0 percent	0 percent	0 percent	St. Charles Hospital Expansion, Ochsner Baptist Campus, Chateau de Notre Dame, Temple Sinai, St. Anna's Residence, Rubenstein's, Durr headquarters	James C. Landis president
Cycle Construction 6 E. Third St. Kenner 70062	467-1444 467-1222	\$45 million	49 2000	heavy construction, underground utility construction, site preparation, debris removal, demolition, construction management, emergency response	0 percent	0 percent	0 percent	90 percent	10 percent	Construction and Automation of 5 Safe House Structures for Jefferson Parish. Lake Cataouatche Pump Stations 1 and 2 Temporary Reinforcements Orleans Village Levee Enlargement	Jonathan N. Kernion president

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Largest general contractors

(ranked by gross revenue)

Company Address	Phone Fax	Gross revenue	Full time employees Year founded locally	Services offered	Percent of volume: commercial	Percent of volume: light industrial	Percent of volume: heavy industrial	Percent of volume: public works	Percent of volume: other	Recent local projects	Top executive Title
Durr Heavy Construction LLC 817 Hickory Ave. Harahan 70123	737-3205 737-3905	\$40 million	130 1955	site preparation, demolition, underground utilities, paving, disaster recovery	50 percent	30 percent	0 percent	10 percent	10 percent	St. Bernard Housing Demolition, Bass Pro Shops Denham Springs, Pull-A-Part Baton Rouge, City Park Golf Course, SUNO residential expansion	Stephen F. Stumpf CEO
F.H. Myers Construction Corp. 520 Commerce Point Harahan 70123	734-1073 734-1099	\$34 million	42 1987	general contractor - commercial, design/build	80 percent	20 percent	0 percent	0 percent	0 percent	New Hospital Expansion at 1717 St. Charles Ave., Visitation of Our Lady in Marrero, St. Michael's Special School, ARABI Relocation of LISCO for the St. Bernard Port in Arabi, Regions Bank, Lakeview branch, 1201 Elmwood, Phase II and III, Renovations to Rhodes Funeral Home	Fred H. Myers president
Aegis Construction Inc. 456 W. Fifth St. LaPlace 70068	(985) 651-2859 (985) 651-2854	\$30 million	31 1991	design/build, construction management, general contractor	30 percent	20 percent	0 percent	50 percent	0 percent	Regions Bank, LaPlace; Emily C. Watkins Elem School; LA ARNG Reserve Readiness Center; Port Sulphur Fire Station	M. Kent Lilledahl president and CEO
Construction Masters 701 Papworth Ave., Suite 206 Metairie 70005	831-4261 832-0762	\$28 million	25 1989	renovations, new construction, adaptive reuse, hurricane rehabilitation	10 percent	0 percent	0 percent	80 percent	10 percent	Guste Elementary School; P M High School; Our Lady of Prompt Succor Church; Recovery School District Satellite Kitchens; LSU Lions Eye Center; St. Andrew the Apostle Church	Rene' Beonel / Glen Newell architect and CEO / president
Ryan Gootee General Contractors LLC 1613 Justin Road Metairie 70001	832-1282 832-8969	\$28 million	35 2004	commercial general construction	100 percent	0 percent	0 percent	0 percent	0 percent	Jesuit High School Window Replacement & Lintel Repairs; American Red Cross Renovations; CVS Pharmacy - Canal St. and Veterans Highway; New Orleans Theater for the Performing Arts; St. Dominic School Aquinas Hall	Ryan P. Gootee president and CEO
Professional Construction Services Inc. P.O. Box 26245 New Orleans 70186	241-8001 245-7475	\$25 million	125 1972	land and marine pile driving, concrete foundations, structural steel fabrication and erection, process piping	20 percent	10 percent	60 percent	0 percent	10 percent	Chevron Oronite at Belle Chasse; Misc Pile Driving; Entergy; AT&T; Louis Dreyfus; IMTT - St. Rose, Avondale, Gretna; Stolthaven	Leonard B. Hebert Jr. CEO and chairman of the board
Ellis Construction 739 S. Clark St. New Orleans 70119	483-9510 483-9520	\$21 million	36 1996	general contractor	75 percent	10 percent	0 percent	15 percent	WND	Wisdom Manor Senior Housing Cypress Manor Apartments Lakewood Golf Club Temporary Facilities	Bret Ellis president
RCI 894 Robert Blvd. Slidell 70458	(985) 643-2427 (985) 643-2691	\$15 million	140 1978	landscape construction, landscape maintenance, pool construction, hardscape	50 percent	10 percent	0 percent	30 percent	10 percent	Nord Du Lac Lifestyle Center, Keesler Housing 1169 homes, Stennis, LLOG, LaCoste HS Swimming Pool, I-10 median landscape	Joe Rotolo president
Core Construction Co. LLC 4416 York St., Suite 200 Metairie 70001	457-2420 457-2422	\$12 million	10 2001	general contractor, commercial	100 percent	0 percent	0 percent	0 percent	0 percent	St. Francis Xavier Church, Metairie; Capitol One 201 St. Charles, New Orleans; SSA Chapel, Covington; Fertility Institute Clinic, Metairie;GNO Credit Union, New Orleans; Federal Reserve Restroom Renovations, New Orleans; Police Evidence Facility, New Orleans.	Timothy Held and Frank Stritzinger co-owners
Benasco Construction LLC 573 J. F. Smith Ave. Slidell 70460	(985) 960-7777 (985) 607-0193	\$11 million	20 2004	general contractor	90 percent	0 percent	0 percent	0 percent	10 percent	Gulf Coast ThermoBlock Fabrication The Hagan Project Boothville/ Venice Community Center	Tommy Benasco owner
Crane Builders 3807 Magazine St. New Orleans 70115	891-5461	\$10 million	20 1980	residential renovation, light commercial	35 percent	0 percent	0 percent	0 percent	65 percent	Enterprise Rent-A-Car; Grace Residence, Taylor Residence, Campbell Residence, Antoine's	Rene Dupaquier president
B.E.I. General Contractors 2530 Lexington Ave. Kenner 70062	712-0234 467-5234	\$9 million	23 1992	commercial construction, fast track	75 percent	0 percent	0 percent	20 percent	5 percent	Harrah's Hi-Limits, Gateway Shopping Center, Loyola Car Wash, Eckstein Marine, Covington Mellow Mushroom	Tara O'Meallie owner and 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 percent	0 percent	0 percent	0 percent	0 percent	Southeast Veterinary Specialists, 321 Veterans Blvd. Office Building, Tulane Zeta Beta Tau Fraternity House, Gelman-Collins Medical Center	Harry Lazarus president
Kailas Cos. / USD Construction 3525 N. Causeway Blvd. Metairie 70002	828-9700 828-9717	\$6 million	WND 2005	commercial construction	100 percent	0 percent	0 percent	0 percent	0 percent	3525 N. Causeway Modernization, 210 Baronne St. A/C and Electrical Systems, 101 Robert E. Lee Blvd, 9900 Lake Forest Blvd.	Praveen Kailas WND
Cragmar Construction LLC 3343 Metairie Road, Suite 7 Metairie 70001	218-4410 218-4416	\$4 million	4 2004	custom homes, renovations, light commercial	5 percent	0 percent	0 percent	0 percent	95 percent	40th Street Properties - Law Office, Anderson, Bryan, Payne custom renovations, Abbott, Beonel, Carbonell, Dugan, Vaughn, Washington custom homes	Craig Martin Sr. WND
Poche' Construction Inc. 2520 Bayou Road New Orleans 70179	301-0525 301-0523	\$4 million	WND 1987	commercial/industrial general contractor	0 percent	0 percent	0 percent	0 percent	100 percent	Keller Supply showroom, offices and warehouse; Cornerstone Elderly Housing	Warren L. Poche' president

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